



Lotus Lines

January/February 1992

7th Year of the Club.. 42nd Year of the Marque

Holidays and Windshield Wiper Fixing by Bob Crichton

The beginning of a new year. But first a last word about the old year. The Christmas party at Bobbie and Noel's was great. Lots of Friends and Fun and Christmas Cheer. The highlight for me and Brooke, my daughter, was a ride in Noel's airplane. For those of you that haven't been to Bobbie and Noel's house, they live on an airport. Their garage is a hanger and their driveway leads to a runway. For airplane people, it is like living on a lake for boat people. My dream would be to buy all the property around Seattle International Raceway and sell the houses to car nuts and we could drive our cars from our garages right to the track. All the people would love the sound of engines revving and there would be no one to complain about the noise. These are the kind of things I fantasize on in the winter.

Winter is also a good time to fix those little things that annoy you in the summer. In my case it was a malfunctioning windshield wiper. The same malfunction that kept me from the field meet in Portland. I went at the problem the way I like to tackle all my problems. I started with the most expensive thing to replace, the wiper motor. I removed it to get the parts number. Once removed and part number in hand I found out I couldn't find one to replace it with. So just for fun I grounded the motor and ran power to it. The motor was good or at least it was good sitting on my work bench. So now I have to put it back in the car. Now if you haven't worked under the dash on a Seven come on over and I will treat you to a new experience. There are no doors so you have to lay on your back on the seat and stick your legs over the roll bar. I can only last for about three or four minutes in this position. So I have to work kind of fast. During one of my periods under the dash I happened to notice a loose wire on the far side of the dash.

Now this wire is about as far from the wiper motor as you can get. But low and behold it was the ground for my malfunctioning wiper. So there is a lesson to be had here. I'm just thankful that Lotus parts are hard to come by or I would have a spare wiper motor by now.

I have, with wiper motor working again, been driving on a more regular basis. I try to go out at least once a week on some of my back roads out in Snohomish. This may seem strange but winter is the best time to drive around in a Seven. The little car has a tendency to burn your feet in the footwells in the summer. This problem becomes an asset in the winter. With hat and gloves and a good jacket, the cold wind in your face makes for a most enjoyable experience. A little rain just adds to the romance of driving a roadster.

I've rambled long enough. Lets get to business. This is the start of my second year as chairman. I really have no idea whether or not I'm doing a good job. I have had fun and I love going to as many events as I can. The club roster has grown by a few and we haven't lost too many old members so I'm pretty happy. The newsletters are great fun and full of a lot of information. I encourage any feedback anyone may have on any subject, good or bad. So if you so desire, just write me and if you like I will print it in the newsletter. That's all until the next letter. Best wishes for a new year.

Autocross Brings Best Out of the Babbs by Rick Roff,
reprinted from Boeing News of Seattle, November 15, 1991

Some wonderful things have happened to Boeing employee Karen Babb while autocross racing. For starters, the software engineer for the Flight Systems Lab in Seattle recently won her sixth straight national autocross championship title in Salina, Kansas. Under the stress of competition, her driving also has improved, particularly in hazardous situations. And, autocross racing is how she met her husband Ron. "We met in a Boeing Space Center parking lot at an autocross meet", she said. "I think he liked my RX-7."

The RX-7 was Mazda's sleek new sports car that hit the road powered by a rotary engine. When Babb started racing in 1979, her RX-7 was one of the few in competition. Racing a car that she liked to drive every day was a perfect combination. She was hooked. "I really enjoy it," Babb said of autocross, in which competitors race against the clock through a slalom course on an empty parking lot just about anywhere. "One of the things that attracted me to it is that it didn't cost an arm and a leg to compete." She credits the sport for saving much more than that. "I know it has made my street driving better," she said. "I had an early accident in the RX-7 that I know I could have avoided if I'd had more experience in competition. I overcompensated on ice and lost control. It's happened since and I've steered out of it."

