



March 1992

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

Lotus Lines

ELCC Events for March

Saturday the 14th - Morgan Club Rallye on Whidbey Island

Meet at the ferry terminal in Mukilteo, you will be taking the 8:00am ferry. Otherwise, you could meet them in Langley at 9:00am. Breakfast/lunch in Langley, a winery tour and then the road rallye to LaConnor for dinner at the Channel Landing round 7:00pm. The entire restaurant is reserved for the Morgan Club and their guests. I know that Bob and Shari Crichton, Dwaine and Shirley Urquhart are going for sure. It was a lot of fun last year and the food and entertainment at the restaurant were excellent. Contact Bob Nelson of the Morgan Club if you have any other questions. He can be reached at home 387-3241 or at work 387-3411.

Saturday the 21st - Monthly meeting at Don Anderson's home

You will find their address and a map on the cover page. They have a white Esprit and used to (still do?) build race boats, so Don will have some boat type stuff to look at.

Chairman 'Bob' Speaks

by Bob Crichton

As winter comes to an end and we start to look forward to a spring full of more events than I am going to mention in my article, I am going to complain about something that I find really bothersome. I should start by saying that I am an avid race fan but my primary focus is on Formula One, CART (Championship Auto Racing Team) and IMSA (International Motor Sport Association). I find these three venues to be the most exciting racing mixed with the highest degree of technology. I would at this time say that the drivers in these three events are some of the best. But I would also say that the driver in the Stock Car and Sprint along with Rallye are just as good, if not on a person to person comparison, better than the afore mentioned drivers. Back to what I was originally talking about.

I like racing and because of that I pay for cable TV into my home. The two networks that cover racing on cable, ESPN and TNN. I have no beef with TNN they show more stock car races than you can imagine. Along with many follow up shows and highlight shows on the sport. My main complaint is with ESPN and its lack of coverage of IMSA. They chose not to cover the Rolex 24 hours of Daytona, except for a one hour recap of the race a week later at 12:30 am the following Saturday. ESPN has also chosen not to cover the IMSA race in Maine on the 22nd and 23rd of February. It also appears that they have no intention of covering the first Formula One race of the season in South Africa on the March 1st. I don't know how many of you are concerned about this but it made me hopping mad. What to do about this is to write a letter and complain.

On to other things, I have been contacted by Max Lewkowicz, a Lotus Seven owner and organizer of a group of Seven owners who are starting a registry of the car. They are on the East Coast and are interested in including us in their group. I am excited about it and think it could be informative and fun. I will send information to all of the Seven owners in our club about the registry. If you don't own a Seven and find this interesting give me a call and I will get you in touch with Max Lewkowicz.

That is all I have to say at this time, talk to you soon.

1992 Calendar of Events Past, Present and Future

(any questions about the events in the calendar can be directed to the Club's officers as shown on the Newsletter's cover page)

March 14th - Morgan Club Rallye

March 21st - monthly meeting at Don Anderson's home

May 2nd and 3rd - annual trip to the ocean

April 11th and 12th - Portland Swap Meet

April 18th - monthly meeting at Bellevue Jaguar/Lotus

April 25th - Tulip Run, LaConnor, details in April

May 2nd and 3rd - Annual trip to the ocean, specifically, Long Beach

May 9th - Spring Sprints/VRCBC at SIR (Vintage Racing)

May 16th and 17th - Vancouver All British Field Meet, in British Columbia

May 16th and 17th - ELCC members will be gather for an Autocross at the Boeing Space Center west parking lot in Kent, includes school on 16th

May 21st - monthly meeting at a pizza place, John Daniels organizing (first weekday meeting that I know of since I joined the Club)

June 20th - monthly meeting at Dwaine and Shirley Urquhart's home

June 19th thru 21st - CART Races at PIR

July 4th and 5th - NorthWest Historics at SIR (Vintage Racing)

July 11th and 12th - Norm Thompson Historics at PIR (Vintage Racing)

July 19th - LCCBC Pacific Rim Meet

July 26th - monthly meeting and Bellevue All British Field Meet

August 15th - monthly meeting and annual picnic at Terry and Lezlee Elmore's home

September (mid) - monthly meeting at Overlake, but show may be cancelled ?

September 26th - Fall Race/VRCBC at SIR (Vintage Racing)

October (mid) - monthly meeting at Kirkland restaurant then drive out to Cider Mill, more details later

November 15th - monthly meeting at Steve Bator's shop in Kirkland

December (mid) - monthly meeting and holiday party at Noel and Bobbie Keefer's home

FYI

by Jim Taylor

First off, I hope that you noticed the look of the Newsletter has been changing. Last month it was page numbers and a cleaned-up logo at the top of the front page. This month a two column format, printed on a laser printer. I'd like to thank Ken Richins and Susan Hagaman for the use of their laser printer to print the originals that I use for making copies to send out to our membership. As always, I welcome any comments, good or bad, about the format and content of the Newsletter.

Over the next 3 or 4 months, the look of the Newsletter will continue to evolve as I search for a format that is interesting, a little more up-to-date and easy to read. So now's your chance to say something.

I'm also working on a revised ELCC logo to use as a sew-on patch or to be silk screened onto some shirts/sweaters in the near future. I'll debut it in the next issue of the Newsletter.

Don't forget to look at the extra insert in the Newsletter dealing with the upcoming trip to the ocean at Long Beach Washington on May 2nd and 3rd.

Included in this Newsletter is all of the information that you will need about the International Lotus Convention in the San Francisco area at Sears Point International Raceway on May 28th thru the 31st. Please let Terry know if you are going as we would like to get a group of us traveling together to the ILC. Also find a copy of a letter from Team Lotus and actually signed by Clive Chapman! Really.

In an effort to straighten out our membership list once and for all, I have compiled a list (with Terry's help) of ELCC members and/or Lotus owners that we will be contacting either by phone or mail. That's about 210 names and includes Washington, Alaska, Hawaii, Idaho and Montana. I'll be calling a few people and asking them to accept a couple dozen names each to research. So, expect to get a call from somebody in the Club. They'll be saying "Hi" and getting the latest info about your Lotus(es) for the Club's master list.

And while were on the subject of membership, here is the latest numbers I have on our Club. We have 26 currently paid-up members and 47 that have not yet anted up for another year's worth of ELCC. We also have 12 clubs that we send complementary Newsletters and we get their club's newsletter in return. I keep a library (ie. stack them up against the wall) in my apartment. That leaves about 145 to 150 names that we will be sorting out via phone calls and mailings to see if they want to join the ranks of our Club.

