



Lotus Lines

March/April 1990

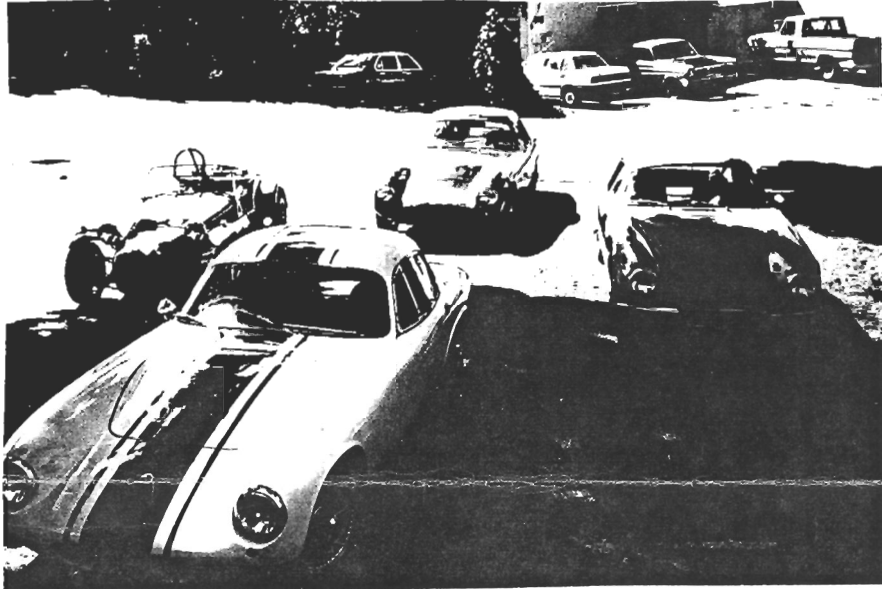
May/June

6th Year of the Club ... 39th Year of the Marque

Chairman's Ramblings by John Daniels

It seems like most of my news this time is from other clubs and areas. First we received a letter from Mike Ostrov the secretary of Club Elite, the Lotus club in the Bay area. He is the owner of about eleven various Lotus cars mostly early Elites and two Seven's. One of the amazing things about his cars is that most of them are running. Mike asked that he be included in our membership list and that I let every one know that he would welcome hearing from anyone visiting the Bay area who might want some help or to just talk Lotus. If you're ever in the area you can reach Mike at:

6238 Ralston Avenue
Richmond, CA. 94805
(415) 232-7764



A picture of Mike's front yard is shown here. Nice front yard! Thanks for the offer Mike. Nikki and I will be looking you up during the Lotus convention this June.

The weekend of April 21st Nikki and I spent a very enjoyable two days as guest of Ron and Arlene Soloman's in Vancouver B.C. We were invited to Vancouver by the Lotus Car Club OF B.C. to attend their 10 year anniversary banquet. The Lotus company was represented by two of the local dealers personnel and Ron of Lotus, North America. They also brought a Turbo Esprit and a real live Elan. The Elan is one of only three that exist at this time and was only on static display. However it is an impressive car and we were allowed to actually touch and even sit in it. This is the same car that is on display at Bayside the week of May 6th.

The most interesting thing I learned was why people form Lotus car clubs. Their club was founded by the efforts of a single person with the same amount of hard work and hours of effort that Terry put into Evergreen Lotus. However that is where the similarity stops. Kim founded the B.C. club as he realized that his car would someday need some repairs. Not being inclined to do this type of thing himself, it occurred to him that he should surround himself with people that were so inclined. The really amazing part to me is that his theory worked and apparently he was always able to keep his cars in running condition. With out a doubt Terry should have hit on this theory, (I suppose that its too late now that I've spilled the beans).

Remember we will be furnishing complete membership lists on request as soon as they are available. This list will include names, addresses, phone numbers, cars and other interests. This list will only be available by request to myself or Jim Taylor. If you call me ahead of time I will have them at the meetings.

In closing, I would like to once again ask for some of the silent majority out there to come forward with ideas/plans for some club events.

Calendar of Events (Past, Present and Future)

May, Sun. 20th Lotus meeting at Peter Miles home.

May 31st and June 1st thru 3rd, West Coast Lotus Meet in Sonoma California.

June, Sun 10th Banquet at the General Petroleum Museum is cancelled due to lack of participants from our Club and the Morgan Club.

June, Sat 16th, Lotus meeting at Maury and John's home. Includes a slide show of their trip to the Phoenix Grand Prix.

July, Sat 14th Club Lotus Tech Session. Hosted by Lotus of B.C. in Vancouver. Please contact Terry for full details.

July, Sat 21st All British car meet in Bellevue. You should be receiving a mailing about this event within the next few weeks.