Babb's racing started via Boeing Autosports Club, of which she eventually became president, when she signed up for a driving class and was talked into bringing her RX-7 to competition. The road hasn't been all downhill since, but the twists and turns have been worth it, she said. After a year of racing, she finished reasonably well in a local competition and friends convinced her to take part in nationals. "Ron took fourth and I was in the middle of the pack somewhere, which

was decent," Babb said. "In 1981 we did better, and we kept doing better until 1983, when I took first at nationals."

But the end was near for the RX-7, she said. The caliber of competition was so great that they were getting left in the dust. "In 1984, we got clobbered," she said. "Up to that point, we had done just about everything we could to the car to make it competitive. We decided that we liked the sport enough to continue, but that we wanted to be able to compete. It was discouraging to put so



Ron and Karen Babb display winning hardware, and the Lotus Elan they won it in, from national autocross racing in Kansas. Karen Babb has been racing in the Boeing

Autosports Club for about 12 years. She has won the past six races in a row.

— photo by David Johanson

much effort into it and not do better." The RX-7 resumed its place as a full-time street vehicle. "We no longer could compete in it," Babb said, and that realization triggered the purchase of a 1967 Lotus Elan in 1984. The Babbs refurbished it themselves that winter, began racing it in 1985 and were instantly successful.

This year the Babbs won National Autocross Championship titles at the Sports Car Club of America Solo II National Championships. The twin victories were a first for the couple -- Karen Babb's sixth win in a row and her husband's first win ever, although he has won trophies for the past five years. "It's exciting," Babb said. "We immediately jumped to a different level with the Lotus. The car has more horsepower but weighs less than the RX-7, and the steering is very accurate. It's fairly easy to maintain now that we've got it fixed up the way we want it. And since it's only for competition, we're able to spend time on it that we couldn't before." The Lotus fits in much better with competition that includes Corvettes, Porsches, and 240-Zs -- all very quick cars with great cornering ability.

But Babb hasn't given up on her 1979 RX-7. "I still drive it," she said. "We put a new engine in it at 200,000 miles. It's still my favorite car."

News about the Upcoming 1992 International Lotus Meet by Terry Elmore

Reprinted in this issue is a release from Kiyoshi Hamai of the Golden Gate Lotus Club outlining the major details of this upcoming event (title changed from West Coast Lotus Meet). This event promises to be the major Lotus event for 1992; as I mentioned in a report on this meet a few issues ago, I will be acting on behalf of the meet organizers to promote participation by our club's members.

With only five months to go, many of you need to make your vacation plans now, should you wish to attend; you should allow at least two days travel time each way if you are driving down. Club Lotus Northwest, the Oregon group, has suggested arranging a meet point in central Oregon. This would make a good stopping point after a first day's drive and group rates could be arranged at a motel - more details on this later.

Registration forms and final information on costs should be out in January - hopefully we'll have them in time for the January meeting. At that meeting I will have a photo display of the variety of cars and events we saw at the 1990 meet to give you a better example of what you can expect. The 1992 meet promises to be even bigger and better - the meet organizers have set a goal of 200 Lotus! I have already heard from several Evergreen Lotus members who are planning to attend. If you are going or if you are just thinking about it, please let me know so I can keep up to date on our possible club contingent.

A Follow-up to my Seattle Trip by Kiyoshi Hamai

First, again many thanks to your members for extending their open hand to me at the Overlake Car Show, it was most enjoyable. As for the F1/Indy Car Fan Club... I suggest anyone interested in joining call the store LIFE IN THE FAST

LANE and ask for the owner Suzanne... And, YES, they are in the Southcenter area across from the big shopping mall and across the parking lot from Target, next to, YES, Zoopa's restaurant.

As you are probably already aware, Bayside Porsche-Saab-Lotus has moved from their current location to 701 9th Avenue North and have a new phone number, (206) 382-2000, fax (206) 281-8623. The sales manager, Rick Urton continues with the firm, however, Bud Holscher has moved to the Bellevue Porsche dealership.

