

Newsletter of the Evergreen Lotus Car Club

9th Year of the Club



42nd Year of the Marque

Lotus Lines



July 1993

Lotus Convention '92 Group Photo

photo by Susan Hagaman

This is what you can look forward to at this year's Lotus Convention. All the pretty little Lotuses lined up in rows. Wouldn't you like to see your pride and joy in the group photo? The photo will be taken at the track on the straight near the start/finish line. This is one giant issue of LOTUS LINES, 18 pages and I could of had more as there is so much going on. Also in this issue is a copy of Lotus USA's LotusSport Race Report which I believe will be monthly until the racing season is over. Have a great time in whatever you do this July!!

Inside This Issue

3 Chairman's Column	11 Past Events
4 Lotus Convention Update WWABFM Update	12 Mercer Island Concours
5 Editorial	13 14 15 & 16
7 Upcoming Events-Membership Meeting -ELCC Club Picnic	LotuSport Race Report
8 & 9 ELCC's Ocean Dash	17 Alfa Club Time Trial
10 Suspension Tech Session	Come on out to an ELCC event!



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IT'S NOT TOO LATE TO STILL REGISTER FOR THE 1993 LOTUS CONVENTION!!!

*Come on down to Portland and join in
the fun and festivities!!*

Lotus is the featured marque at this year's Norm Thompson Historic Races. There promises to be a lot of Lotuses there and something to do there that should interest everyone. Marque club displays at the track, swap meet and vendor booths, tours, banquets, a track day, tech seminars, parade laps and A GOOD TIME!!! The poster itself is worth the entry fee as it depicts all of the various Lotuses that have won Grand Prix's with their famous drivers: Graham Hill, Jim Clark, Stirling Moss, Emerson Fittipaldi, Mario Andretti, and Nigel Mansell. The t-shirts are suppose to be real neat, too, showing the X180R of Doc Bundy. This is your chance to show off your Lotus and be real proud of the Marque. Even if you don't have your Lotus up and running come on down anyway and support the event. You'll get to see a lot of other really neat vintage race cars (30 vintage Lotuses are entered) and they are also trying to assemble the most Formula 1 race cars together at any one time (so far they have 14!) Don't miss this opportunity. If you should have any question on this event don't hesitate to call Susan or Ken at 827-3223 for more information.

NEWS FLASH!!!!!!!

LotuSport debuted two Esprits at this year's 24 Hours of Le Mans, 30 years after Colin Chapman vowed in 1962 to never return to run at Le Mans due to rule changes that disallowed the very fast Lotus 23.

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OR FOR THE WWABFM!!!

Any questions on these
two events call Ken or
Susan at 827-3223

FOR SALE:

1974 Lotus Elite, yellow, newly rebuilt motor, runs and looks good. \$6,000 or best offer. Call Claude Whitman at 630-8115.

From the Driver's Seat

by Kenny

CHAIRMAN'S COLUMN

I sincerely hope that this issue will get to you before the start of the Lotus Convention in Portland. There have been some changes in the program for the convention and I know that Susan will give you all of the details in another part of this issue, so please read this issue of LOTUS LINES very carefully. We hope to see you there! The big major changes are the autocross for Wednesday has been cancelled due to the cancellation of the Driver's courses because of lack of entrants. The site then became unavailable and another one could not be found. Hopefully, this will not dissuade people from attending.

The next big event that is coming up in the month of July is the Western Washington All British Field Meet (WWABFM). Susan is in charge of the door prizes and "Goodie bag" for this event and I think that the participants will enjoy all of the wonderful stuff that has been sent in for it. There should be enough discount coupons in the bag to more than pay for your entry fee. I would like to see a big turnout of Lotuses for our club display and to show all of those other British marque clubs that we do exist! Susan and myself are going to do our best to attend sometime during the day if at all possible as we would really like to see the WWABFM firsthand. Bob Crichton has stepped up and will handle the club display for the WWABFM. Terry Elmore, the original chairman for the club display, was unable to complete this project due to work and personal conflicts. I wish Terry luck and urge you to help Bob with the club display as much as you can. We don't have much time until the WWABFM, and Bob has to pretty much start from scratch. The competition for the best club display will be fierce, but I know that if we pull together we can make an excellent display!

This organization, ELCC, exists because individual club members volunteer their time to put on club events and to help stage events such as the WWABFM.

We have had some excellent events so far this year and the latest club meeting was at the home of Don Francis which was lots of fun. A big thank you to Don for a fine meeting/tech session. Don provided a very informative tech session on the do's and don't's of preparing your Lotus for show. We even had a new member join at the meeting. Welcome Larry Banchemo! I encourage all club members to help stage a club event or to help out with events such as the WWABFM. I do have one request, though, if you find that you cannot fulfill your commitment to a club project after you have volunteered for it, please tell us as soon as possible so that we can find a



replacement for you. The more time that we are given to find a replacement the better the event will turn out. It will be the difference, in some cases, of whether the event will take place or is cancelled. I understand that things happen that make putting on a club event impossible and there is nothing wrong in saying that you cannot complete your task because some unforeseen circumstance will not allow you to complete the project that you volunteered for. All that is required is to tell us as early as possible. Please do not wait until the last minute to tell someone, when you do this you are letting all of the other club members down.

There is some legislation in Congress that we, as a car club, should be aware of. It is called a "clunker law." The premise of the law is this; a company, city, or state, that may have some environmental problems can get pollution credits if they buy up pre-1980 cars and have them destroyed. How many pre-1980 Lotus automobiles are there in the club? How will this law effect the supply of parts for collectable cars such as our beloved Lotuses? Will supply and demand force the price of replacement parts beyond the means of club members? How does this law make those aforementioned polluters clean up their act? As you can see, I have listed just a few of the questions that concern all of us as a group of automobile enthusiasts, perhaps you should question your congressman or woman about this legislation before it is too late to do anything about it.

I had mentioned in last month's column that Susan and I would be attending the ABFM at Van Dusen Gardens in Vancouver and there would be an article and photos in this issue. Well, something important came up like fixing a broken autocross car (the lower front left control arm bent, see above photo) and we were unable to attend. The write up in the Cam Journal notes that there were 15 Lotuses present (all from their club I assume) and a record total of 440 cars entered! Wow! They even got written up in an article in the recent AUTOWEEK!

See you at the Lotus Convention, the WWABFM or at any of the upcoming autocrosses!

LOTUS CONVENTION UPDATE

LAST CHANCE!!

Well, it's coming down to the wire and everything is shaping up for the 1993 LOTUS convention. As of last count, 100 people have registered for the convention and entries are still pouring in. Event organizers were aiming for 200 entrants so why don't you register and help make their day! As we go to press it's only a week away but you can still register for the event if you've been one of those of putting it off or have finally make up your mind to attend. The Greenwood Inn still has rooms available but at a higher rate but there are other motels in the area to stay for less. More last minute, up to date info you can call Dave Alford until Saturday, July 3rd at 503-635-6199. Call him at the Greenwood Inn starting Sunday, July 4th at 1-800-289-1300 and ask for his room.

PLEASE NOTE THAT THERE HAVE BEEN SOME CHANGES MADE TO THE ORIGINAL EVENT FORMAT!!

