



# Lotus Lines

May 1992

8th Year of the Club.. 42nd Year of the Marque

## ELCC Events for May

May's events start off with a scheduling conflict. To use your Lotus for Show or to use it for Go, that's the question.

Saturday and Sunday the 16th and 17th - for Show !

The annual Vancouver All British Field Meet is being held at the Van Duesen Gardens in Vancouver BC. The gardens are beautiful and the weather is usually pretty good. Saturday is the car show and a swap meet and driving tours take place on Sunday. Give Terry Elmore a call for more details at (206) 334-5768.

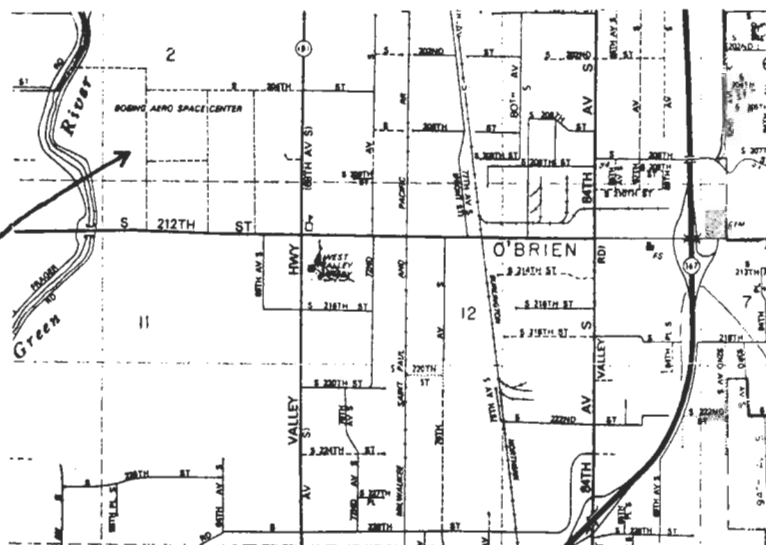
Saturday and Sunday the 16th and 17th - for Go !

An autocross and school will be held at the Boeing Space Center west parking lot in Kent. The school is on Saturday along with some autocrossing and more cone splitting on Sunday. Bob Crichton will be there in his Seven for sure and I'll be there for part of the day as a spectator (I just haven't had the time to prepare my Elite for an autocross the way I would like to). For more info, call Bob at (206) 668-6841. You can also call Ken or Susan at (206) 827-3223 since they are heavy into the autocross scene and might have their racing Europa there. I've included a map of the location of the parking lot following this article. They get started around 8:00 or 9:00am and run till around 4:00 or 5:00pm.

Thursday the 21st -

Our first, that I know of, middle of the week, in the evening, ELCC meeting. This meeting is at the Shakey's Pizza place on Ballinger Way

and it is scheduled for 7:00pm. The details and a map are on the cover page. I know it seems that a weekday meeting would be inconvenient, but a meeting in the middle of a Saturday or Sunday seem equally as inconvenient to me. The Morgan Club does there meetings on a weekday and that leaves more weekends open for real events. So, come on out and get some pizza and relax for an evening with your fellow Lotusites!



## Chairman 'Bob' Speaks

by Bob Crichton

Well Lotus owners and lovers the months just keep marching by towards summer. Here I am pen in hand writing another article. First I would like to thank Bud and the nice people at Bellevue Jaguar, Porsche, Lotus for opening up their facility to us. I'd also like to hear from any one who took advantage of the Red Elan Bud had available to drive. A driver's report would be most interesting.

I seem to spend a lot of time thanking people in these articles I write, well

now it's time to thank the people that really matter. The members of this Club. Ever since our January meeting, the meetings have been getting bigger and bigger. All I can attribute this to is that our membership is sending out messages that it's fun to be with other Lotus people. I think Jim Taylor might be a lot to blame in his getting the word out through the Newsletter also. But I think it's the Club members themselves that just care about their cars and about each other. So here is a big "THANK YOU" from me for supporting the Evergreen Lotus Car Club.