Lastly I read with great enthusiasm the report by Jim Taylor about Evergreen's track day... Obviously, I am not aware of the track conditions on that Wednesday, but when I was at SIR it might be of some interest to you that the Porsche C2's, C4's and 944 Turbos were turning 1:50 to 1:55's. With myself and a passenger running at about 85% the M100 Elan was consistently doing 1:52's. And... 1:49's were had solo running at 90 to 95%. At the entry to turn one, the M100Elan was doing about 120mph. Obviously the car is VERY capable...

The Readers Write by Jim Taylor

We heard from Victor and Phebe Smith and so I thought I would pass on their comments to you. They also sent a picture of their newly painted Elan body shell, but I could not get a good copy of it to put into the Newsletter (sorry Victor).

Evergreen Lotus Club,

Thought you might like to hear from one of your "Mystery Members".

I would really like to attend one of your track days at SIR, but it just hasn't worked out so far. Enclosed is a picture of my car. Unfortunately it is dated! (ed. the date on the picture is 10/23/90.) Major repairs to my boat, a longer than usual fishing season, and a move and remodel (on-going), result in NO progress to the car.

I've enjoyed your newsletters and sooner or later, will show up at an event - maybe even in this car.

Sincerely,
Victor and Phoebe Smith

The 1992 International Lotus Convention by Kiyoshi Hamai

Greetings!

The Golden Gate Lotus Club, Club Elite, and Lotus West are proud to announce the 1992 International Lotus Convention for May 28-31, 1992.

As you will see, the 1992 International Lotus Convention will be four full days of fun filled Lotus events; banquets, track day, funkanas, rallyes, tours, technical sessions, concours, vintage racing, and much, much more. I know it may seem early, but many of you interested in attending may need to plan their

vacations in the coming month. Entrants will be responsible for securing their own accommodations. A list of nearby hotels and motels will be forthcoming.

Two years ago the Golden Gate Lotus Club (GGLC) with Club Elite and Lotus West presented the inaugural Lotus Convention. It was a huge success. Nearly 300 Lotus enthusiasts from around the globe came and participated bringing over 160 Lotus cars from early vintage racers to the most current production cars with them. Here's what some of those happy Lotus enthusiasts said:

"Well done. It was by far the best convention I've been to..."

"I've attended other marque conventions, but this was definitely the BEST!"

"The event was great. Don't change it!"

"Four Star Event! The most Lotus fun I've had"

The motoring press from across the U.S. responded with coverage in their periodicals, saying:

"A rousing success...", Victory Lane

"With so many historic Lotus' on display it was hard to pick a 'highlight' but most of the Lotus fans agreed that the 'show stealer' was the prototype for the new M100 Elan", British Car

"This was the most successful North American Lotus event to date", Collector Car News

"... over 160 Lotus cars with 285 enthusiasts of the marque...", Vintage Motorsport

"The parade of 100 Lotus started with a 1954 Lotus 6 and ended with the upcoming Lotus Elan", Grassroot Motorsports

The 1992 International Lotus Convention will be held on May 28, 29, 30, 31, 1992; Thursday, Friday, Saturday and Sunday. To be headquartered at Sears Point International Raceway and in San Rafael, California, minutes north of San Francisco at the gateway to the world famous California Wine Country. Here are highlights of the exciting activities planned...

Thursday afternoon and evening arrivals will be able to register and check-in at the convention headquarters, in San Rafael, California. San Rafael is a half hour drive from San Francisco and lays at the gateway to world famous Napa - Sonoma Wine Country. Planned are an afternoon Lotus tour, registration, track day tech inspection, technical seminars, driver's ground school and evening welcoming reception.

On Friday, May 29th, the early morning will consist of registration, check-in and track day tech inspection at Sears Point International Raceway. Sears Point International Raceway is located in the hills of the Sonoma Wine Country. The remainder of the day will be occupied by the optional Lotus track sessions on the twisting 12 turn, 2.5 mile Sears Point International Raceway. Sears Point is a

challenging course that winds up and down through the hillside, a challenging course perfect for Lotus. Run groups will be used reflecting experience and car preparation. Entrants will experience up to two hours of track time. Spectators are welcome. A number of Lotus tours are planned as well. The track sessions will culminate with a group photo of the cars and drivers. This busy day will be capped by a late informal Lotus dinner.