Another item that I don't believe you've seen for quite some time is the Club's financial status and a break down of our expenses. There is currently a balance of \$956.17 in our account (and that's with 40 to 50 members yet to pay their dues!!!). The

biggest expense is stamps. Typically it costs \$.29 (one ounce) for a newsletter with up to six sheets of paper, \$.52 (two ounces) for up to 12 sheets of paper. A box of copier paper once every two years, mailing labels every 3 or 4 years and a new printer ribbon once in a while. My point is that our expenses are few and we minimize them by using the copier that Bob Crichton has at his house. It used to cost about \$80 to \$100 per issue just for copying expenses! It takes a little more time to assemble the Newsletter, but it's worth it. All this translates into the membership dues being unchanged for many years and no need to change them in the foreseeable future.

Lotus in Print, an Update

by Terry Elmore

A lot of Seven articles this time...

- Popular Classics** - January 1992, Seven page comparison of Lotus Seven Series 1, 2, 3 Super Seven, 4, and Caterham HPC and K-Series (a seventh Seven, a Series 3 like Bob Crichton's, broke down so it wasn't part of the comparison).
- Your Classic** - February 1992, one page on ex-Jim Clark Lotus Cortina.
- Your Classic** - March 1992, five pages on Elan Sprint coupe featured as the reader restoration of the month (albeit non-original).
- Performance Car** - December 1991, eight-way test including Lotus Carlton (it came in second to an Acura NSX); four pages on Elan Speedster M200 and Lotus chief stylist Julian Thomson; Westfield SEiGHT at (Lotus sponsored) Brighton Speed Trials, 130 mph/21.02 for 1/2 mile.
- Exotic Cars Quarterly** - Winter 1991 (final issue), seven pages on Caterham Sevens, plus one page on Caterhams owned by two members of Aerosmith, and two pages on the television series 'Prisoner' Seven's.
- Sports Car International** - January 1992, six pages on Caterham Seven HPC.
- Classic & Sportscar** - March 1992, ten pages plus cover on Lotus Elan featured as Best Buy.
- Sports Car International** - March 1992, eight page article on Lotus Eleven.
- Popular Classics** - March 1992, four pager on reader restoration of Eclat.
- World Sports Cars** - February 1992, new Elan Turbo -vs- MR2 Turbo test.

Introduction to Competition Cars

by Terry Elmore

I attended the monthly SOVREN meeting last night, and learned that a night class series, under the above title, will be offered at Renton Technical College. This will consist of 20 two hour classes, Tuesdays and Thursdays from 6:30 to 8:30, running from April 7th through June 11th. The instructor is Joe Riedi, whom Bob Bentler says is an old-time '60s SCCA racer.

The course curriculum looks most interesting. It appears he'll be covering quite a few areas of direct interest and use to Lotus owners. There will be videos, quest speakers, and field trips included. Registration for this class series starts March 9th - I don't yet have detailed information on cost etc, but I requested the registration forms, which I'm told will be available starting next week. You may either contact me for the forms, as I'll run off some extras, or contact the college yourself and ask to be put on their mailing list (phone 235-2352). The guess last night was that the cost would probably be around \$100.

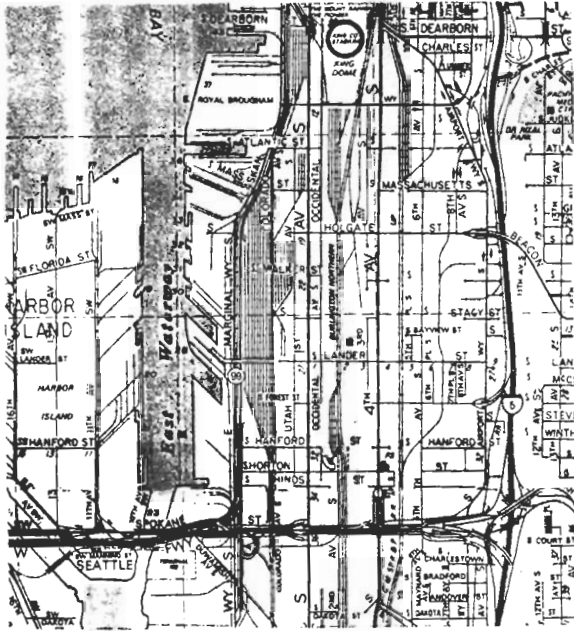
Editors note: If you want more details on the class curriculum, call Terry, Bob or myself and we can either send it to you or tell you over the phone.

Another interesting technical information source. A few of you have attended one or more of the restoration seminars put on by Phantom Restorations. They will be putting on an abbreviated version for the next SOVREN meeting, to be held on Thursday evening, March 18th, starting at around 6:30. This is a very well equipped shop that does a lot of high-end restoration jobs, and a look at whatever they're working on at any given time makes the evening well worthwhile. The technical presentations are also very well done. With the experience they've gained over the years in putting on their seminar series, they can condense a lot of material into a very short time.

Phantom Restorations is located at 30 South Horton Street in Seattle. Please see the map at the top of the next page to get an idea of how to get there.

Editors note: Please call Terry if your going so that he can let them know approximately how many to expect. This isn't absolutely necessary, but it would be a nice courtesy to SOVREN and Phantom Restorations. Thanks.

Map to Phantom Restorations



Autocrossing

**What it is,
Where to do it,
How to get involved!**

by Susan Hagaman and Ken Richins

There seems to be a lot of interest lately in the club on the sport of autocrossing so we have been asked to write an article about it. Maybe it's from recently published articles or because word of the sport is spreading and getting around. Whatever it is, we will say that autocrossing is the most fun that you can have with you clothes on *and* with your Lotus.

First of all, allow us to introduce ourselves as some of you might not recognize our names. We have only been members of the Evergreen Lotus Club for a little over a year now but we have been autocrossing for over 15 years. We both have previously competed in cars other than Lotus (please, no booing) but starting this year we will be debuting our Lotus Europa S-2 to the autocross world, as soon as it is completed (now you may applaud)! ETA for the first event is in late March. We are both anxious and excited about this car as it will be a new experience for both of us as this Lotus will be prepared more as a "race" type car

competing on race rubber than the street "stock" type cars that we are used to competing in. We won't mention the name of the marque of the cars we have competed in (we have been told that it is the dreaded "P" word) as we will still be driving these cars at some events, too. This has been a project two years in the making and we hope to see many club members out in their Lotus' competing and cheering us on at the local autocrosses in '92. This same Lotus we will also be taking down to the West Coast Lotus convention at Sears Point the end of May. Also in the works is our '74 Europa Twin-cam Special which will also be setup for autocrossing only being mildly modified to allow for driving on the street.

