

LOTUS LINES



NEWSLETTER OF THE EVERGREEN LOTUS CAR CLUB

APRIL 1998

Hethel and Donington

-Bob Wells

Back from the land of Lotus—a thoroughly enjoyable trip. Two days at the Donington gathering bracketed by a factory tour and lunch with Patrick Peal and Tony Shute on the Thursday before, then a tour of Classic Team Lotus with Clive Chapman on the Monday after.

Thursday, March 12:

Joined several folks from the Chicago area club (Lotus Corps), Patrick Peal, and others for the factory tour. Thanks to LotusMark for making arrangements for both the tour and the lunch that followed. While waiting for the start, numerous Elises driving around, including a 190 hp, carbon fiber bodied one heading out to the test track (was told these can be ordered now). Also sets of body shell parts moving from the paint shop to the assembly line. On the tour, started with a machine shop area which included two large computer-controlled units that stamp large numbers of metal bits quite rapidly. Then to the fiberglass layup shop. Both Esprit and Elise panels in process, as well as cutting patterns for older models along the wall. Some panels then go next door where a robot water-jet cuts out various portions to create holes for fasteners, ventilation, wiring, windscreens, etc.

The assembly building has parallel lines for the Elise and Esprit. Most of the activity appeared to be on the Elise line, where production is at 10 per day. Most of the ID numbers we saw were in the 2970-2990 range but there was one outside marked 30something so it's fair say there are now more than 3000 out there (as opposed to over here). Stacks of components -- frames, suspension, wiring, engines, etc. Fixed workstations for the first part of the line, with the chassis moved along by overhead winch. Once the body shell is on, the car goes onto a rolling trolley, wheels follow shortly after and it's down onto the factory floor. Assembly appeared quite straightforward—not a lot of fettling to get things together. The aluminum chassis is a work of art. Certainly looks feasible to do most of the mechanicals as a user-assembled vehicle but the jig for mounting the body panels might be

another story. About an equal mix of right- and left-hand drive, with most of them yellow, which was the color being run most of that week. Esprit production was at a slower pace, with fewer people and just a couple of cars on the line (I didn't hear a rate).

On to lunch at the Bird in the Hand pub with Patrick and Tony Shute joining in. A lot of the conversation was Elise-oriented, needless to say. Some points of interest:

- The rumored loosening of the chassis bonding was denied. The existence of the rumor is of real concern to Lotus.
- Lotus expects to (has to) decide in 3 - 4 months whether to make the investment to bring the Elise to North America. They would certainly like to sell the car here but..... They would need to be confident of sales on the order of 500 cars per year at about 35,000 dollars each. This is a major cost decision that must be balanced with resources needed for other product line development, demand in existing markets, etc. When they can sell all they can make in existing markets, the added cost to convert 20 percent of their production may not be justifiable on the balance sheet.
- The interest from current Lotus owners is recognized but we are not seen as a large enough group to sustain alone the market over the longer term. This is something of a chicken vs. egg situation in that an important part of building market demand would be to have the cars visible in the showroom and on the road here, but you can't do that without the initial capital commitment. (personal note: Would the initial demand from the Lotus-philes be enough to cover the period in which the market is developed? Would there be sufficient/well-aimed marketing and service support from Lotus and Lotus U.S.?)
- Lotus recognizes that the Elise is for niche market for which its character, simplicity, and performance are key factors. (It doesn't appear that they are thinking about trying to add interior/exterior frills, etc. in an attempt appeal to

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some population perceived as needing creature comforts more than performance.)

