



USA7s.org

A MARQUE-INCLUSIVE SITE FOR OWNERS & ENTHUSIASTS

Welcome to our newsletter, by John Viviani

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Why are we here? Well one day I thought we need a newsletter. We need a way for the club members to show stuff about the club and our doings to people when a computer is not around. We needed a way to keep those members who do not visit the forum on a regular basis informed.

How often will we have these little visits? I am not sure. I would love to put one of these things out every-other month, but I am not willing to write every article every month so unless there is some help it may be quarterly.

This month Al was kind enough to draft an article about the founding of USA7s.org. He also wrote a note about the "mission of USA7s". You will also find

our first tech article. From the one and only Mazda. It does not really talk tech but is a warning to those of you who cannot control yourself. A friend of mine who just a few months ago discovered LSIS cars wrote a piece about her first ex-



perience. The one all of us had at one time but after all these years we may have forgotten some of those memories. I hope her

story brings back a memory or two. Me, I just wrote some filler here and there.

I thank the forum members who allowed me to use some of their photos. Now I just need you guys and gals to write a few things. Feel good, tech, a story about

your local car show, whatever you want. I will even make a letters section if you have comments or suggestions. If it seems like others may want to read

it. It may appear here. Get me your stuff by September 12, I really want to make the next issue October 1.

THE STEERING COLUMN

presented by Al Navarro

We NEED your help!

Pictures are a tough thing to get and have rights to please send in photos that you have taken and have rights to. It will make this newsletter better. Beside that how many pictures of Mazda and Orange do you want?

From humble beginnings...

When John V. asked me to pen a piece for this inaugural issue of the USA7s Club newsletter, he suggested it be about the club's mission.

And so it will be. Luckily, I had a recent email exchange with a forum member about

this exact topic. So I thought I might as well share it with you, in a slightly edited form:

"A little back-story..."

The USA7s forum was started by Mazda E., a Rotus owner....at first it was intended as a resource for other Rotus owners.

Then, about 2 years ago, Mazda coordinated a group drive on Skyline Drive in VA. The group was composed of 3 Caterham owners and 2 Rotus owners. We had a blast, and it was out of that drive that the idea for 7-7-7 meet evolved.

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-MODAHOLICISM-

by Mazda Ebrahimi

My name is Mazda and I'm an modaholic.

To those of you who know me through the USA7s Club and forum, that's the understatement of the year. But to me, it's strange. How did I become this way? I won't bore you all with the details of what I've done with my Rotus. Most of that is chronicled on the forum. This is more about emotions and feelings associated with it all.

A few years ago I bought one of the cars I had always lusted after – a convertible Corvette. I was really into it and spent countless hours learning everything there was to know, going to events, meeting fellow owners, etc... I did a few simple suspension and cosmetic mods – simple "normal" stuff.

I would often read about people sinking \$50K in mods into a \$40,000 car. "These guys are nuts" I used to say to myself. Looking back, those innocent mods were the humble beginning of my addiction.

Fast forward a few years, and I acquired another of the cars on my "list", my Se7en. Sure, it's not a Caterham with pretty welds – but then again, I'm not a Rolex kind of guy (those of you who don't get what I'm saying don't read the forum enough!). My car (affectionately called Frankn7) was sort of a barn find in need of restoration.

The fact that my car wasn't perfect was an important factor in my addiction. Had this car been like Orange (aka. Mopho's "Mr. Orange") – nearly mint in every way — my modaholism would have remained traditional (i.e. not involve the use of metal cutting tools). But my trusty Frankn7 was far from perfect, and unlike any other car I had owned before, I felt like car gods would not punish me if I REALLY modded this car.

The other contributing factor to my modaholism is the simplistic beauty of LSis. Unlike the curvy and sleek 'Vette, Frankn7 is made up of tubes and aluminum sheets. Everything is simple and purposeful. It makes it possible for someone with limited fabrication skills to actually build things for this car. I spent hours thinking through what I could do — it was no longer a matter of looking through catalogs to see what mod

I should buy. I could actually make anything I could dream up.