First, a brief overview on just what autocrossing is. Many of you old-timers will probably conjure up in your mind scenes of what they call gymkhanas which were quite prevalent in sportscar circles years ago. This is NOT what autocrossing is! You can say autocrossing evolved from gymkhanas but it is now two very distinct sports with the only similarities being you are participating in a car. Autocrossing is an all forward motion automotive competition in which one car at a time negotiates a prescribed course laid out with orange traffic pylons on a level, flat, paved surface such as a parking lot that has few obstructions e.g. light pole, curbs, trees. The driver is timed against the clock from the start to finish line with finishing position based on the time expended to complete the course plus any penalties. It is like golf, the lowest score wins with three or four runs being granted to each competitor. There are time penalties assessed for certain infractions such as hitting a pylon (usually two seconds are added to your time) missing a gate (10 seconds added) or driving off course (a DNF). Course design is such as to not to make you use reverse gear and the frequent use of first gear is frowned upon. Flow of the course, from one gate to the next, is very important in course design as to allow competitors ease in following and finding the course. Gate widths and proximities are regulated and most courses are driven in second and third gear. Safety is of paramount concern for all involved including the drivers, spectators and workers along with the cars, equipment and site. Rules and regulations govern every event to make it as safe as possible for all concerned.

The uninitiated might think that all this "thrashing" of your car as fast as you can around this course is

hard on the it and unsafe. Quite the contrary. Every good sportscar loves to be pushed to it's limit and every good sportscar driver likes to push himself/herself to the limit. And you can do that out there on an autocross course without having to worry about cops, dumb drivers or encountering slower traffic. It's a great way to take out your frustrations and to see just how good of a driver you really are. We will guarantee it that you will become a more proficient and safer driver after you have taken up autocrossing. When you encounter hazardous situations or need to make evasive maneuvers quickly when driving about town, you will then realize that the sport of autocrossing has more to offer than just having a good time with your car.

Speaking about having a good time, this is another aspect of autocrossing, the comradery and friendships developed between fellow autocrossers. If you need help in figuring out the course, need an answer to a question or your tires need air, all you need to do is just ask someone. We are more than happy to help new people into the sport.

Autocrossing takes place at various sites all over the nation including Canada. It is the largest growing motorsports activity in the U.S. and there are many different sanctioning bodies and organizations. Nationally, the Sports Car Club of America sanctions Solo II events, their term for an autocross. Locally, the Northwest Region of SCCA organizes the Solo II's, and the Western Washington Sports Car Council (WWSCC) and the Bremerton Sports Car Club (BSCC) are two other organizations that hold events that are open to the public. Many marque clubs hold their own events but are usually for their members only. You do not need to be a member of any of the above organizations to be able to participate. You will have to join, though, in a timely fashion to be eligible for year end class awards if you qualify for such an award. Most organizations award event trophies at the conclusion of the days event followed by an informal gathering at a local pizza joint to rehash the days activities. Spectators are more than welcome to come out and watch and talk with the competitors. Sometimes, though, they end up participating before the day is through!

The only requirements to participate are as follows:

1. Possess a current valid drivers license.

2. Sign the waiver.
3. Be at least 16 years old (sometimes 18).
4. Your car must pass a safety inspection.
5. Have an approved helmet (loaners are sometimes available at the site).
6. Pay an entry fee.

Number one is quite obvious, but your car need not be licensed for the street. Two, all participants, workers, drivers and sometimes spectators, need to sign the insurance waiver. Three, again, quite obvious. Four, items that will be checked on your car are: tires, battery tie downs, throttle return springs, seat belts, brakes, wheel bearings, leaks from engine/trans. etc. If something is found amiss, if you can correct it you will still be allowed to run. Five, minimum requirements for helmets is Snell approved 1975 or later though some organizations now require Snell '80 or later. If you plan on purchasing yourself a helmet, make sure it is SA approved (for cars) and, to save yourself the hassle of buying one later on down the road, buy an '85 or newer. Six, entry fees vary with some clubs giving discounts to members or second drivers in the same car. With a low of \$8 up to \$15 per driver. Special events are much more. For this fee you get three or four runs, a dash plaque and a trophy (if you win one) and a lot of fun. If time permits, at the end of the day fun runs are allowed for all.

Sites available for autocrossing are, unfortunately, getting scarce. Two sites presently being used are the Boeing Space Center west parking lot in Kent and a deactivated runway at the Bremerton airport. The Cheney stadium parking lot in Tacoma has previously been used but not since they resurfaced and striped it for the Goodwill Games in 1990. Finding and keeping adequate and safe sites is an ongoing problem for all autocross organizations throughout the country.

So, in a nutshell, if you want to try autocrossing, check your car over for safety items, make sure there is adequate air in the tires, bring your helmet, some money and come on out! If this sounds like something you would like to do with your Lotus (we know it wants to!) come on out! We'd love to show you the sport of autocrossing. If you have any questions or need more information, please feel free to give us a call, Susan or Ken at 827-3223. There is also a 24-hour recorded hot-line on autocrosses in the local area that you can call at anytime, 255-0658 24 hours a day.

So come on out and introduce yourselves to us and the sport of autocrossing. You just might like it, we know your Lotus will!

**WHY ASK WHY?
JUST DO IT!**

**UPCOMING SCHEDULE OF LOCAL
AUTOCROSSES:**

(Tentative)

Solo II's: April 26
(Boeing lot) May 16 (school)
May 17
May 24 (at Bremerton)
June 28
July 19
August 9
Sept. 26 (school)
Sept. 27
Oct. 18

WWSCC: May 3
(Boeing lot) May 31
June 14
July 12
July 26
August 16

BSCC: March 29
(Bremerton April 19
Raceways) May 25
June 21
July 19
August 9
Sept. 6 & 7
Oct. 10 & 11

The 24 hour hotline is: (206) 255-0658

Club Tool Library

by Terry Elmore

I am in the process now of gathering all the tech articles I've collected over the years, including described and illustrated special tools one can build, to make those difficult Lotus maintenance or restoration jobs a little easier. My intent is to fabricate as many of them as possible to have on hand for the club members to use (some examples are hub pullers for Elan knock-off hubs or Chapman strut spring compressors). I also have written to an

outfit that advertises that they can provide V.L. Churchill tools. As you may note in your Lotus shop manual, this outfit provided a number of the special tools needed for some Lotus repairs, in particular, gearbox work. Your suggestions for any tools we should include would be appreciated.

The Washington Car Club Council

by Terry Elmore

We have received a few mailings from this group, formed last Fall to represent all the car clubs in this state "on issues that affect the automotive hobby". Some examples being vehicle licensing, pollution

controls, restrictions on use of collector/special interest cars, etc. I recognized some of the names of the present officers and suspected that this group would be primarily concerned with and aimed toward the street rod car clubs. I attended their January meeting to ascertain whether it would be in our interest for Evergreen Lotus to belong.