- The current engine cannot be federalized—it was not designed to be, and cost of adding the new engine/emissions management stuff (whatever that XXX-II acronym is) is too high given the production volume.
- Elise orders placed with U.S. dealers, and accompanied by refundable deposits (amount?), would be perceived as an important market signal. (Whether the dealers have a mechanism for this was not clear, nor was what number of such deposits would have significance.)
- Look for iron brake rotors, as used on the Elise racers, to be used on the regular Elise for 6 weeks to 2 months of production followed by a shift to Brembo-manufactured brakes, including a composite rotor.
- The Elise Sport, track use only, probably prices out at about 65,000 dollars (plus transportation, etc.).
- There was also a free-ranging discussion of exceptions, loopholes, finagles, and gray areas in the realms of vehicle import and federalization. Lotus has looked for ways to improve the situation but hasn't found anything that gets around airbags/bumpers/emissions/..... While an individual here might be able to pull a sneaky move or two, the prospect of the factory avoiding the maze in the numbers needed looks nonexistent.
- Patrick Peal says that he is quite busy with his work for Lotus, which is going well. He is not continuously subscribed to the list but does tune in from time to time as the volume overwhelms him. His E-mail address will change on April 2 (actually the 1st but he doesn't think anyone will believe that) -- I'll post the new one when I find it in my notes. Based on the tour, he's clearly a familiar face for a number of folks around the factory.

Part 2

Spent Friday the 13th taking a scenic route to Donington. A pleasant drive, with the only slow points coming in the last ten miles at two road repair sites. (notes: Focus on driving on the left is a lot easier when you're following someone; English drivers are much better about not hogging the fast lanes; and, in 700 miles of driving, was only honked at twice in roundabouts.)

Arrived at the Donington Park track and Exhibition Hall fairly early on Saturday morning to watch folks arrive. A plentitude of models and colors driving in (and a few on trailers) Some were headed for display in the hall. The majority occupied the Lotus parking area outside. I didn't count, but I would guess the total at around 200

cars—Sevens to Elises and everything in between, including related species—Cortinas, Sunbeams, and a Carlton. Certainly more Excels that we see in this part of the world. Many, many cars in beautiful condition, and a number with either period or current additions—wheels, sunroofs, interiors, etc., even an Esprit convertible conversion. The security folks were good at directing non-Lotus cars to other parking but I noticed that three Ferraris were able to sneak in (one with a Club Lotus windshield sticker). Fortunately, while the weather was generally gray throughout the weekend, it didn't rain and walking and talking amid the field of cars was a pleasant pastime.

The exhibition hall opened to the public at 10:30, with a JPS Type 72 (ex-Peterson, from the Donington collection) on display at the entry. Inside, everything—cars on display, cars for sale, car and parts vendors, club displays, books, models, artwork, memorabilia, and a veritable auto jumble of parts ranging from new stuff in Lotus packaging to bits of metal that you'd recognize only if you, too, had gouged your knuckles removing a similarly rusted item from your car.

Needless to say, Club Lotus had a display, as did Lotus Drivers Club, Historic Lotus Register, Club Elite, and others. Formula cars, sports racers, and road cars all arranged around the hall. Several racing Type 14 Elites were a treat. Then there was the V-8 engined Type 75 Elite drag racer—hood scoop, drag chute, and all. Team Lotus (the folks who acquired the current Formula 1 rights, not Classic Team Lotus) had the ex-Zanardi Type 109 on display and various souvenirs for sale. They're apparently open for visits on Wednesdays, but I wasn't able to fit that in.

A number of major dealers were there—an incomplete list: Paul Matty had a trailer with sales counter and parts

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Evergreen Lotus Car Club FYI and COA		
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<p>Questions? Please contact the Editor.</p>		

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storage set up, together with cars that participated in the racing they sponsor (hillclimbs?) as well as some for sale. Christopher Neil had a sales area, and there was at least one list-member comment that they could sell you the wrong part from there as readily as from the main shop (by the way, Paul, were those the right brake bits?). Another dealer (Kent Motors?) had a full auto trailer along with a spread of parts. Kelvedon had a racing Elan and two formula cars on display along with an extensive array of their racing parts (another source for Elan stub axles). Dave Bean was the only U.S. firm there, with some of their twin-cam parts and other accessories.

The Banks area was an impressive display of modified Europas: several custom chassis, a full roll cage, bellcrank-attached horizontal rear shocks, sequential shifters, engine substitutions (fuel injected and/or transverse mounted), central front radiators ducted up through the bonnet, and a range of custom alloy pieces—fuel tanks, swirl pots,..... Nearby were Spyder, with their chassis conversions, and QED with their assortment of engine parts, including electronic fuel injection for both Weber- and Stromberg-headed twin-cams. Very nice looking setups but literature was not yet available. In chatting about the Stromberg replacement, the word was that it hasn't been developed for power but for normal road use and to eliminate Stromberg hassles. Estimated cost of 1500 Pounds Sterling with standard electronics, another 100 or so for a fully user-mappable chip setup.

