

# Lotus Lines

Evergreen  
Lotus Car Club

March  
2000

## Autosport Seattle Technical Session

Photos by David Caley

The second club event of the year took place on the last Saturday in February. This technical session was held at Autosport Seattle and presented by John Maloney. If attendance is any gauge of success for an event, then this one was an overwhelming one. John imparted a wealth of information and tips for those inclined to do their own work.



John Maloney prepares to work on the block. This is only a portion of the members that were present for the technical session.



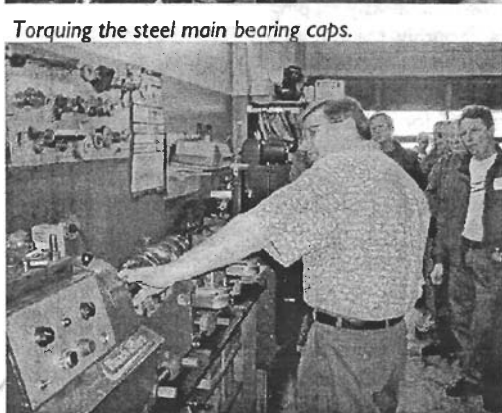
John Maloney (l), preparing to work on a twin cam block.



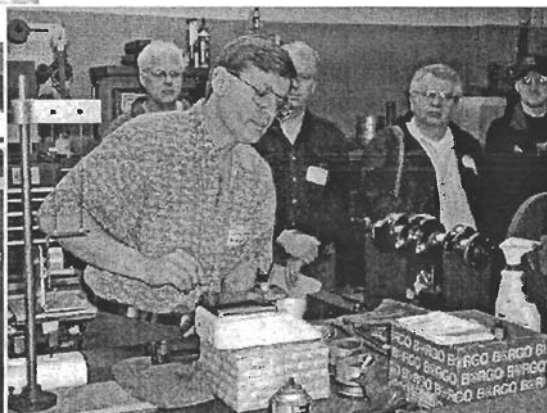
Torquing the steel main bearing caps.



Measuring and straightening a crankshaft.



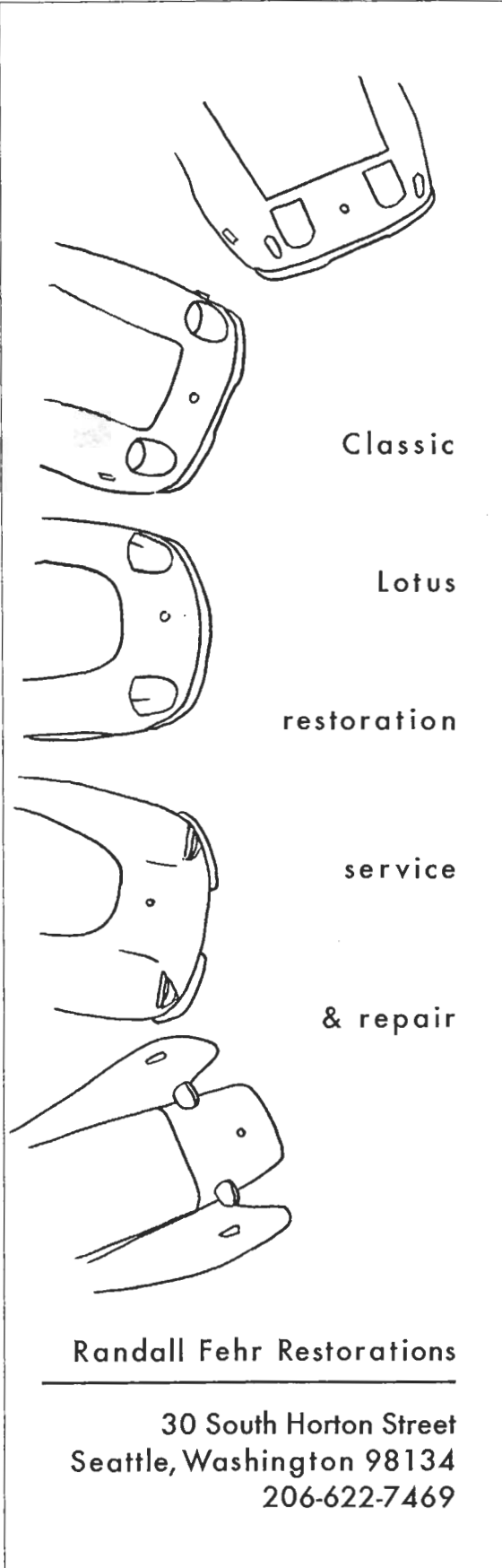
Balancing the crankshaft.