As I suspected, I was the only representative from a sports car/foreign marque car club present, all the others being from various street rod, Corvette, Olds, Buick, etc clubs. The major topic of discussion was a lengthy presentation on the progress of their bill before the state legislature to get "blue-dot" taillights legalized, not really a burning issue for most Lotus owners!

All in all, I thought, a wasted evening. Yet, I did learn something important which I would like to share with you. There were about fifteen people present and the group's president made a number of references to his disappointment at the poor turnout, and the entire time I was there no one said anything to me, asked what club I was with or made any effort to find out who I was or why I was there. The attendees obviously all knew each other and I was "odd man out", and if this was an example of their

cliquishness, I predict an early demise for the WCCC, as it will be the same small group meeting in ever smaller numbers until they fade away. The lesson here is that the same thing can happen to us.

Quite often the same group of members gather each month for our meetings, and it can be all too easy to fall into a routine of talking to the same people, on the same subjects, and without realizing it, exclude any new/potential members from participating. So, let's please make a concerted effort to include any

guests or new faces in whatever activity is going on at that meeting/event and make them feel welcome. I say this not because I think we've slighted anyone, but just as something to think about so that hopefully we won't give anyone the "cold shoulder" treatment that I got at the WCCC meeting.

Ghosts of Meetings Past

by **Jim Taylor**

You know the 'where' of our monthly meetings, but have probably laid awake at night wondering about the 'who' and 'what' (I'm NOT getting into the 'why'). So that you can get a good night's sleep, I will be putting a brief summary of the monthly meetings into the Newsletter. My memory's been failing every since I bought my first Lotus, so please excuse me if I forgot to mention your attending a meeting or function.

Let's get started with...

January - at Bob and Shari Crichton's

The first meeting of the new year is always exciting. We discussed the events of last year and what events the Club wants to be involved in this year. We also setup most of the meetings for the year. Steve Bator came in his newly rebuilt 1978 Eclat, it looked great. There was also a short video of the Track Day some of our members attended back in October of 1991. The weather was great for January (sunny and warm).

The following people and cars showed up:

Don Anderson, drove an Esprit
Steve Bator, drove an Eclat
Bob and Shari Crichton, a Seven in the garage
John and Nikki Daniels
Terry Elmore
Peter Miles
Maury and Johnanne Montag
Mike Shaw
Jim Taylor, drove a second generation Elite
Cary Tolman (new member)
Dwayne and Shirley Urquhart
Peter and Susan Wolf, drove a Seven
Gary Wood

February - at my place

Again the weather was great for this time of year, sunny and warm. Even though it did look

threatening, nary a drop fell from the sky. We ate some food, looked at some of the specialty goodies that Ken Richins brought with him (his advertisement appears elsewhere in this issue), then adjourned to my garage. We picked up the body of my Europa S2 and set it outside next to Richard Frick's X180R and then rolled the Europa frame out next to join them. Everyone ooohhed and aaahhed the X180R and shook their heads at my "restoration in progress" Europa, especially since I had the paint blasted off. I guess I must be a glutton for punishment to set myself up for all that bodywork. I was consoled by the members on-hand saying that it will be real nice when it is finally done. Oh well.

The following people and cars showed up:

Bob Bentler (new member)
Bob Crichton, drove a Seven
Richard Fricks, drove a X180R Esprit
Doug Jackson
Scott Leatham, who is a long time friend and sports car aficionado (ie. sports car nut), he has mostly owned MG's and Triumphs, but most recently a Porsche 914/6 adorns his garage.
Carol Lemon, a friend that enjoys things mechanical and who also happens to know Jeanette Acheson (another ELCC member)
Ken Richins and Susan Hagaman
Jim Taylor, one dismantled Europa in the garage and a second generation Elite
Dwayne and Shirley Urquhart

Hope to see you at the March meeting with Don and Sheila Anderson and the rest of the gang!

Joint Meetings/Events with LCCBC and Club Lotus NW

by **Terry Elmore**

I attended an LCCBC, Lotus Car Club of British Columbia, event (a slot-car night) in January and discussed a couple of items of mutual interest with Dan McLellan and Martin Wilson (president and vice-president) one of which was the possibility of a joint event between the LCCBC and Evergreen Lotus, we haven't had one since the Chuckanut Drive run four or five years ago. I will be attending their next meeting on Wednesday March 4th. Hopefully we can come up with a date at that time, perhaps sometime in June as that month looks fairly open on our calenders.

I extended an invitation, on behalf of Evergreen Lotus, to Dave Alford and the Portland-area Club Lotus NW, for them to join our group at Long Beach in May. I have received back an acknowledgement from him and they will be discussing it at one of their recent meetings. We also may be arranging some sort of get-together in conjunction with the huge Portland Swap Meet on April 11th and 12th this year, details on this at the next meeting.

Also, the Overlake Car Show, sponsored the last two years by AutoGear and the site of our September meeting, may not be held this year. AutoGear has moved, as of March 1st, to a new location on Main Street in Bellevue.

Last Minute News Flash

Nikki Daniels just confirmed the date of May 2nd and 3rd for the Annual Dash to the Ocean. She has reserved 3 or 4 suites (enough to hold 10 to 15 people) for the night of May 2nd. She has all of the particulars about cost and exact accommodations, so give her a call at (206) 788-2729. Nikki must have your reservation before the April 1st. So give her a call, the ocean is a great place to spend a weekend!

Lotus Seven Registry

by Terry Elmore

No doubt some of the other Seven owners in the Club have also recently received a letter announcing the establishment of a registry for Lotus and Caterham built Sevens. If you have not received a letter (I don't know what source(s) they are using for their initial mailing list) I will be glad to provide you with copies of the cover letter and the three and a half page registry questionnaire for details on your car. Membership in the registry is not limited to Seven owners, but they do specifically exclude all Seven types other than original Lotus or Caterham. They plan to produce a bimonthly newsletter along with parts sources and interchange info, restoration guides, details on competition preparation... sounds like a worthwhile group. I am sending my own application in now, if you wish to wait you may certainly see whatever materials I receive before you decide to join. We have quite a few Sevens in Evergreen Lotus. I was struck by this at the January meeting while standing around Bob Crichton's

Series 3 in his garage along with Cary Tolman (Series 2), John Daniels (Series 4) and myself (Series 1) and when Pete Wolf arrived in his Caterham we had the full set! Of course only two of the five are running, but... real incentive to get to work. I'm rebuilding my Seven's rear axle right now while I develop my welding skills to fabricate a replacement chassis.

Lotus Rumor Quashed

by Terry Elmore

At the January meeting I reported on the rumor that had appeared in the February 1992 issue of Classic & Sportscar, that Lotus could be the celebrated marque at Laguna Seca this year for the Monterey Historics in August, at that time I had no confirmation one way or the other. I can tell you now that this is not going to be true. The marque this year is in fact Jaguar and according to my unimpeachable source (thanks Mike Ostrov) with the amount of money required, it will be many years, if ever, before Lotus will be so honored.