The Driver's/Track Orientation courses offered on Wednesday, July 7th have been cancelled due to lack of the minimum number of enrollees. The autocross was tied into this so that has, unfortunately, been cancelled, too. Another site was not

obtainable in such a short amount of time. There still are plenty of other events to attend at the convention. Dave has assured me that the two banquets alone are worth the \$80 entry fee and you get a poster, t-shirt, group photo, track admissions and tech sessions all for that paltry \$80! If you should have any questions, please give Susan or Ken a call at 827-3223. Chairman Kenny will also be giving a tech seminar on suspensions Thursday evening at the Greenwood Inn. Plan to attend that, too. So, in a nutshell, here is the format of the convention:

- | | |
|-----------------|--|
| Thursday | Registration & social gathering, tech inspection for track entrants, tech seminars. |
| Friday | Track day-\$75 per driver, vintage race practicing, group photo at track, buffet dinner w/no host bar. |
| Saturday | Vintage races, people's choice judging at parade laps at noon, photo, model, display judging, Awards banquet. |
| Sunday | Vintage races, parade laps at noon. |

Hope to see you there along with your LOTUS!!!!

W.W.All.British.Field.Meet. UPDATE

This event is shaping up to be the best ABFM yet in the Northwest. If you can't attend the Lotus Convention then by all means make it a point to attend this one. They are aiming for 400 plus cars and it would be nice to see as many Lotuses there as possible to our club display the best one yet. Bob Crichton has stepped in to replace Terry as the club's display coordinator. He needs your help *and* your Lotus so if you have any ideas or suggestions for the club's display or are planning on bringing out your Lotus, please give him a call at 668-6841 soon. Susan has been collecting lots of neat door prizes that will be handed out at the Friday Cocktail Party and items for the "Goodie Bags" that each registrant will get. At last count 200 people had registered by the June 24th deadline for the \$500 cash drawing so if you are one of those lucky 200 keep your fingers crossed! Remember that the drawing for the \$500 will take place at the end of the meet on Saturday and YOU MUST BE PRESENT TO WIN IT! Also, if you plan on purchasing a WWABFM shirt and/or poster make sure you do it early in the day at the event as they will run out of both quickly, guaranteed. Hope to see you there!

SCHEDULE OF EVENTS

- | | |
|----------------------------|--|
| Friday, July 23rd | Cocktail Party at the Bellevue Inn, 7:30 to 9:30 pm. Registration, door prizes, photo contest. Lots of parking available near party. |
| Saturday, July 24th | Car Display and Swap Meet at Bellevue Community College, Bellevue at I-90 & 148 Ave NE |
| 8:00 - 11:00am | Car placement and Registration |
| 11:00am-3:00pm | Cars Displayed, Club Displays |
| 2:00pm | People's Choice Balloting Deadline |
| 3:00pm | Awards Ceremony and drawing for \$500 cash prize! Hope you are the lucky one! |

Between the Lines

"It's hard to believe that 1993 is half over (or half remaining depending on how you look at it) but the best is yet to come for 1993."

by Susan Hagaman

EDITORIAL

Well, this is it! It's coming down to the wire. The Lotus Convention is less than one week away and the WWABFM is just around the corner. I'll be taking down some extra issues of LOTUS LINES to hand out to Lotus Convention attendees. You'll also notice in this issue a copy of LotusSport's monthly race report. They will be included as long as I get them. The next edition will have all the low down on the Lotus Convention and the WWABFM with lots of photos. I am looking forward to both events as I think they will both be fun, interesting and a great chance to show off our beautiful cars. But then in someways I can't wait for August as June was busy and July will be even more busy for Kenny and myself. Helping with both the Lotus Convention and the WWABFM, autocrossing, getting the Europa ready for our big autocross event on July 24th & 25th, doing the newsletter AND going to work. Whew, I need a vacation from my vocation.

Hopefully, some members attending the WWABFM will write a nice article about it and take some photos as I will not be able to attend. I am really looking forward to the Lotus Convention as us Lotus owners are going to be given special attention at the Norm Thompson Historic Races as Lotus is the featured marque. You should see the poster they printed up! It has no fewer than 10 Lotuses depicted on it along with the LOTUS emblem and a smiling (or is he smirking?) Colin Chapman.

Due to circumstances beyond their control, the Lotus Convention autocross had to be cancelled by the convention organizers much to the dismay of many.

One sad note, though at least for Kenny and myself, is the cancellation of the autocross at the Lotus convention. We were both really looking forward to this event for a long time and it would of been a great opportunity for the club to put some money into it's treasury. All this was due to a lack of advance subscriptions for the Driver's courses at the track on Wednesday. They were also cancelled. Since the autocross was tied into this track event it got the axe, too, but not without a fight. Various sites nearby were frantically sought for the autocross but to no

avail as one could not be secured in such short notice and/or the lot rental fees were too exorbitant. A real disappointment but we will still have a good time with our fellow Lotus enthusiasts from all over the country talking about our favorite subject!

I am hoping that ELCC members will attend both events to show everyone that we do exist and we are proud of our cars and accomplishments. I am personally pleased with the way our club has come out of hiding, so to speak, evolving into a very viable club of enthusiast members proud of their marque. In the years to come I hope that this will continue, our membership will grow and we become a part of every car oriented event in the area.

There are lots of upcoming events for the months of July and August with a wide variety of formats. The Pacific Northwest Vintage Races are this weekend at SIR, then the Lotus Convention and the Norm Thompson Historic Races at PIR, a ELCC General Membership meeting and WWABFM Goodie Bag stuffing party at the home of Don and Sheila Anderson on the 17th, the WWABFM at Bellevue Community College on the 24th then finally rounding out July with the IMSA races at PIR. Whew! No free weekends for this kid! Taking a breather in August, we only have planned the ELCC annual club picnic at our house followed by another slight break in the action until the ABFM in Portland over the Labor Day weekend. A date and place is being sought for the club's Sept. general membership meeting. Do you have an idea?

The club meeting and WWABFM Goodie Bag stuffing party on the 17th at Anderson's should be very interesting. Along with the BBQ and bag stuffing (and I don't mean stuffing an old lady), there will be a presentation on the human powered submarine races held in Florida recently by Corey Brandt. Don was involved with this competition and has asked Corey to bring the sub over to his house along with some videos of the races! I wonder if you can "subcross" under water? Get it?

For those of you who missed the autocross school in May put on by SCCA Solo II, you will have another chance on August 14th at the Boeing lot in Kent. Yes, I know that the ELCC club picnic is on the same day but we will keep the festivities going until you arrive if you choose to attend the school. They will probably have preregistration again so if you are interested give me a call or you can call the 24 hour hotline phone number of 255-0658 to see who to contact. The date of the 14th was the only choice as it is the only Saturday I have off for the month of August and Sundays were out because that is when all of the autocrosses are scheduled. I'm thinking of having a Hawaiian theme for the picnic, brightly colored shirts come to mind along with grass skirts, maybe even a Luau with poi! More info next month!

HIGHLIGHTS

1993 Highlights include vintage *Formula One* cars. These masters of the track will be featured each day. See cars race again that were originally driven by racing legends such as Jackie Stewart, Mario Andretti, and Graham Hill to name but a few.

The *National Lotus Convention* will bring Lotus cars from all over the United States. These cars will be on display and on the track throughout the weekend.

TICKET INFORMATION

ADVANCE PRICES	AT THE GATE
Friday . . . \$ 2	Friday . . . \$ 5
Saturday . . \$10	Saturday - \$15
Sunday . . . \$10	Sunday . . \$15
2-Day Pass - \$16	N/A
Children under 12 free	

Beginning May 1, Norm Thompson stores at N.W. 18th and Thurman and at The Portland Airport will be offering a 2-for-1 ticket discount. Tickets will also go on sale at that time in all G.I. Joe's Ticketmaster Outlets. Tickets may also be ordered by calling 503-232-3000.

SCHEDULE

FRIDAY July 9
Registration for participants. Optional practice day. Press Day activities and VIP rides.