This week I had my opinion of the Club members enthusiasm show itself at the MG Club Tulip Rallye. Collyn and I went to Totem Lake to meet with about forty other car enthusiasts to tour up to Mount Vernon for the start of the rally. With Collyn all bundled up, we had a nice drive in ideal weather to the starting point. Now I was just overjoyed on arriving to find Terry and Lezlee in their Elan+2 and Rob Roberts and his son Colin in their Elan, that was two more Lotus's than there has ever been at a Tulip Rallye that I have attended. While standing there talking about cars, the weather and such, Frank Grabner and his wife arrived in their Esprit. Not long after that Maury and John Montag arrived in John's Elan. Now that makes four Lotus that would go on the Rallye. Steve Bator in his Black Eclat arrived without a co-pilot, so Steve and I watched all the cars leave on their merry way. Terry will have to tell you about the outcome and if any of the Lotus's did well in the Rallye. Steve without a co-pilot and me with a co-pilot that falls asleep, went to lunch in Mount Vernon and then had a wonderful drive home in the early afternoon. This day was another indication of our Club's enthusiasm for their cars and for driving them.

Looking forward to seeing you at the Ocean and for pizza at our next meeting on May 21st. Until then stay "Enthused"!

## **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)

- April 11th and 12th - Portland Swap Meet
- April 18th - monthly meeting at Bellevue Jaguar/Lotus, see cover page for time and place
- April 19th - Autocross, BSCC, at Bremerton
- April 25th - Tulip Run, LaConnor, details elsewhere in this Newsletter
- April 26th - Autocross, Solo II, Boeing lot in Kent
- May 2nd and 3rd - Annual trip to the ocean, specifically, Long Beach
- May 3rd - Autocross, WWSCC, Boeing lot in Kent
- 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 gather for an Autocross at the Boeing Space Center west parking lot in Kent, includes school on the 16th
- May 21st - monthly meeting at a pizza place, John Daniels organizing (first weekday meeting that I know of since I joined the Club) see cover page for time and place.
- May 24th - Autocross, Solo II, at Bremerton
- May 25th - Autocross, BSCC, at Bremerton
- May 31st - Autocross, WWSCC, Boeing lot in Kent
- June 14th - joint event with the BC Lotus Club. This is a picnic and tour. We'll meet in Bellingham. More details next month.

June 14th - Autocross, WWSCC, Boeing lot in Kent  
June 21st - Autocross, BSCC, at Bremerton  
June 19th thru 21st - CART Races at PIR  
June 27th - monthly meeting at Dwaine and Shirley Urquhart's home, this will be an evening potluck dinner held at 7:00pm  
June 28th - Autocross, Solo II, Boeing lot in Kent  
July 4th and 5th - NorthWest Historics at SIR (Vintage Racing)  
July 11th and 12th - Norm Thompson Historics at PIR (Vintage Racing)  
July 12th - Autocross, WWSCC, Boeing lot in Kent  
July 19th - LCCBC Pacific Rim Meet  
July 19th - Autocross, Solo II, Boeing lot in Kent  
July 19th- Autocross, BSCC, at Bremerton  
July 25th - monthly meeting and Bellevue All British Field Meet  
July 26th - Autocross, WWSCC, Boeing lot in Kent  
August 9th - Autocross, Solo II, Boeing lot in Kent  
August 9th - Autocross, BSCC, at Bremerton  
August 15th - monthly meeting and annual picnic at Terry and Lezlee Elmore's home  
August 16th - Autocross, WWSCC, Boeing lot in Kent  
September 6th and 7th - Autocross, BSCC, at Bremerton  
September (mid) - monthly meeting to be held during the AutoGear sponsored Car Show. It has been moved and the exact location is yet to be determined (might be in a Bellevue park)  
September 26th and 27th - Autocross, Solo II, Boeing lot in Kent, includes school on 26th  
September 26th - Fall Race/VRCBC at SIR (Vintage Racing)  
October 10th and 11th - Autocross, BSCC, at Bremerton  
October (mid) - monthly meeting at Kirkland restaurant then drive out to Cider Mill, more details later

October 18th - Autocross, Solo II, Boeing lot in Kent  
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

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## Recap of Past Events

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### MG Tulip Rallye -

I'm not going to say too much, I think that Bob and Terry pretty well covered this event. Sounds like the MG Club put together a fun time and it would be well worth it to participate again next year, maybe with a few more Lotus (maybe my Europa will be done by then).