Balancing the connecting rods.

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## From the Chair

First, a special thanks to John and Brad of Autosport for a great Tech Session on balancing and blueprinting. Now I know what Plastigauge is. See the write up elsewhere, but it was a great morning, with a big turnout and lots of cars. Thanks to everyone for coming, and especially to those who drove a Lotus to the event.

Recently, I wound up in a car conversation with Ricky, a friend and co-worker at my office. Ricky is Filipino, and not a "car guy" at all. He was laughingly pointing out that, while "Yes", he does drive a Honda Civic, "No", it is not lowered with an aftermarket exhaust system. After cracking ourselves up about this observation, I explained my theory about why these types of modifications are now so popular among the under-25 crowd. Since the earliest days of the automobile, people (mostly male, mostly young) have experimented with cars, searching for better performance, handling and knowledge about how the whole damn thing works. Until the last 20 years, it was possible to rip the whole car apart, including the engine and ignition systems, make improvements in components and reassemble it all. Then, electronics came into the picture.

Today, almost every vehicle produced sports more computing power than Apollo 9. There are precious few empty spaces under the hood anymore, and if you are brave enough to start pulling out the modules, chips, wiring looms and hoses to get at the actual engine, heaven help you when you try to put it all together again. We think we have it bad with Lucas, but at least we don't need anything more than a timing light and a continuity tester to sort out the problems.

The result of all these advances has been to create vehicles that the common do-it-yourselfer can't reasonably do themselves. Modifications and performance enhancements now have to come in the way of bolt-on components. So, you lower the suspension, put some really cool alloy rims and low profile tires on the car, and add that all important exhaust system. I mean, if you can't put more power into the engine, at least it can sound more powerful. Under the hood, you are basically relegated to swapping out chips and other electronic "black boxes". Since the cars are usually programmed for an efficiency/performance ratio heavily in favor of efficiency, it is possible to change the chip, getting better performance at the expense of gas mileage, emissions, etc. Flip through a magazine like Sport Compact Car, and the ads look like those in a computer periodical. Some little black plastic thing with wires and a terminal hanging off the end. Just plug it in, and Voila!, a totally different performance curve. But then, I found something surprising, and the point of this whole story.

I was waiting for some food at Burger King, and there was a copy of Sport Compact Car (March, 2000 issue). This caters directly to the 18 - 24 year old crowd with the focus on 2-door compacts being modified for performance and appearance. With nothing better to do, I was mindlessly flipping through it, killing some time. A writer, Josh Jacquot, has a monthly column called "The Slip Angle". It caught my eye because of the picture of the light blue Elan (60's version) in the article. So, I read on. Josh was writing about his favorite cars of the century, and had selected a few that are "must drives" for anyone who has the chance, even his post high school audience. While the Subaru Impreza WRX (Europe and Japan only) and Nissan Skyline GT-R were the kinds of cars the magazine is known for supporting, I was very surprised to find the following quote:

'60s Lotus Elan, Europa or Super Seven

Whatever your stance on Lotus, there's no arguing that Colin Chapman's (Lotus' lead designer) cars offer a maximum driving experience from minimalist design principles. Weighing in at less than 1500 lbs., all of the cars listed (60's Elan, Europa, Seven) provide their driver with an in-touch-with-the-road feeling unlike