The autojumble area had something for everyone's taste. Parts in all manner of condition, accessories, books, magazines, photos, posters, models, Easy to spend hours sorting through it all.

One o'clock in the afternoon was the appointed time for list members to congregate near the entry arch. It's always a pleasure to at last put a face to e-mail names. Patrick Peal, Mike Causer, and a number of other folks appeared (can't find my list). We chatted for a bit and then dispersed back into the fray.

In an area adjacent to the main hall, several presentations occurred through the day, topics including buying a used Lotus, and care and feeding of twin-cam engines. The highlight for me was Mike Ostrov's presentation of a series of photo slides taken by a chap who worked as a gas welder at Lotus in 1957 - 58 and was along for the Le Mans races those years. These

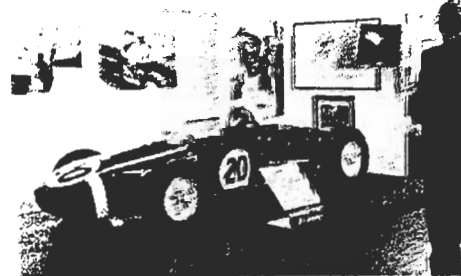
were entrusted to Mike by the photographer a number of years ago. Wonderful glimpses of Elevens being prepared, the first Elite, Le Mans and other cars of the era,..... (Thanks to Mike C. for the half of bitter—appropriate libation for the slide show.)

Back again on Sunday for more of the same. The crowd seemed a little slower to arrive but the Lotus parking area filled once again. Seemed to be a few more Europas that the previous day. More poking about, taking photos, the 1:00 gathering of list members, then some time in the afternoon walking through the Donington Grand Prix Collection. Back to the exhibition hall for a bit more bargain hunting at the end of the day. Picked up some brake shoes and pads (don't need them yet but the price was right), some historical photographs, and a few books. I should have been better prepared with a search list and part numbers, but it was all too easy to overfill the vacant space I'd left in my luggage as it was. The lads from Chicago were more aggressive, however—Weber head, twin-cam block, water pumps,..... Another half of bitter with Mike C. wrapped up a fully enjoyable weekend.

Donington Grand Prix Collection and Classic Team Lotus —

Took a break from the Lotus gathering on Sunday afternoon and spent time at the Donington Grand Prix Collection, near the Donington Park entry and only a few hundred yards from the exhibition hall. Tom Wheatcroft has assembled an impressive collection of Formula cars, along with some other vintage vehicles, and racing memorabilia.

The collection is housed in a series of connected buildings and is divided into groups of cars generally by type or era. The first section is an eclectic mix of non-racing vehicles including, among others, a fire engine (not a Climax pump), a Doble steam car, a Bugatti 57, and a Bugatti Royale. From there, you move to the really good stuff. The next area include the ..us GP



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win, at Monaco), a 21 and a 25. All nicely presented with photos and descriptive information. (Also in collection are a 24, 33, 49 (built up for display by Lotus from a Tasman car), and 79.)

The displays then move from a number of older cars (Thinwall Special, Vanwall, Ferrari, Maserati 250, BRMs) into the range of aerodynamics. There are series of Coopers, Brabhams, and BRMs starting with early cars. A suite of six Williams cars are grouped together and another hall is devoted to the largest collection of McLarens in the world (assembled with factory support). Accompanying the cars are a display of engines, mostly older, including Royale, Alfa and BRM V-16 and H-16. Wish I'd had the right coin to run the BRM V-16 display. Numerous cabinets with racing memorabilia are located through the collection—helmets, programs, badges, timing equipment,..... I can't claim wide ranging experience with automotive collections, but if Formula cars are your interest, this is a must see.