I'm actually glad that this rumor proved to be false. While this will be the first time in eleven years that I will be able to have time off in August. I was already planning to attend this major vintage racing event even before I saw the rumor. The short notice meant that I would not have been able to have a restored car ready in time to take to what would have been the Lotus Event of the decade (at least for the United States, I don't know if they could have matched or exceeded the 1000+ Lotus turnout at Lotus89 in England). This would also no doubt have lessened the turnout for the upcoming International Lotus Convention at Sears Point in May. It would be very difficult to motivate those traveling a great distance to come to both events, almost three months apart, and Monterey would probably come out the winner. As it is, we have the ILC in May to look forward to - please look over the information printed in this issue. If you can possibly attend, please do so, I guarantee you will have a great time and see both a fantastic collection of Lotus and many, many millions of dollars worth of vintage race cars, impeccably restored and raced. Only three months away, so especially if you're interested in participating in the Track Day on Friday, send in your application immediately!!!

1992 International Lotus Convention

May 28 - 31, 1992

San Rafael - Sonoma - Sears Point Raceway, California



If you are a Lotus enthusiast then San Rafael, Sonoma and Sears Point Raceway are the places to be on May 28 - 31, Thursday, Friday, Saturday and Sunday. These are the dates of the 1992 International Lotus Convention hosted by The Golden Gate Lotus Club, Club Elite and Lotus West. All Lotus enthusiasts from around the world are attending!

May 28th, Thursday Registration and Technical Seminars

Headquarters of the 1990 Lotus Convention is The Holiday Inn Marin, approximately 20 minutes north of San Francisco.

3:00 - 7:00 pm	Registration and Early Track Day Tech Inspection	Holiday Inn Marin
3:30 - 7:00 pm	Opening Reception - Hospitality Wine and Cheese	Holiday Inn Marin
4:00 - 6:00 pm	Lotus Technical Seminars	Holiday Inn Marin
8:45 - 10:00 pm	More Lotus Technical Seminars	Holiday Inn Marin

May 29th, Friday Lotus Track Day, Gala Dinner

Sears Point International Raceway, 2.5 miles, 12 turns twisting through the hills - The ultimate driver's track! 20 minutes from Holiday Inn Marin. Participation in the track session is optional.

7:30 - 11:00 am	Registration and Tech Inspection	Sears Point Raceway
8:15 - 8:45 am	Driver's Meetings in Paddock	Sears Point Raceway
9:00 - 12:00 noon	Track Sessions	Sears Point Raceway
11:00 am	Road & Wine Tour (Guided)	Sears Point (start)
12:00 - 1:00 pm	Lunch Break	Sears Point Raceway
1:00 - 4:30 pm	Track Sessions	Sears Point Raceway
4:30 - 5:30 pm	Rides (passenger) and Drive	Sears Point Raceway
5:30 pm	Convention Lotus Group Photo	Sears Point Raceway
7:00 pm	Gala Dinner, Cuisines of Texas, Mexico & China	Holiday Inn Marin
7:00 pm	Table Top Concours - Model Contest (Lotus)	Holiday Inn Marin
7:00 pm	Photo Contest - Subject Lotus	Holiday Inn Marin
8:30 pm	Evening Entertainment	Holiday Inn Marin

May 30th, Saturday Lotus Corral, Concours, Vintage Races, Lotus Banquet

The HMSA presents Vintage Racing at its finest at Sears Point. HMSA is well known for presenting the annual Monterey Historic Races. The Lotus Convention attendees will join the festivities in a giant Lotus corral. There the spectators will be able to enjoy the Lotus marque.

9:00 am - 5:00 pm	HMSA Vintage Racing	Sears Point Raceway
9:00 am - 5:00 pm	Lotus Corral	Sears Point Raceway
10:00 - 11:30 am	Informal Lotus Concours - Peoples Choice	Sears Point Raceway
12:00 - 1:00 pm	Lunchtime Lotus Parade	Sears Point Raceway
1:30 pm	Open Activities	
	<ul style="list-style-type: none">• Watch Vintage Racing• Marine World Africa USA	<ul style="list-style-type: none">• San Francisco sightseeing & shopping• Redwood Forest Drive
1:30 pm	Guided Lotus Tours	
	<ul style="list-style-type: none">• Wine Tours of the Napa Valley• Drive to Mt Tamalpais	<ul style="list-style-type: none">• Drive to the Mendocino Coast• And more await you.
5:00 - 6:00 pm	More Lotus Technical Seminars	
7:00 pm	No Host Cocktail	Holiday Inn Marin
8:00 pm	1992 Lotus Convention Banquet and awards	Holiday Inn Marin

May 31st, Sunday Lotus Funkana

Sunday will feature a fun, silly, laugh-fest with a morning Lotus Funkana. Have you ever wondered if you could drive under a Semi-trailer in your Lotus? Try the Lotus Limbo. Are you the new Wayne Gretzky? Shoot goals from your Lotus using a broom and ball. All this and more at the Funkana!! The afternoon will be available for travel if needed. Of course, there will be plenty of Vintage Racing continuing at the track as well.

MORE ON THE REVERSE SIDE!!!!

Registration and Track Costs

Convention Entry Fee (includes Friday Gala Dinner, Saturday Banquet, Saturday Vintage Racing Ticket, Tech Seminars, Funkana, Concours, Tee-Shirt, Program, Parade, Tours, Photo Contest, Model Contest, Reception, Group Photo and more. Track Day is separate) **\$84.00 per person**
Track Day Fee **\$129.00 per driver**

Deadlines

Entry Deadline: April 28, 1992
Late Entry April 29 - May 18, 1992 - 50% late charge
No entries will be accepted after May 18, 1992.

Lotus Photo Contest

Do you take pictures of Lotus cars or Lotus related stuff? Enter the Lotus Photo Contest. Entries must be a framed or mounted photo. People's Choice judging.

Limited Space

The Sears Point Track Day is limited to 125 entrants. The Convention Banquet is limited to 250.
1992 International Lotus Convention headquarters
Holiday Inn Marin
1010 Northgate Drive
San Rafael, California
(415)479-8800

Other accommodations available in the area. You are responsible for making your own accommodations. The Holiday Inn Marin is offering a special rate: \$89.00 per night for double occupancy.

Lotus Model Contest

Have you built a model or miniature of a Lotus? Enter it in the Lotus Model Contest. Entries must be no larger than 1/12th scale, plastic, metal, wood, paper, clay, cardboard. People's Choice judging.