*(Continued on page 6)*



## Lotus Seven Project for Millennium Winter

Story and photos by David Caley

### SPEEDOMETER

Last summer the Lotus Seven speedometer stopped working. I unscrewed the knurled end of the flexible sheath from the back of the speedometer and found that the needle swung around when I twirled a short piece of old inner drive cable in the back of the speedo. On inspection of the cable itself, the inner drive cable turned freely in the flexible sheath, it did not seem to be connected at the other end. When I pulled it out of the sheath, it was complete, intact, and not broken. I concluded either the angle drive on the gearbox or something inside the gearbox was broken. This was not a trivial decision since the engine and gearbox must come out to reach the problem area. There is neither enough space or nor an inspection port in the transmission tunnel to reach the angle drive, sooo...

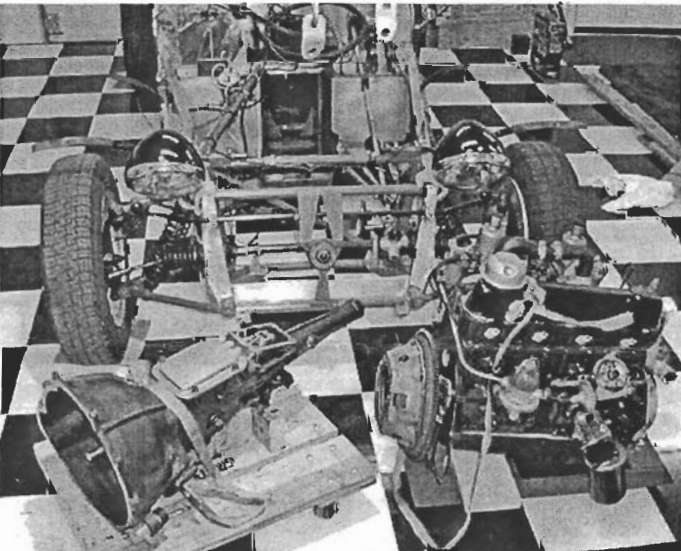


Photo #2

Time to test my new overhead "I" beam/trolley arrangement for lifting the engine/gearbox out. (Photo 1) First drain the engine, gearbox, block and radiator and take fluids to HazMat recycle. Unhook the drive shaft, shifter remote, gearbox mount, battery, starter cable, fuel line, oil pressure line, generator wires, radiator hoses, water temperature sender, throttle and choke wires, and the clutch hydraulic line. Then remove the radiator, swirl box, distributor cap with spark plug wires. Finally cap or cover the clutch slave cylinder, fuel pump inlet, oil pressure line outlet, crankcase vent and distributor to keep stuff in and things out.

Attach a sling under the back of the engine to the rear hook on engine balance (tilt) device. Bolt the front hook to the front exhaust manifold bolt hole. Then gradually take up the weight of the engine/gearbox with the chain pull and remove engine mount bolts on each side. Lift and tilt engine to clear the top front frame bar and the lift rear so as to clear the gearbox off its mount. By a combination of tilt, rotate, lift, and rolling the trolley forward, the engine and gearbox are slipped out of the frame tubes like a foot out of a shoe. (Photo 2)

Well sure enough the angle drive of the speedo cable is broken, probably from incorrect installation. I sent off the drive and cable to Randall Fehr Restorations where both were replaced and refitted, since new replacement parts did not match each other or the Seven gear box. Because of a growling noise in the clutch when cold, I took off the gearbox and checked the clutch release mechanism, finding nothing wrong, I re-lubricated everything and reassembled.

Back in go the engine and gearbox, opposite the above sequence. Renew antifreeze, engine and gearbox oil, and clutch hydraulic fluid. Fire up the engine, depress the clutch (no growl) and drive it around the block. The speedometer works now!