SATURDAY July 10
Qualifying and races
Marque Club displays
Special tribute to Lotus

SUNDAY July 11
Practice and final races
Marque Club Display
Special tribute to Lotus

Return to the "glory days" of racing and watch nearly 200 vintage racing cars tackle PIR's 1.95 mile track. These valuable cars, (some up to \$5 million) are faithfully restored and then raced in the true spirit of vintage racing - for the fun of it! Everyone is a winner in vintage racing.

A special feature this year will be the powerful vintage Formula One cars, once driven by such greats as Jackie Stewart, Graham Hill and Mario Andretti. Throughout the weekend you will be able to view these and all the cars up close as well as talk with the drivers who will share the stories surrounding their car or discuss the technical details.

In addition to the races, over 400 collector cars are displayed from various regional Marque Clubs. Such elite makes as Alfa Romeo, Ferrari, Jaguar grace the "park like" setting of Portland International Raceway.

If you need a break from all of the car activity, whether a driver or a "luke warm" car enthusiast, there is much for you to see and do in the Midway area, with artists, demonstrations, car accessories and fine food to mention a few. There is even a special children's activities area.

If you would like to be included on the Norm Thompson Historic Race mailing list and receive our quarterly newsletter, please contact *Gill Campbell* at Global Events Group, 503-232-3000.

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PORTLAND INTERNATIONAL RACEWAY

JULY 9-11, 1993

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Upcoming Events

JULY

PACIFIC NORTHWEST HISTORIC RACES

JULY 3rd & 4th, 9am to 4pm
Seattle International Raceway
Sponsored by SOVERN

Here is your chance to see some exciting racing up close and personal of race cars of days gone by and there might even be a Lotus or two! Event organizers are offering special admission prices to members of Marque clubs in the area and are setting aside space in the Car Club Corral area for them. A space has been reserved for the Evergreen Lotus Car Club but you must drive your **marque club car** to the event to be able to park in the Car Club Corral area which is away from the public parking, near the pits and to get the special admission tickets. The special admission price of \$5 includes a 2 day admission pass (regularly \$12), special parking, a packet of information, windshield card and a dash plaque. There will also be voting by the public for three cars for the "People's Choice Award" each day. All you need to do is show up in your Lotus after 8:30am Saturday and/or Sunday. Look for the "Car Club Corrals" signs that will direct you down a separate lane to the display area. Do not stop at the main ticket station. Volunteers will direct you to the corral area for ELCC. You will pay your \$5 when you enter the corral area. At approximately noon, car clubs will be invited to line up, by club, to enter the track for a few parade laps. If you need additional information call Dan Blodgett at 883-8608.

(This event for ELCC has been put together at the last minute as no one stepped up to organize a club display, booth, etc. Just show up in your Lotus and enjoy some fine racing with fellow club members. A report on the event along with some photos would be appreciated. -Ed.)

ELCC GENERAL MEMBERSHIP MEETING & WWABFM GOODIE BAG STUFFING PARTY

SATURDAY, JULY 17th, 1 pm

Don & Sheila Anderson's

6044 114th Place S.E., Renton, 271-0781

Don and Sheila are inviting all ELCCer's to a BBQ along with a presentation by Corey Brandt on the human powered submarine race that were held recently in Florida. Don hopes to have the sub there along with some video of the races. This should be very interesting as we explore racing in subs! What is the Goodie Bag stuffing part of the party you say? Susan is in charge the Goodie Bag for the WWABFM and hopefully, she'll be receiving lots of neat items. A Goodie Bag is given to each entrant when they register for the WWABFM. These goodies need to be collated and stuffed into a plastic bags and we will be doing between 400 and 450 of them. So come hang out and BS with your fellow club members and feel good knowing that ELCC is doing it's part for the WWABFM. To get to Anderson's take I-405 to the 112th Ave. S.E. exit, head east then south on Lake Wash. Blvd. to SE 60th St. Turn left go up the hill and 114th Pl SE will be at the top on your right.

PACIFIC RIM MEET & BBQ

July 18th, Waterfront Park,
North Vancouver, B.C.

Hosted by the Lotus Car Club of British Columbia.

Don't know all the particulars on this event but it looks like they have a real good turnout of Lotuses at a real nice site. A barbecue will take place offering steaks, salads, dessert, coffee and punch with a BYOB. All for the paltry sum of \$10 (CAN). For more info call John Rapson at 604-925-9313.

ELCC ANNUAL CLUB PICNIC

"Lotus meets Hawaii"

Saturday, August 14th, Noon
at Ken and Susan's
13020 N.E. 80th Street, Kirkland

Chairman Kenny is opening up the doors of his garage and his humble abode for all ELCCer's to come on out with their Lotuses and have a good time. Festivities will include softball game, volleyball, croquet along with some interesting events such as a packrat concours, blindman's autocross and a flat tire rallye. All of this will be with a Hawaiian Beach party theme so put on those wild colored Hawaiian shirts, straw hats and sun glasses! Be sure to drive your Lotus as there is plenty of parking available. Details next month so mark your calendars.

PLAN TO ATTEND THE
1993 INTERNATIONAL
LOTUS CONVENTION

Past Events

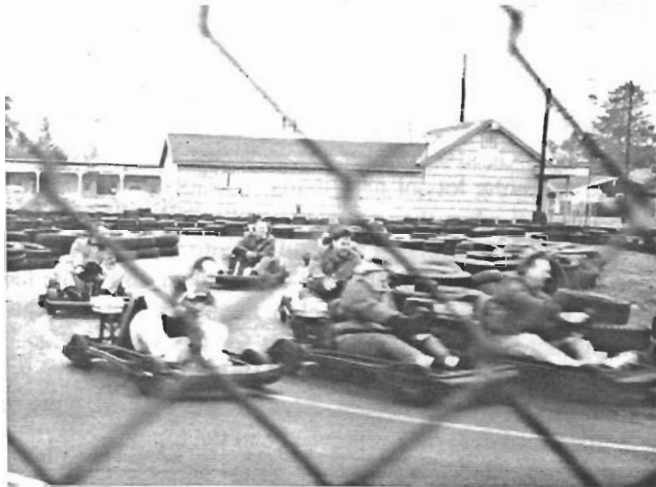
May

by Nikki Daniels

photos by Shari Crichton

Photo on left depicting the infamous ELCC Go-Kart racers. Thank goodness for the chain link fence. Photo on right shows Bob, Colly, Shari and John getting "fried" while being towered over by a giant clam.

ELCC 's ANNUAL DASH TO THE BEACH CHAPTER #93



Well, as usual I'm starting out our yearly report of the ELCC Ocean Dash by telling you that you missed a great outing. Our day, on the other hand, started out with a less than tremendous beginning. At about 5:00 am, we were jolted awake by what sounded like a full military invasion. Alert as always, John poked me and stated, "There is a helicopter landing on the house!" It turned out to be a medical evacuation from the beach across the lake and our bedroom path. Even though we were up early, we still missed the famous breakfast at Denny's in Fife due to the fact that I had not gotten around to packing yet. Between the house and Denny's, John constantly pointed out that the weather was exceptionally bad and we should lobby to return home if anyone else even showed up. When we did arrive in Fife at about 9:10 am, we bumped into the Crichton's, Urguhart's, Bob Cross and Gayle, Peter Miles and Carol and Don Anderson. They were in the process of giving up on us and leaving for the beach. John tried to claim that we had been there all along and waiting at the BIG table but they didn't buy this for a minute. Next, he tried for a vote to abandon the trip due to bad weather and, once more, was shouted down.