Saturday, May 30th. The day will consist of a Lotus Concours, Table Top Concours (for Lotus scale models), and a Lotus track parade of Sears Point International Raceway in the midst of the HMSA vintage races. Additionally, there will be a hilltop Lotus corral for those who go to watch the races. Or you can go on one of many Lotus Tours planned, or on the Lotus Rallye. Saturday evening will be the Convention Banquet featuring door prizes and entertainment.

Sunday, May 31st. A morning Funkana is planned. A Funkana is a fun, low speed event where driver and passenger have the opportunity to test their skills and agility. It's fun, low key and great for laughs. Sunday afternoon will be open for those wishing to travel home.

Invited are all Lotus enthusiasts from around the world. We expect to see 200 Lotus cars and over 300 Lotus Enthusiasts. This is going to be a Lotus spectacular!

Although registration costs have not been pinned down, you'll want to mark your calendars and plan now! This is one event that you, the Lotus enthusiast, just can not miss...

1992 International Lotus Convention Summary

When: May 28 - 31, 1992

Where: San Rafael, California Sears Point International Raceway
Sonoma, California

Entry: Convention entry (about \$80 per person)
Optional Lotus Track Day entry (about \$125 per driver)

Activities: Lotus Technical Seminars
Lotus Table Top Concours (Model Contest)
Lotus Fun Concours
Lotus Track Day on Sears Point International Raceway
Lotus Track Parade
Lotus Corral
Lotus Rallye
Lotus Funkana
Lotus Banquet
Lotus Wine Tour
Lotus Tours
Lotus Post-Track Day Gala Dinner
Lotus Door Prizes
Lotus Opening Reception
And much, much more Lotus stuff to do...

Panoramic Lotus Photography by Jim Taylor

In the Lotus Ltd newsletter, ReMarque, for October 1991 they had a couple of panoramic photographs available of this years LOG (Lotus Owners Group) meeting. It has 120 Lotus cars of various shapes, sizes and colors. The photo shown here with people, one with just the cars and Mike Costin and Jay Chamberlain front and center, and one of Mike Costin with eleven of the oldest cars. The photos are color. The first two measure 10" x 58" and the third 10" x 45". Prints are \$30 each or \$55 for any two. Frames are available in brushed silver or matte black, priced separately at \$65 each. Prices include first class postage (UPS delivery if framed) and handling. To order, send your name, address and phone number along with a check for full payment payable to Douglas B. Chadwick, P.O. Box 99, Hillsboro, WV, 24946 (phone 304-653-4916). Allow four weeks for delivery. I think I'd call first to verify availability.

Lotus in Print - Update by Terry Elmore

AutoWeek - November 25, 1991. Autofile - Five page article/review of new Elan, plus one page comparison of old and new Elan, plus two and a half page article on Team Lotus, past and present.

Your Classic - November 1991. Two page article on Elan chassis replacement.

Sports Car International - October 1991. Five page article on Lotus X180R (replica of race Esprit).

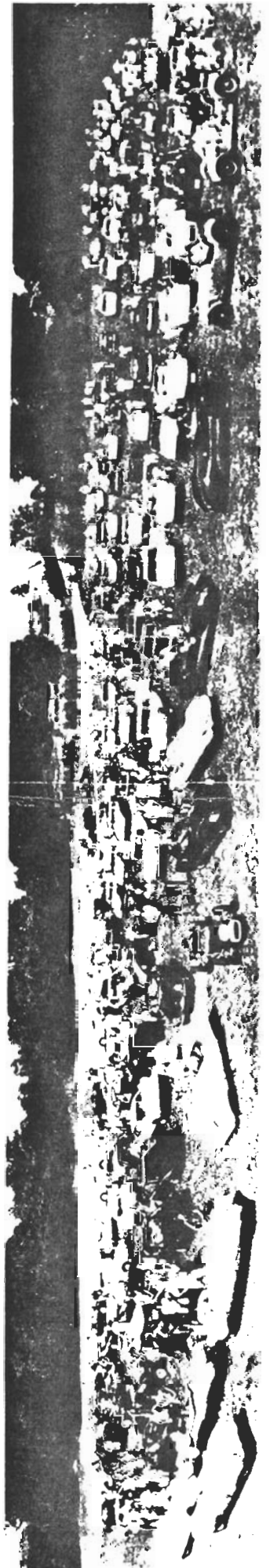
Thoroughbred & Classic Cars - December 1991. Excellent six page article on the development of the Lotus Cortina.

