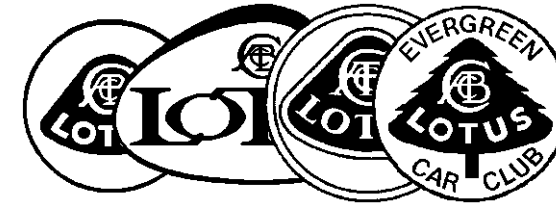




Evergreen Lotus Car Club
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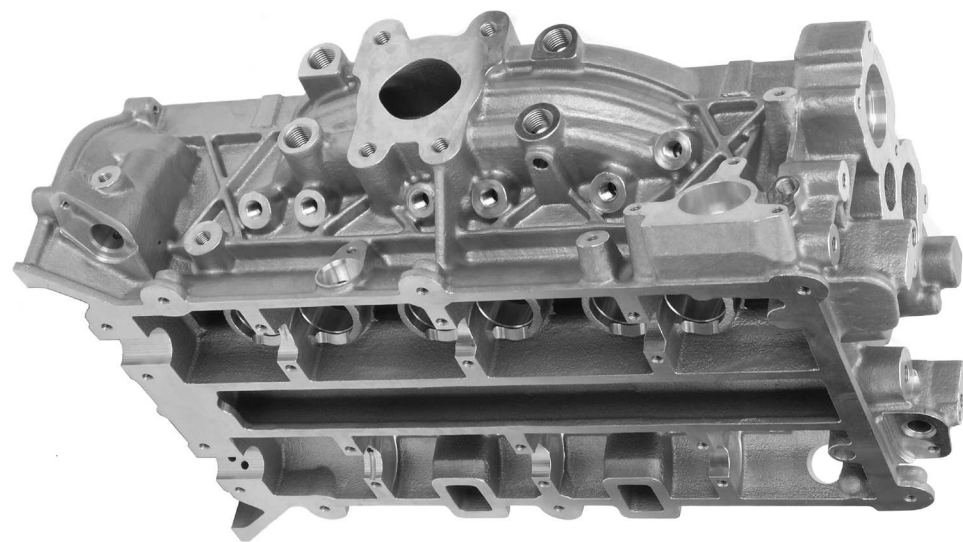
Lotus Lines

Newsletter for the Evergreen Lotus Car Club
 March 2007

Lotus Announcements at Geneva

Lotus made a number of announcements at the Geneva International Motorshow.

- Lotus announced the Exige GT3 Concept, a road version of the GT3 race car, to be available in 'limited markets' (what do you bet the US is NOT one of those markets?) by the end of the year.
- Lotus Sport finally unveiled what had been referred to as the *Circuit Car*, now called the 2-Eleven.
- Lotus Engineering and Proton Holdings debuted their EVE (Efficient, Viable, Environmental) Hybrid technology demonstrator prototype. The EVE Hybrid is based on three technologies. 1) A 'micro-hybrid' start-stop system that turns the engine off when the vehicle is stopped and turns it back on when the driver wants to start going again (when the brake pedal is released). 2) Referred to as 'full parallel hybrid technology', an electric motor is placed between the engine and the transmission and control of the motor is integrated with the micro-hybrid system. 3) A continuously variable transmission (CVT).
- Lotus Engineering launched new 'Integrated Exhaust Manifold' technology to reduce costs and improve emissions. This technology allows the catalytic converter to be placed further upstream to allow the cat to light off more quickly (to operate more efficiently). It can also improve engine durability by reducing heat shock when discrete components are used and reduce overall weight.
- A "Luxury Touring Pack" Option for the Europa S. If you have been putting off getting a Europa S to use at your vacation home in the UK, put it off no longer. The interior and trunk floor option will be available in April for GBP 1250.



ELCC Spring Sprints

When: Saturday, March 24, 12 noon
 Where: SyKart, 17450 West Valley Hwy, Tukwila, WA
 Phone: 425-251-5060

Popular as ever, it's time once again to begin preparations for the summer driving season with a trip to SyKart for some fume-soaked racing fun. Just like last year, we'll be hitting the track when it first opens for a few sessions.

Details are below, but general suggestions are to bring your own helmet if you can, or plan on spending \$2 for a helmet liner (or bring the one you bought last year). Also, you may recall how cold it can be, so gloves are recommended if only to keep your fingers from freezing, and you might want to make sure you've got a warm coat. Don't forget long pants and close-toed shoes.