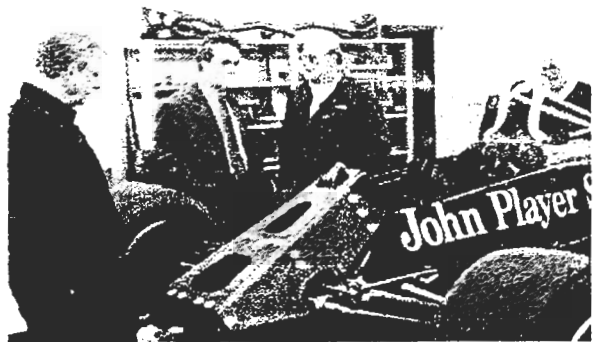
The collection is open seven days a week and there's a snack bar. Typical souvenirs with the collection logo are available and an attached store provides not only a wide range of diecast models, clothing, posters and such but also serious race items like helmets, tires, leathers (motorcycle racing is active at the track), and other necessities. Close access to most of the cars is possible, although many are arrayed one on top of another in rows so that views from the rear or sides are limited. I hope that someday there will be more labels and information provided about some of the cars but more particularly for the photographs and items of racing history. (Lighting levels might also be raised a bit in some locations. Personal-use photos allowed but take a flash.)

Monday was a straight run back to Hethel for lunch gain at the Bird-in-the-Hand with Mike Ostrov and an assortment of Club Elite folks who'd done the factory tour that morning. Good food and conversation then off to Classic Team Lotus for a tour and conversation with Clive Chapman at the shop and storage facilities, which are a stone's throw across the road from the factory entrance. Unfortunately, CTL is not set up to handle visitors and is appropriately reluctant to interrupt the work that pays the bills and sets the schedule. My great thanks to Mike Ostrov, who had made the arrangements and

pushed the limits to include a few additional folks in the group. (Mike—I hope you've not worn out your welcome with Clive.)

With the exception of an office, all of CTL has moved out of Ketteringham Hall and is now located across from the factory. (Some number of cars are in storage elsewhere.) The focus of CTL is Formula 1, with restoration of some of their cars to running condition for special events and support for others who own and/or race Lotus Formula 1 cars. One focus is a European series (6 races?) for Formula 1 cars which are now outdated but too new for vintage racing. The qualified period is about a decade that includes full aerodynamics and the JPS-sponsored series of Lotus racers. (Mike Ostrov took better notes than I—feel free to add some accuracy/comments, Mike.)

The CTL buildings are nondescript and were previously the Formula 1 team's storage area. In the good old times, leftovers, scraps, and whatever else was stashed at the end of the season. When things filled up, piles of stuff were carted off to the local scrap dealer (who was known to do a little reselling on the side—in fact the team had occasionally bought things back). Now there is an office, work area, and storage. The main work area is a somewhat narrow L-shaped room with space to work on 2 or 3 at a time as well as have 2 - 3 more parked (all that makes for a tight fit) plus an additional



work room to the side.

At our visit, there were 5 JPS-liveried cars: two Type 79s, two 77s, and an 87, if I recall correctly (don't quote me on these IDs). Also present were a 49B and a 32B (ex-Clark). The 87 raced in the European series by one Joaquin Folch and was undergoing repairs to the left side, which had been seriously damaged. They'd had to fabricate a new left rear hub carrier, some other suspension bits, and repair the carbon fiber along the left side of the tub (one advan-

tage of the carbon fiber over aluminum is the relative ease of reparability). The other primary project is a thorough restoration of 79 chassis 2, which was Andretti's ride for several wins and more points than other chassis during his championship season (also driven by Peterson). Mario will be driving this car at the Goodwood Festival of Speed in mid-June (weekend after the Lotus event at Brands), where it is expected to be one of the highlights (Lord March waxed enthusiastic at a press briefing for the event a month or so ago).

CTL has been working with the factory towards development of a museum/exhibit hall. An agreement may have been close but is now on the back burner owing to capital constraints from Proton. (Difficult to build such a facility in the face of employment reductions.) It remains a hope for the future, however. CTL would like to put more of the historic collection on display, and restoration/maintenance for display is clearly a much simpler task. Doesn't sound like this will be happening anytime soon, however.