I was very pleased to be able to trolley the chain pull (hoist) forward as the engine came up and out. Otherwise, as in the past, I would have to roll the car backwards. I prefer to work on the Seven while it is up on jack stands to save my back. Also, the overhead trolley made it easy to support and slide the transmission off and back onto the engine with minimal effort. In addition, I was able to lift the gearbox up and onto the workbench with the trolley. It rides on an "I" beam bolted to a beam installed in the ceiling.

### FENDERS

As most of you know, Randall Fehr repaired and refinished the Seven nose cone last year

because I dinged it in the new shop. Well he did such a nice job, the fenders (in English speech: front wings and rear mudguards) looked real poor in contrast to the nose cone. Well off the fenders came and are now being redone by guess who? (Photo 3 shows the "naked" Seven.)

Springtime will soon be here!

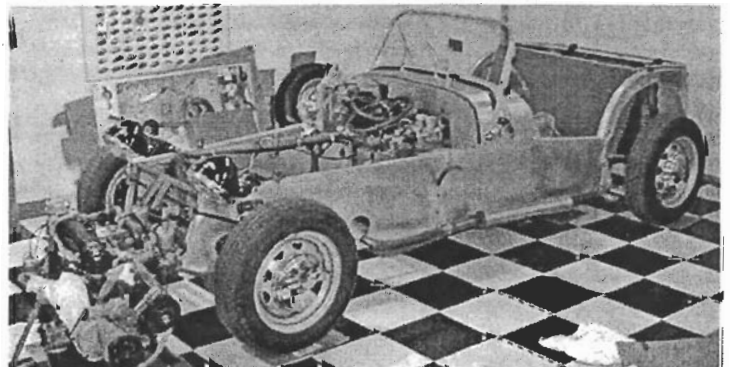


Photo #3

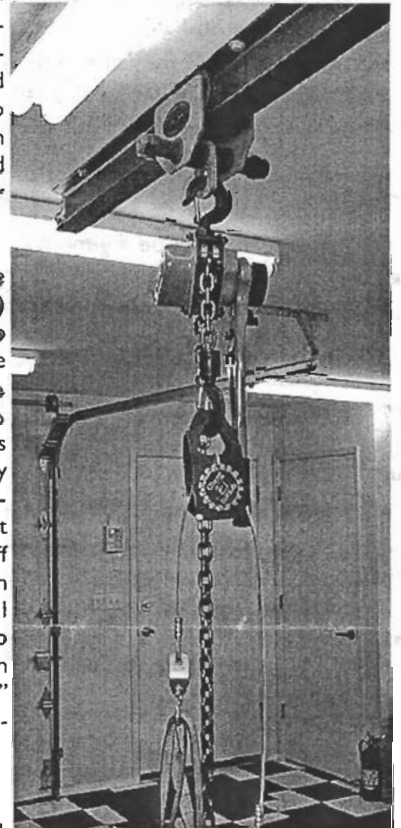


Photo #1



# 19<sup>th</sup> Annual LaConner Tulip Daffodil Rallye

Date: Saturday, April 15<sup>th</sup>  
Time: 9:30 am (Rallye Start)  
Place: Cascade Mall  
I-5 Exit 230

## SPONSORED BY MG CAR CLUB NORTHWEST CENTRE

Celebrate the millennium by driving the 19<sup>th</sup> Annual LaConner Tulip/Daffodil Rallye. There will be some new twists to this year's event. There will be the rallye tour plus a car show. For the rallye portion, each car club will have a first place finish "bragging rights for the year". Non-club entrants can win in "open" class. Car show entrants must participate in the rallye.

This year's course will revisit the beautiful countryside around LaConner and Mt. Vernon. 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 might want to pack a picnic lunch or a salmon barbecue put on by the Mt. Vernon Kiwanis Club to enjoy while the scores are being tabulated.

Please fill out the form below and send it, along with \$8.00 U.S. or \$10.00 Canadian per car to the MGCC at the address shown below. (\$10.00 US or \$12.00 Canadian to register the day of event.) Dash plaques will be offered on pre-registration/pre-pay basis at \$5.00 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 I-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 in. All rallye information and car number will be issued on the day of the rallye.