July, Sun 22nd, Annual picnic at Terry and Lezlee's.

August, Sat 18th, Vashon run, Dave and Alice Larson hosting.


September, Sat 22nd, Bayside Lotus hosting.

October ??????

November ??????

December ??????

Please Note: The July and August meetings are currently up in the air. The finalized version will be published in the July/August Newsletter.

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Vintage Views - Lotus Seven

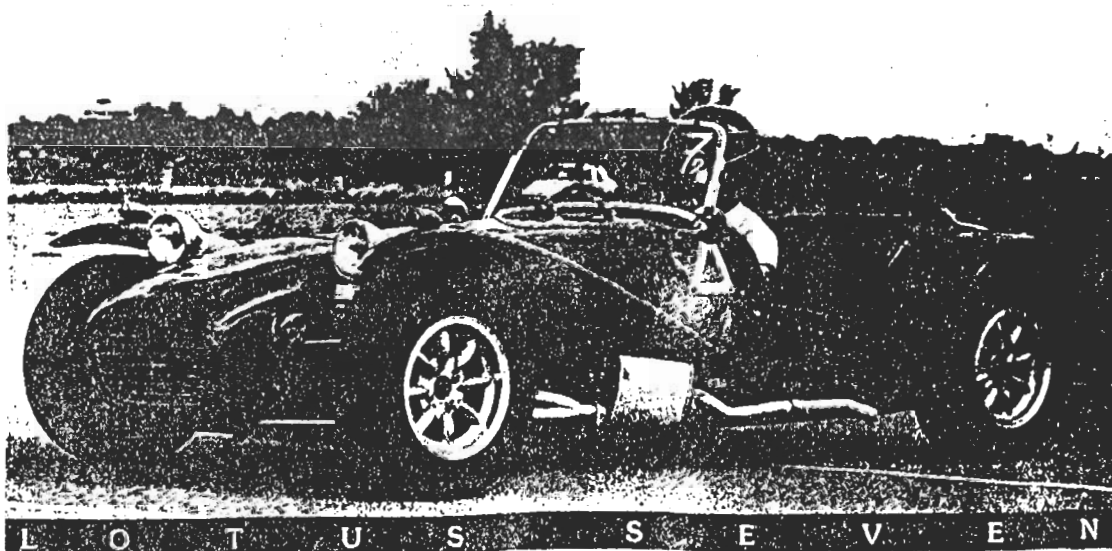
donated by John Daniels from a magazine called Auto-X, author is unknown

If we were to establish an autocross hall of fame, a few cars would be enshrined on the first ballot. These cars - the Mini Cooper S, Lotus Elan, and others - have become legendary for their prowess at flying through the pylons. Even among these giants of the sport, however, one car stands alone as unquestionably the most capable, fastest, volume produced pylon racer ever built - the Lotus Seven. Thirty-one years after its introduction, a good Seven still strikes fear in the hearts of its competitors. Despite the fact that most versions of the car are not eligible for the stock or street prepared categories, the Lotus Seven has captured 22 national Solo II championships.

The story of the Seven begins in the mid-fifties. At that time, Lotus Engineering Company, Ltd was a small, part-time operation run by a young engineer with the British Aluminum Company named Anthony Colin Bruce Chapman. Chapman had built a number of trials and club racing specials and had begun producing a fair number of copies of a club racer he designated the Mark 6. This was an innovative little roadster that featured a space frame fabricated from small diameter tubing, a small displacement engine and cycle fenders. Many were in kit form to evade the British Purchase Tax on fully assembled automobiles, which ran as high as 40 percent.

By this time Chapman has decided to move Lotus into the road car market. His plan was to produce two cars that were radically different in nature: low volume engineering tour de force, sleek and revolutionary in its design and a bare bones, inexpensive roadster similar to the Mark 6. These were the Elite, which has been called by some the most beautiful Grand Touring coupe ever built, and the Seven. Both were unveiled at the 1957 Earl's Court Motor Show; while the Elite drew the raves of the motoring press, the Seven drew the orders.

It is reported that the Seven was designed in a week. The chassis was similar to that of the Mark 6 and 11 sports racer: a space frame built from small diameter tubing with several attached stress bearing aluminum panels, which were formed for Lotus by Williams and Pritchard. The shape was simple: a boxy body with separate cycle fenders up front. There were no doors and no windows. The narrow areas between the transmission tunnel and body sides were padded and served as nonadjustable seats. The low top meant that entering the car required a sequence of contortions demanding enough to qualify as a gymnastics exercise.



