



Lotus

May 1997

June 14th ELCC Meeting & Fun Rally

-David Caley

[RF note: Our Saturday June 14 meeting promises to be a hoot. It will be hosted by David and Virginia Caley in Indianola, and they have planned a rally with their home as destination. David calls it the "Top Down Kitsap".]

This will be a self-directed tour using the supplied directions. Begin in Kingston where you can pick up rally instructions. If requested, we will mail or fax instructions to you. You can also begin in Bremerton or Bainbridge if you wish. Start at your own time, but remember that westbound ferries get very crowded late mornings and afternoons on Saturdays, so plan to get in line well before departure time. Try to get the 9:25 or 10:10 from Edmonds, or drive around over the Tacoma Narrows Bridge and pick up the trail north of Bremerton. If all else fails, come directly to the Caley's in Indianola (see separate instructions in this issue).

The tour is divided up into four 30-50 mile loops, with the total run taking 3 or 4 hours. You can delete any section. Rest, coffee, and snack sites abound on the tour route. Hot tub, volleyball and a nice beach await at the Caley's, and lunch-dinner will be served beginning at 3:00. Prizes, points to score, questions to answer, one section of self-timed average speed to attain, poker cards to be found, sunshine on your pate (sorry Randall!).

For copies of the rally instructions call the Caley's at 360-297-4362 or write to PO Box 179, Indianola WA 98342 or email davidcaley@silverlink.net. The pick-up site in Kingston is the NAPA Auto Parts store one mile west of the ferry terminal on Route 104, opposite Kingston Lumber.

Chairman's Notepad

-Randall Fehr

Welcome to new member Scott Whitman, owner of the yellow 1991 Elan M100 formerly owned by member Bob Morris. Scott recently moved to Seattle from Pasadena. And welcome back to Don Erickson, owner of a Westfield Eleven, now living in Portland.

The thick part of the summer season is coming fast - check the events calendar for important dates. Next club events are the Caley "Top Down Kitsap" rally and meeting June 14, a gathering at the SOVREN vintage races July 5-6, and a great turn-out at the Bellevue All British Field Meet Saturday July 19, to be described more fully in the next *Lotus Lines*. Also in the works is a day trip to Mt Rainier in the Fall.

Rumors are circulating that Lotus will have an Elise ready for sale in North America in late 1998 or 1999. The car is described as differing somewhat from the version now on sale in the rest of the world. The US-bound car may have a longer

wheelbase, lower sills, some amenities such as power door locks etc, perhaps a fixed roof, and a V6 engine. There is speculation that the V6 will be US made, perhaps a new Lotus-developed Saturn engine. Another source claims Lotus is developing a V6 version of its own new V8. The oldest rumor, that of a Rover V6, still persists.

Barrier Motors in Bellevue no longer sells or services Lotus. There is currently no Lotus dealer in the Puget Sound area.

The Pacific Northwest Historics vintage races July 5-6 at SIR will include a Car Club Corral as in past years. But due to the rapidly increasing popularity of the event and of participation in the corral, the organizers have decided to limit the number of cars displayed in the corral, and to charge an extra \$5 for the privilege. Admittance to the race event is an additional \$10 per car & driver and \$5 per passenger. The ELCC will purchase a limited number of advance registration tickets from the organizers and sell them to members wishing to display their Lotus in the Corral. We had a good turnout last year and hope members will assure a Lotus presence in the midst of MGs, Miatas and Morgans this year as well. But anyone wishing to display MUST purchase a ticket from ELCC prior to the event. Contact me at 206-782-8951 with questions or to reserve a ticket.