Cost is \$32/2 sessions, but we're working on a discount based on volume, so bring a friend. For additional information, contact me at dave@bilcoh.com or 206-241-2116.

Directions:

- From I-405 near Southcenter, exit onto West Valley Highway, heading South.
- 17450 is on the Left, about one mile South. SyKart is just North of South 180th Street, next to the Oak Barn (on East side of street) and across from the Green River.

Editor's Note

Two down. Only eight more newsletters this year!

In the past, I have noted the feast or famine nature of being newsletter editor. This is a "feast" newsletter. I had to use a smaller font in a few places and drop a lot of long-running classified ads (haven't those cars sold by NOW) just to make things fit. I would rather have that problem than not have enough material, but both mean that it takes longer to do the newsletter.

A week ago I was in Germany on business and spent my entire free day driving around on the Autobahn. I put 1400km (almost 900 miles) on the rental (a SEAT Altea XL MPV instead of the Audi A3 that I had reserved - Hertz insists that they are similar), mostly at Autobahn speed.

I only saw one Lotus during the entire day. I was passed by an Elise in Hamburg.

It was great being around driving around people who know how to drive.

Actually, it was very addictive. I didn't care that I was spending \$85 every time that I filled up the tank or getting 11 mpg at 112 mph (as fast as the car would go). There was something about the speed of things going by. Even after you get used to it, you notice it missing when it's not there.

Of course, eventually I had to return to reality and come home and deal with Seattle drivers.

Lotus Lines is the official newsletter of the Evergreen Lotus Car Club. Opinions expressed in *Lotus Lines* are those of the author and do not necessarily represent those of the ELCC or its officers. Use all technical information at your own risk. Please submit all articles, art work, advertising, and photographs to the Editor. All other official business should be directed to the Chairman. Other Lotus clubs are welcome to use the material printed in *Lotus Lines*, provided that the ELCC, *Lotus Lines* and the author are duly credited. The ELCC is not affiliated with and does not represent Lotus Cars Ltd., Group Lotus, Team Lotus, or any Lotus related organization.

Membership in the ELCC is \$20/year, with the membership year starting in January, and is prorated in three month increments. Membership includes a club roster and a subscription to *Lotus Lines*.

Contact the Editor for business ads rates in *Lotus Lines*.

Contact ELCC at:

Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481
<http://www.elcc.org>

The ELCC officers are elected bi-annually and currently those officers are:

Chairman:	Andy Keck	(206)390-3870
	andykeck@mac.com	
Membership:	Jim Taylor	(206)232-2237
	jimtaylor@seanet.com	
Treasurer:	Dave Billings	(206)241-2167
	elcc@bilcoh.com	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

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Membership Report by Jim Taylor

We are into our 23rd year of the ELCC, established by Terry Elmore in 1984, and are bigger and better than ever. Andy is doing a great job of leading and organizing events, Alan is putting out an excellent newsletter for us, Dave is keeping the club on track financially, Mark and now Don are making sure our presence on the web keeps others and us informed about the club and things Lotus. Oh, and membership, I just try to keep up on new members, and getting the roster and renewals out once a year. There are others, of course, that we can thank as well, like Mark Parker for printing the newsletter and calendar, and Sean Lane for his work on the club calendar as well.

Treasurer's Report by Dave Billings

The club is in great shape financially. This good fortune can be placed squarely at the feet of Mark Parker, who has been able to give us phenomenal rates on printing of our newsletter, calendars and membership roster. I think I've said it before, but thanks a ton, Mark. Be sure to meet and thank him when you get a chance.

This translates into the ability to once again keep dues at the remarkably low rate they've been for, well...., ever! While we're not looking to blow our bankroll, we are in a position to

At the end of 2006 we had 123 members in the club. As of the beginning of March, all but 21 have sent in their renewals. Reminders will go out this week to those wayward members. Membership has grown slowly, but steadily over the years. In 2006 most of the new members were due to the redesigned Elise being offered here in the USA. I expect that to continue for 2007 as well.

At the end of March I will start work on the club roster and hope to have it sent out by early April. I will also triple check my work on the roster. Last year I forgot to include some information for the members that joined in 2006 and I definitely don't want to repeat that mistake.

consider a slightly more indulgent event should anyone have a worthy idea.