### April Meeting -

Bellevue Jaguar/Porshee/Lotus really pulled the stops and gave a great meeting. As has been the case lately (and especially when a meeting is held at the dealership) there was a large turnout of members and cars. Probably a good 20 to 25 people and at least nine Lotus showed up. Bud Hoelscher arranged lots of food, drink and opened up the shop area with a Esprit Turbo on the floor and a new Elan up on a lift. This gave us a great view of the mechanicals of the Elan and a chance to see how one is put together. The trained mechanic that specializes in the newer Esprits and Elans was on hand to ask questions of. There was a door prize for everyone, a really nice 'fuzzy' coaster for drinks with the Lotus emblem on it in green and yellow. I know it doesn't sound like a big deal, but these coasters are a lot nicer than my description indicates, they sell them through the parts department (although at the moment they are sold out). And to top it all off, Bud pulled out a new Elan for taking short test drives! Well, the

weather that day was great, so the top was down and I took them up on the offer (so did 3 or 4 other members). I was real impressed with how tight the car felt and how integrated or 'whole' the car is on the road. They have had few chronic problems with the car since production began. A couple of driver's side windows broke when the door was shut real hard, that's about all. There was no indication of any torque steer and the engine isn't peaky at all. It just feels like a strong V6, real smooth too. The only thing I noticed was a pronounced raising of the front end under medium to hard acceleration, it didn't upset the direction of travel and couldn't be felt in the steering, you could just see and feel the horizon changing up and down.

#### Annual Trip to the Ocean -

More on this event in the next issue, but I will sum it up by saying, "There's no better place to be than at the ocean with friends, food and fun when the weather is as awesome as it was that weekend".

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## For Sale

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1979 Eclat Sprint, new paint (black), rebuilt and refreshed engine, less than 30,000 original miles, \$10,000 or best offer. Steve Bator, (206) 821-2400

1971 Elan roadster, S4 Special Edition, LHD, navy blue, roll-bar, otherwise it's stock, looks good, drives good, \$12,000 or best offer. Steve Bator, (206) 821-2400

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## FYI

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First off, I want everyone to know that Bob paid his yearly dues and got his copy of Lotus Lines just like all the other paid members. I'd also like to say that the reminding of members that their dues need to be paid is a pain in the you-know-where. The person in charge of membership (me) shouldn't have to remind each and every one of you separately to send in your \$15, but sometimes it seems that way. I know it wasn't and want to thank all of the members that paid without having to be reminded, this saves a lot of confusion when it comes time to send out newsletters. Coming up in November/December, I will be sending out a separate mailer (separate from the Newsletter) with a reminder to send in your money and a copy of the application for you to fill in any changes. You'll even get a stamped, addressed envelope with it to make the process as painless as possible. More about this when the time comes to pay the 1993 dues. Although, some of you have elected to pay up through 1993 already.

Secondly, please note a change to the date of the June Meeting, it has been changed from the 20th to the 27th. A scheduling conflict arose with the Urquharts and we changed the meeting time to accomodate. I hope this doesn't mess up anybody else's schedule. They informed me that they have a hot tub and that anybody that wants to use it needs to bring a bathing suit and a towel. Dwaine and Shirley are a real kick and a meeting/potluck at their place will be a lot of fun. Don't forget to pack up your Lotus and bring it along for the fun.

Thirdly, I was talking to John Daniels at our Long Beach trip and he was commenting on the thanks I had given out to the members that are doing the

calling of other potential club members and informed me that he appreciated the kind word in the Newsletter, but that he wasn't doing any calling. Oops!!! A huge apology from me to the person that I got mixed up with John. An even bigger OOPS, because I forgot who it is!!! I feel real bad about this, really bad. If the sixth person can see fit to forgive me, please give me a call so I can grovel to him/her in person. The ones I remember are Bob Crichton, Terry Elmore, Bob Cross, Shirley Urquhart and Gary Wood. Sorry 'bout that.....

Last of all, you've probably all heard rumors about T-shirts, sweaters and patches with the ELCC logo on them. Well, those are still just rumors. Susan Wolf did a lot of research into the costs of doing this and at the January meeting we decided to go ahead. When I started adding up the real costs of doing this, which included some one time charges and minimum purchase orders, Bob and I decided that a Club our size just can't do it. We might go ahead with the sew-on patches, but we are currently looking for an alternative. We found a business that says they will do sewn-on embroidery type of things on shirts, sweaters, jackets, hats, etc at a reasonable price and as soon as I can find the time to finalize a high resolution computer usable rendition of our Club's logo and present it to them, I will let you know what happens.