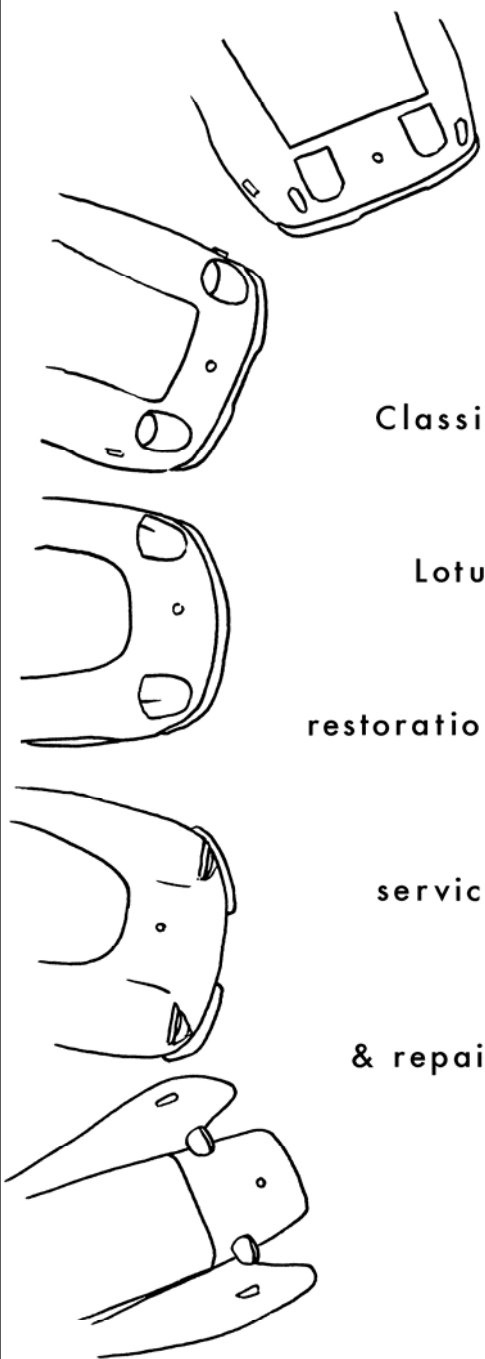
SOVREN is also seeking volunteers for the event. The SOVREN Guild in partnership with SOVREN present the event and donate all proceeds to benefit Children's Hospital's uncompensated care fund. Anyone willing to volunteer to work before, during and/or after the event should contact Laura Lohnes, Volunteer Coordinator, 206-487-0493. Volunteers enjoy the event at no charge (when they are not working!), and anyone working both Saturday and Sunday are invited to join the Saturday evening salmon barbecue with live entertainment.

Early warning - the Golden Anniversary Lotus Festival at Donington International Exhibition Centre, England will take place the weekend of March 14-15, 1998. 1998 will mark the 50th anniversary of Colin Chapman's construction and registration of Lotus Mk I.

I overlooked new member Matt Graham's shop Brooklands British Car when the roster went to press. Please add under vendors: Brooklands British Car, 8235 South Tacoma Way, Tacoma 98499, 206-584-2033. He does Lotus and British car repairs and restoration, and sells parts. Matt's shop is in the location of a former Lotus dealer - A.B.C. Motors, and he still has the dealer sign to prove it. Matt attended the May 3rd breakfast meeting, and showed his beautifully restored early S2 Europa.

New member acquisitions reported: Mark Clear found a beautiful low-mileage 1990 Esprit, red/tan, which he showed off during the Long Beach trip. Bob Wells has acquired a 1974 Europa Special 5-speed in need of some engine work. He hopes to have it on the road by the end of summer.

New on the internet: Lotus Ltd at <http://www.lotuscarclub.org>, and the Northwest Region of the SCCA at <http://www.nwr-scca.org>.



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Club Track Events Coming Up

-Randall Fehr

ELCC is invited to events sponsored by the Northwest Alfa-Romeo Club, the BMW Automobile Club of America, and the Corvette Marque Club of Seattle. Dates of the events are listed below and in the Events Calendar, and application forms will be published in *Lotus Lines* as they become available.

ELCC members are invited to the following events:

- May 23 NWARC Driver School, Bremerton Raceway
- June 8 BMWACA lapping day, SIR
- July 11 NWARC Track Day, Bremerton Raceway
- July 17 Corvette Marque Club Track day, SIR
- July 19 BMWACA Lapping day, SIR
- Sept 26 NWARC Track day, Bremerton Raceway
- Nov 1 NWARC Track day, Bremerton Raceway
- Nov 2 BMWACA Driver School, Bremerton Raceway

Contacts for further information:

North West Alfa-Romeo Club, Dan Alvis 206-582-0803 (h)
BMW Automobile Club of America, Ken Hill 206-882-6725 (w)
Corvette Marque Club of Seattle, John Bell 360-653-1247

All of these events make special arrangements to accommodate drivers who have never driven on a racetrack. The Driver Schools are specially designed to develop skills in low-speed exercises in preparation for track lapping. Novices are welcome at all these events, and we hope to see more members on the track this season. The rest of this article appeared in *Lotus Lines* last May.