With this business taken care of the group was off and running with a typical ELCC caravan: a Ford, two Hondas, a Fiat and believe it or not, TWO LOTUSES!!! However, unlike most of our caravans, this one sorta stayed together for several miles. About 10 miles this side of the beach, John spotted a herd of

Elk. Being sharp eyed and always alert, I keyed right in on some large clumps of brown grass and agreed it was indeed a fine looking herd.....

Upon arriving in Long Beach the rain suddenly stopped as if someone had turned a faucet off. The town was full of people as always so John turned down a back street with the Crichton's in tow and by-passed the non-moving vehicles that were cluttering the main street. This little maneuver allowed us to pass the fleet footed ones in our group and proved one more that "old age and cunning will win out over youth and speed." Once again, John, the grouch, lobbied for a quick lunch and then returning home AND once again he was voted down! (Dwayne did go along with John if he could be home in time to attend a Karate meet!)

As usual, the check-in become somewhat confusing due to people coming and going and forgetting who was with whom. Upon completing this difficult task we set off into town to pose Collynn as a piece of bacon in the giant frying pan and to purchase some BEER, warm clothes and of course, kites. Someone inserted the fact that it was once again time to eat, so we descended upon the Tides restaurant. We now can add this fine establishment to the growing list of off-limit businesses in Long Beach. The good news, however, is that they tend to have short memories this close to the ocean and forget to enforce the bans until it is too late.

With full stomachs, we wandered down to the other end of town and set upon the Go-Carts. Due to the aforementioned memory loss, we were allowed onto the track. The group managed to get in about five sessions before Bob Dirt* and Bob Cross were ejected for some unknown foul. During the sessions John, Bob Dirt* and Bob all too unexpected quick trips through the pits and all participants received curses and censures for alleged track violations and/or bumping infractions. During the last session, John had the misfortune of being sandwiched between Shirley and Dwaine. He did mention that Shirley does the best job of taking up the entire track of any two people he has ever seen.

We then went shopping once more for more clothes, ice cream and kites. Shirley, Peter and Carol, John and Bob Dirt* all brought killer kites. Don and Bob Cross already had expert quality kites. At this point it was time to return to the rooms, drink beer and assemble the kites. Shirley and Dwaine sneaked off to their own room to assemble their kite in private. Bob Dirt* immediately threw his instructions away and proceeded to assemble his kite with much advice from all. John, on the other hand, (beer in the other) read and analyzed his instructions at great length. During this time, it was decided that since Bob Dirt* was now experienced, he should also assemble John's kite. This went well until it came time to tie a knot in the bridle strings. John violently argued that Bob's knot tying method, (twisting the string until it became tangled up and would not easily pull apart) violated all Boy Scout and seamanship rules known to mankind. It was now time to put the kites into the air. This actually turned out to be rather easy due to a near gale force wind and top grade kites. (Bob Cross may disagree with this.) Bob's kite did live up to the killer kite image when it viciously attacked its owner. The kite, in Bob Dirt's* hands, without warning, dive bombed Bob Cross, beating him unmercifully to the ground. The kite then soared high in victory and once more savagely crashed to the ground *through* a defenseless Bob Cross. As others were practicing various maneuvers, I was observed standing as still as a statue with the kite hovering high overhead and nearly motionless. After observing me for several minutes, John finally wandered over to inquire as to what I was doing. It took a bit longer than I thought it should to convince him that my cute, but apparently not too functional, hat had blown over my eyes and I was flying blind!

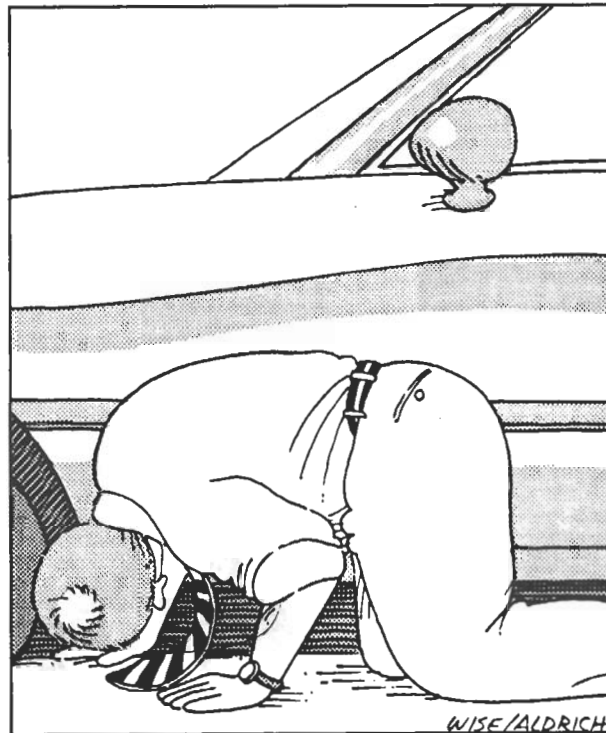
Shortly after the flying blind episode, we discovered that it was after 7:00 pm and that once more it was time to EAT!!! Since we didn't have Noel (remember last year!) and Bobbie with us, we went back to the Crabpot for dinner. (Breaking with tradition, we may be allowed to return here someday!)

Sunday dawned bright and warm without a cloud in the sky (even John didn't complain!) so we spent the entire morning eating brunch. Once more I apologize to Bob and Gayle for not telling them where and when we were eating. At this time we started to ignore the schedule published in the newsletter and all went our own ways for the day. (We sorta felt that

with the town organizing against us it might be best to split up!) For those who didn't stay for the parade, you once again missed a fun afternoon. And for those of you who missed the trip, you have our condolences.

**Bob Crichton was christened Bob Dirt due to his theory of not removing dirt from his car unless it becomes very, very necessary. Painting parts is not reason enough to remove dirt according to Bob.*

REAL LIFE ADVENTURES by Gary Wise and Lance Aldrich



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When you're a kid, the scariest sounds come from under the bed.
When you're an adult, they come from under the car.

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tune ups-suspensions-ignition systems-brakes
Look for our Europa at upcoming autocross events!

Mercer Island Concours

EXHIBITOR INFORMATION

Mercer Island Concours trophies will include BEST OF SHOW, PEOPLES' CHOICE, FARTHEST DRIVEN, LADIES' CHOICE, BEST IN EACH MARQUE (ie., Best Alfa, Bentley, Corvette, Damier, Edsel, Ferrari, Grahm, Hudson, Italia, Jaguar, Lotus, etc.) In short, lots of trophies! Exhibitors will be eligible to receive trophies within their own marque clubs, as determined by their own marque clubs, and are also eligible to compete for Mercer Island trophies.

1. Exhibitor Fee is \$30 for qualifying automobiles and \$15 for motorcycles. Exhibitor Fee admits driver and passenger or one motorcycle rider. After July 1, the Exhibitor Fee is \$50 for automobiles and \$30 for motorcycles.

2. Application & Acceptance: Applications will be processed on a first-come qualifying basis. We may need to establish limits on the number of the same models within some marques. If you feel your car/motorcycle has special significance (ie., race history, design rarity, one-off, exceptional condition, etc.) that would offset these restrictions, please note that on your Application and send along a photograph and documentation. You will receive an acceptance letter within 30 days of submission.

3. Judging: Suggestions include competition via top point system within participating marque clubs. Competition cars will also be eligible to compete for the overall event trophies. Display cars will not be judged under a point system. However, display cars will be eligible for the many overall trophies. Corral Club Display is reserved for cars not accepted into the first two categories. Trophies will be awarded by participating clubs. Judging categories and/or criteria may change. Be flexible.