Like any other red blooded guy, I decided what this car really needs is MORE POWER (insert tool man grunting noises here). Yes, I know it's very anti-se7en to add power at the

expense of additional weight, but I basically decided that Frankn7 should not just be faster than my 'Vette in a straight line (as well as corners) – it should completely own it. And so the saga began...

•I remember 10 days before the Dragon...I was still welding up the front A-arms after switching to the C5 uprights. Really hating life actually – wondering why I do this crap to myself, and whether I would finish it in time before the meet. That's the thing about this condition... the highs and the lows. "The thrill of victory – the agony of defeat" – that sort of thing.

As it turns out, I did manage to finish before 7/7/7, and although the car was aligned with a laser level in my uneven garage floor, she did alright at the Dragon.

The Dragon – getting together with a bunch of other addicts... that's what reinforces the addiction. I have a lot of great memories from that week, but a few stand out as it relates to the car. First and foremost, the

last ride with Jon "Boxologist" Cohen. His screaming as I flew up and down the mountain is forever etched in my head... Or Folis Jones' comment after he drove the car – a compliment from a guy who's been around the block a few times means a lot to a n00b like me.

So I came back from the Dragon, convinced that what I had done was on the right track. At this point, a normal person would just continue to refine what was there, but I was far too gone off the deep end to stop now. I needed more leg room, and stronger roll bar, and more rear weight bias, and lower ride height. I said to myself "self, if you just cut out the back of the car and the transmission tunnel, all of this is possible". And so it began again. I already have a mod plan lined for the next 2 winters.

So, how does this affect the people around me? My poor wife. My kids. Friends. Extended family, and n e i g h b o r s ...

It's interesting. I think my wife has given up on questioning why I do this. I have been careful to not let the mod craze cut into family time, which has made things easy. The kids are into it – I think. Although the car spends most of its time as a pile of metal, it's a frequent topic of conversation with them.

The neighbors are quite curious. One of them asked me if I disassemble the car EVERY WINTER. LOL. The others openly wonder if she'll ever run again every year. That's great motiva-

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"Everything is simple and purposeful. It makes it possible for someone...to actually build things..."



WWW.STALKERV6.COM

The Ultimate USA "Seven"



“If anyone wants to ride I have an open seat, you must be small however.... shorter than 5’8” and narrow”

Grease Girl... By Diana L. Kennedy

My Caterham 7 Experience...

I haven't been inspired to write for quite some time and really wasn't sure that anything could permeate a serious case of Writer's Block. But as I sit here, staring at the blinking cursor, I can't help but reflect upon that which can only be described as one of the most memorable experiences of my lifetime. You know the type. The kind you will undoubtedly regale to your Grandkids and Great-Grandkids - or anyone who will listen - when you're old and grey?

I think by now anyone who knows me, even slightly, can attest to my appreciation for English Sports Cars. Yes, I'm a junkie and I know it. Even though I thought about a 12 step program but no one else seems to want to kick the habit so why should I? What I hadn't realized was that my obsession wasn't even close to achieving its full potential yet. That is, until yesterday...

Like most life altering experi-

ences, this one happened just out of the blue. Oh sure, it began innocuously enough - with one of those random email chains that flows amongst car club members in preparation for an event where a few people hit 'Reply to All' and the rest of us sit back to enjoy their comments. But it was the statement by one club member, John Viviani, which captured my attention and garnered my own immediate response.

It was an offer to be a passenger on a drive up to the EuroBrit Car Show in Madison, AL in a Caterham 7. I wanted to attend the show but knew that my own '79 MGB Roadster just wasn't quite up for the trip. I didn't recognize the fellow's name right off and, not knowing as much as I should about Lotus, didn't have any clue what I was getting myself into by replying to his missive. I just knew that I *somewhat* fit his description of the proper co-pilot: under 5' 8" and narrow (although I don't think *anyone* could truly accuse me of being narrow, but I

guess that I was less than wide enough)!