Club track day is the best opportunity most of us have of finding out what our cars are capable of and what we as drivers can do with them. Without legal speed restrictions or the risk of unexpected obstacles, with plenty of safe run-off area, skillful instruction and time to practise, this is the place to "find out why you bought a sports car in the first place", as the Corvette club likes to say. As well as being terrific fun, a day at the track can sharpen your performance driving skills dramatically (or at least reveal that you didn't have any at all!) and increase your understanding of the car.

Two very different venues are being used this year. Seattle

International Raceway in Kent is a purpose-designed road racing circuit built in the 1950s, and widely admired for its variety of corners, its elevation changes, and its evergreen setting. Bremerton Raceway is an abandoned airport runway set up as a race course with traffic cones, jersey barriers and truck tires. It also has an evergreen setting but is not much admired.

While various clubs have different detail requirements and on-track rules, all events share a basic structure.

All cars are first required to pass a technical and safety inspection consisting of, at minimum, checks of brakes and brake lamps, wheel bearing adjustment, solid battery tie-down, absence of significant fluid leaks and presence of catch bottles for radiator overflow and crankcase breather tubes, minimum three-point seat belt (lap and shoulder), DOT approved helmet, and approved roll bar for open cars. Although it is not required, Lotus drivers should always carry a fire extinguisher on board.

Next there is a mandatory drivers' meeting where track rules and flag signals are explained, questions answered, novices paired with experienced drivers, and groups divided by car type or experience level. At all club track days it is explained clearly and repeatedly that there will be no racing. Any driver spotted competing will be taken off the track. This does not mean that passing is not allowed, but that it can only be done in designated areas (usually the straightaways) in a safe and courteous manner.

The event is divided into sessions of twenty to forty-five minutes each, allowing the organizers to limit the number of cars on the track at one time, and to give the tow truck a chance to fish out any breakdowns. The first session is often set aside for novices, who drive with instructors and/or follow an expert around the track to learn "the line" or fastest route.

Learning "the line" or just trying to keep on it is what most of us will be doing the rest of the day. Closed track driving gives repeated practise on a limited number of corners so that you know immediately if you are making progress: getting through a particular corner faster than last time, smoother (like Stewart), later on the brakes approaching the corner (like Shumacher), getting the right gear, feathering the throttle (like Senna), powering into the next straight sooner than before, taking off seconds, shifting at red line and listening for strange noises from the car... It can be thrilling and intense, requiring concentration and returning great rewards. In fact it is not much like driving on the road, but if nothing else it will show you how much "active safety" is built into your car: its capacity for driving around problems.

Respect for your car is important at the track. Prior to the event, do a thorough and careful mechanical inspection. Change the oil and filter, change the brake fluid, make sure the brake pads have at least 1/8 inch of material, and make any needed repairs. Remove all unnecessary loose articles from the cabin and luggage areas but make sure you have a lug nut wrench or spinner hammer, and drinking (or coolant) water. Top up the fuel tank on the way to the track. During the event the car should be monitored closely. Be sensitive to the condition of the brakes - even on a Lotus they may start to fade, or the pedal go soft due to boiling brake fluid, or a rotor warp and cause vibration. Set tire pressures to high-speed settings and monitor them throughout the day. Get out and check wheel nuts, oil and coolant levels between sessions. Check for loosened components and fasteners in the engine compartment. Check oil pressure and coolant temperature every lap (in a relaxed moment on the straight). If you feel the car (or you) is getting tired, hot or stressed-out, park with the

Evergreen Lotus Car Club FYI and COA

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Classified Advertising for Members is free.