Track Session (Optional)

The optional Lotus track session on Friday, May 29, 1992 will be held at Sears Point International Raceway (SPIR). SPIR is a 2.5 mile, 12 turn track that challenges the driver and car to the ultimate test.

The Lotus Convention track sessions will break drivers and cars up into three groups reflecting track and competition experience and car preparation. The Novice group will be for those with little or no track experience. The Intermediate group will consist of drivers with some competition experience, Solo I or Solo II or driver's schools etc. The Advance group will be only for those with competition licenses in cars that are race prepared. We will ask some of the advanced drivers to assist the members of the Novice group with the finer points of driving.

Please be aware that high speeds can be attained, that there is risk and danger involved. The number one goal is safety, not racing. Passing will be restricted to safety zones for Novice and Intermediate groups. Any behavior seen as unsafe will be grounds for dismissal. We can not over emphasize the need for level heads and safety first attitudes from all involved. All cars must be safety teched prior to going onto the track.

Track Session Restrictions

- 1) Minimum age for persons on the track or in the pit area is 18 years of age. Those under 18 are allowed in the paddock area under adult supervision.
- 2) No drugs or alcoholic beverages may be consumed at the track during the sessions.
- 3) All Drivers must be registered in The 1992 International Lotus Convention.

Track Session Driver and Car Safety Requirements

- 1) All occupants of cars must wear eye protection, goggles or shield.
- 2) All cars must carry a securely mounted 2.5 lb Fire Extinguisher.
- 3) All exposed headlamps must be covered or taped.
- 4) All hub caps, wheel covers and trim rings must be removed.
- 5) Tonneau covers are not allowed.
- 6) Battery must be securely mounted.
- 7) All loose items removed from passenger compartment and boot (trunk).

Novice and Intermediate Groups

- 1) All occupants of cars on track must wear helmets. Minimum requirement is Snell '80 or better.
- 2) All occupants must wear seat belts, minimum 3 point (shoulder).
- 3) Roll Bars are strongly recommended for open top cars.
- 4) Driver safety gear recommended.
- 5) Tires: Minimum DOT approved, suitable high speed rated street tires only, in good condition.

Advance Group

- 1) Advanced Group must use helmets Snell SA85 or better.
- 2) All drivers must use a 5 point seat belt system, dual shoulder plus crotch.
- 3) Driver safety gear required, Vintage/SCCA requirements.
- 4) Cars must be prepared to race ready standards.

For Registration Information and Forms Call or Write

Mike Ostrov
6238 Ralston Ave
Richmond, CA 94805
hm (510) 232-7764
shop (510) 222-6437
wk (510) 428-2402
Fax (510) 428-9368

Charlie Rockwell
2240 DeLaCruz
Santa Clara, CA 95050
wk (408)988-6030

Kiyoshi Hamai
775 Paul Ave.
Palo Alto, CA 94306
hm (415)424-0333
Fax (415) 852-9778

1992 International Lotus Convention

May 28 - 31, 1992

San Rafael - Sonoma - Sears Point Raceway
California



OFFICIAL USE ONLY

ENT# _____ REC _____ CK# _____ \$\$ _____ C P

Convention Registration

Convention Fee (includes all events except track sessions): \$ 84.00 per Person (Please Print or Type)

Name #1 _____

Address _____

City, State, Zip _____

Phone (Day) () _____ (Evening) () _____

(Fax) () _____

Name #2 _____

Address _____

City, State, Zip _____

Phone (Day) () _____ (Evening) () _____

Guests (under the age of 18, please note age) _____

Saturday Evening Banquet Request (Note Quantity)

Prime Rib _____ Chicken _____ Pasta Primavera _____

Lotus Cars Participating In Convention:

Year _____ Type _____ Model _____

Track Session Registration - Friday, May 29, 1992 (Track Session is Optional)

Track Sessions Fee : \$129.00 per Driver (All Driver's must be registered for the Convention)

Driver #1 Name _____

Track Experience

SCCA License _____ Vintage License _____ Solo I _____ Solo II _____ Occasional _____ Never _____

Please explain _____

Driver #2 Name _____

Track Experience

SCCA License _____ Vintage License _____ Solo I _____ Solo II _____ Occasional _____ Never _____

Please explain _____

Car Make _____ Car Model _____ • Year _____

Engine Displacement _____ Tires: Size _____ Mfr _____ Roll Bar _____

Modifications (Street modified, Race ready per Vintage or SCCA, etc)

PLEASE COMPLETE THE REVERSE SIDE!!!

PLEASE COMPLETE THE REVERSE SIDE!!!

1992 International Lotus Convention

ENTRANT PARTICIPATION QUESTIONNAIRE

In order to better anticipate the Convention needs and accomodate your desires please indicate all the activities in which you and your party will participate. Check all boxes that may apply. Thank you.

Thursday, May 28th

- Registration
- Opening Reception
- Track Tech Inspection
- Tech Seminars

Friday, May 29th

- Registration, Sears Point
- Lotus Track Day
- Guided Road Tour
- Track Passenger Rides & Drives
- Convention Group Lotus Photo
- Evening Dinner, Holiday Inn
- Model Lotus Contest
- Lotus Photo Contest

Saturday, May 30th

- Lotus Corral
- Lotus Concours
- Lotus Track Parade
- Vintage Races
- Afternoon Guided Tours & Excursions
- Tech Seminars
- Evening Gala Banquet
- Evening Entertainment

Sunday, May 31st

- Lotus Funkana

Your Suggested Activities:

Convention Host

Do you need assistance with any travel or accomodation difficulties? If you would like a contact person we will match your needs with a local Lotus enthusiast. Check here if needed.

**1992 International Lotus Convention
Souvenir Tee-Shirts**

Every full paid Convention Entrant will receive a souvenir Tee-Shirt. Please circle size.

Entry #1	S	M	L	XL
Entry #2	S	M	L	XL

Additional Tee-Shirts are available, \$15 each. Only advance orders taken. Please indicate quantity.