Classic and Sportscar - November 1991. Two page article on the GS Europa (re-bodied Europa TwinCam).

Lotus Lines "FYI" by Jim Taylor

My apologies for the lateness of the Newsletter this month. Just as I was starting to work on it on December 28th, I was came down with a horrible cold which put me out of commission until the following Sunday.

The first order of business for the new year is that your Evergreen Lotus Car Club dues are due. I am now handling the membership end of things, so write your check out for \$15.00 and make it payable to "Evergreen Lotus Car Club". Then send the check to me, Jim Taylor, at P.O. Box 229, Issaquah, WA. 98027. Your cancelled check will act as your



receipt. On your address label on the Newsletter, you will find the date that your dues are paid up thru. If you have any questions, please call me at (206) 232-2237, thanks and welcome to a brand New Year of Evergreen Lotus!!!

The January meeting is being held at Bob and Shari Crichton's home near Snohomish on Saturday the 18th at 1:00pm.

The February meeting is going to be at my apartment on Mercer Island on Saturday the 15th at 1:00pm. For those of you that attended the meeting held here two years ago, you're in for a treat. I now have real furniture for people to use instead of folding chairs and TV trays! Also, for those of you with extra low ground clearance cars, the Management here have installed speed-mountains (you know, kinda like speed-bumps). So, you will want to park in the lot which is before the first speed-mountain. Right after the "Shorewood Apartments" sign there is a driveway to the right. My garages are there and I will park my 1974 Elite (red) in the parking area. Just park anywhere, there isn't any reserved parking. This area is not heavily used and can serve as the official (and unofficial) Lotus parking area. I will put up some signs directing you to my apartment from there.

This year Bob is going to separate the Club meetings and events to some degree. In months when events that are held outside of the Seattle area occur, there will also be a local meeting held at a members home. For example: when we have our "Drive to the Ocean", there will also be a meeting held here in the Seattle area. On the other hand, local events and meetings might still be combined. Such as holding a meeting during the All British Field Meet in Bellevue. Hopefully this will provide more flexibility to Evergreen Lotus members.

Just as a quick reminder, our club meetings are normally held on about the third weekend of the month. We normally do not have a meeting in November.

Well, I sure got a dose of eggnog on my face in December. There I was on the evening of the 15th trying to decide what kind of dessert to bring to the ELCC holiday party and decided to look-up in the Newsletter to see if the party was going to be on Saturday the 21st or Sunday the 22nd. Well, to my surprise it was on Sunday alright, Sunday the 15th!!! I just put'em together, nobody says I gotta read'em too! Oh well, sorry I missed it. Sounded like everyone had a good time, even though no Lotus besides Noel and Bobbie's Europa were on hand. I'll try again next year and maybe even start reading what I write in the Newsletter.

In this issue of the Newsletter I have included a recap of all the events that the Club attended or even just heard about. My personal favorites were the Club's annual picnic and my drive with Bob, Dwaine and Shirley with the Morgan Club on Whidbey Island. I'm glad Bob was driving and not me! All of the repeat events I have marked with an '*' to indicate that this event will be held at approximately the same date in 1992.

I would like to thank all of the members that sent in articles and information for the newsletter this past year. It is very much appreciated. And please, don't stop, I can use all the information I can get. The latest thanks go to Fred MacDonald for sending me information on the Ron and Karen Babb's exploits

in the world of autocross.