Advertising Rates for Businesses are:

Business Card	\$5/issue	\$30/year
Quarter Page	\$10/issue	\$60/year
Half Page	\$15/issue	\$90/year
Full Page	\$25/issue	\$150/year

Questions? Please contact the Editor.

engine cover open and the handbrake off and skip a session. Go back when you feel ready and your car checks out OK. Directions to tracks:

Bremerton Raceway: take I-5 to Tacoma. Follow signs for Bremerton and Highway 16 west over the Tacoma Narrows Bridge, about 16 miles to the Tremont Road/Old Cliffton Road exit located just past mile marker 26. Turn left at the stop sign at the bottom of the hill. Follow Old Cliffton Road for about four miles and you will see a five-way intersection of Sunnyslope Road and Victory Drive. Go left then immediately right so you pass just in front of the Texaco station, still on Old Cliffton Road. Keep straight for about another mile and you will come to the entrance to the track. Please keep speed and noise down in the approach to the track as a courtesy to residents.

Seattle International Raceway, Kent:

Located off Highway 18 about three miles south of Highway 516 / SE 272nd in Kent. Look for the traffic light on Highway 18, turn south-east and follow the signs into the track.

Drivers' School at Bremerton Friday, May 23

-NWARC announcement

[Note: ELCC members are invited to this event, especially conceived for novices and anyone desiring to learn more about car control.]

It's too much fun to pass up. Round Two of our Drivers' Training Days is happening on Friday May 23. Pre-registration for non-members of NWARC is \$80, \$100 for two drivers sharing the same car. Registration on the day of the event is \$15 more.

Tech inspection will open at 7:30 am, mandatory drivers meeting takes place at 8:30 am. Your car must pass the tech inspection to be allowed on the track. You must also have a Snell 85 or later helmet. For further information contact Dan Alvis at 206-582-0803.

To preregister send check with the applicable fee payable NWARC to Jay Wardle, 1023 North 48th Street, Seattle WA 98103-6621. Include driver name(s), address, work and home telephone with area codes, year and model car, number of previous track driving events attended and autocross events attended, and state your "driving goals".

Track Day at SIR Thursday July 17

-Corvette Marque Club announcement

The Corvette Marque Club of Seattle will sponsor a half-day Driving School and Practise Session at Seattle International Raceway, Kent on Thursday July 17 from 9:00 am to 3:30 pm. Marques invited are Corvette, Lotus, Porsche, BMW, Ferrari, Lamborghini and Viper.

On-track instruction will be provided by qualified instructors. You will be given sufficient track time to develop and hone your driving skills. Drivers will be divided into four run groups based on experience and skill level. Novices are especially encouraged to attend.

This is not a race! Some restrictions will apply to passing,

and proper track manners will be strictly enforced. Track safety is of paramount importance, and safety accommodations will be provided. Helmets are required (rated Snell 85 or later). Insurance regulations require that all roadsters have a hard top and/or a roll bar installed.

Technical inspection will be conducted prior to the event. The Pacific Northwest Region of the Porsche Club of America will assist with operation, track safety, and instruction. All Porsches must be accepted through the PCA inspection program.

A mandatory ground school will be held a few days prior to the event (tentatively July 10), covering use of flags, track layout, driving lines, apexes, braking techniques, car preparation and more.

This is a great opportunity to see why you bought a sports car in the first place. Club membership is not required to participate. Cost will be \$60 with advance registration.

Entry forms will be published in the next *Lotus Lines*. For further information contact John Bell 360-653-1247, John Thomas 253-747-0431, Cloyd Jackson 253-255-3694, or Val Korry 206-285-6331. Lotus specific questions: Randall Fehr 206-782-8951.

Meeting of the Marques Tour Saturday, June 7th

-Announcement

The Miata Club has invited Lotus and Austin-Healey drivers to join in their annual Saturday tour. Ken Lyon has invited the two British marques to acquaint Miata owners with the inspiration for their cars. About twenty cars are expected to participate.

The drive will start at the Black Diamond Bakery at 10 am (arrive early for breakfast), and will tour briskly through the Green River Valley to Nolte State Park for a rest, then to Bonney Lake/Lake Tapps and Sumner, ending at about 3:30 for a total of approximately 3 hours driving on some of the most twisty, scenic roads in the Puget Sound area. Please contact Ken Lyon with questions or to RSVP: 206-863-3449.