CTL does have available for sale quite a selection of memorabilia, including car body pieces spanning the JPS/Essex/Camel years, although prices are significant for major items. Smaller bits (wing pieces, engine cover/scoops are fixed price while major units, like full upper body shells are offered on a tender (bid) basis with a minimum. Prices also increase when an item can be associated with a particular driver. Also available are posters, decals, programs, drawings, models, etc. They've got a nicely printed catalog. Some price examples for car body elements, in Pounds Sterling: Type 72 front wing - 200; rear wing - 1,500; rear wing assembly, damaged at Dutch Grand Prix, Fittipaldi - tenders starting at 4, 500 minimum; top of the line would be either Mansell's or De Angelis' Type 94T complete body top and undertray - tenders starting at 17,500. Lots of items under 300, however. Just a matter of how big a wall you have to hang this sculpture on (and what your budget for art is).

It was, of course, a great pleasure to see the work going on with great skill, care, and enthusiasm, albeit with just a few people involved. One can only hope that the future will brighten for public visibility of this operation and the collection. (Although there is a certain thrill to glancing in the window of a small, plain, unmarked building and seeing black and gold body panels with JPS logos stacked against it.)

In sum, a wonderful trip..... Hethel and Doning-

ton both highly recommended. Thanks again in particular to LotusMark, Mike Causer, and Mike Ostrov, and to all the list folk and others I met along the way.

Track and Autocross Driving Opportunities

-Randall Fehr

The organized driving events season has already begun. Members wanting a chance to drive their Lotus at its full potential on a closed course will have many opportunities again this year.

Autocross is the least expensive, safest way for a novice to begin learning high performance driving. A course is marked out with traffic cones on an airport runway or large parking lot, and cars negotiate the course one at a time against the clock, with three or four runs per event. The courses vary, but usually consist of several tight corners, a few wide corners, a slalom and short straight, with speeds usually less than 60 mph. Events are held around the Puget Sound area nearly every weekend from March to October, sponsored by the regional SCCA and other clubs. Novices are always welcome, but special novice schools are held a few times a year. Lotuses have historically performed extremely well in autocross, especially Sevens, Eians and Europas. Minimal safety gear is required (seatbelt and helmet, car safety check) and cost is around \$30.

For autocross dates phone the WWSCC event hotline 206-255-0658, or visit the web site at www.eskimo.com/~adahl/wwscc/

As in years past, Lotus drivers and ELCC members are invited to participate in other clubs' track events. These are organized to allow drivers to develop their high-performance driving skills and discover the performance potential of their cars without speed restrictions (racing is not permitted). The format varies, but usually consists of drivers divided up into skill level groups and alternately allowed to lap the track together, with passing permitted only in specified areas. Instruction is available, and required for novices. Safety equipment required varies with the clubs, but usually consists of a Snell 85 or later helmet, three-point safety belt, and roll bar for open cars. The car must

also pass a tech/safety inspection. Cost for a day ranges from \$60 to \$120. The Puget Sound Region of the BMW Automobile Club of America has the best-organized events, ranging from novice schools at reduced speeds at Bremerton Raceway to open lapping days at Seattle International Raceway in Kent. The Northwest Alfa Romeo Club has events at both tracks, and the Corvette Marque Club has one event at SIR. Club Lotus Northwest's event in Portland during the All British Field Meet weekend is a well-organized opportunity to drive an excellent road course still used for top-level professional racing. Register early as some events fill quickly. Event costs noted below are for applicants who are not members of the sponsoring clubs.

BMW ACA events info: contact Jacqueline Kahn at 206-481-9571

Corvette Marque Club event info: contact John Bell at 360-653-1247

NWARC events info: contact Pete Bristow at 253-661-3580

SAAC event info: contact David Sklover at 425-482-0848 evenings before 9pm, or v-davsk@microsoft.com

Club Lotus Northwest event info: contact Karl Schick at 503-650-4735

General information regarding track events: contact Randall Fehr at 206-782-8951

1998 Track event schedule:

May 8th Friday: BMW ACA High Performance Drivers' School at Bremerton Raceway, excellent for novices, \$90.

May 10th Sunday: BMW ACA Lapping Day for Novice and Intermediate Drivers at Seattle International Raceway, Kent. \$110; \$20 discount for attending May 8th school.

June 7th Sunday: NWARC Driver Training at Seattle International Raceway

June 21st Sunday: BMW ACA Lapping Day at Seattle International Raceway

June 25th Thursday: SAAC Open Track, Seattle International Raceway, \$95

July 23rd Thursday: Corvette Marque Club School Daze driving school and lapping day, Seattle International Raceway, \$60.