Front suspension was identical in concept to the Elite and was developed from the Mark 12 Formula Two car. It incorporated double wishbones - part of the top one was formed by the anti-sway bar - and coil-over telescopic shock absorbers. Shortly after introduction, the Seven's steering mechanism was changed to rack and pinion.

At the rear, the live axle was sprung by coil-over telescopic shock absorbers. It was located by twin trailing arms and a diagonal arm. Fifteen inch wheels were used at all four corners.

The basic Seven used a flathead Ford engine of 1172cc that produced 40 bhp, but optional engines soon appeared. The most desirable one for early Sevens was the 1907cc Coventry Climax FWA, which developed 75 bhp. Tied to a BMC four speed gearbox, this really made the lightweight Seven fly. Cars with this engine were known as the Super Seven. Another popular powerplant, the 948cc, 37 bhp BMC "A" series engine, became available in 1959. This version of the Seven was called the 7A.

Sevens appear to have been imported to the United States for the first time in 1958; by late 1959, the U.S. importer requested a special version for the U.S. market. This car - known as the Seven America - saw the first appearance of elegantly styled clamshell fenders in place of the original front cycle fenders. The car was much more elegant looking with these fenders, so before long the cycle fenders disappeared. Most of the Seven Americas were powered by 948cc or 1098cc BMC engines.

Most Sevens were marketed as very complete kits. Lotus claimed that a handy customer could assemble the car with hand tools in about 12 hours. Demand was high and the Lotus production facilities were swamped. In October of 1959, Lotus moved to an industrial park in Cheshunt and reorganized into three divisions: Lotus Components, which built race cars for customers; Lotus Developments, which built road cars; and Team Lotus, which was the factory racing team. All three divisions built Sevens, depending on which had slack time.

It was a good thing that the Seven was so popular - in 1959, Lotus was in bad financial shape, largely due to quality control problems with the Elite. To improve cash flow, Chapman slightly redesigned the Seven so it could be produced at a lower cost, then lowered prices on Seven and Elite kits. This redesigned version of the Seven, which was produced between 1960 and 1968, was known as the Series 2. Principal modifications included a lighter, but weaker frame; a more cleanly styled, squarish hood and nose; 13" diameter wheels; relocated steering rack; and an "A" bracket to replace the diagonal arm locating the rear axle. A wide variety of engines was offered, including 1340cc and 1500cc Cosworth Fords of 85 and 95 bhp. These cars were real rockets, producing 0 - 60 times of 6.5 seconds! Front disc brakes appeared on the Super Seven in 1962.

Lotus continued to expand, boosted by World Driving Championships in 1963 and 1965, a victory at the 1965 Indy 500, and the success of the remarkable Elan and Cortina. The Lotus operation moved again in 1966, this time to their current headquarters near Hethel.

By the late sixties, the Seven was an anachronism - a very fast one, but an anachronism nonetheless. A new craze was sweeping England: "beach buggys" (VW dune buggies to us). These were mostly clones of the Meyers Manx. Lotus began designing a "new" Seven, the type 60 to take advantage of this market for lightweight kit

cars. In the meantime, they built what many consider to be the most desirable of all Sevens, the Series 3.

Built between 1968 and 1970, the Series 3 corrected most of the faults found in earlier Sevens. Rear axle failures had been common; these were cured by adopting the new Escort axle assembly. The chassis was reinforced to stop breakages, and the steering rack was raised to minimize bump steer. The usual powerplants were Cortina engines, with a few cars using the Lotus Twincam engine from the Elan.

In 1970, the Series 3 was replaced by the type 60, now called the Series 4. This was a radical departure from previous Sevens, with its separate fiberglass body and ladder based frame. It was somewhat ungainly in appearance and not popular among most Seven aficionados. Sales fell off quickly. Lotus stopped all production of Sevens in 1973.

But the Seven, much like Sherlock Holmes, refused to die. One of the first Lotus dealers in England, Caterham Car Sales, bought all Seven parts, jigs and equipment, and has continued to produce the car, first in Series 4 form, then as Series 3 models. The car remains in production to this day.

There is some controversy over the car's appropriateness as a competition vehicle; a phrase often used in conjunction with Sevens is "too fast to race". Many sanctioning bodies will not allow the larger engined versions to race as production vehicles. Indeed, all of the Sevens Solo II championships have come in the race prepared and modified categories. Sevens have been road raced with much success over the years, but these days poor aerodynamics are an unsurmountable handicap.

Our featured example is a 1964 Series 2 Super Seven belonging to Dave Truxal of Albuquerque, New Mexico. Dave bought the car 13 years ago and has restored it to better than new condition.