EVENTS CALENDAR (Pull out and post)

Subject to revision - watch for updates.

May

- 12-18 Mon British Car Week - Drive Your Lotus!
- 17-18 Sat Vancouver All British Field Meet, Van Deusen Gardens, BC
- 17-18 Sat SOVREN Spring Sprints Vintage Races, SIR
- 23 Sat NWARC Driver School, Bremerton Raceway
- 24-26 Sat SCCA Double National Road races, SIR
- 25 Sun SCCA Solo II, Regional #3, Bremerton
- 26 Mon Memorial Day
- 31 Sat SCCA Solo 1, Bremerton
- 31-1 Sat SCCA Regional Road race, Bremerton

June

- 7 Sat Meeting of the Marques Tour, Miata Club
- 7 Sat SCCA Oregon Trail PRO Rally, Oregon
- 8 Sun BMWACA Lapping day, SIR
- 8 Sun SCCA Solo II Special Event, Walla Walla
- 13-15 Fri OR Rose Cup Regional/National, PIR
- 14 Sat Fun Rally and Meeting, Caley's, Indianola**
- 22 Sun SCCA Solo II Regional #4, location TBA
- 28-29 Sat SCCA IT / Pro weekend, SIR

July

- 3-6 Thu SCCA PRO Rally, Olympus FIA International, Olympia
- 4 Fri Independence Day
- 4-6 Fri OR/AA Double National, Portland
- 5-6 Sat SOVREN NW Historics, Vintage Races, SIR
- 6 Sun SCCA Solo II, Regional #5, location TBA
- 11 Fri NWARC Track Day, Bremerton Raceway
- 12-13 Sat Zupan's NW Historics, Vintage Races, PIR
- 17 Thu Corvette Marque Club Track day, SIR
- 19-20 Sat Bellevue All British Field Meet**
- 19 Sat BMWACA Lapping day, SIR
- 25-27 Fri SCCA Solo II National Tour, Kent
- 26-27 Sat ORV RallySprints, Olympia

August

- 2-3 Sat ORV RallySprints, Olympia
- 15-17 Fri Monterey Historic Automobile Races
- 30-31 Sat Portland All British Field Meet, Oregon
- 31 Sun SCCA Solo II, Regional #6, Bremerton

September

- 1 Mon Labor Day
- ? ? ELCC Fall Classic Tour
- 6 Sat Oregon Trail II, Oregon
- 6-7 Sat OR Race, Portland
- 20-21 Sat Whistler Run, British Car Tour, British Columbia
- 20-21 Sat SOVREN Fall Finale Vintage Races, SIR
- 21 Sun SCCA Solo II Regional #7, location TBA
- 26 Fri NWARC Track day, Bremerton Raceway

October

- 12 Sun SCCA Solo II Regional #8, Kent
- 25-26 Sat SCCA Regional Road race, Bremerton

November

- 1 Sat NWARC Track day, Bremerton Raceway
- 2 Sun BMWACA Driver School, Bremerton Raceway

- 8-9 Sat SCCA Pacific Forest National, Olympia

Contacts for Further Event Information:

WWSCC is the Western Washington Sports Car Council, (206) 255-0658.

SCCA is the Sports Car Club of America Northwest Region, (206) 292-0500. www.nwr-scca.org

SOVREN is the Society of Vintage Racing Enthusiasts, (206) 935-4109.

BSCC is the Bremerton Sports Car Club, (206) 869-5680 or (360) 479-0248.

OR is the Oregon Region of the SCCA, (503) 697-9649.

SS is the Sand & Sage Sports Car Club, Richland, (509) 943-2093

Fun Rally & Meeting - Sat, June 14th

Directions to Indianola for those **not** participating in Fun Rally:

From Bainbridge Island: Drive north from the ferry dock on the main road and cross Agate Pass Bridge (about 7.2 miles). Take the first RIGHT after the bridge - Suquamish Way - go thru Suquamish (it becomes Miller Bay Road) to Indianola Road (about 4.9 miles). You will pass a power substation at Gunderson Road on your left and then a long guard rail on your right. Indianola Road is the next RIGHT. Follow Indianola Road (3.3 miles) to the end. At the Indianola Country Store turn RIGHT. 9101 NE Shore Drive is the third house on the left. The drive from Bainbridge takes about 20-25 minutes.