If you saved last year's Skagit Valley Tulip Festival's brochure, you can find many great places to stay if you want to make a week-end out of this year's event. Some local accommodations are listed on the back.

### YES!! I want to win fame, fortune and glory in the 19<sup>th</sup> 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 \$5.00 U.S. EACH TO COVER THE COST.

Entry Fee for each car is \$8 U.S or \$10 Canadian, advance, or \$10(US) \$12(CDN) day of event. Make checks payable to MGCCNWC.

Mail to: Tulip Rallye, c/o K. Bottini, 12835 N.E. 36<sup>th</sup> St., Bellevue, WA 98005-1323

### Club Volunteer Help Needed

The club is looking for a volunteer or volunteers to repair the club's signs. This would involve doing some possible sign repair, sanding off old paint and repainting the signs. If you are handy with work like this please consider helping out.



## A Paint Booth and Painting Tips

By Dennis Boom (from the Internet Lotus Mailing List)

I'm not sure which portion you want me to elaborate on, so I'll just tell you what has worked for me and why. I used to use uncatalyzed paints until I used it on one job, and I'll never go back.

I have used mostly PPG stuff for the last 10-15 years because I get it wholesale, but when I lived in Scotland I used ICI stuff and got the same results, and my brother in Montana uses Martin Seynour(?) and Ditzler with great results. The major brands all make a similar performance product. But, (and this is a big but) the catalyzed urethanes are the top end products, and they are not cheap, no matter whose you buy. So, while I'll be talking about PPG products, use what you can get your hands on. Buy a book about painting cars, and then read it. Even a bad one will make you more knowledgeable than you were before.

Clean the whole car. Then clean the whole car- top to bottom, wheels, everything. Get a breathing mask that will work for what ever you use. Be advised that the newer paints are derived from superglue. Think about your lungs.

Ask your paint supplier for the tech reps name and phone number for specific recommendations for fiberglass paints, and get the product information sheets for each of the recommended products, and read them all. They will tell you exactly what steps are involved, including what grit sandpaper to use. They should start you off with an epoxy primer/sealer. If you don't start out with a sealer, the solvents in

the upper coats will make the polyester resin expand slightly, in a probably uneven manner, and for weeks you will be able to watch the shape of your car change from day to day. DP- 48 and its catalyst DP-401 worked really well. You can use PGP (Polyester Glazing Putty) (use the same brand as your paint, not Bondo) to fill in the small dings. (The PGP and sealer have to have compatible solvent systems.) As lots of people on the list have stated, the quality of the paint job is determined when this stuff goes on, not when the color is on, so take your time. If you haven't used a gun much, this is when to learn your technique, so your runs are in the primer/sealer, not in the color.

Clean the whole car again, etc..

When you are ready to shoot color is when you cannot take your time. The sequence and timing of all the top coats is critical, and this is when the catalyzed paints can really save your home paint job. The catalyzed paints take 10-20 minutes to "dry" to the point that dust can be blown off of them between coats. If you don't get any dust on that coat, you can squirt the next one 10-15 minutes after the first. I have learned that if you use a reducer rated for warmer temperature than you are at, and use thinner coats but more of them, your surface will have a much better gloss. If you get a run in the base coat, you can force the local area dry with a heat gun, clean up the mistake, spot reprime it with DP, spot in the color to the required coats, and get away with it. You have to work quickly, but it does work. The clear coat is actually the hardest part of the job, as it becomes difficult to see where you have sprayed the previous pass. If you get a fault in the clear, just wait for it to cure, sand and buff it out. If the surface looks like it has thick and thin areas, the solvent has passed into the fiberglass. Leave it alone.

If anyone is interested in how to set up the garage to do the painting, I have some suggestions you might try.

### Paint booth

I was out of town, so I apologize for the lateness of this reply.

Dan Curry asked what was so great about DuraTec primer surfacer. I have never used it, so I don't know. Some one else recommended it. My only product recommendation was to use all the products from the same company. You don't have to; it will be your car you paint. I just think it gives better results.