As usual, I'm happy to share the specifics of our financial status with anyone who'd like to know. In general, however, we're starting the year with something over \$3,500 in the bank. This is plenty to cover our normal expenses, or even a modest increase.

That's all for this year. Short and sweet as usual. Did I mention everyone should thank Mark Parker?

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Classified Advertisements

Classified advertising for ELCC members is free. Pricing for non-members is available on request. To submit ads and for business ad rates, contact the Editor. Also, please remember to inform the Editor when you want the ad to be removed.

For Sale: 1970 Lotus Europa, runs and looks good, always garaged, MiniLites, some extra parts, unfortunately it needs a brake rebuild due to not being driven, \$8000 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1969 Mercedes 280S sedan, looks and drives great, 60K on the odometer (really), automatic on the floor, needs carb rebuild, \$6000 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1987 Porsche 944 Turbo, runs and looks good, 2nd owner, original except for adjustable Koni's (front and rear), passenger side airbag, excellent tires, fresh alignment, limited slip differential, 152K miles, \$9000 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1974 Porsche 914 2.0L, good condition, no rust, 30K on engine overhaul, some extra parts, needs minor front end bodywork and paint, \$2000 firm. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1976 VW Bus, 7 passenger transporter, rare automatic, runs okay but has stuck lifter or slightly burnt exhaust valve, \$1000 firm. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1965 Volvo 122 sedan, runs and drives well, good original condition, some extra parts, daily driver, new timing gear, new radiator, \$2500 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1974 Lotus Elite, white w/tan & black interior. Has won second & third place at ABFM in past. Car is mostly original and close to "correct". Would need cosmetic restoration to be show competitive, but runs and looks good for a street car. \$3000 "as is", not currently licensed. Call Don Francis @ 206-723-4731 for details.

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ELCC events are listed in **BOLD**

March

- 11 BSCC Autocross School, Bremerton
- 17 CSCC Enduro, Portland
- 18 BSCC Autocross #1, Bremerton
- 24 ELCC Karting, Tukwila**
- 25 SCCA Autocross Practice, Bremerton
- 30 IRDC Track Day, Bremerton
- 31 SCCA Autocross School, Bremerton

April

- 1 SCCA Regional Autocross #1, Bremerton
- 13-14 SOVREN Defrost Kickoff, Pacific Raceways
- 15 BSCC Autocross #2, Bremerton
- 15 NWARC Lapping Day, Pacific Raceways
- 21 ELCC Hydroplane and Raceboat Museum**
- 22 WWSCC Championship Autocross #1, Everett
- 28-29 SCCA Double Regionals, Bremerton

May

- 5-6 ICSCC/CSCC Race #1, Portland
- 12-13 SOVREN Spring Sprints, Pacific Raceways
- 13 WWSCC Championship Autocross #2, Everett
- 19-20 ICSCC/IRDC Race #2, Pacific Raceway
- 20 SCCA Regional Autocross #2, Packwood
- 23 NWARC Lapping Evening, Pacific Raceway
- 27 SCCA Regional Autocross #3, Bremerton
- 27 BSCC Practice Autocross, Bremerton
- 28 BSCC Autocross #3, Bremerton

Car Clubs

- BMWCCA: BMW Car Club - Puget Sound Region
425-481-9571 <http://www.bmwpugetsound.com>
- CMCS: Corvette Marque Club of Seattle
425-486-2309 <http://www.corvettemarqueclub.com>
- NWARC: Northwest Alfa Romeo Club
360-766-4405 <http://www.nwalfaclub.com>
- WWSCC: Western Washington Sports Car Council
206-255-0658 <http://www.wwscc.org>

Racing Clubs

- BSCC: Bremerton Sports Car Club
360-697-1761 <http://www.bscc.net>
- CSCC: Cascade Sports Car Club, Portland, OR
503-543-8161 <http://www.cascadesportscarclub.org>
- IRDC: International Race Drivers Club, Seattle, WA
206-781-8199 <http://www.irdc-racing.com>
- ICSCC: International Conference of Sports Car Clubs
425-226-1338 <http://www.icsc.com>
- SCCA: Sports Car Club of America, NW Region
206-292-0500 <http://www.nwr-scca.org>
- SCCBC: Sports Car Club of British Columbia
604-824-7277 <http://www.sccbc.net>
- SOVREN: Society of Vintage Racing Enthusiasts
206-232-4644 <http://www.sovren.org>
- TC: Team Continental, Portland, OR
503-645-9058 <http://www.teamcontinental.com>