S _____ M _____ L _____ XL _____

1992 International Lotus Convention Worksheet

Entry: Qty _____ X \$84.00/person = _____

Track Day: Qty _____ X \$129.00/driver = _____

Additional Tee-Shirts:
Qty _____ X \$15.00/shirt = _____

TOTAL (enclosed with entry) _____

Waiver and Release (must be signed to participate and returned with Convention Entry and Payment)

In consideration of being permitted to enter the 1992 International Lotus Convention, or being permitted to compete, officiate, observe, work for, or for any purpose participate in any way in the event, the undersigned, for himself, his personal representatives, heirs and next of kin acknowledges, agrees and represents that he has, or will immediately upon entering any of such restricted areas, and will continuously thereafter, inspect such restricted areas and all portions thereof which he enters and with which he comes in contact, and he does further warrant that his entry upon such restricted area or areas and his participation, if any, in the event constitutes an acknowledgement that he has inspected such restricted area and that he finds and accepts the same as being safe and reasonably suited for the purposes of his use, and he further agrees and warrants that if, at any time, he is in or about restricted areas and he feels anything to be unsafe, he will immediately advise the officials of such and will leave the restricted areas:

1. Hereby releases, waives, discharges and covenants not to sue the promoter, participants, racing association, sanctioning organization or any subdivision thereof, track operator, track owner, officials, car owners, drivers, pit crews, any persons in any restricted area, promoters, sponsors, advertisers, owners and lessees or premises used to conduct the event and each of them, their officials and employees, all for the purposes herein referred to as "releasees", from all liability to the undersigned, his personal representatives, assigns, heirs, and next of kin for any and all loss or damage, and any claim or demands therefor on account of injury to the person or property resulting in death of the undersigned, whether caused by the negligence of the releasees or otherwise while on the undersigned is in or upon the restricted area, and/or, competing, officiating in observing, working for, or for any purpose participating in the event;

2. Hereby agrees to indemnify and save and hold harmless the releasees and each of them from any loss, liability, damage, or cost they may incur due to the presence of the undersigned in or upon the restricted area or in any way competing, officiating, observing, or working for, or for any purpose participating in the event and whether caused by the negligence of the releasees or otherwise.

3. Hereby assumes full responsibility for and risk of bodily injury, death or property damage due to the negligence of releasees or otherwise while in or upon the restricted area and/or while competing, officiating, observing, or working for or for any purpose participating in the event.

The undersigned expressly acknowledges and agrees that the activities of the event are very dangerous and involve the risk of serious injury and/or death and/or property damage. The undersigned further expressly agrees that the foregoing release, waiver, and indemnity agreement is intended to be as broad and inclusive as is permitted by the law of the Province or State in which the event is conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

The undersigned has read and voluntarily signs the release and waiver of liability and indemnity agreement, and further agrees that no oral representations, statements or inducements apart from the foregoing written agreement have been made.

Print Name _____ Signature _____ Date _____

Print Name _____ Signature _____ Date _____

FULL ENTRY PAYMENT MUST ACCOMPANY THIS FORM. WAIVER/RELEASE MUST BE SIGNED!!!

Make Checks Payable to:

*Golden Gate Lotus Club
775 Paul Ave
Palo Alto, CA 94306*

Deadline: April 28, 1992

After April 28th add 50% Late Charge

No entries after May 18, 1992

1992 International Lotus Convention

May 28 - 31, 1992

San Rafael, California



1992 International Lotus Convention - Accomodations

Each person participating in the 1992 International Lotus Convention is responsible for arranging their own accomodations. A number of rooms have been reserved at the headquarters of the 1992 International Lotus Convention, The Holiday Inn Marin, however since the number is limited you may opt to stay at another facility. To assist you listed below are a few of the nearby facilities and the approximate distance from the Holiday Inn and Sears Point Raceway are noted.

San Rafael

- 1) Holiday Inn Marin
1010 Northgate Drive
San Rafael, CA 94907
(415)479-8800
Convention Headquarters
\$89/night double occupancy
TV, pool, sauna, exercise room, radio
14 miles to Sears Point Raceway
- 2) San Rafael Inn
865 E Francisco Blvd
San Rafael, CA 94901
(415) 454-9470
3 miles south of Holiday Inn
17 miles to SPIR
- 3) Villa Inn
1600 Lincoln Ave.
San Rafael, CA 94901
(415) 456-4975
2 miles south of Holiday Inn
16 miles to SPIR
- 4) Best Western Corte Madera Inn
1815 Redwood Hwy
Corte Madera, CA
(415) 924-1502
5 miles south of Holiday Inn
19 miles to SPIR
- 5) Emabassy Suites Hotel
101 McInnis Parkway
San Rafael, CA
(415) 499-9222
1/2 miles from Holiday Inn
14 miles to SPIR

- 6) Marriott Courtyard
2500 Larkspur Landing
Larkspur, CA
(415) 925-1800
4 miles to Holiday Inn
18 miles to SPIR

Novato

- 1) Novato Motel
8141 Redwood Blvd.
Novato, CA 94945
(415) 897-7111
5 miles north of Holiday Inn
9 miles to SPIR
- 2) Rush Creek Novato Travelodge
7600 Redwood Blvd
Novato, CA 94947
(415) 892-7500
5 miles north of Holiday Inn
9 miles to SPIR

Sonoma

- 1) Sonoma Mission Inn
18140 Sonoma Hwy
Sonoma, CA 95476
(707) 938-9000
25 miles to Holiday Inn
11 miles to SPIR
- 2) Sonoma Valley Inn
5500 Second St. West
Sonoma, CA 94576
(707) 938-9200
25 miles to Holiday Inn
11 miles to SPIR

CLIMATE

The San Francisco Bay Area and Sonoma - Napa Valleys are virtually rain-free from May 1st through mid October. Temperatures range from evening lows around 60 and mid-day highs in the mid 80's. A typical summer day begins with coastal overcast burning off by mid day and light breezes in the late afternoon. The air is dry with relative humidity around 35 to 40 percent. A light jacket or sweater is usually enough to be comfortable. It is perfect Lotus weather...

1992 International Lotus Convention

May 28 - 31, 1992

San Rafael and Sonoma, California

By Kiyoshi Hamai

You've heard about this event for two years and now it's a back... only Bigger... Better... and more FUN!!!

The 1992 International Lotus Convention is set for May 28 - 31, 1992 in the area just north of San Francisco, California. This four day Lotus orgy is expected top all others!

There'll be so much for everyone to do that they won't possibly be able to everything... And, just when they've thought they've got it handled they'll find even MORE to do, see, smell and see!

All ready we've gotten entries from England and Austrailia. Add to that folks from Canada, Mexico and all across the U.S. (Boston, Atlanta, Denver, Seattle, Los Angeles and more) and you can begin to see why this could be one of the biggest Lotus events to ever take place in the U.S. Don't you want to be one of 400 Lotus enthusiasts? Don't you want your car to be apart of a collection of over 200 Lotus cars from early Mark 6's to some the latest Formula One and Lotus road cars?

All you have to do is enter the 1992 International Lotus Convention.

Here's what's planned...

Day One: Thursday - May 28, 1992

At Convention Headquarters, the Holiday Inn Marin in San Rafael, California, the event opens with Registration. Entrants will receive their registration package with all Convention materials, meal tickets, race ticket, contest ballots, Souvenir Tee-Shirt and more. Those participating in the optional Lotus Track Day can have their cars inspected. We are collecting a number of Lotus gurus to conduct Lotus Tech Seminars. Meanwhile in the background will an Convention Opening Reception.