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## **International Lotus Convention Update**

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by Terry Elmore

I spoke to Kiyoshi Hamai of the Golden Gate Club, co-Chair of this upcoming meet, a few days ago and received the latest info of the meet details. It is anticipated that LCU (Lotus Cars USA) will be providing a couple new Elans

for ride-and-drive opportunities at Sears Point and that Doc Bundy and either Brockman or Lemler will be on hand doing some of the demo driving. Chris Tchorznicki of Sevens and Elans, (the US distributor for Caterham), may be bringing the newest 2-liter Vauxall powered Caterham. Several interesting speakers will be on tap, including Merv Therriault of Vancouver, who crewed on the Lotus 15 co-driven by Pete Lovely and Jay Chamberlain at LeMans in 1958. Chamberlain may also attend and can no doubt provide many hours of interesting stories on the early years of Lotus in the United States. Bob Challman may also be attending, his talk at the banquet at this meet in 1990 was one of the high-points of the entire meet for Lezlee and me.

The deadline for your entries, before the 50% late charge kicks in, was April 28th, but if you haven't sent your entry in yet and you do plan to go, Kiyoshi advises that they may waive the late charge. Please send your entry in immediately and call Kiyoshi (at 415-424-0333) to let him know that you're coming.

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## **Lotus Museum Planned**

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reprinted from Classic and Sportscar, May 1992

Plans for a Lotus museum have been announced by Club Lotus chief Graham Arnold - but Lotus says it has been working on just such a project for two years, writes Jon Pressnell.

Arnold's scheme is in its early stages, and no financial backing has yet been pledged to meet the estimated one million pound cost of the museum. He hopes a local authority will lend its support.

"The Buxton Motor Museum rents out

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workshops to a restoration company, and it also gives over ten percent of its floorspace to cars and motorcycles for sale. That's a good solution, but my ideal would be a combined Lotus dealership and museum," he said.

A meeting to plan the way forward is shortly to take place, chaired by top Lotus specialist Malcolm Ricketts.

"Lotus is interested in coming - as a participant and not merely an observer - and so is Andrew Ferguson of Team Lotus," says Arnold.

Meanwhile, Group Lotus itself has confirmed it has its own plans for a museum, building on the register of historic Lotus single-seaters Colin Chapman's son Clive has set up.

"Lotus is very keen to see a museum in the long-term, and we're very happy to see that Graham Arnold also thinks it's a good idea. We'd like to see him collaborating with us," says Patrick Peal of Group Lotus.

"We've got some fairly well-developed plans, and I think that if anybody is going to put together a Lotus museum it really ought to be Lotus - or at least people connected."

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## **Product Review - Auto Glym Car Care System**

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by Terry Elmore

I've been looking for a good wax to use on our Plus 2S and so took interest in a review of five waxes that appeared in the February 1992 issue of British Car magazine. One brand which was very highly rated was the British Auto Glym brand. I knew that ELCC member Steve Bator carries this brand at his SunMark

shop in Kirkland, so I decided to give this a try. I picked up a bottle of the Silicone Resin Polish and one of the Bumper Care, which Steve recommended for use on the rubber trim and tires, etc.

After giving the car a good wash, I applied the Silicone Resin Polish as per the instructions. It's very easy to put on and smells great to boot. I left the white haze to dry for awhile (about an hour or so) and then polished it off with a soft dry cloth. It came off as easily as it had gone on, but what a difference! With virtually no effort, I had a great looking finish on what is admittedly 22-year old paint. It was, in my case, somewhat difficult to see all the wax areas (white cream on a white car) so I found a few small areas I'd missed about a week later, but the haze polished right off and left no residue.

The Bumper Care, which is a green gel, is just as easy to use. After trying a few other applicators, I found it easiest just to use a finger to apply it to weatherstripping, etc and a soft cloth for applying it to the tire sidewalls.