And so it goes that I showed up at this gentleman's doorstep, driving hat in hand and sunscreen in place, to experience a car, the likes of which I had never seen. To say that I was in awe when I pulled up in my little MGB is putting it mildly. I had never seen so much gleaming aluminum or a finer specimen of British Engineering in my life! This was literally a street legal race car and I was readily advised that this may not be the most comfortable ride for the two plus hour trip to Madison. He had warned that it would be a bit windy - much like riding a motorcycle without a helmet - but that, of course, only served to wet my appetite. I was even offered the creature comforts of a roof and side screens, but being the adventurer that I am, I opted for the full Caterham (pronounced kā-tər-ham with the long 'a') 7 experience. And I was not to be disappointed by this decision!

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About the USA7s Club & USA7s.org Online Forum

USA7s, Inc. is a marque-inclusive Club dedicated to the appreciation, ownership, and enjoyment of Lotus Sevens and Lotus Seven-inspired Sports cars (LSiS).

Members of this non-profit organization are entitled to participate in national, regional, and local events - which may include some or all of the following: group drives, tech sessions, shop visits, car shows, and autocross events. Members who organize and run USA7s Club events are eligible for umbrella liability coverage for non-autocross/track events under the Club's insurance policy. Out of pocket costs for the events are to be shared by all participating members.

Additionally, USA7s Club members are entitled to access to members-only areas of the USA7s online forum, hosted at USA7s.org. This site is one of the primary sources of LSiS information on the Internet, and is the only national-level site that is truly marque-inclusive. Members of the USA7s Club will be eligible for any group discounts negotiated from vendors, as well as preferred access to any Club publications (newsletter, registry, etc.) - whether online or printed.

Whether you own an original Lotus Seven or one of the many cars built in the spirit of Colin Chapman's "four wheeled motor-bike", USA7s.org has something for every-

one. If you are thinking about buying an LSiS, are looking for advice or support for a car you already own, or just want to connect with like-minded enthusiasts, the USA7s Club and the USA7s.org forum are great places to start.



THE STEERING COLUMN Continued from page 1

I'm pretty sure it went down like this [those present, please correct me if I'm wrong]: While stopping at an overlook after some 'spirited' driving on National Park Roads (!), I said "Would you guys be interested in doing something like this down at Tail of the Dragon?" Steve Taylor (who recently sold his Cat to Avery) noted that it was 07-07-2007 AND the 50th Anniversary of the Seven...and things took off from there.

[Historical note: John Viviani (current club president) was also there, although he didn't have a Se7en just yet...he used to work at White Post Restorations, which served as a rendezvous point. HPDE instructor extraordinaire Bart Lami was there too, without his "track-only" Caterham, serving as a support car.]

...That was a really great weekend, and there was no hierarchical discussion at all...just great roads, great cars, and great camaraderie. Mazda's car at that point only had the old LS1 V8...but it was still hella quick...And I think, the friendship and atmosphere of that weekend have helped shaped the club at large. For one thing, we are much more about driving and less about polishing. And, of course, we're open (and friendly) to all marques.

4 out of the 5 drivers on that initial drive (Mazda, Steve, myself, and Scott Lentz...friends to this day) became some of the founding members of the USA7s Club, and we reached out to other owners across the country to join us in starting the club...mostly the more prolific members of the USA7s Forum and/or the USA@Se7ens.net listserv. We tried to not bias the club too much toward one marque, and reached out to original Lotus, Westfield, and WCM owners (we didn't really know any Stalker guys at this point).

Anyway, when we announced the 7-7-7 meet as a celebration of the 50th Anniversary here in the US, the event was derided by certain Lotus purists as 'a Hollywood production, with no basis in history'...because we weren't having it coincide with the Fall launch of the original 7 back in 1957.

All of this is a long way of explaining why I got so defensive on the recent thread comparing marques. The Locost guys like having a



place where their cars don't get looked down on by Lotus or Caterham guys. And honestly, if anyone sees Jeff Underwood's Locost and tells me the fit and finish is below Caterham's standard...they are smoking crack. I've seen some rough Caterhams in my time in the hobby, and some

amazing 'clones'.

So when I said that in the eyes of the USA7s Club, all Se7ens are equal, I meant it. The only cars we put up on any sort of pedestal are the original Lotus cars...because we are all indebted to them, even the Caterham owners."

I hope some of the old-timers appreciate this walk down memory lane, and that some of the new folks in the Club and on the Forum enjoyed hearing an old-timer like me give some of the history of the organization.