From Kingston: Go two blocks past the light at the corner of the loading area and Kingston Hotel Cafe and turn LEFT on Iowa Street (grey/blue Kingston Community Center is on the corner). Cross the main street (Hwy 104) and continue on West Kingston Road (about .6 of a mile) to the stop sign. Road will curve around bay to the left. Turn LEFT on South Kingston Road. Go along the bay (about 3.9 miles) to the stop at Indianola Road. Turn LEFT and continue (about one half mile) to the end. At the Indianola Country Store turn RIGHT. 9101 NE Shore Drive is the third house on the left. The drive from Kingston takes 7-10 minutes.

From Tacoma: Take Highway 16 north. It winds around the end of Sinclair Inlet and joins Highway 3. Go north passing Bremerton, Silverdale, and Bangor/Keyport exits. Pass the Finn Hill exit to Poulsbo as well. Take the exit to Bainbridge and Poulsbo on Highway 305. At the 2nd light turn LEFT onto Bond Road. Continue north on Bond (2.4 miles). Turn RIGHT onto Gunderson Road and go to the end (2.3 miles). Turn LEFT onto Miller Bay Rd. (Puget Power substation on left). Continue (.3 miles) and turn at the next RIGHT onto Indianola road. Continue to the end (about 3.3 miles). Dock is straight ahead and Indianola Country Store is on the right. Turn RIGHT onto Shore Drive. 9101 Shore Drive is third house on left - paved driveway - grey house.

Phone is 360-297-4362. Call if you get lost and we'll come find you! Ferry fare - car/driver=\$7.10 (schedule on back cover).



So... how many ELCC members does it take to fly a 12 inch kite at Long Beach?

photo by Mark Clear

Long Beach Recap

-Jim Taylor

It's gotten pretty obvious to me that the residents of Long Beach really know their weather. It was raining before the weekend, it abruptly stopped raining on Saturday, reasonably warm/sunny/cloudy/windy for the weekend, and then rained again (with a vengeance) on Sunday night and more on Monday.

First of all, thanks to John and Nikki Daniels for handling the overnight arrangements and acting as unofficial tour guides. This year, along with John and Nikki, the other brave members were Alice Larson; Bob, Shari, and Colin Crichton; Mark Clear; Nancy McCraney and myself. Alice had really wanted to drive her Seven, but after a three hour drive in pouring rain she decided the Miata hadn't been such a bad choice after all (a true hard-core Seven owner, she has no top or side curtains). So the honor of having brought their Lotus to Long Beach goes to Mark Clear with his recently purchased Esprit (see 'It Wasn't My Fault!' *elsewhere in this issue, Ed*). At the breakfast meeting we also had in attendance Bob Wells, Randall Fehr, Matt and Faye Graham, David and Virginia Caley, and Jess and Eddie Marker. Other Lotus at breakfast besides Mark's Esprit were the Graham's Europa, the Caley's

Elan and Randall's Elan.

This year our trip evolved a little from the traditional... of course, it still involved short periods of actual walking and site-seeing along with frequent stops at restaurants for varied and copious amounts of food. We deviated from the norm by having dinner Saturday evening at Dooger's Restaurant instead of at the traditional Crab Pot Restaurant. I know, I know... Dooger's sounds like a funny name for a seafood restaurant, but it has good food and drink for the money. We also were unable to do the traditional miniature golf as the course had been flooded out the day before and they didn't feel like opening it during the Founders Day parade.

Everyone had a really good time visiting and meandering around town. Maybe next year we'll supplement the meandering, depending on the weather, with some antique shop browsing (bad weather) or a drive up to the Willapa Bay Wildlife Refuge for a walk along the beach to watch the birds and to enjoy the peace and quiet of nature (good weather) and maybe a drive down to the lighthouse at Illwaco.

It's Wasn't My Fault!