In December I decided to try the latest in stripping methods on my Europa. I found an outfit in Auburn that specializes in stripping fiberglass using special plastic beads similar to sandblasting. The process takes the paint off (a layer at time, if you want) without harming the fiberglass underneath. The technical term is 'Plastic Media Blasting' and is done by Stripmasters of Washington. The fiberglass blaster, Ed Borden, was extremely helpful and went way out of his way to help assure me that the Europa wouldn't be turned into a pile of dust by blasting it. He did a great job, but let me warn you, this will make every imperfection and blemish show up. One of the biggest problems that surfaced is that most of the small airpockets near the surface when the body was made are now thousands of pinholes. This is good, because I can fix them before I repaint the car instead of having them pop by themselves. Of course, the down side is that I just created a WHOLE lot of work for myself. I will be inviting Ed Borden to a meeting sometime for Q & A session this spring. I'll let you know exactly where and when after I schedule it with Ed. If you want to talk with him sooner, his phone number is (206) 931-1338, tell him I sent you and that you belong to the Evergreen Lotus Car Club.

A Recap of the 1991 Calendar of Events

January -

* 19th, Saturday, meeting at Bayside Lotus.

February -

* 17th, Sunday, meeting at Bob and Shari Crichton's home.

March -

* 16th, Saturday, meeting with Bob Cross as host at his friend's apartment, her name is Gayle.

22nd, Friday, a retirement party for John Daniels put on by Metro.

23rd, Saturday, a Spring Tour on Whidbey Island with the Morgan Club,

23rd and 24th, Saturday and Sunday, the International Lotus Festival and Exhibition in Dereham, Norfolk, England.

April -

6th, Saturday, SCCA Northwest Region Solo II Novice School in Kent.

7th, Sunday, SCCA Northwest Region Solo II Competition in Kent.

* 14th and 15th, Sunday and Monday, big swap meet in Portland, Oregon. Call Terry for details.

* 20th and 21st, Saturday and Sunday, tour to the Ocean (yea, the Pacific Ocean!) a meeting will be held at some time during the weekend. Call Nikki Daniels if you want to go, the date is coming up quick. Hope to see you there!

20th, Saturday, Spring Sprints vintage racing at SIR sponsored by SOVREN.

* 26th thru 28th, Friday thru Sunday, the 1991 Lotus Convention, West Coast Lotus Meet in San Diego, California. (will be the last four days of May this year)

May -

4th and 5th, Saturday and Sunday, SCCA Escort World Challenge at Sears Point International Raceway in Sonoma California.

4th, Saturday, SCCA Northwest Region Solo II Advanced School in Kent.

5th, Sunday, SCCA Northwest Region Solo II Competition in Kent.