July 26th Sunday: BMW ACA Lapping Day at Seattle International Raceway

September 18th Friday: NWARC Driver Training at Bremerton Raceway

August 8th Saturday: NWARC Driver Training at Seattle International Raceway

September 4th Friday: Club Lotus Northwest Track Playday at Portland International Raceway

October 31st Saturday: BMW ACA High Performance Drivers' School at Bremerton Raceway

November 14-15th Sunday: NWARC Driver Training at Bremerton Raceway

Jim Clark (1936-1968)



On a driver's death

When a thing like this happens you vow that you will never drive in a motor race again. You honestly lose all interest in racing, and just want to get as far away from a car as possible. Then your mind begins to function again and slowly everyday things start to crowd their way back. I don't think I am callous but I have somewhat been blessed with a bad memory for such things. A day later you feel a little better, three days later and you are packing your bags for another race



Greg Whitten's Car Collection
 ELCC April Meeting
 April 11th
 11:30AM

It is an interesting collection of 1960's English and Italian sports cars plus a few modern ones.

I will have a 1964 Lotus 26R Series 1 (race version of the Elan), a 1966 Lotus Elan Series 2, and a 1990 Lotus X180R (limited edition replica) at the warehouse. There will be a few other cars there including - 1964 Ferrari 250LM, 1990 Ferrari F40, 1995 Ferrari F50, 1997 Ferrari 550 Maranello, 1966 Jaguar XKE 4.2 coupe, 1966 Ford GT40, 1968 Alfa Romeo Tipo 33/2 Le Mans, and 1995 Ford Mondeo Super Touring race car plus maybe 1 or 2 more red cars.

The address is
 Suite 101
 1950 116th Ave NE
 Bellevue, WA

Detailed directions are the following:

Going South on 405 from the North of Bellevue: Take exit 13 B for NE 8th St. going East. At first keep left after the exit, but then stay right so as to go through 3/4 of a circle to end up traveling East on 8th. Turn left soon at the first traffic light to go

North on 116 Ave. NE.

Going North on 405 from the South of Bellevue: Take exit 13 A for NE 4th St. going East. At the final bifurcation of the exit ramp, keep right to end up traveling East on 4th. Turn left soon at the first traffic light to go North on 116 Ave. NE.

In either case, after going North on 116th NE and passing NE 12th St., go 0.5 mile from NE 12th to NE 22nd Place on the right. At this point, the overpass of 520 over 116th NE will be a couple of blocks or so ahead of you. Look to the right. You will see a group of buildings with a sign "Kaboom!" and then on the street a sign saying "Bellevue Public Training Center"

Turn right in front of this MIE sign on the little street which is NE 22nd Place. Go past the first turning to the right and then follow the road to the right for three blocks along the railroad tracks. You will go past a building with a small sign saying Bel-Red to the next building marked 1950 on the top which has all the car trailers in front of it. If you have gone to the Bellevue Training Center, you have gone too far.

For the totally lost that morning, the warehouse phone number is 453-0924.

17th Annual

Date: Saturday, April 18th
Time: 9:30 am (Rallye Start)

LaConner Tulip

Place: Skagit Valley Mall
1-5 Exit 230

Daffodill Rallye

Celebrate spring by driving the 17th Annual LaConner Tulip/Daffodil Rallye. This event has been a long-time favorite of sport car fans from all over the Pacific Northwest. In the past few years, this rallye has had over two hundred entrants.

This year's course will revisit the beautiful countryside around LaConner, Anacortes and Padilla Bay. The rallye will finish at a "Secret" place. You and your navigator will enjoy spectacular scenery while touring, so, don't leave your camera behind.

This event will be a gimmick rallye, where questions take the place of time/ distance checkpoints, so anyone should be able to compete successfully. All you need is a sharp eye and a sense of humor.. Please note -- speed is not recommended! You nu'ght want to pack a picnic lunch to enjoy while the scores are being tabulated.