"The only cars we put up on sort of pedestal are the original Lotus cars"

Many Thanks !

Al had originally written in his above article a special thank you. I normally will not edit or change what is written. I made an exception in this case as these people, I felt, needed to have a special section as without them none of this would be possible. So we thank you, our founding members.

John Christensen — Westfield

Michael Dougherty — Caterham

Mazda Ebrahimi — Rotus

Jerry Eddens — WMC Ultralite

Magnus Feuer — Caterham

Scott Lentz — Caterham

Al Navarro — In-between Se7ens at the moment

Scott Nettleship — Lotus S4

Steve Taylor — In-between Se7ens at the moment

Membership Drive

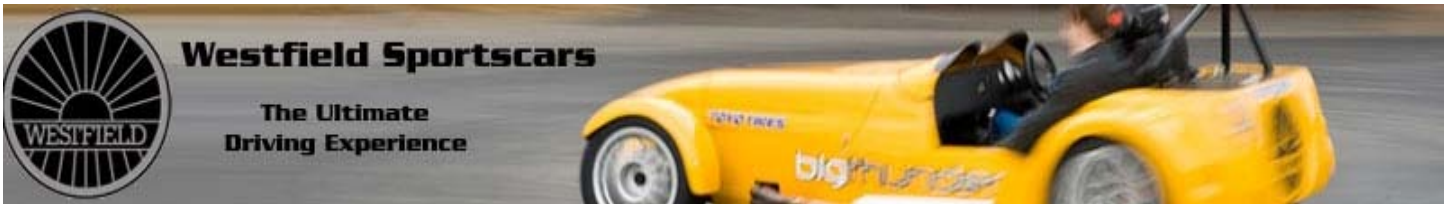
We thank all the members who have renewed their membership quickly. This has allowed the club to continue to continue in plans for our 2009 meet. If you have not renewed, or are thinking about joining please do so soon. The more paying members we have will allow us to better the club. It helps in planning room blocks for events, it helps when marketing the club either site and event sponsors. It also can assist we approach companies for group buys or discounts. The more paying members we have early on will help the USA7s.org in the fu-

ture. We always will do what we can to take care of our long term members.

The list of members who have paid for the July 2008– July 2009 period as of July 28th are:

1-T	Caterham99
11budlite	cherik
7evin	D. Taber Tompkins
951n914	DB's Seven
Athens7	Dean G
banjo29	dickalow
Boxologist	Drew...
Breezy7	EdburgE
bsimon	Flibbie

fnmag58	LowFlyer
Fred	MHKFlyer52
gjhlutz	Mondo
Hudson	OrangeS1
Ian7	pksurveyor
Jbanker	R1Seven
JBH	rdrocket
JimF	S1Steve
johnh	scannon
JohnK	scotmail
Jon W.	Scott Gordon
jwduncan	Sean
Ken Sailor	Silk
kitkat	slomove
Locost7018	Soareyes
locostV8	Solder_Guy



Modaholicism (continued from page 2)

It's interesting. I think my wife has given up on questioning why I do this. I have been careful to not let the mod craze cut into family time, which has made things easy. The kids are into it – I think. Although the car spends most of its time as a pile of metal, it's a frequent topic of conversation with them.

The neighbors are quite curious. One of them asked me if I disassemble the car EVERY WINTER. LOL. The others openly wonder if she'll ever run again every year. That's great motivator. Neighborhood kids often come over to check on my progress. I helped one of them use the saw and the grinder; and put on my welding helmet and lay a bead. His Mom said I made his day. My nephew (and modaholic enabler) Arya commented that I have become the neighbor we wished we had when we were growing up.

All this work has brought Arya and I closer together, as we share the same passion for cars – probably the best aspect of this whole thing. And of course, there is all the continued support and chuckles on the forum. I'd say I have a complete support system for

my addiction. There is no end in sight. So, when I say "My name is Mazda and I'm a modaholic", I envision a knowing nod of approval in a positive kind of way from those with the same condition. Maybe you're one of us?

given up on questioning why I do this. I have been careful to not let the mod craze cut into family time, which has made things easy. The kids are into it – I think. Although the car spends most of its time as a pile of metal, it's a frequent topic of conversation with them.



southwind25
sparecr
Sporqster
spotcheck
tnttim
twestrup
westtexas2k
Winston
YellowSS7

Along with the above names everyone who joined USA7s after July 7, 2007 has been grandfathered in until July 7, 2009.