The sequencing of coats refers to the need to apply the topcoats within certain times of applying the coat below. Catalyzed paints need to be mixed and allowed to sit for a certain period of time before they are used. If the color coat needs 45 minutes of induction (sitting) time, but should be applied within 20 minutes of the final non-sanding sealer, then you need to have a clock running in the shop for each of the coats. Different products need different times.

In the PPG range, my favorite clear coat was NCT, but is no longer available, and concept 2000 works fine. It seems especially glossy if a higher temperature reducer is used. Orange peel is a sign that the gun pressure, viscosity, reducer temp rating or distance are not right, and even the pros can turn out a paint job with orange peel in it. There was a Lincoln LS at the Portland Auto Show last week that should have had a Sunkist label on the doors.

The booth arrangement that I have used in my garage is something like this: While you are deciding on what color to paint your car, go to tool sales. Over

time I was able to come up with a desiccating air dryer, forced air mask, Sharpe gun, .5 Micron filter and a bunch of handy stuff for very few dollars. Buy or borrow a couple of cheap 20-24" box fans and some portable lights on stands. Buy several square feet (8-20) of high efficiency air filters. Most moderately sized cities have filter manufacturers that have appearance rejects available. Get a long air hose and extension cord of sizes suitable for your air compressor/gun.

### Clean out the garage

Use a leaf blower, a vacuum cleaner, broom, whatever, but get as much dust out of the garage as possible. When you are absolutely certain that it is clean, blow it down and sweep it again. Then take some fairly heavy sheet plastic (VisKween) and staple it to the walls and ceiling. You will need some load spreaders made from card stock to keep the staples from pulling through the plastic, ( I use bits of Coke 12 pack cartons). If you have a gas furnace or water heater, you must turn them off before you start painting. After the walls and ceiling are nicely covered, build a frame to support the filters and another to support the fans. Put the fans on one side of the garage door opening, blowing out. Put the filters on the other side of the garage door opening, with the flow arrow pointing in. Roll your air compressor out side, with the extension cord. Duct tape the cord and hose to the floor of the garage so it won't move around. Seal the filters and fans to the door opening, and then run plastic sheet from the fans to the filters. Move your wife's car out of the driveway, and you can start painting. If you use really thin sheet goods, they will flap around and drop particles in your shiny new paint, but they build an electrostatic charge and actually pull small particles out of the air stream, so they are a mixed blessing.

**Be advised that the newer paints are derived from superglue. Think about your lungs.**



(From the Chair, Continued from page 2)

anything else I've ever driven.

Now, aside from the fact that ol' Josh doesn't really understand Colin Chapman's role at Lotus, we would probably all agree with the rest of his comments. Lotus cars of the 50's, 60's and 70's are marvelous machines that do so much with so little, and any of today's youth (Ohmigod, I'm getting old) would be blown away by a brisk drive down some twisties in a Seven.

Ultimately, I came away with a feeling of sadness. Most likely, the latest generation to get their licenses will never know the exhilaration of driving a car like an Elan, combined with the confidence and pride of working on the same. This is probably the same sadness that farmers feel for those of us who are city-bound. So when you ease your Lotus alongside that lowered Civic, which is still taller than your car, take pity on the driver. Help him understand the joys he is missing. Maybe even offer him a ride. After all, we must be zealots to endure the downside of our beloved cars, so shouldn't we evangelize to those around us?

See you all at Bob Morris' on March 25th.

## Bob Morris Garage Tour

Bob Morris is renowned for his extensive collection of Lotus "stuff", from his several Lotus project and completed cars, to Lotus engines, huge library and machine shop. Bob is a wealth of knowledge about nearly all the Lotus types, and will be happy to divulge information as requested. Also, if you have something you need to research, Bob's library will most likely contain the answers. This event will take us to Bainbridge Island, so the ferry schedule is below, along with directions. For those interested in meeting on the Seattle side, we will be taking the 11:25 ferry from Downtown Seattle, and meeting at the Home Depot parking lot (near 1st Ave. S. and Lander) at 10:45 to group and consolidate. Carpooling is recommended.