Day Two: Friday - May 29, 1992

The Convention moves in early morning to Sears Point International Raceway, a scant 20 minute drive from the Holiday Inn Marin. There Convention registration continues as does track tech inspection. The day then is filled with the opportunity to drive on one of the most challenging, twisty and fun race tracks in the U.S. Sears Point International Raceway (SPIR) is a 2.5 mile 12 turn race track that climbs, dips, dives and twist through California's famous wine country hills.

Drivers will be divided into three groups to accomodate the variety of experience and car preparation. Those with little or no on track experience will receive coaching from experienced driving coaches. The track session will conclude with a ride and drive session and finally a GIANT GROUP photo of all the Lotus cars present. Afterwards back at the

Holiday Inn Marin will be a Gala Dinner: Cuisines of Mexico, Texas and China.

During the Dinner will be two Lotus contests. The Table Top Concours for miniature models of Lotus cars (race or street) built of plastic, wood or metal and a Photo Contest where the subject matter must be Lotus related.

Since Lotus Track Day is optional, those not opting for the sessions can either spectate at the track or join in a drive and tour of the wine country.

Day Three: Saturday - May 30, 1992

Day three begins again at Sears Point International Raceway, where atop a grassy knoll overlooking the HMSA Vintage Races, the Convention goers will assemble in a Lotus Corral for the Convention Concours. This is an informal Concours where cars will be judged by the entrants themselves! Then just before Noon we'll assemble for our noon time tour of the race track during the lunch break of the HMSA Vintage Races.

In the afternoon you'll be able to stay at SPIR and watch more vintage racing or join one of the many guided Lotus tours or go on your own self guided tours. Then later in the afternoon will be the final round of Lotus Tech Seminars.

Finally, Saturday will close with a no host cocktail hour followed by the Convention Banquet, Awards and Surprise Entertainment (Special Guest Speaker and/or 50's 60's dancing).

Day Four: Sunday - May 31, 1992

Only a morning event is planned to allow those who desire to travel in the afternoon. Sunday morning will feature a Lotus Funkana. What is Funkana? Well, have you ever wondered if you could drive your Lotus under a semi-trailer? Well, find out by doing the Lotus Limbo... Do you and your partner really communicate? Try driving blind folded while receiving instructions from your partner via a walkie-talkie radio! All of these things lead to laughs and giggles and loads of fun... A great way to end an incredible four days.

Entry

Convention entry is only \$84.00 per person. The Lotus Track Day entry is optional and is \$129.00 per driver. Entries must be received by April 28, 1992 to avoid penalties. Space is limited, first come, first served.

Information

Mike Ostrov	Kiyoshi Hamai	Charlie Rockwell
6238 Ralston Ave	775 Paul Ave	2240 DeLa Cruz
Richmond CA	Palo Alto CA	Santa Clara CA
94805	94306	95050
(510)232-7764	(415)424-0333	(408)988-6030



Team Lotus

TEAM LOTUS INTERNATIONAL LIMITED

An open letter addressed to the owners of Lotus single seat, open wheel racing cars

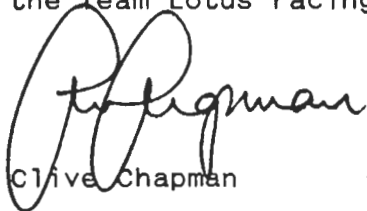
Dear Owner

The Lotus Marque is recognised throughout the World for its proud achievements in Motorsport. It is important that its unique history continues to be remembered and there is no more powerful medium than the actual cars which established the essence of the Lotus legend. Therefore it has been decided as appropriate to initiate some form of official factory register for the benefit of surviving cars' owners.

I am pleased to announce the instigation of the Team Lotus International Register. The idea is to create a chronicle for all single seat, open wheel racing Lotuses from the Type 12 to the Type 102. More than 1200 chassis were produced that fit this classification and the ultimate goal will be to establish the history of each one in as much detail as possible.

The success of this endeavour will rely very much on the support of Lotus owners around the World. Owners are kindly invited to write to the Team Lotus International Register providing essential details of individual chassis, including history and current condition. This information will be compiled in association with the factory's own records to create a unique and comprehensive archive.

I sincerely hope that this exciting initiative will attract your support. I look forward to it becoming established as a fitting tribute not just to my late father's memory but to all those who have contributed to the Team Lotus racing history.



Clive Chapman

Team Lotus International Register
Potash Lane
Hethel
Wymondham
NORFOLK NR14 8EY (Fax:0953 601626)

WORLD CHAMPION CAR CONSTRUCTORS 1963, 1965, 1968, 1970, 1972, 1973, 1978.

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performance specialists

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ACE ENGINEERING is a company devoted to the preservation and development of high performance sports cars. We are Lotus owners ourselves and our current project Lotus cars are a Europa Special Twin-Cam, which is going through a mild restoration and suspension upgrade, and a S-2 Europa which will be a highly modified Hillclimb and Autocross racer. These project cars allow us to test and develop the right parts so you don't have to. When you come to us for parts and service you will know that the items we recommend will work and function properly in their application. We at have a combined 30 years of successful competition experience. Our winning ways and records that we have established over the years proves it! Multiple SCCA Solo II, Canadian, and Marque Club National Championships and Hillclimb course records. Our business is to help you make your Lotus the best it can be today, *everyday!*

We, at *ACE ENGINEERING*, also know that you want knowledgeable and quality oriented service offered in a time frame that suits your needs.

We are open seven days a week from 8 a.m. to 10 p.m. to serve you today, *everyday!*

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CARRERA COIL OVER SHOCKS FOR EUROPA	\$149.95 each
CARRERA SPRINGS FOR EUROPA & ELAN	\$ 46.95 ea. Front \$ 91.95 ea. Rear
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We have silk screened t-shirts/sweatshirts depicting **Jimmy Clark** at the wheel of a **Lotus 33 Climax**. Very colorful, high quality artist's rendition. White only. \$13.95 t-shirt, \$17.95 sweatshirt.

ACE ENGINEERING 13020 N.E. 80th Street, Kirkland, Washington 98033

206-827-3223

Meeting Locations

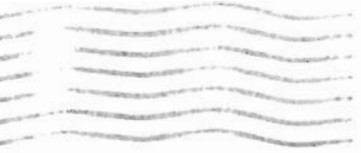
March Meeting

Saturday the 21st at 1:00pm
Don and Sheila Anderson
6044 114th Place SE
Renton, WA
phone: (206) 271-0781

Here
It
Is

April Meeting

Saturday the 18th at 1:00pm
Bellevue Jaguar/Lotus
Bud Hoelscher
14600 NE 24th Street
Bellevue, WA
phone: (206) 643-3000



**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