From The Chair

My thanks go out this month to Randall for stepping up and volunteering to host Movie Night. I had despaired of finding anyone on short notice but in the end had nothing to worry about. Since we're on the subject, I got an idea for a new club event from one of the clips that Randall had for us. Time for a show of hands. Is there anybody who doesn't think that tearing around at high speed on dirt and gravel is an excellent idea? Plus some jumps too. And really, just a small amount of fender to fender contact. Not a problem for anyone, right. It's just something I'm working on. Anyway, to make things easier for next year's chairman, I'm already planning to host the 2008 edition of Movie Night. I've got eleven months to try and top Russ Meyer and W.C. Fields. Maybe it can't be done but I'll give it a go.

I mentioned in last month's column that I would have more information about our calendar of events by now, and, in fact, I do. I think we have the year pretty much nailed down with the exception of two events that are still pending. I'm pretty excited about what we've been able to put together.

The first new event to announce is a April 21st trip to the Thunderboats Hydroplane and Raceboat Museum, hosted by Mark Sterner. Mark suggested this a long while ago so I waited until he wasn't looking and volunteered him to put it all together. This will be a chance to see some real Old Seattle history and, of course, has a British tie-in as well since many of these old boats used surplus Rolls-Royce Merlin engines for propulsion. Mark will let us know more about what to expect in next month's newsletter and Evite.

The next event to announce is not specifically an ELCC event, but came up at the suggestion of Jim Taylor. A few people have approached me over the past year asking if we could ever do a driving event with a great destination and an overnight stay. Something that gets us a little farther afield than normal and away from all the traffic. Well, we're going to piggyback on the "Return to the Gorge" event put on by Arnie Taub, known to many of us as the organizer of the All British Field Meet. This will happen on the 26th and 27th of May with a one-day only itinerary for the hardy and short-of-time. Again, watch for more details in next month's newsletter.

Then I'm excited and pleased to report the Jon Shirley will be opening his amazing car collection to us on June 9th. Many of you will no doubt already be aware of his collection of vintage Ferraris and other great cars (and, yes, Lotus is represented) and those of you that we're with us at Butch Dennison's shop about this time last year will remember and likely get a chance to see the finished '58 Testarossa that was nothing but a bare metal shell yet to be restored. Go to the new photo gallery section of our website for the 'before' pictures. There will also be a hopefully cool 'twist' to this event that we'll discuss when we get a little closer to the date.

Later in the year, we'll be having our ever-popular Lotus Barbeque sometime in August. This year, I'll be hosting in celebration of the new garage and yard. The date is still up in the air, but count on food, drink and a major slot-car challenge. Then, in September, we'll see the return of the West Side Drive. Alan and a club member who has not been contacted will be organizing this event. Again, dates to come.

Maybe by this time next month, the last couple of events will be ready for announcement. Meanwhile, be imagining another car collection tour and probably a tech-session type event interesting for all but targeted at our Elise owners members and non-members alike. Kind of like a recruitment drive, but with doughnuts.

Last, Don mentions in his article about the our updated website some new online tools we're playing with. Specifically, we're trying out Google Groups as a way for members to share information about non-ELCC events in a timely fashion without a bombardment of email. The example I keep using looks back to last summer when I heard from several members that they were going (or after the fact, went) to the ABFM down in Portland. Now it's unlikely that we would ever make that a formal event, but wouldn't it be great if members that were planning on going could coordinate ahead of time if they wanted? That's what we're trying to do. In the next couple of weeks, I think it would be great if I could get a few volunteers to email me for detail about how to poke around the discussion site so that Don or I could make a few adjustments before we invite the whole group to the site. Let me know what you think.

See you next month!