See back cover for directions.

## Editor's Garage

By Dan Morrison

At the suggestion of someone who will remain nameless, I decided to write about my garage full of projects and not-so projects, and give a little background on my enthusiasm for Lotuses.

My passion for Lotuses started when I was very young. I can't put an exact age on it, but I can remember reading my brother's Road & Tracks way before I was old enough to drive. I'm not sure why, but when I turned sixteen I didn't buy a Lotus, or even attempt to buy one. Maybe because I knew they were too expensive (well they were on my paltry budget). As it turned out, I bought a 1961 Triumph TR3 instead. I bought this car, about ten years old at the time, the day after I turned sixteen. I can still remember driving into the trailer park on Lake City Way NE. As I drove up to the trailer home with a friend of mine, there were three men there busily applying Bondo to the top of the nose, the bonnet and front fenders...but I was not deterred. I bought the car, the first one I looked at, for \$500 and drove it home that afternoon.

I owned the TR3 for six months before I had to sell it...without money for insurance and certainly no money to fix the broken transmission (chipped tooth on the first/reverse gear cluster) it had to go. In the three summer months that I owned the car I had accomplished quite a bit. I rebuilt the SU carburetors, rebuilt the front and rear brakes, and sanded and painted the hastily applied Bondo. I had acquired a good foundation for repairing a Lotus.

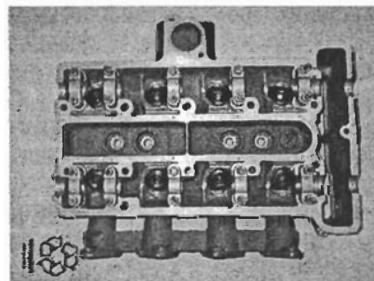
Three years went by, and I started looking for a real car to drive. I was working and actually starting to save some money. Not much mind you, but saving nonetheless. At this time I remember wanting a Europa really bad. I found one for sale in the paper and went to look at it. I took a test drive and fell in love. It was a yellow 1970 S2, and it was in perfect condition. As I recall, the car was being sold for about \$3000. I didn't think this was too bad at the time. So the next day I went to the bank to see about getting a loan. Somehow I ended up talking to the bank manager. He was really nice, but wasn't real

sure I was going to be able to swing the loan with the little I had for a down payment. Well, I called the Europa owner later that afternoon and it had already been sold anyway.

I still wanted a car, but I ended up buying a 1974 Ford (Ok, Mercury) Capri instead. It was probably the smart thing to do, because the insurance company wouldn't cover me and the Lotus anyway.

So fast forward ten years and I'm leafing through the Auto Trader like I did every week. And then I see it. An ad for a 1972 Europa twin cam. It was down in Port Orchard. So I went for a drive. Now really, Port Orchard isn't that far away, but that day it seemed like it took forever to get there. I finally arrived, and was greeted by a nice older gentleman. We chatted for a while, and then went out for a drive. We were probably gone for the better part of an hour, and when we returned, he started having second thoughts about selling the car. I was starting to get a little nervous that the trip was going to be for naught. But we talked for a while, mostly about Lotuses, and he saw my enthusiasm and was convinced I wasn't going to butcher the car. We then completed the deal without any further remorse on his part. I returned the next day with a ride, and took possession. Or maybe it would be more correct for me to say, that is when it took possession of me.

I can still remember driving home to Seattle and how nervous I was. Coming through Tacoma during rush hour, I was thinking that no one could see me...and a few people didn't. I used the horn more than once on the way home that day. Thank goodness for loud, high pitched air horns! I made it home safely. But there's more to my Lotus story, so stay tuned.





**dave bean engineering**

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**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.		