"The car was originally built for SCCA road racing, with a 1340cc Cosworth engine," Dave relates. "It was in pretty good condition when I got it; it still has the original frame and all of the original aluminum bodywork except for the engine cover. The engine is a non-uprated 1600cc Cortina out of a Merlyn Formula Ford I destroyed in 1974. It's had full Formula Ford preparation, including dry sump lubrication, and I've added dual Weber 40 DCOE carbs."

Like most Sevens, Dave's car has had several braces added to the frame and suspension components. He drives the car for fun and enters occasional autocrosses for the enjoyment of driving the car as it was meant to be driven. "To make the car really competitive in D Mod, I'd need a BDA engine, slicks and a number of chassis modifications that would make the car undriveable on the street. I'd rather enjoy it as a road car."

SPECIFICATIONS

1964 LOTUS SUPER 7

GENERAL	
Wheelbase:	88 inches
Front track:	47.5 inches
Rear track:	48.5 inches
Overall length:	131.5 inches
Overall height:	39.5 inches
Weight:	1225 pounds (est.)
CURRENT ENGINE	
Type:	Ford "Kent" inline 4-cylinder, overhead valve, crossflow, Formula Ford specs.
Displacement:	1599 cc
Compression:	9.0:1
Fuel System:	twin Weber 40 DCOE 18 carburetors
Exhaust:	4-2-1 header, turbo muffler
Lubrication:	dry sump
Power:	120 bhp (est.)
Redline:	6300 rpm
DRIVE TRAIN	
Transmission:	Ford close ratio
Differential:	4.11:1 open, reinforced
Chassis:	Spaceframe with reinforced engine bay, rear suspension, seatbelt, and gearbox mountings.
FR. suspension:	Reinforced lower A-arm, upper link and anti-sway bar, coil-over tubular shock absorbers, disc brakes.
R. suspension:	Live axle, twin trailing arms with spherical bearings, lateral location by "A"-bracket, coil-over telescopic shocks, drum brakes.
Steering:	Rack and pinion, 2 1/4 turns lock-to-lock, right-hand drive.
Wheels:	Panasport, 13"x5 1/2"
Tires:	Pirelli P6, sized 205/60HR13
Color:	British Racing Green, black interior, gold wheels.

Editor's Notes by Jim Taylor

The April meeting at my place was very pleasant and I thoroughly enjoyed hosting it. I think that the members who showed up were pleased to see that I fit right in with Lotus mindset. Since my windshield was in the dining area along with about ten boxes of misc parts (no dining table and chairs though), the bumpers under the bed, seats and other interior goodies downstairs in my storage room and two garages to hold one Lotus Europa. And of course the proverbial "I'll have it running this year, no problem" whilst everyone is looking at the frame up on sawhorses, the engine on the floor and the Europa's doors inside the car where the seats should be.

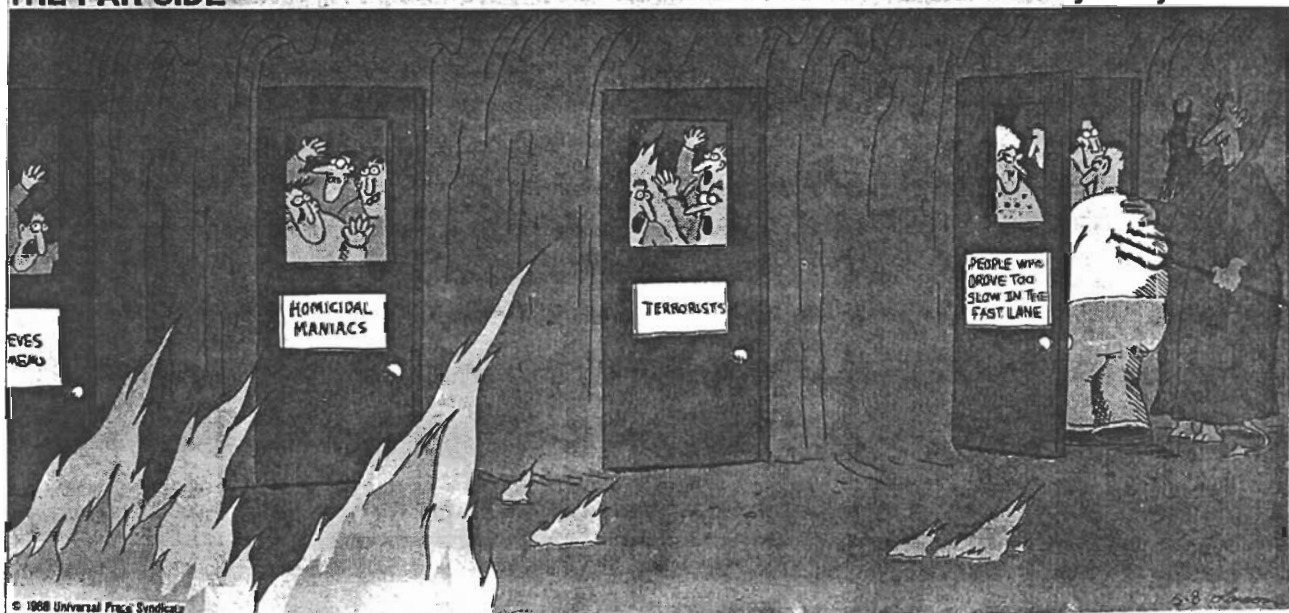
Since we are lacking for local input on the more technical aspects of Lotus cars, driving techniques, etc, I will be using articles which have already appeared in other club's newsletters. These articles will range from the nitty-gritty of camshaft/valve timing to heel and toe shifting and braking techniques. I will, however, give top priority to printing anything that is submitted by the Evergreen Lotus Club's members or by any of the other local car clubs with which we associate. I would like to receive anything being submitted for publication by the first day of the month in which the newsletter is due so that I can get it into the mail on a more timely basis.