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Loti Ramblings by Mark Sterner

The F5000 (also known as F/A, but not to be confused with the current Formula Atlantic) car from about 1965-1976 was one of those vintage "belchfire" machines that was kind of a morph between a Trans-Am Sedan Series car and an F1 racer. American 5-liter V-8s stuffed into a fairly brutish open wheel chassis from manufacturers like Eagle, Lola, Surtees, McLaren, and even Lotus. Actual F1 cars could compete in F5000, and racers Pete Lovely in his Lotus 49B/Cosworth DFV V-8 and Greg Young in his Surtees TS7/Cosworth raced in these professional races on occasion. The sound of these high rev DFV V-8s in full song on the straight at Pacific Raceway was sheer music! Kind of a "Welcome to the British Grand Prix" as they would go by, in sharp contrast to the thundering American V-8s. In the early seventies, we Northwest race fans didn't get a chance to hear in real life such European F1 sounds very often.



Automotive writers in the late sixties, early seventies, often dealt with performance comparisons and "what if" situations

Refreshing ELCC.org by Don Christopher

As mentioned in last month's *Lotus Lines*, I have volunteered to maintain the ELCC web site. ELCC members owe Mark Clear a debt of gratitude for creating and managing the site for the past ten years. Mark also saved the Club approximately \$1500 by hosting the web site for free on a server at Microsoft and getting the Club a discount on web design software. Club members may be interested to know that the ELCC web site actually runs on pre-release versions of Microsoft server software.

The first order of business is a "refreshing" of the site. Not a "restoration" to Concours level. Just a daily-driver refreshing of the fluids and seals, and some elbow grease on the body. You know – good enough to get a trophy from Arnie at the ABFM. Why do this? Well, Andy was starting to receive emails from potential new club members complaining that we didn't appear to do much as a club. Not surprising since the meeting notice on the front of the web page was still touting upcoming events in Summer 2006!

What Have We Done So Far?

Well, have a look for yourself at <http://www.elcc.org>. First, you'll notice that the events are up-to-date, giving the site a lived-in look.

as to the winner of a race between the best F5000 (F/A) and the best F1 cars. Some marketing genius finally staged such a race in 1971 called the Questor Grand Prix, held at the old Ontario Motor Speedway road course. Some of the best drivers in the world competed, with a large incentive called *purse money*. It was a "no contest" result. Mario Andretti in a F1 Ferrari 312B swept both heats, with the F/A (5000) cars of Mark Donohue coming in a distant 9th in heat 1 and Ron Grable's Lola in 7th place in heat 2. Fittipaldi and Wisell were there in F1 Lotus 72s, but had engine trouble in both heats. It is interesting to note that Chapman was ready to run the turbine powered Lotus 56B in Gold Leaf colors in this event, but after having trouble the week before at Brands Hatch, decided on using the tried and true 72s. Lovely was there in his 49B, but had arrived late with little time for practice.

While it was accepted that F1 cars could race in the F5000 series, it was unusual for a F1 car to be converted to actual F5000 specifications. I saw one of these conversions in the pits at Pacific Raceway at the Seattle Grand Prix in 1969, and it was a Lotus. However, I am usually met with blank stares or "what an idiot" inner thoughts, when I bring up this car to other club members. Especially when I have thought for years that the car was Pete Lovely's. Maybe I was dreaming? Usually my dreams involved driving a race car and winning by 6 inches, backwards, and on fire. The memory of this car just sitting in the pits was not particularly dream-worthy, so I was about 80% certain that it was Lovely's 49B that I saw in this converted form. WRONG!!!

Beautifully done, it sat in the pits in full green and yellow Team Lotus colors and stripes, red steering wheel, looking just like an ex-Jimmy Clark car. Except that sitting in the rear was a Traco-built Oldsmobile 302 C. I. V-8, complete

Next, the front page layout has been updated, including new photos and updated links. Then, along the left you will find links to a new events list, archives of photos from past events, and even old editions of *Lotus Lines*. With Mark's help, we've also created real ELCC email addresses (for example, chair@elcc.org) for the Officers so that we will no longer have to reprint Club brochures every time there is a personnel change.

What Coming Next?

- We are testdriving a discussion-board/newslist that will allow Club members to exchange messages using a single address. It is intended to enhance, not replace, Evite and the *Lotus Lines* newsletter by providing a more rapid electronic communication. The tool we are test driving appears to be a good fit for the Club because it gives members a choice to use it as a discussion board (read/post messages via web page) or newslist (read/post messages using email). The discussion board is at http://groups.google.com:80/group/elcc_org?hl=en, while the newslist email address is elcc_org@googlegroups.com. Andy discusses the details in a separate article in this edition of *Lotus Lines*.

with white headers. I thought I remembered the driver's name starting with a "P". I recently went back into the archives to solve my "mental mystery" and try to find some information on this car, or even if it actually had existed.