Please fill out the form below and send it, along with \$7.00 U.S. or \$8.00 Canadian per car to the MGCC at the address shown below. (\$1 0.00 to register the day of event.) Dash plaques will be offered on pre-registration/pre-pay basis at \$4.50 U.S. each. Please remember to bring along some canned food for donation to Northwest Harvest. For more information call Ken Bottini @ (425) 883-9615. See you there!

Directions: From 1-5 take exit 230 and head east on Highway 20. Take a right at stoplight onto South Burlington Blvd. Take a right at next light onto Cascade Mall Drive. Go straight until you see the red-and-white MG Car Club tent, where you will check 'M. All rallye information and car number will be issued on the day of the rallye.

YES!! I want to win fame, fortune and glory in the 17th Tulip Rallye!

NAME _____ PHONE _____ TYPE OF CAR(S) _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

IF YOU BELONG TO A CAR CLUB, WHICH ONE? _____

YES, I WANT A DASH PLAQUE _____ I HAVE ENCLOSED \$4.50 U.S. EACH TO COVER
THE COST.

Entry Fee for each car is \$7 U.S. or \$8 Canadian, advance, or \$10 day of event. Make checks payable to MGCCNWC.

Mail to: Tulip Rallye, c/o K. Bottini, 12835 N.E. 36h, Bellevue, WA 98005-1323

1998 Vancouver All British Field Meet

GENERAL INFORMATION: The 1998 Vancouver All British Field Meet will take place on Saturday May 16, 1998, Victoria Day weekend. Our annual garden party in celebration of the British motor car is now in its thirteenth year and is the largest in Canada, with well over 400 entries. -

A grand prize of a trip for two to Britain or \$500 cash will be drawn from all entrants registered before April 11, 1998. We look forward to seeing you and your car at this very special annual event.

If you need extra entry forms please phone (604) 736-6754 and leave your name and address, or fax number. You may also email your request to stewartp@direct.ca

ACCOMMODATION: The Abercom Inn at 9260 Bridgeport Road in Richmond is the official hotel for those visiting from the United States or other parts of B.C. The special rate for the bed and breakfast package on Friday night is \$105.00 per room (single or double occupancy), plus applicable Canadian taxes. We have blocked off 28 rooms under this special rate until May 1, 1998. For reservations, call 1-800-663-0085 and mention your affiliation with the All British Field Meet. Do this soon, as last year's room allotment was sold out.

TO GET THERE: if you are heading north on Highway 99, take the Bridgeport exit (the last one before the Oak Street Bridge), and

turn left at the lights.

if you are heading south from Vancouver over the Oak Street Bridge, take the first exit into Richmond, turn right at the lights and right onto Bridgeport. Parking is outside and a special area has been provided for your cars.

NOGGIN & NATTER RECEPTION: A popular no-host cocktail party will be held at the Abercom Inn on Friday May 15, 1998, starting at 7:00 p.m. You can pre-register, pick up your entrants pass, share a laugh and hors d'oeuvres with fellow entrants and participate in the special prize draws. The ANNUAL SWAP MEET held on Sunday May 17, 1998. Times, location and details to be announced.

1998 Vancouver All British Field Meet

April -

11th ELCC Meeting / Event, place and time TBA

18th La Connor Tulip Rallye

May -

2nd and 3rd ELCC Event, Tour to Longbeach

3rd **SCCA SOLO II, Regional #2, Kent**

16th ELCC Meeting / Event, place and time TBA

16th and 17th

SIR Spring Sprints

15th, 16th, and 17th

Vancouver ABFM at Van Dusen Gardens in British Columbia

24th **SCCA SOLO II, Regional #3, Bremerton**

June -

7th **NWARC, Sunday Driver's Training at SIR**

27th ELCC Meeting / Event, place and time TBA

21st **SCCA SOLO II, Regional #4, Kent**

July -

3rd, 4th, and 5th

SIR SOVREN NW Historics

11th and 12th

Zupan Vintage Races at PIR

17th, 18th, and 19th

Western Washington ABFM at Marymoor Park in Redmond

18th ELCC Meeting / Event at the Western Washington ABFM

August -

8th and 9th

ELCC Meeting / Event, place and time TBA

8th **NWARC, Saturday Driver's Training at SIR**

23rd **SCCA SOLO II, Regional #5, Kent**

September -

4th, 5th, and 6th Portland ABFM at PIR

6th **SCCA SOLO II, Regional #6, Bremerton**

18th **NWARC, Friday Driver's Training at Bremerton**

19th and 20th

SIR SOVREN Fall Finale

26th ELCC Meeting / Event, place and time TBA

25th thru 28th

LOG 18 in Atlanta Georgia

October -

4th SCCA SOLO II, Regional #7, Kent
 18th SCCA SOLO II, Regional #8, Kent
 24th ELCC Meeting / Event, place and time TBA