**For Sale: Lotus Twin Cam Engine.** built by Ray Ivey of Ivey engines in Portland. Purchased for a vintage racing program that never flew. Complete records including dyno sheets. 157 hp at 7100, 135 torque at 5100. Dyno time only, never in a car. Complete with carbs, dist, clutch, ready to install. Paid \$8,500, will take \$8,000 plus shipping. You will never get a better buy. Larry Dent. Phone 219-357-4105, email: [lwdent@fwi.com](mailto:lwdent@fwi.com)

**For Sale: Elan Modified BDA Engine**  
RS1600 Escort BDA rebuilt and assembled with new pistons, rings, bearings, oil pump internals, seals, gaskets, etc.. With Cortina oil pan modified with windage tray and centralized oil pickup. Improved dipstick included. Aluminum plate over fuel pump opening. Use your Elan carbs, distributor, alternator and pressure plate. Needs water pump pulley and fan (unless you add an electric fan). Asking US \$3900 Call Brian Hickman in N. Vancouver BC. (604) 929-5025 for more information.

**For Sale: Twin Cam Elan Weber Head**  
Rebuilt by Autosport, Seattle. Includes larger valves, springs, cam buckets, and cam caps. No cams. Front cover crack repaired. Make an offer. Pictures at <http://www.geocities.com/danmo/head2.htm>, Dan, [danmo@yahoo.com](mailto:danmo@yahoo.com) or 425-705-5280 days.



**Evergreen Lotus Car Club**

P.O. Box 40481  
Bellevue, WA 98015-



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bilcoh@home.com

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esprit@best.com

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

Website <http://www.fastcorner.com/lotus>



93245+9764

### March Meeting

**Bob Morris Garage Tour**

When: 12:30 - 3pm, Saturday, March 25th.

Where: Bob Morris' Garage  
5858 Rose Ave. N.E.  
Bainbridge Island, WA 98110  
(206) 842-6183

More Info: Dave Billings  
bilcoh@home.com  
(206) 890-6292

**Directions (distances are all a guess):**

From Winslow Ferry Terminal - Exit ferry and go straight. Take first major left onto Winslow Way East. Travel a few blocks, and turn right on Madison Ave. N. A few more blocks, then turn left on Wyatt Way N.W. Travel about one mile to Eagle Harbor Dr. N.E. Follow the road as it curves around until you reach Rose Ave. N.E. Turn left on Rose Ave., and look for Bob's place on the right. The address will be on the mailbox.

From Highway 305 Southbound - Take a right onto Sportsman Club Rd. N. E.. Travel for several miles. This road eventually becomes Finch Rd. Continue straight to Wyatt Way N.W. and turn right. Travel about one quarter mile to Eagle Harbor Dr. N.E. Follow the road as it curves around until you reach Rose Ave. N.E. Turn left on Rose Ave., and look for Bob's place on the right. The address will be on the mailbox.

**Ferry Schedule (Seattle/Bainbridge)**

Departs Seattle at 9:25am, 10:15, 11:25 and 12:25pm  
Departs Bainbridge at 2:10pm, 3:00, 3:50 and 4:35

### ELCC 2000 Event Calendar

- March 25, Club Meeting at Bob Morris'
- April Meeting, Spring Tune Up
- April 15, LaConner Tulip Daffodil Rallye
- May 19-20, Vancouver ABFM
- May 27 & 28 - Run to the Gorge 2000
- June, Rally
- July 1 & 2, Pacific Northwest Historics, SIR
- July 16, Forest Grove Concours, nr. Portland
- July 22, 12th Annual ABFM, Bellevue Community College
- Aug. Rally
- Aug. 5, Kitsap Rally - location TBD
- Aug. 18-20, LOG 20, Ottawa
- Sept. Calendar Photo Session and Drive
- Sept. 1-3, Portland ABFM/Club Lotus Northwest Meet. -
- Sept. 27 - Oct 1, 2000 West Coast Lotus Meet, Napa, CA
- Oct. Calendar Photo Selection (may move to Nov.)
- Nov. TBD
- Dec. Christmas Party