Summary: A very good product which gives excellent results and very easy to use. If Aston Martin and Jaguar use Auto Glym products as the final protective coat on their new car finishes, you can safely assume it won't harm the paint finish in any way. Other products in the line include a wash (Bodywork Shampoo/Conditioner), Cutting Polish for oxidized finishes, and a number of interior care items like Interior Shampoo, Leather Care Cream and Car Glass Polish. Suggested retail for the Silicone Resin Polish that I used is \$9.95, but I suspect Steve could be induced to offer a club discount.

## Where have all the Europas Gone?

by Jim Taylor

Sounds like the opening line of a song. I ask this question because I know that they're out there, somewhere. I know we have members that own a Europa. I know that some of them even run (or at least mostly). I've seen Bob Cross's Europa at the track and at the last picnic. I saw another member's Europa at the same picnic, (sorry I didn't catch his name). I saw Noel and Bobbie Keefer's Europa at the 1990 picnic. I've seen Jeanette Acheson's Europa at a meeting held at Bayside last year and at the '91 Bellevue ABFM. The last time I saw Eric Wyss's Europa was at the same ABFM. Gary and Deborah DeBardi's Europa was at Bellevue also that year. I saw Greg Tehrar's Europa at the '90 Bellevue ABFM and he isn't even a member. The last Europa I saw was Bob Cross's at the '91 picnic, that is of course, other than when I go to the garage to work on mine. That makes about seven or so different Europas that I've seen since I joined the ELCC over two years ago. I know that's not a lot of Europas and according to the membership roster there are 28 of them in the Club! This must mean that most of them aren't running, I'd sure like to see more of them come to the events. I thought that the natural place to see a Europa would be at one of the track days we've been involved in, but of the three track sessions, I've only seen ONE Europa. I'm working on mine and hope to have it ready for upcoming Lotus events beginning in 1993. I'd like to hear from some of my Europa brothers and sisters. I'd like to see some Europas come to the events and meetings. I'd like to see some running and driveable Europas out there on the road. I'd like..... I'd like.... I'd like to get mine on the road. I'm working on it, are you?

## MG Car Club's 11th Annual LaConnor Tulip-Daffodil Rallye

by Terry Elmore

Evergreen Lotus had a very good representation at this year's event. Four cars going on the rallye and two others to see us off. This continued the great participation we've been seeing of both cars and members at all our events this year. In chronological order, we had Maury and John Montag in their red Elan S1, Rob Roberts and son Colin in his brown Elan S3, Terry and Lezlee Elmore in their white '70 Plus 2S, Frank and Ronette Grabner in their white '77 Esprit S1. Bob Crichton was there to see us off in his Seven, but decided that his daughter wouldn't be of much use as a navigator (she'll be one year old this June 2nd). Steve Bator was in attendance with his beautiful black Eclat, but was also without the services (much needed) of a navigator and so didn't go on the drive.

After a start from the Mount Vernon jump-off point around 10:30, the next three-plus hours sent us on a tour of the highways and byways (emphasis on the latter) of Skagit County. The rallye concluded at the park at old Fort Casey. Total mileage, depending on how many side-trips you made or how often you got lost, was about 100 miles.

I think all our Club members who participated had a good time and I would suspect that we'll have a good turnout with a number of repeat participants next year. About the only disappointment was the fact that no award for best finishing Lotus was given (virtually all the other marques were so honored, including the Mini's, even though there was only one on the Rallye).





# N.W. *Alfa Romeo* CLUB

Russ Huber  
8012 Dayton Ave. NW  
Seattle, Wa. 98103

Terry Elmore  
Lotus Owners' Club  
3010 132nd Avenue S.E.  
Snohomish, Wa 98290

Dear Mr. Elmore,

On behalf of the Northwest Chapter of the Alfa Romeo Owner's Club, I would like to invite your members to join us for our 1992 track season. We have two events scheduled this year; our practice session on Wednesday, June 17, and Time Trials on Saturday, July, 12th. Both events will be held at Seattle International Raceway in Kent.

Our practice session will get underway at 4:00 pm with a technical inspection, followed by a driver's meeting. The first track session will begin at 5pm and we will continue to run until dusk. There may be some soft drinks and snacks for sale at the track, but participants and guests are advised to bring their own food.

Entry fees will be \$60.00 for pre-registration, (postmarked no later than one week prior to the event), or \$75.00 for day of event registration. Fees for the Time Trials have not been set at this time.