I found some old entry lists from the F5000 series in the archives. In 1969 at Pacific Raceways, there was an entry for a Lotus 33 (R11) with Traco Olds V-8 power, driven by Paul Scott. Anybody know Paul Scott? It never qualified to race, nor do I ever remember seeing it on the track, but it sure looked neat in the pits. The 33 was an F1 car designed around a 1500 cc Climax V-8 engine of about 205 HP. It was based on the Lotus 25, but with a suspension set up for wider tires. The weight of the big Olds engine of 5 liters in such a lightweight car, and putting out about 470 HP, would have made for an "interesting" handling vehicle, to say the least. I



doubt that Colin would have approved of this setup. I can find no other mention of this car other than at Seattle, so the car and driver might have been local. I wonder what ever

- Classified Section - The web site used to have one. We're thinking about relaunching it by simply cut-n-pasting the classified section from latest *Lotus Lines* edition on to the web page. What do you think about this?

- More photos and *Lotus Lines* editions in the archives. See below for how you can help.

- On-Line Store - Sell ELCC hats and shirts to the unwashed masses? There are ways to do it without having to stock inventory? Should we?

- Fancier graphics. But not so fancy that new members think we spend more time working on computers and on cars, even if many of us do.

- Videos? We would have to post them on a place like YouTube and use up their hard drive space, then link from our web page. Once again, is this something you want on your ELCC web site?

How Can You Help?

- ELCC Photos: We are searching for photos from past ELCC events to post on the web site. If you have any, please contact me

happened to it? My apologies to other club members whom I tried to convince, and to Pete Lovely, for thinking this "conversion" had ever been done to his ex-Jimmy Clark chassis!

The most successful Lotus in the F5000 series was Canadian-racer Bill Brack's Lotus 70B with several top five finishes. Both Chevrolet 302 and Ford Boss 302 engines were used. Other significant Lotus 70 drivers in this series included Dick Smothers, George Follmer, George Wintertein, and John Morton.

Colin Chapman initially tried to convert the 1967 Indy Lotus 42B (designed for BRM H-16 power) to run in this series, but eventually designed the 68 for Andretti at Sebring for one race (with Ford power). The Lotus 70 would become the production version of this car. Chapman provided F5000 70B "kit" cars to customers until 1972, but never was very enthused about the cars or the series. The F5000 series would continue through 1976, being totally dominated by Brian Redman and Lola toward the end. Eventually the series would be converted into a single-seat Can-Am series for 1977, basically putting center seat fiberglass bodies on the existing formula car chassis. Thank you to Ultimatecarpage.com for the use of their images of the Lotus 33 and the winged Lotus 70.

[Editor's Note: This is what John Tipler's book *Lotus 25 & 33* says about 33 R11: "The final flowering of the 33 was Graham Hill's second place at Monaco in R11, after which it was sold to Earl Chiles in the USA, who entered it for Canadian Mike Fisher and Pete Lovely. Fisher came eleventh in Canada in 1967, but failed to qualify for the Mexican GP in October. R11 went to Paul Scott in 1969, was fitted with an Oldsmobile V8, and was acquired in Seattle by Robs Lamplough. Some fifteen years ago [1986], R11 passed into obscurity in the lock-up of a private collector in the UK.]"

(don.christopher@comcast.net). You can email electronic versions or loan me your paper photos or slides for scanning and I'll return them to you. Surely someone other than David Caley has taken ELCC photos in the past 23 years.

- *Lotus Lines* Archives: We are also searching for past editions of *Lotus Lines*. Paper is fine; I'll just scan them and give you back your original. Check out the web page for missing months/years.

- Newsletter/Discussion-Board: Andy will soon be sending you an invitation to join. Please accept the invitation and give it a try.

Summary of Links

ELCC Web Site: <http://www.elcc.org>

Old ELCC Web Site (archived for posterity):

http://www.elcc.org/Old_ELCC_Site

ELCC Discussion Board:

http://groups.google.com:80/group/elcc_org?hl=en

ELCC Newsletter:

elcc_org@googlegroups.com

ELCC Event Invitations: Individual invitations are sent from <http://www.evite.com>