Reminders:

- The General Petroleum Museum trip has been cancelled due to lack of interest by both Evergreen Lotus and the Morgan clubs.
- The list of information on the Club members will be available by the June meeting.

THE FAR SIDE

by Gary Larson



VINTAGE RACING NEWS by Terry Elmore

SOVREN, the Society of Vintage Racing Enthusiasts, the local vintage racing organization, will be putting on two races this year. The first is coming up on June 23rd and 24th at SIR. The second is also being sponsored by SOVREN for the Portland Historics to be held at PIR on July 13th and 14th.

SOVREN has extended an invitation to the various marque clubs, including Evergreen Lotus, to have car club displays at the SIR event. Club cars that participate will receive two free passes for entry to the races (regular admission is ten dollars). For club members who aren't able to provide a car for display, they are extending an offer of reduced rates for pre-purchased tickets. This will enable you to buy your tickets in advance for seven dollars. We will have further information at our upcoming meeting on May 20th.

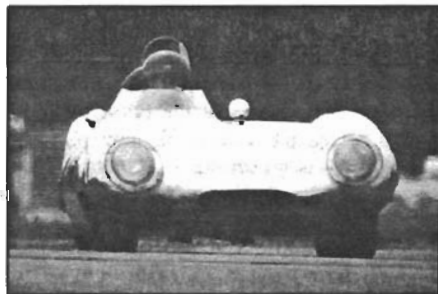
The July meet at PIR will be held on Friday and Saturday and is then followed by the prestigious Forest Grove Concours on Sunday the 15th. I've previously attended these events and can state that they are both very well supported in quantity and quality of cars. It's well worth attending. I will have a selection of photos taken at these events for your perusal at the May meeting.

For a number of years now the Vintage Weekend at Westwood has been on the weekend following the Portland Historics. This year, which is absolutely, positively the last year for the Westwood track (with no replacement track in the foreseeable future), the Final Vintage Weekend will precede the Portland Historics by one week. The Historics is being held on July 7th and 8th. It is really unfortunate to see this event and track come to an end. Lezlee and I have attended the Vintage Weekend for a number of years now and have seen some great cars and witnessed some exciting racing. I have no doubt that the LCCBC will be organizing a good display of Lotus for the car corral. I'm sure the LCCBC would welcome any Evergreen Lotus cars that make the trip up as well. If you've attended any of the previous meets, you'll recall that the display cars take some parade laps during the lunch break in the race action, so this will no doubt be a final opportunity to drive your Lotus on this historic track.

Lastly, I am gathering information on Elite vintage race preparation toward my oft-delayed goal of going vintage racing with one of my Elites. In an issue of the Club Elite newsletter that I edited last year I posed the questions:

- How and where does the Novice begin in setting up an Elite for vintage racing?
- What do the many differing vintage sponsoring groups require for safety equipment?
- What modification and updates are allowed (and not allowed)? etc...?

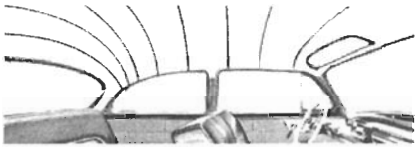
I have received responses from several members who have been actively and successfully campaigning their cars on the vintage circuits for a number of years. This information will be incorporated in a series of articles which are to appear in future Club Elite newsletters. After the articles appear in that publication, we will reprint them in the Lotus Lines. I hope you will find them of interest.