It should be noted that the practice session is not a novice event nor will there be any driver training sessions. We will require any person who has not previously driven at one of our track events to drive a few laps with one of our members to show proficiency and knowledge of the track.

We anticipate a large turnout so early registration is advised to insure entry. I am enclosing one of our entry forms which may be copied as needed. If you have any questions or would like additional information, you may call me or Marilyn Williams, Chapter President at the numbers listed below.

We are attempting to arrange for a pre-tech at one of the local garages. Those cars who are pre-teched may have additional track time while the other cars are going through tech at the track. Details will be provided in a future communication.

See you at the track!

Sincerely,

Russ Huber (206)789-3194  
Competition Chairman

Marilyn Williams (206)935-3979  
Chapter President

# NWARC SPRING PRACTICE SESSION

Our first track event of 1992 on June 17th will be here before you know it. This will be a driver's practice session to prepare for our annual Time Trials in July. We will again try to set up a pre-tech session for the weekend immediately preceding the event. Those cars who take advantage of this may get additional track time while the rest of the cars are being teched.

If last year's practice day is any indication, the turnout should be big, so get your registration in early or you may be left out.

## Prices and Rules for the event are:

### AROC members and Canadian affiliates:

Preregistration \$45.00/car/driver non-refundable  
Day of event \$60.00/car/driver

### Invited Marque Clubs:

Preregistration \$60.00/car/driver non-refundable  
Day of event \$75.00/car/driver

## Participant Rules:

1. Alcohol and drug are strictly prohibited.
2. Helmets (1975 or later Snell rating) are required for driver and passengers. Eye protection is required for drivers of open cars (glasses will suffice).
3. Open cars must have a roll bar. If you are fitting a roll bar for NWARC events, contact Russ Huber, NWARC Competition Chairman, 789-3194 for specifications.
4. Seat belts are required. For cars which were not factory fitted with three point belts, five-point racing harnesses are required.
5. All drivers are required to attend the driver's meeting at the track.
6. All drivers are required to work turns at some time during the event.
7. All drivers who have not driven at a NWARC track event before will be required to have a designated trainer ride in their car before being allowed on the track alone.

In addition, a secured fire extinguisher is recommended. Bring a full tank of gas, increase your tire pressure to 35 psi (air is easier to let out than add at the track), change your oil and filter and bring extra oil. Safety check your car before the event. The Driver's Seminar will tell you how.

## TENTATIVE SCHEDULE:

4:00 pm Track opens and technical inspection begins (for those not at the pre-tech)  
4:30 pm Mandatory Drivers' meeting  
5:00 pm Session 1  
6:00 pm Session 2  
7:00 pm Session 3  
8:00 pm Session 4  
9:00 pm Track Closes

cut on line, fill in and mail

### Registration Form

Mail with check (no cash) to:

Bob Hartwig, NWARC Treasurer, 5801 Broadview NE, Tacoma, Wa 98422

Name(s): \_\_\_\_\_ Street Address: \_\_\_\_\_  
City: \_\_\_\_\_ State/Prov: \_\_\_\_\_ Mail Code: \_\_\_\_\_ Phone: \_\_\_\_\_  
Marque: \_\_\_\_\_ Model: \_\_\_\_\_ Club Name: \_\_\_\_\_  
Attending Driver's Seminar: \_\_\_\_ (Y/N) Have driven track with NWARC before: \_\_\_\_ (Y/N)

Make checks payable to NWARC

## Lotus Wins Over Porsche for Second Year

from Robbin Herring, contact for Lotus Cars USA, Inc., April 27, 1992

(Braselton, Georgia) -- Doc Bundy and David Murry finished the International Motor Sports Association (IMSA) Bridgestone Supercar race one-two in their Lotus Turbo Esprit X180R's.

The Lotusport Team was back on familiar turf at the legendary road course in Atlanta. Lotusport, Lotus Cars USA, Doc Bundy, David Murry, and team owner Jack Ansley are all based in Atlanta.

The Lotus team started on the 2.52 mile, 12 turn road course with Bundy on the pole and his teammates Murry second, Michael Brockman third, Paul Newman ninth, and Bo Lemler twentieth. The Lotusport crew once again demonstrated their talents that put them at the top of the motorsport world and at the front of the 27 car field.