- * 18th, Saturday, meeting at the Maltby Cafe before a group drive to Vancouver, BC.
- * 18th, Saturday, All British Field Meet in Vancouver BC.
- 26th, Sunday, SCCA Northwest Region Solo II Competition in Bremerton.
- June -
 - 2nd, Sunday, a slalom is being planned by the BC Lotus Club.
 - * 5th, Wednesday, Track Evening with the Alfa Romeo Club at SIR.
 - 9th, Sunday, SCCA Northwest Region Solo II Competition in Kent.
 - 14th, Friday, Track day with the Golden Gate Lotus Club.
 - 16th, Sunday, Chilliwack Rotary Club's Vintage Car Show, Concours D'Elegance in Chilliwack, BC.
 - 16th, Sunday, SCCA Northwest Region Solo II Competition in Kent.
 - * 23rd, Sunday, meeting at Duaine and Shirley Urguhart.
- July -
 - * 6th and 7th, Saturday and Sunday, Pacific Northwest Historic Races at SIR.
 - * 12th thru 14th, Friday thru Sunday, Norm Thompson Historic Races at PIR.
 - * 19th, Friday evening, Cocktail party at Embassy Suites Hotel.
 - * 20th, Saturday, All British Field Meet in Bellevue, a meeting will be held at noon.
 - * 20th and 21st, Saturday and Sunday, Forest Grove Concours D'Elegance at PIR.
 - 28th, Sunday, SCCA Northwest Region Solo II Competition in Kent.
- August -
 - * 17th, Saturday, picnic/meeting at Terry and Lezlee Elmore's home.
 - 24th, Saturday, SCCA Northwest Region Solo II Competition in Kent.
- September -
 - 9th thru 13th, Monday thru Friday, SCCA National Championship Solo II Competition in Salina, Kansas.
 - * 21st, Saturday, Auto Show at Overlake Shopping Center, sponsored by AutoGear. Monthly meeting will take place at 1:00pm, entry not required.
 - * 21st, Saturday, Alfa Track Day at SIR, be there by 7:30am.
 - 25th, Wednesday, Track Day at SIR, starts at 9:00am thru 5:00pm.
 - 29th, Sunday, SCCA Northwest Region Solo II Competition in Kent.
- October -
 - * 19th, Saturday, meeting at Frank and Ronette Grabner's home.
- November -
 - No monthly meeting
- December -
 - * 15th, Sunday, Holiday party at Noel and Bobbie Keefer's home.

Liability Concerns Followup by Terry Elmore

In the last issue of Lotus Lines, I expressed some concerns over our possible liability, both the club as a whole and the officers in particular, in the event someone is injured during one of our club events. I didn't receive much feedback from Evergreen Lotus members, but Kiyoshi Hamai of Golden Gate and Dave Alford of Club Lotus Northwest did write with their suggestions and comments. Both suggested that we should definitely incorporate as a non-profit organization, and that's something that we are looking into now. We'll let you know how it is

progressing at the January meeting.

On the subject of car club insurance, Kiyoshi made the suggestion that the four West coast Lotus clubs form a Lotus Club Cooperative - our combined membership would thus give us a break on insurance rates. There are a number of factors involved in this, such as uniformity of event rules and vehicle preparation standards, to ensure that we were all operating to the same standards and no one club would jeopardize the insurance coverage of the others. I'll discuss this in more detail in January, with particulars of the potential cost to our club of such coverage.

For Sale -

- 1) Lotus 18/21 chassis, suspension and brakes... no body, no engine, no transaxle, no seat, no gauges, no fuel tanks, no oil tank, no radiator(s), no windshield, no steering wheel, no wheels, no tires. Many small 'bits' missing. Tube frame heavily damaged and much modified. NO NUMBERS. Owned since summer of 1983.
- 2) Lotus 22, #22/15, less engine, gearbox - easy restoration, owned since spring of 1983.
- 3) Novamotor F3 (Italian Cosworth) - freshened 1983, not run since (109 based).
- 4) Hewland (H6-613).
- 5) Lotus Twin-Cam head (Weber) with cams, valves, buckets.
- 6) Lotus Twin-Cam head (Stromberg) fresh exhausts, no cams.
- 7) Two (2) - Type 31 Lotus wheels with slicks.
- 8) Two (2) - 13 inch Lotus wobbly-webs with tires.
- 9) Two (2) - 5 1/2 x J, Three (3) - 4 1/2 x J Lotus wobbly-webs

Also available...

- 1951 Austin A-40 Sports, alleged to be ex-team, ran SCCA regionals 1950's - 60's. The August 1952 Road & Track, page 33, indicates three Austins finished the 4 cylinder, 4 seaters Carrera Libre Mexico, in 9th, 10th, and 12th. Was this a factory team of A-40 Sports?
- two 1958 MG Magnette sedans, one (ZB Varitone) needs total restoration. Other ran when parked, has 150+ psi each cylinder.
- 1952 MG TD2, needs total restoration. Some mechanical spares. Owned since 1965, dismantled in 1972.
- unidentified 1950's F3 chassis, nosecone, side panels... needs total restoration. No running gear. Previous owner removed Topolino suspension.