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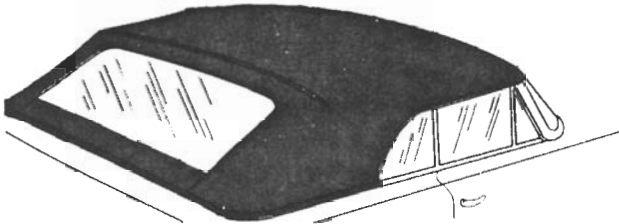
Headlinings



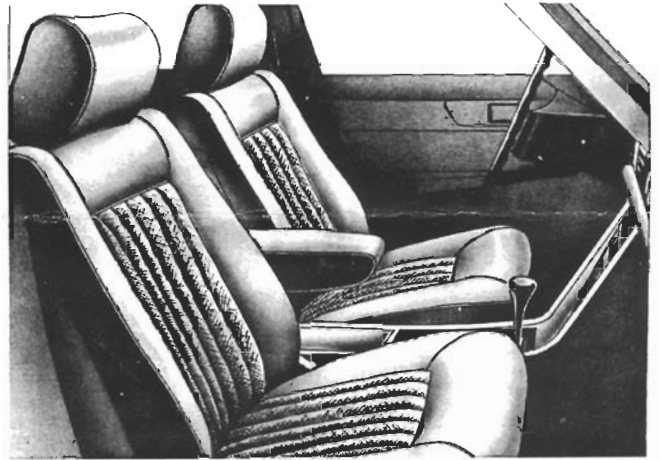
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Landau Tops

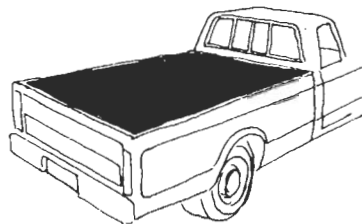
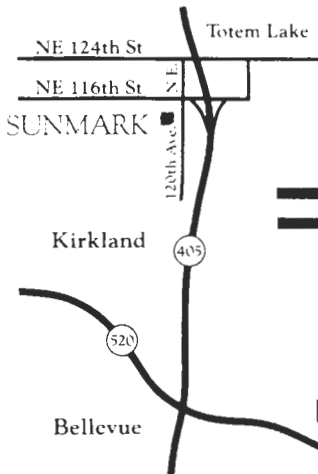


Convertible Tops

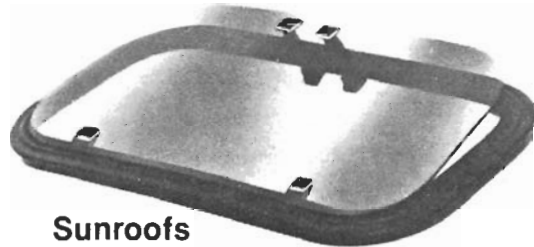


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Camshafts by Demitri Elgin,
reprinted from the Chapman Report,
the Newsletter of the Golden Gate Lotus Club

Introduction - (by Joel Lipkin) *This year's winter "project" is a new motor for my Super 7. My goal is reliable power - what else is new? - so I am starting out with a tried and true Cortina 1500 and will make appropriate changes to improve it in the best way I know how. Early on in the process, I decided that I will need a new "hot" cam, but I quickly discovered that my knowledge in this specialized area is sadly lacking. Figuring the trade-offs between lift, duration and low-end torque, for example, seemed like some kind of black magic. Almost as quickly, I discovered that the Bay Area is blessed with a talented and experienced cam grinder who is also eager to share his knowledge with local amateurs. This is Demitri "Dema" Elgin who owns and runs Elgin's Cams in Redwood City. In fact, Dema gets asked so many questions that he decided to write down some of the answers in terms that we can all understand. The result is a series of three articles which he has generously offered for publication in the Chapman Report. The following is the first of these, the others will appear in subsequent issues.*

PART ONE - The Basics

Considerable information has been recorded about numerous aspects of the four stroke internal combustion engine. Nevertheless, only a limited number of people really understand how it works and fewer still know how to modify an engine to suit their needs. I will try to simplify this complex subject by discussing some basic principles that may be overlooked or misunderstood by the average person.

First, it is very important to understand the relationship between piston travel direction and valve timing events. The reason this relationship is important is because it is one of the few things that is relatively easy to adjust/change. The camshaft that opens and closes the valves makes ONE complete revolution (360 degrees) while the crankshaft moving the pistons up and down the cylinders rotates TWICE (720 degrees). Camshaft timing is usually expressed in terms of crankshaft degrees relative to piston placement in the cylinder. That is, relative to Top Dead Center (TDC) and Bottom Dead Center (BDC), where the piston is at the top and bottom of its stroke, respectively. Note that during the four strokes of a piston in an internal combustion engine the crankshaft will rotate 720 degrees and the piston will be at each of TDC and BDC twice.