November -
 14th ELCC Meeting / Event, place and time TBA
 14th and 15th
 NWARC, Driver's Training Weekend at Bre-
 merton

December -
 5th ELCC Meeting / Event, place and time TBA

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.
 BSOC is the Bremerton Sports Car Club, 206-869-5680 or 360-479-0245.
 OR is the Oregon Region of the SCCA, 503-697-9649.
 SS is the Sand & Sage Sports Car Club, Richland, 509-943-2093.
 NWARC is the NorthWest Alfa Romeo Club, 253-582-0803.
 BMWACA is the BMW Automobile Club of America, 206-481-9571.

FOR SALE - WANTED - ETC

For future reference: If you have a classified ad or an ad that you want to continue to use from one *Lotus Lines* to the next, please give me (Steve Shipley, 206-932-4123) a call and I'll be happy to put it in again. Thanks.

FOR SALE: 1963 Lotus Super Seven, Series 2, 1500 Cosworth eng., dual Weber 40mm DCOE'S, Aeroequipped lines, 5 Minilite wheels. Spax adjustable shocks, roll bar, full weather equipment, Brooklands windshield, BRG/yellow nose/red interior, original paperwork, registration and manuals, 12,163 original miles, restored 1996/97, no expense spared! second owner, video available.
 26,500.00 (U.S.), partial trades considered
 Gord Leech, Winnipeg, Canada ph. (204) 256-3016

FOR SALE: 1976 Elite, Dual Weber carburetors, 5-speed transmission. Recent Engine & Trans overhaul. Factory shop manual and some parts asking \$7500 obo, call Dale Cook 425-043-3000



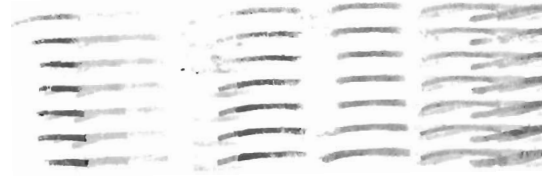
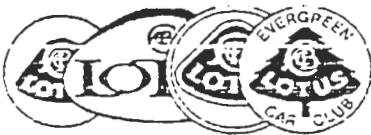
Evergreen Lotus Car Club FYI and COA		
Chairman:	Mike Galos	425-881-7398
Membership:	Jim Taylor	206-232-2237
Treasurer:	Craig Shuck	425-788-1900
Newsletter Editor:	Steve Shipley	206-932-4123
Webmaster:	Mark Clear	425-603-3340
Membership in the ELCC is \$20/year and is prorated in three month increments. 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

P.O. Box 40481

Bellevue, WA 98015-4481

First Class Mail



LOTUS LINES



EVENT NOTIFICATION

APRIL 1998

GETAWAY!

Saturday 5/2/98 - Sunday 5/3/98
Evergreen Lotus Trip to Ocean Shores
Call Nikki Daniels for Reservations
(425) 348-3553

It's time again for Evergreen Lotus to hit the road for a weekend at the ocean. We'll be meeting at the Denny's in Fife at 7:30 am on Saturday for those who would like to meet for breakfast with the group leaving at 9. We have 5 suites reserved at the Chautauqua Inn. Each suite has 2 rooms, one on the ocean side with a queen size bed and foldout couch and the back room has a queen size bed. Each room has a bath. The suites are 100 dollars a night but with 2 rooms per suite they can be shared with no loss of privacy. There is one smoking room available.

MAY 2nd & 3rd - FESTIVAL OF COLORS

One of Ocean Shores' biggest events takes place throughout town and on the beach. Beach activities, displays and entertainment, big arts and crafts show and much more. In addition to the Festival, the traditional ELCC kite flying, gokarting, and general celebration will be taking place.