Plus...

- Hewland gear sets
- Blocks, heads, cranks, cams, etc. - both Ford (no 105-9), and BMC A's, B's, one early MGB, and more...
- BMC gearboxes
- Bits and pieces, instruments and trim, wheels, more...

Additional aftermarket racing wheels with rains and slicks.

Make offers to:

Robert Spafford, 737 Quincy, Port Townsend, WA, 98368
Phone number: (206) 38 LOTUS

Meeting Locations

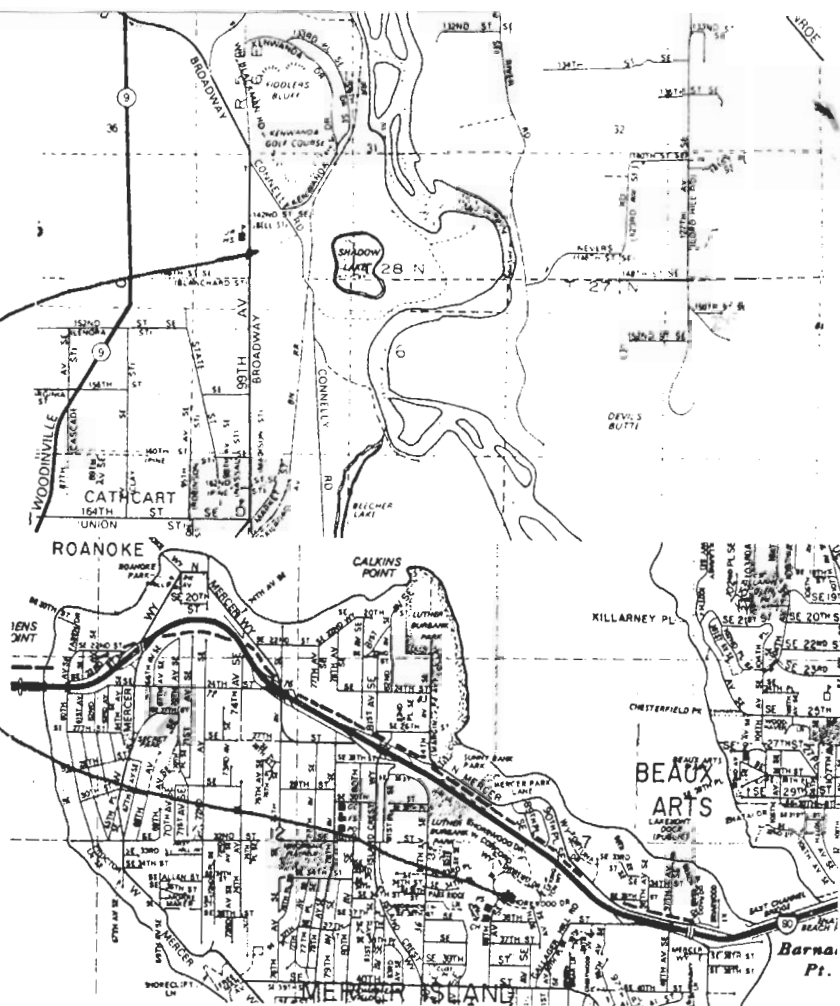
January Meeting

Saturday the 18th at 1:00pm
Bob and Shari Crichton
14529 99th Avenue SE
Snohomish, WA
phone: (206) 668-6841

Here
It
Is

February Meeting

Saturday the 15th at 1:00pm
Jim Taylor
9043 East Shorewood Drive
Building 19, Apartment 649
Mercer Island, WA
phone: (206) 232-2237
go into the building
and up the stairs



Club Officials: Bob Crichton, Chairman, 668-6841; Terry Elmore, Club Liaison, 334-5768
Jim Taylor, Newsletter and Membership, 232-2237, P.O. Box 229, Issaquah, WA. 98027

EVERGREEN LOTUS CAR CLUB

Bob Crichton, Chairman
14529 99th Avenue SE
Snohomish, WA. 98290

First Class Mail