4. Trophies: Concours trophies will include Best of Show, Ladies' Choice, Farthest Driven, Best in Each Marque. Exhibitors will be eligible to receive trophies within their own marque clubs, as determined by their own marque clubs, and are also eligible to compete for Mercer Island Concours trophies.

5. Club Corral Parking: Parking on the perimeter of the Exhibit Area or on the blocked-off street will be reserved for Club Corral Parking. The per car fee is \$15.00 and includes driver entry into the Concours. After July 1, the Club Corral Parking

6. Concours Rules: The back side of the Exhibitor Application includes the 1993 Mercer Island Concours Rules. Please read them carefully before you complete the Application. Your signature on the Application indicates that you have read, agree to and understand the event rules.

7. Release & Waiver: The Exhibitor Application includes a 1993 Mercer Island Concours Release & Waiver of Liability/Indemnity Agreement. In order to participate in the Mercer Island Concours, each Exhibitor must read, understand and sign the waiver. For insurance purposes, Registration will not be accepted without this signed form.

8. Green Pass: The Green Pass is what identifies you as a pre-registered Exhibitor. It should be positioned in the upper left hand (as seen from the driver's seat) corner of your windshield before arriving at the Concours. You will be directed to the Registration lane (which can be lengthy) if you do not have one in place.

9. Arrival Time is 8:00 to 10:00 AM: Exhibitors arrive and position cars in place. From the Green entrance you will be directed to your marque parking. Note: This year will be a sell-out and we cannot guarantee your placement on the mar display area (the Green) if you arrive after 10:00 AM.

10. Transport Truck Offload at Red Lion in Bellevue: The Red Lion Hotel in Bellevue is the official host hotel. Special rates have been secured for Exhibitors. Call for reservations, 206/455-1300, and mention the Concours. Room includes wash area.

11. Departure Time: Exhibitors begin leaving at 4:00 PM.



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Extinct:



Artists impression: The Europa/+2 shift boot

Saved!

Thanks to intensive research by the boffins at the JAE Polymer Utilization, Development and Synthesis division (PUDS—their motto: "Outa the Jar and onto the Tar") the heretofore thought extinct Europa shift boot lives! Cloned from fossilized remains, it's correct in every detail. Call for yours today! Or better yet, get two and breed your own!

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375 Pine, Unit 26, Goleta, CA 93117 USA

805.967.5767 805.967.6183



Past Events

April/May/June

TECH SESSION REVIEW SUSPENSIONS

"HOW TO MAKE YOUR LOTUS HANDLE"

Fifteen ELCCer's congregated at Ken and Susan's home to listen to Kenny's presentation on Suspensions. Kenny has been prepping/modifying/repairing suspensions on a variety of vehicles for the past 15 years. Cars that he has setup and prepared have won numerous driving titles over the past 10 years. The tech session was aimed mostly at the everyday driver vehicle on what to check, what to look out for, with highlights on modifications that would make the car handle better and be faster. Every attendee received a handout outlining the day's presentation that could be used for future reference. After many lively discussions and passing around of worn out/broken suspension pieces, Bob Crichton volunteered (insisted) his Seven to be put on the electronic scales to see how the corner weights were. (Actually, Bob had parked his Lotus right outside the garage door where the scales would be setup so he would have first crack at the scales. Don't think he had that planned!)

ACE Engineering donated a can of AMSOIL metal protector for a door prize. The winner was Bob "Dirt". You had to be there to understand this joke. Then it was time for the pizza feed! After a quick vote of the present membership, it was decided to have the club spring for the Pizza while Susan and Kenny provided the sodas. Racing videos were put on the TV for viewing while munching and a fun time was had by all. Following this article is a brief synopsis of topics discussed at the tech session. If you should have any questions regarding the suspension on your Lotus, give Kenny a call.

Suspension Modifications for Performance

What are the areas to modify?

Weight

Lighter cars can corner faster.

Track

Cars with a wider track will corner faster

Center of gravity height & location

Lower the C/G and move it to the rear will improve cornering

How do you modify them?

Weight

Use lighter parts

Remove excess weight from current parts

Track

Wheels with more positive offset

Make sure they are light
Wider tires & Sticky rubber
C/G Height & Location
Use lower profile tires
Use springs or perches to lower car
Move heavy items to the rear & place lower in car

Anti-Roll Bars

Anti-roll bars are springs that work only during cornering to reduce body roll. Roll bars should be 35-50% of wheel rates. The rate of the roll bar adjustment is not linear. It is exponential. Anti-roll bars works by unloading the inside tire in a turn and increasing the load on the outside tire in a turn.

In the front this will result in an increase in the tire load that will cause the car to understeer
In the rear this will result in an increase in the tire load that will cause the car to oversteer

The more rear weight bias, The stiffer the front bar.

Adjust the roll bar at the end of the car that is not working.
If the car is understeering soften the front bar
If the car is oversteering soften the rear bar

Sometimes you must defeat the end of the car that is working to improve the handling.
If the car understeers stiffen the rear bar
If the car oversteers stiffen the front bar



Mercer Island Concours

Sunday, July 18th, 1993

Rain or Shine

Mercerdale Park, Mercer Island, Washington

Open to Spectators from 10:00 AM to 4:00 PM

Spectator Tickets are \$12.00 and can be purchased at the gate.

**EXOTIC, CLASSIC, ANTIQUE AND RACING
AUTOMOBILES & MOTORCYCLES
OF ALL MARQUES**

LOTUS INVITED TO DISPLAY OR COMPETE

CORRAL PARKING AVAILABLE FOR PARTICIPATING CLUBS.

PRE-REGISTRATION IS REQUIRED. FOR APPLICATION, WRITE:

**MERCER ISLAND CONCOURS
P.O. BOX 1015, MERCER ISLAND, WA 98040**

FAX: 206/646-5458

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Lotus takes Atlanta

April 18, 1993

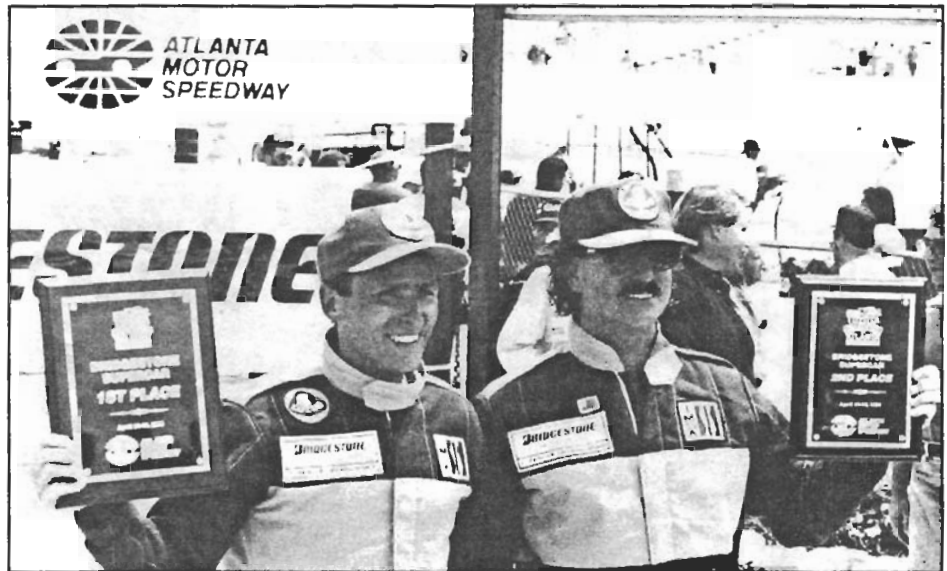
David Murry drove his No. 14 Lotus to victory in the second IMSA Bridgestone Supercar Championship race of the year, the first ever run on the new road course of the Atlanta Motor Speedway.