THE FIRST STROKE: Starting at TDC, the piston moves down the cylinder during the intake stroke; first picking up speed then slowing down again when it reaches the bottom of the stroke. As the piston moves down the cylinder the intake valve is opening. Some air/gas mixture starts to flow into the cylinder as the valve opens, but the greatest gulp comes when the pressure differential is the biggest. This occurs when the piston reaches its maximum velocity. The things that govern piston velocity are the stroke, rod length and piston pin off-set. You must be wondering why I'm talking about piston velocity during the first stroke. Fact One: Volumetric efficiency is directly related to piston velocity! There are about 200 miles of air above the engine just waiting to fill the cylinder with 14.7 psi at sea level.

The intake valve is almost closed as the piston reaches BDC, but it does not close completely until after BDC, when the piston is on its way back up the cylinder. We are now starting **THE SECOND STROKE:** The piston compresses the air/fuel mixture to a high enough pressure and temperature to permit spark plug ignition. We hope this results in a controlled burn, rather than an explosion (detonation), that produces

power and moves the piston down for THE THIRD STROKE: Power is produced while the gases in the cylinder expand and cool. In most instances the expanding gases are at a low pressure by the time the crankshaft reaches 90 degrees After TDC (ATDC), so we can safely open the exhaust valve Before BDC (BBDC). When the piston reaches BDC we begin THE FOURTH STROKE: The exhaust valve is opening at a fairly rapid rate, the piston is going up and if the exhaust valve is not open a lot by the time the piston reaches maximum velocity there will be resistance in the cylinder caused by excessive exhaust gas pressure. This produces conditions which are referred to as "pumping losses". As the piston reaches the top of the cylinder, the end of the fourth stroke, you will see the exhaust valve is almost closed, but, lo and behold, the intake valve is just beginning to rise off its seat! At TDC at the end of the fourth stroke, both the intake and exhaust valves are open just a little. For this reason, this part of the stroke is called the "overlap period".

During the overlap period you will often find that both valves will be open an equal amount. This condition is referred to as "split overlap". On standard engines the valves are only open together for 15 to 30 degrees of crankshaft rotation. In a race engine operating at 5000 to 7000 RPM, you will find the overlap period to be in the neighborhood of 60 to 100 degrees (which also translates into more valve opening duration)! As you might expect, with this much overlap the low speed running is very poor and lot of the intake charge goes right out the exhaust pipe.

Let us review the four strokes again and add some timing events to calculate total valve duration. For illustrative purposes, we can discuss a good street cam with a 268 degree duration and 108 degree lobe centers. Lobe center is the relationship between the centerlines of the intake and exhaust cam lobes, expressed in camshaft degrees. As we discussed earlier, at the end of the fourth stroke, both valves are open and the next stroke is the new intake stroke. Referring to Figure 1, we see that the intake valve began to open 26 degrees Before TDC (BTDC). The piston moves down the cylinder after the crankshaft passes TDC and the valve reaches full lift at 108 degrees (lobe center) ATDC. Note also that the intake valve is still open when the piston reaches BDC. We can start to add things up now. The crankshaft has rotated 180 degrees from TDC to BDC on the first stroke and the intake valve opened 26 degrees BTDC, so the total crankshaft rotation so far is 26 degrees plus 180 degrees which equals 206 degrees. We started with a 268 degree camshaft so that tells us when the intake valve will close, 268 degrees minus 206 degrees which equals 62 degrees ATDC. Note that even though the second stroke is the compression stroke we see that it starts while the intake valve is still open! Fact Two: The engine does not have any compression until the intake valve is fully closed!

Now, we compress the air/fuel mixture and ignite it at the proper time in order to maximize the push down on the power stroke (stroke three). Remember I said that most of the cylinder pressure is gone by 90 degrees ATDC, and you can see that with our 268 degree cam, that the exhaust valve begins to