With adrenaline fueling this emotional and strong team, Lotus rolled up their green shirt sleeves to take on other exotic manufacturers and cars such as Porsche, Corvette, Nissan, and Mazda. The aggressive field started with close qualifying, second through twelfth spots separated by only 1.2 seconds.

Bundy and Murry battled at the front with Corvettes and Porsches with Brockman, Newman, and Lemler dicing though the remaining field. Bundy remained at the front and Murry moved into second on lap three of nineteen laps. The duo dominated the remainder of the thirty minute sprint race.

Brockman was caught in traffic on the start that put him back to seventh.

He maneuvered his Lotus X180R into fourth spot and was closing fast on the Porsche of Hans Stuck. With approximately five minutes remaining, he was forced off line by a car reentering the course at turn one and slid off the tire wall. He was unhurt and retired the number eleven Lotus Esprit.

Probably the most exciting race within the race was a battle for sixth place between the Lotus of Newman and the Porsche 911's of veterans Hurley and Haywood and Jeff Purner. Newman came out on top to finish fifth, putting three Lotus Esprits in the top five.

Lemler came back after having difficulties in qualifying for a commendable twelfth place finish.

"This was definitely my day and it's outstanding to win this race two years in a row," said Bundy. "David and I got a terrific start and ran great together. The cool temperatures certainly helped everyone, but it gave our turbo charged Esprits that extra edge."

"The home track advantage helped me, but the Lotus handling, my crew, and certainly the hometown support gave me that extra push to finish up front for Lotus," added Murry.

While Lotus's accomplishments speaks volumes, the 1991 credentials are equally impressive. During the 1991 season Lotus had three wins and 21 top five finishes in nine events. In the first race of the 1992 season the team had two top five finishes. Lotusport now have an impressive win and four top five finishes. The next race for the Lotusport Team is on May 25th at Lime Rock Park in Connecticut.

## Meeting Locations

### May Meeting

Thursday the 21st at 7:00pm

Shakey's Pizza

20020 Ballinger Way NE

Seattle, WA

phone (Shakey's): 365-7401

Club Contact is: John Daniels, 788-2729

Right  
About  
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### June Meeting (and Potluck)

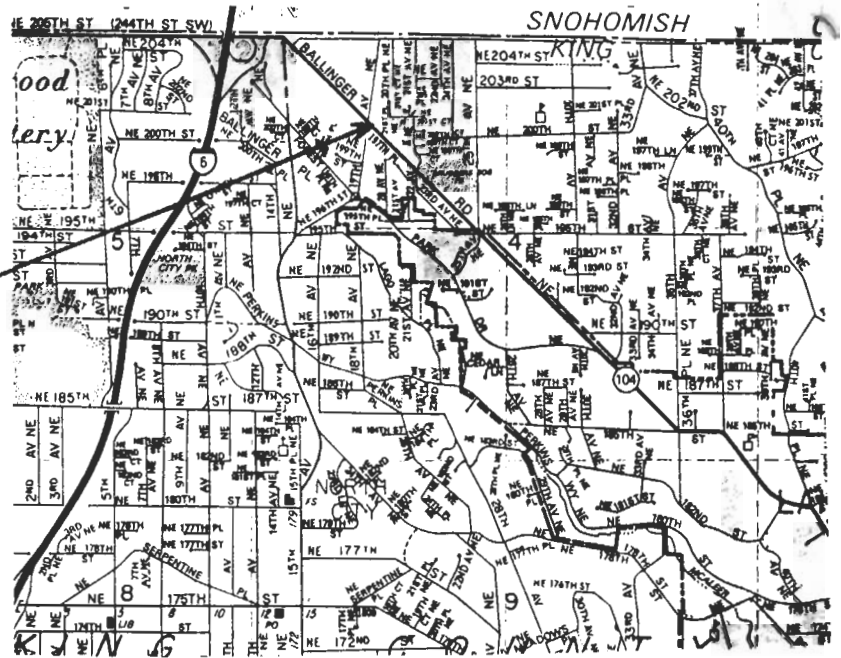
Saturday the 27th at 7:00pm

Dwaine and Shirley Urquhart

26424 148th SE

Kent, WA

phone: (206) 631-9540



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