Doc Bundy drove hard from sixth to finish second in front of the Porsches of Hurley Haywood and Hans Stuck. Andy Pilgrim and Scott Lagasse got the fifth and sixth spots for Lotus. In his first professional race, Steve Hansen ran a clean, smart race to finish 13th after starting 17th.

Murry started the race second behind Pilgrim, quickly moved into first, held off the early challenge of Stuck in his powerful 3.6 liter Porsche 911 Turbo, and drove a flawless race, leading all the way, to win his first race for Lotus.

David said after the race, "It was a surprise. I thought the Porsches would dominate. Once I did the first lap and Stuck didn't get around me, I felt pretty good. He was 1 1/2 seconds faster in qualifying, I was expecting him to pass. But in three or four laps, I had put a little distance on him.

"It was exciting to win my first Supercar race. I was looking at the entry list before the race - Doc Bundy, Hurley Haywood, Hans Stuck - they're my heros. And it's great to add some points for Lotus in the Manufacturers' Championship."



The Winners - David and Doc at AMS

Lotus takes Atlanta... again

May 8, 1993

David Murry did it again.

Thursday afternoon, before Friday's practice for the SCCA World Challenge race at Road Atlanta, Jack Ansley, after seeing the other race rigs rolling toward the track, told the team he had decided to enter a car.

LotuSport has been concentrating on the IMSA series, but Road Atlanta is nearby, and none of the LotuSport drivers had tested the redesigned, widened track.

Georgia First Bank sponsored the No. 14 Esprit with David Murry driving.

The team mounted Goodyear tires and put it on a trailer.

At qualifying, Saturday morning, David won the pole.

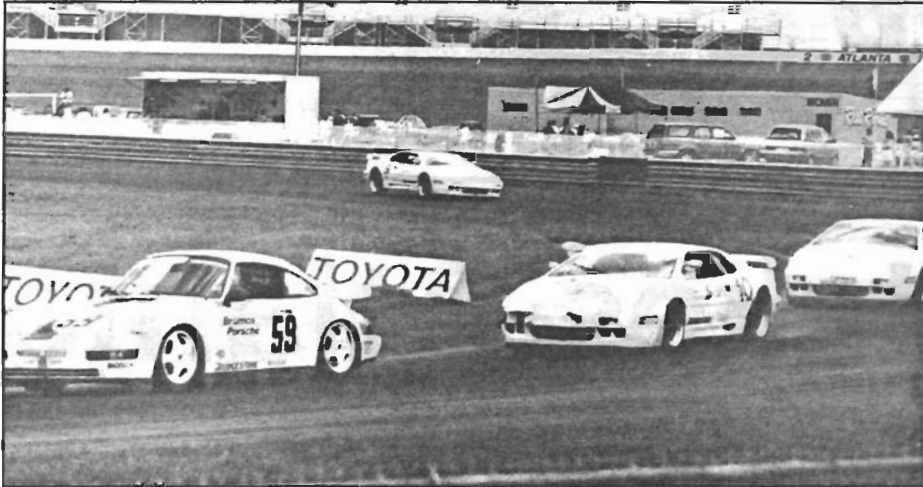
Boris Said followed in his Saleen

Mustang, then Elliott Forbes-Robinson in a Nissan 300 ZXT, and R.K Smith and Bill Cooper in Corvettes.

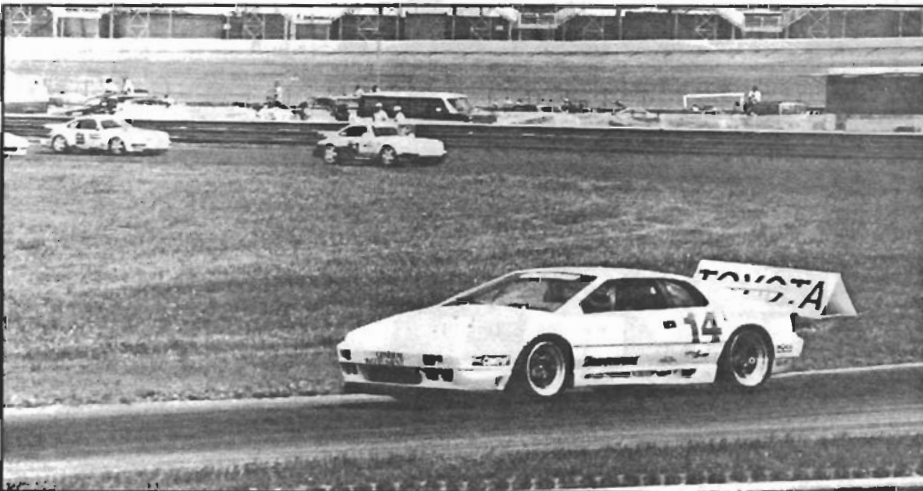
At the start, into turn one, David and Boris were side-by-side, David a half-length ahead. Said got by in turn two. Second lap, David took his Georgia First Bank Lotus around the Mustang cleanly in turn one.

Elliott Forbes-Robinson got by Said and stayed close to David for several laps. It was a one-hour, 40-lap race. As the front runners started lapping the B and C cars, David pulled away. The track announcer pointed out how masterfully David was getting by the slower traffic in the 38-car field. He lapped some of the C cars five times in the one-hour race. He won by 14.39 seconds.

Next race
LIME ROCK
May 31



Doc, Andy, Scott chase Haywood through turn five at AMS



David leads Ham and Stuck



Andy discusses it with Alan Nobbs

Doc's Column:

Hello there! Bob has asked me to do a short column in each issue of the LotusSport Race Report. It is a real pleasure to talk to my Lotus friends.

This season has started out like gang busters, almost too good to be true. Two races, two wins - what more could you ask for? (Three for three?!) Well, don't get overconfident here. The competition is for real and, although David and Andy are very good drivers, we all know Porsche is working overtime to blow us away.

What's doing it for us is an inherently good car - it has great handling, good brakes and an impressive engine coupled with excellent reliability. We're not always the fastest, but we seem to know how to win. And that's what it's all about, right?!

This success is contagious too, for sales are brisk on the 93 Esprit. It seems everywhere I go more and more people are telling me how much they like the Lotus Esprit and either want to own one or are as happy as punch that they do own one.

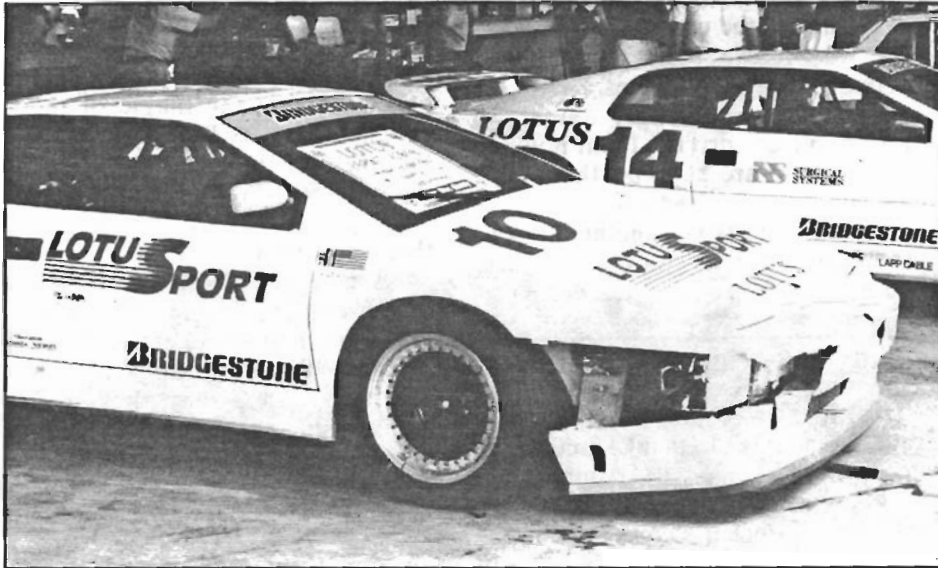
I can tell you this: the time has never been better to own an Esprit. (The 93 Esprit is an especially fun one!)