-Mark Clear

In eighth grade I learned an important lesson in life from an English teacher. He taught us the best way to get what you want in life is to hang around people who have, or do the things you want, or want to do. For example, if you want to be a millionaire you probably won't be too successful by frequenting the streets of Pioneer Square. Hang around the Microsoft campus instead. Following his advice, I joined the ELCC three years ago. In that time I have met a great number of wonderful friends and enthusiasts and have learned more about the Lotus marque than I have ever imagined. Last month, my ambitions of owning a Lotus came true, I purchased a 1990 Esprit Turbo SE from Park Place motors in Bellevue. Thanks to the ELCC and peer pressure, I can proudly say "it wasn't my fault!"

I wasn't planning on buying a car this year. In fact I was crossing my fingers the Elise would make it to the US market in a few years, giving me so time to save up. So I eagerly placed a deposit on one with Bud Hoelscher at Barrier Lotus. Then a domino effect took place. Barrier dropped the Lotus line a couple months ago, Lotus said the Elise will not come the US, and then this beautiful red car shows up parked in front of Park Place Motors. This was the Esprit I've been wanting to buy for seven years and it was now crying my

name. I looked at the car, looked at the numbers, looked at the car again, looked at the numbers, and said, "what the hell, you only live once." So I bought the car!

The car is painted in the famous arrest me red with grey interior. It has 13,000 miles on the clock and was just serviced at Barrier one month earlier. New tires were on the rear and for those who follow the Lotus Mailing List, yes, the chargecooler impeller was replaced at the last service. The final point that sold me is the fact this was a local car. That saves me a lot of time, hassles, and money compared to looking for a car out of state. I am the third owner of the car. It was originally purchased in New Jersey and then sold to a fellow in Issaquah a few years ago.

Fiona, as I call her now, runs great. I took her on the weekend trip to Long Beach and she gave me no complaints over the 400 mile drive. To date I've put over 1200 miles on the odometer and have been driving her almost every weekend. It has been extremely tempting to make her my daily driver. Anybody interested in a used Volvo wagon? Sun is shining and I think Fiona's calling my name. Gotta run!



One happy dude !!!

photo by: Anna Schwartz

Seattle / Bainbridge Island

Crossing time: 35 minutes

Daily

Leave Seattle

6:20	11:25	4:40	9:10
7:00 ▲	12:25	5:25	9:50
7:50	1:15	6:15	10:45
8:40 ■	2:10	7:00	11:15
9:25	3:00	7:45	12:50
10:15	3:50	8:30	2:10

Leave Bainbridge Island

5:30	10:10	3:50	8:30
6:20 ▲	11:10	4:35	9:10
7:10	12:20	5:25	9:50
7:50 ■	1:15	6:10	10:30
8:40	2:10	7:00	12:10
9:25	3:00	7:45	1:30

- ▲ Monday through Friday.
- Monday through Saturday.

Edmonds / Kingston

Crossing time: 30 minutes

Daily

Leave Edmonds

5:50 ●	10:50	3:50	8:40
6:30 ▲	11:30	4:30	9:15
7:10	12:10	5:10	10:00 ◆
8:00 ●	12:55	5:50	10:35
8:40	1:40	6:30	11:20 ■
9:25	2:30	7:20	11:45
10:10	3:10	7:55	1:00

Leave Kingston

5:10 ●	10:10	3:10	8:00
5:50 ▲	10:50	3:50	8:35
6:30	11:30	4:30	9:20 ◆
7:10 ●	12:10	5:10	9:55
7:50	12:55	5:50	10:40 ■
8:40	1:40	6:30	11:10
9:25	2:25	7:15	12:20

- ▲ Monday through Friday, except Holidays.
- Monday through Saturday, except Holidays.
- ◆ Saturday, Sunday and Holidays only.
- Sundays only.

Evergreen Lotus Car Club FYI and COA

Chairman:	Randall Fehr, 206-782-8951
Membership:	Alice Larson, 206-463-2816
Treasurer:	Craig Shuck, 206-788-1900
Newsletter Editor:	Jim Taylor, 206-232-2237
WebMaster:	Mark Clear, 206-803-5340

Membership in the ELCC is \$20/year and is prorated in three month increments. This includes nine issues per year and a club roster.

Mailing Address for all ELCC correspondence is:
Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA. 98015-4481, USA

ELCC WebSite <http://www.fastcorner.com/lotus>

EVERGREEN LOTUS CAR CLUB
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