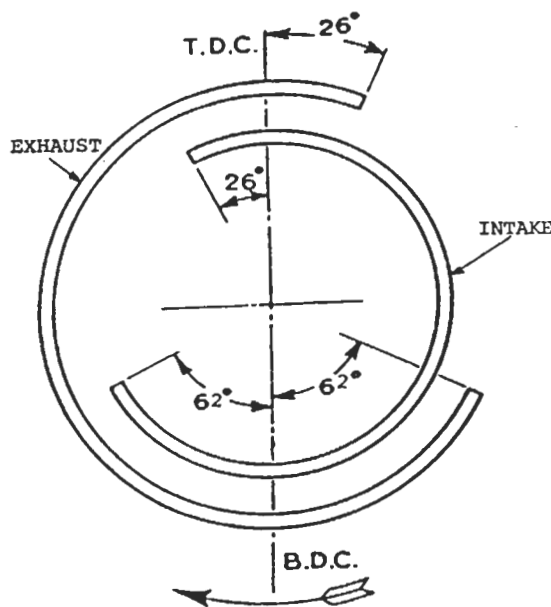


Fig. 1. VALVE TIMING

open 62 degrees BBDC, that is before the exhaust stroke actually begins. So adding again, we have 62 degrees plus 180 degrees (stroke four) which equals 242 degrees. Thus at TDC at the end of the exhaust stroke the intake valve has opened but the exhaust is not closed. It remains open for 268 degrees minus 242 degrees which equals 26 degrees ATDC. With the intake opening at 26 degrees BTDC and the exhaust closing at 26 degrees ATDC we have a total of 52 degrees of overlap.

Now with the basics down, we can start discussing duration, lift, lobe centers, compression and cylinder flow. Stay tuned!

Note: I will be including the other parts in this series over the next few issues. Ed.

FYIAA (For Your Information And Amusement) by Jim Taylor

Since I have been working on my Europa for about a year, I have come across a couple of things that I would like to pass on to my fellow Lotus Club members to put into their file of important things to remember (or for use as the subject for a good rolling in the aisle, tears come to your eyes, how could anyone be sooooo stupid, belly laugh).

First, I ordered up some steel braided brake lines to replace the old rubber ones, they looked great and came with aluminum fittings. I re-plumbed the brake system so I had the opportunity to take the lines off and on these nice looking aluminum fittings several times. During final assembly of the Europa's brake lines (I suppose "final assembly" is a contradiction in terms with a Lotus), I noticed that the area on the soft aluminum fittings where the hard steel tubing seats had become deformed by the steel brake tubing. Definitely not a good thing to be happening. So I found a place that sells high quality hydraulic fittings, Spencer's Hydraulic over by Boeing field, and bought steel fittings to go with the steel brake tubing. They don't look as nice, but I feel a lot better about them than the aluminum ones. Spencer's will also make up just about any size or length of steel braided hoses and they have a good variety of different types of fittings you might need for the fuel and cooling system of your Lotus.

Second, I decided to try and cut down on the amount of heat inside the central tunnel of the Europa by getting 1/2 inch thick boiler tube insulation and wrapping it around the steel coolant tubes running thru the central tunnel. It might work, it might not. I guess that I'll find out eventually.

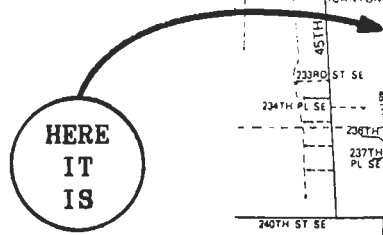
Lastly, for this issue anyway, McLendons Hardware sells an epoxy paint in a spray can that works real well. It comes in black, red and white. It dries kind of slow, especially if its cool where you are doing the painting. You also have to be careful about runs on the finished product. The positive side is that it looks good after the paint has had a chance to cure completely and the surface will take a lot more abuse than regular paint does. Give it a try, see if you like it. There is a McLendons in Woodinville and another one in Renton. There may be other places that sell this kind of epoxy paint, but I have not yet found them.

I have more tidbits that I will be including in future newsletters. If you have something of interest, just give me a call and I'll make sure it gets into the newsletter.

Meeting Locations

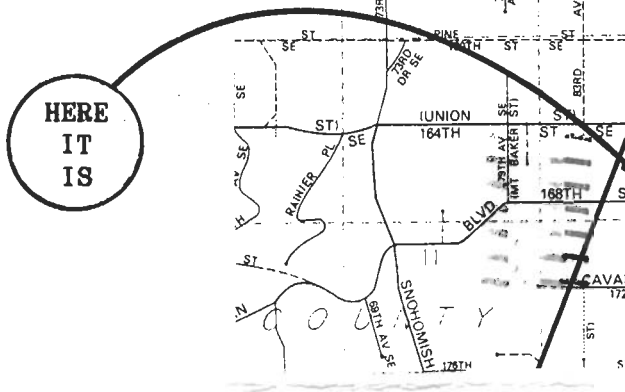
May Meeting

Sunday the 20th at 1:30
Peter Miles
23029 49th Avenue SE
Bothell, WA.
(206) 485-6810



June Meeting

Saturday the 16th at 1:30
Maury and John Montag
16723 87th Avenue SE
Snohomish, WA.
(206) 668-4146



**Club Officers: John Daniels, Chairman, 788-2729 - Nikki Daniels, Membership
Terry Elmore, Club Liaison, 334-5768 - Jim Taylor, NewsLetter, 738-12237**



EVERGREEN LOTUS CAR CLUB

John Daniels, Chairman
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