The future looks very bright with product and plans, most of which I wouldn't dare put in print, but...if you came and supported us at the races I'd be more than happy to talk with you about some of these!

Until next time...see ya'll at the races!!

LOTUSPORT

Jack Ansley - team owner
 Doc Bundy - driver/consultant
 David Arner - marketing
 Joe Grassi - crew chief No. 10
 Ed Webb - crew No. 14
 Ed Wheeler - crew No. 11
 Walt Puckett - crew No. 12
 Kyla Godden - coordinator
 Bob Patterson - newsletter



Doc's car after Atlanta Motor Speedway

An interview with Doc Bundy

I had changed my car totally before the race, at morning warmup. I was still not pleased with the way the car was handling.

I really didn't expect to do all that well. I was conservative at first, we had changed so much on the car. Scott passed me going into the first turn, and I just kind of fell in behind and waited. But then I saw that they weren't running away from me.

I got to looking at the line in front of me, and I said, 'the hell with this.' The car is still my car, it's still under me, I can control it, I can catch it. So I said, 'I'm going to go up there and play.'

I literally forgot about the handling of the car. Obviously it wasn't too far off, but it wasn't where it should be. It was very nervous. It kept wanting to swap ends on me.

I repassed Scott, and then I moved up on Nick. The thing that struck me was that the Porsche drivers seemed to be pacing themselves, saving their cars. If they are going to save it, I need to get in there and mess up their strategy some, make them run harder than they wanted to, or get by them and make them chase me to use up their cars.

That became my strategy.

I tried to get Nick, but I really couldn't get him. He got Hurley, then I got Hurley. Nick got Andy, and I got Andy.

Then Stuck had his spin. I guess he just went into turn four too fast. That is a very, very, very difficult area, probably my least favorite area on the race track.

Then I started working on Nick. He was slow in the turns. He was almost stopping for the corners in the infield. I'd come up there and bump him in the back end. He could stop his car and I couldn't. So, Boom, I'd hit him in the back end. Then he'd take off and I'd run after him.

He told me after the race that he had a shifting problem. He actually came up and apologized for holding me up. At the same time I apologized for hitting him. I wasn't hitting him on purpose, I just couldn't stop.

The Porsche's have phenomenal brakes. They can go deeper than we can at a higher rate of speed and stop shorter.

I made a couple of stabs at passing him on the outside of a couple of corners. I tried a move in turn one. I couldn't pull it off.

I was trying to judge the gaps. I didn't want to be too close on entry. Then I would be slow on exit. I was trying to plan my gap so I could plant my power and come out with

him, perfectly timed to come up beside him. Whichever door he left open, I was going through.

Into turn two, I saw his rear end lock up. He couldn't get it out of 5th. When he tried to get it out of 5th, he got 2nd. That's what spun him.

Then he let his car go. Rule of thumb is, you just lock it down, So people behind you can predict where you're going. They can read your momentum and take evasive action. I was trying my damndest to stop my car. I kept aiming at the middle of his car, thinking he's going to indicate to me which direction the car was rolling. I could have gone to the outside, but that was being used up. When I committed to the inside - even with the brakes still on, I committed to the inside - he stopped it.

Continued on page 4

IMSA Bridgestone Supercar Championship 1993

Miami February 21

- | | |
|-------------------|----------|
| 1) Doc Bundy | Lotus |
| 2) Andy Pilgrim | Lotus |
| 3) David Murry | Lotus |
| 4) Hurley Haywood | Porsche |
| 5) Sean Roe | Corvette |
| 8) Bo Lemler | Lotus |

Atlanta April 18

- | | |
|-------------------|---------|
| 1) David Murry | Lotus |
| 2) Doc Bundy | Lotus |
| 3) Hurley Haywood | Porsche |
| 4) Hans Stuck | Porsche |
| 5) Andy Pilgrim | Lotus |
| 6) Scott Lagasse | Lotus |
| 13) Steve Hansen | Lotus |

May 31 - Lime Rock, CT
TNN

June 27 - Watkins Glen, NY
TNN

July 10 - Cleveland, OH
TNN

July 25 - Laguna Seca, CA
ESPN

August 1 - Portland, OR
ESPN

September 19 - Pontiac, MI
TNN

October 2 - Phoenix, AZ
ESPN

Doc continued

That's when I just clipped his front end with mine.

While that was going on, Hurley and Andy went back by me. I might have done a lap behind him, then I repassed Andy. Then I started working on Hurley.

He was pretty strong. He was slow on the corners, but would pull away on the straightaways. They hold us up, then they go away. That's defensive racing. It left me no option but to get him in the infield. Finally he was slow enough through 7,8,9.

In the entry to 9 he stayed to the right. That's the slow corner leading back onto the oval. I just dived to the inside. Once I committed, he started turning back into me. Then he saw my car there. You can see the marks on my car. He hit me in the middle of my car.

Once we touched, I knew the only safe thing, so that he didn't spin me, was to go back on the throttle, to lean against him. Which is what I did. Which in turn pushed him out and allowed Andy to come through too. Andy was having gearbox problems, so Hurley got back by him.

I opened up enough gap so he couldn't get me on the straights. He would close up. I'd open up ten car lengths and he would come all the way back up to my bumper. I was having handling and braking problems. I couldn't go deep and have any prayer of stopping. Half the time I didn't think I would stop for turn two. I'd just stick the car in there and make it.

It was the hardest I've worked in the three years of racing the Lotus.

Doc continues

More Doc

The thing about the Lotus is, even though the car was not spot-on the way it can be, it's still good enough to do well in races.

They are amazingly tough. As fast as we are driving them now, as hard as we are running them. It's amazing.

And there is not another car out there as close to stock as we are. None.

Thanks:

I would like to thank some of the people who made the Atlanta Motor Speedway race such a success:

Roger Becker's crew from Lotus Engineering - Alan Nobbs, getting over the flu after a trip to Australia to help the new Lotus team down under; Colin Marriott, who brought Matthew Becker and Richard Walton - all worked hard.

Helping Joe, Ed, Ed and Walt were Chip Maddox and Chase Jerol, Scott Legasse's crew, and from Lotus Cars USA, Andy Waldrep and Stan Amerson.

And we all thank the Sheraton Atlanta Airport Hotel for their hospitality.

Winning the SCCA World Challenge race would not have been possible without the sponsorship of Georgia First Bank, and the enthusiasm of their president, Andy Walker.

Jack Ansley

Racing Business

by David Arner

Most of us can remember the exact moment the magic of racing caught us. It may have been going to the track for the first time, or seeing the Indy 500 on TV. For the team at LotusSport it is more of an addiction than a vocation.

While our love of the sport is why we race, our real business is providing marketing services to our sponsors. We bring our excitement to companies in a way that spreads enthusiasm to employees, sales force and customers. The goal of our motorsports marketing program is to increase our sponsor's sales.

LotusSport is extremely pleased to have teamed up with International Surgical Systems and Georgia First Bank in 1993, along with support from NGK spark plugs. The future, also, looks very bright. The team is currently negotiating with a major beer company and a leading supplier of mobile communications. The addition of television coverage for all the races has definitely increased our sponsors exposure.

I ask our readers to feel free to contact me if they have any ideas on how we might improve our marketing efforts, or, if you or your company are interested in more information on our services.

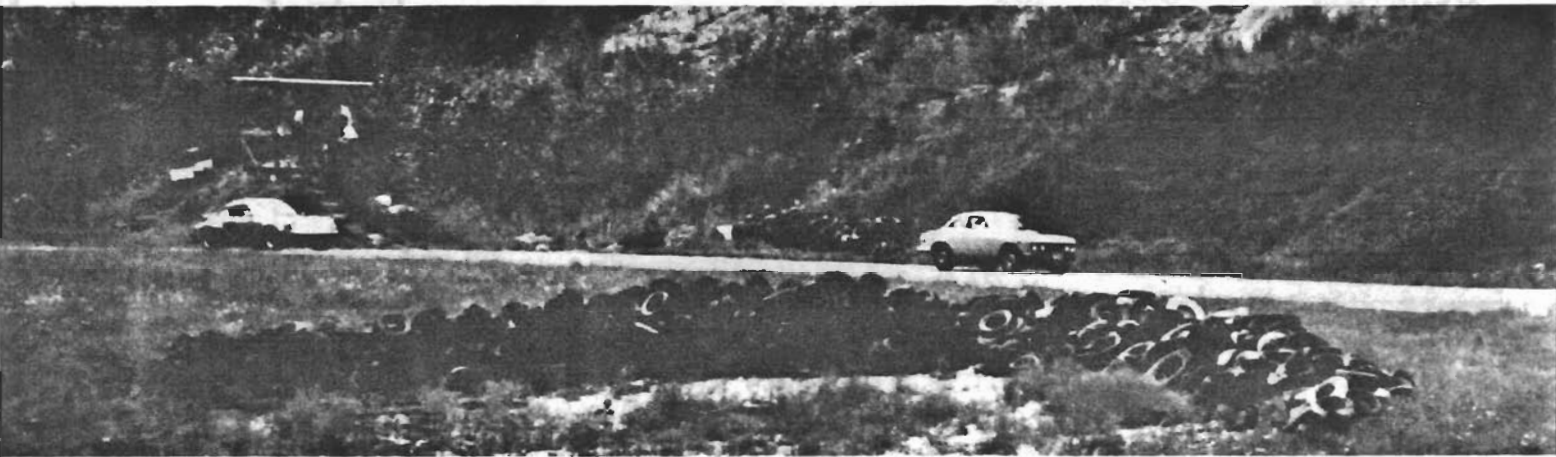
LOTUS

LotusSport, Inc.
1655 Lakes Parkway
Lawrenceville, GA 30243

1993 ALFA ANTICS TIME TRIALS

August 1 - Seattle International Raceway

Yes, it's true. This month's track event is but a warmup for the real competition at our annual time trials, where you show your nerves of steel as you string together two high speed laps for the official scrutiny of all of your friends and permanent recording for posterity in this journal. Trophies and glory await the winners. Earnest resolve to do it better next year await the also-rans. A limited number of spaces are available to lucky participants, so don't delay sending in your entry. Other marque clubs have been invited. Registration is on a first come first served basis so send in your check and mark your calendar. You know this is going to be fun.



Participant Rules:

- 1) Alcohol and drugs 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 a NWARC event, contact Chuck Lewin, NWARC competition chairman, 821-0299, 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 drivers' meeting.
- 6) All drivers are required to work turns during one session.
- 7) Invited Marque Club members must drive their marque cars.
- 8) All drivers who have not driven at a NWARC track event before will be required to have a designated club member ride in their car before being allowed on the track alone.

Recommendations:

- A secured fire extinguisher is recommended.
- Bring a full tank of gas.
- Increase your tire pressure to 36 PSI (It's easier to let air out at the track than to add it.)
- Change your oil and filter and bring extra coolant.
- Take time to inspect your car before you get to tech inspection.

Schedule:

- 7:45 AM Registration and tech inspection
- 8:45 AM Drivers' Meeting
- 9:00 AM Practice Session 1
- 10:30 AM Practice Session 2
- 12:00 PM Practice Session 3
- 1:00 PM Timed Session 1
- 2:30 PM Timed Session 2
- 4:00 PM Trophies awarded

Cost:

- AROC Members & Canadian Affiliates:
 - \$85/car/driver or
 - \$75/car/driver with non-refundable pre-registration
- Invited Marque Members:
 - \$105/car/driver or
 - \$90/car/driver with non-refundable pre-registration.

1993 TIME TRIALS REGISTRATION FORM

Mail with check to Chuck Lewin, NWARC Competition, 14233 101st Place NE, Bothell, WA 98011

Name(s): _____ Street Address: _____

City: _____ State/Province: _____ Mail Code: _____ Phone: ____/____

Marque: _____ Model: _____ Club Name: _____

Make checks payable to NWARC



Lotus Lines



P. O. Box 40481
Bellevue, WA 98015-4481

**FIRST CLASS MAIL
PLEASE EXPEDITE**

July 1993 CALENDAR OF EVENTS Lotus Lines

Denotes ELCC club event.
→

July							August							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	
					1	2	3	1	2	3	4	5	6	7
4	5	6	7	8	9	10	8	9	10	11	12	13	14	
11	12	13	14	15	16	17	15	16	17	18	19	20	21	
18	19	20	21	22	23	24	22	23	24	25	26	27	28	
25	26	27	28	29	30	31	29	30	31					

UPCOMING EVENTS

- July 3 & 4 Pacific Northwest Historic Races, Seattle International Raceway. Special admission price if you drive your Lotus. Pay \$5 for both days. See page 7 for more info.
- July 8 thru 11 **LOTUS CONVENTION**
Registration is still open!
Portland International Raceway, headquarters at the Greenwood Inn, Beaverton, Oregon. See May/June issue for more info/registration.
- July 11 WWSCC Autocross, Boeing-Kent, 827-3223
- July 17 → **BBQ & GENERAL MEMBERSHIP MEETING & WWABFM Goodie Bag stuffing party** at Don & Sheila Anderson's. 6044 114th Pl. S.E., Renton, 271-0781. 1 pm. See page 7 for more info & directions.
- July 18 Mercer Island Concours, Mercerdale Park, 10 am, \$12 admission. See page 12.
- July 18 WWSCC Autocross, Boeing-Kent, 827-3223
- July 18 Pacific Rim Meet & BBQ, Waterfront Park in North Vancouver, B.C. hosted by the Lotus Club of British Columbia. See page 7 For info call John Rapson at 604-925-9313.

- July 24 → **WESTERN WASHINGTON ALL BRITISH FIELD MEET**, Bellevue Community College, 8 am. Come on out, bring your Lotus, support your club and help with the display! See May/June issue for reg.
- July 24 & 25 SCCA Solo II National Tour, 2 day event Boeing, Kent.
- July 31-Aug.1 IMSA races at Portland International Raceway.
- August 1 Alfa club Time Trials, SIR, see page 17.
- August 14 → **ELCC Annual Club Picnic** at Ken & Susan's, 13020 N.E. 80th St., Kirkland, Noon. Fun, games, food, drinks, bring your Lotus. More info next month.
- August 14 & August 15 SCCA Solo II School, Boeing-Kent. Call Susan or Ken at 827-3223 to pre-register/info. SCCA Solo II, Boeing-Kent. If you attend the school on the 14th this event is free!
- August 22 WWSCC Autocross, Boeing-Kent.
- Sept. 3 - 5 → **Portland All British Field Meet**, Portland International Raceway. More info next month.