Of course one for AL



Truth in advertising!

"It quickly became obvious what a crowd pleaser the 7 was."

License and registration, please...



Grease Girl—My Caterham Experience continued from page 3

I introduced myself to John upon arrival and realized that we had met once before at a car club meeting. I recalled that he had managed to make a career out of automotive restoration – something the rest of us Weekend Warriors would give our eye teeth to do! A native of Illinois, John moved to Washington D.C. after college to work for White Post performing concour level restorations. Taking a break, he began doing historical conservation and was afforded the unique opportunity to restore rockets in Huntsville, AL. After taking a drive down to Birmingham one weekend to visit the Barber Motorsports Museum, John realized that this place held the potential to further his career, tapping into his passion for and experience with Lotus race cars.

After loading up the few items we felt were necessities for the trip, I was instructed how to climb into the '7'. Turns out that there are no doors on this thing; you just step over the side onto your seat then work your way down into it. I quickly discovered the need to slide in at an angle so the seat belt clip didn't end up underneath me, thus making it impossible to pull back out, because once you're in, you're in. There is absolutely no room to wiggle around. In fact, that whole 'Narrow' description was far more accurate than I anticipated. 5 more pounds and I probably would not have fit!!

The ride across town to the meeting place at McDonalds was phenomenal. I thought I'd died and gone to Heaven! (Yes, in my Heaven there are classic race cars, thank you very much). To top it off, the ride was unbelievably comfortable. According to John, after test driving the Lotus Elise, then driving the Caterham 7, there was no choice. The Caterham was a far better ride – and let's face it – it really turns heads!!

We got there early and it quickly became obvious what a crowd pleaser the Seven was. So much so, in fact, that as all of the car club members came filtering out for the driver's meeting, one of Tarrant's (where MickeyD's was located) finest rolled up on the scene and began giving John the third degree. He stated that a call had come in about a stolen vehicle match-

ing the Caterham's description - at which point he immediately began calling for backup. Next thing you know, the entire Tarrant Police Force (all four of them) had converged on the McDonald's parking lot as the initiating officer went through poor John's license, registration and insurance papers as well as every nook and cranny of the Seven to make sure all was in order. Fortunately John was a good sport about the whole thing – though something told me this wasn't his first run-in with the law in this car....

Once the dust had settled and the Police had finished their perusal, we finally hit the road – and this is where it got fun! For the first portion of the trip, we played it safe, staying in formation, allowing for some great photo ops of the cars in front and the countryside. But the Caterham 7 was not designed to cruise along in a line of cars so when the road became a 4 lane again, under the guise of letting the other cars go in front of us for a more thorough shot of the group, John moved over and I began motioning for the others to pass. Once they were all in front of us, I took several shots in hopes of getting one clean one, then gave John the thumbs up to let 'er rip. And man, oh man what a rush!!

With his cue to throttle up, John dropped it into third, hit the gas and the Caterham 7 leapt forward with the speed and agility of a Cheetah, pressing me back into my seat and filling my chest with the thunderous roar of the exhaust. He was immediately rewarded with a gigantic grin plastered across my face and the exclamation of something to the effect of "Hell yeah!!" I think he was happy to see this sort of response. He later commented that he's usually a bit more reserved when giving a girl a ride since most tend not to appreciate a fright of this level. Then again, I'm not like most girls...

Once at the show, I found myself standing with John for great lengths of time, listening to him regale other passers-by with the history of Lotus, Caterham and how the '7' came to be.

While my first impression of John was that he may be a bit shy, once you've launched into a discussion of the Lotus cars, and specifically the Seven, his eyes light up and he suddenly becomes very animated as he delves into a world of which he is extraordinarily knowledgeable. His enthusiasm is contagious and before you know it, hours have passed in the blink of an eye and he has thoroughly explained it all to you with the patience and zeal of the best school teacher.

Turns out, the Caterham 7 is a continuation of Colin Chapman's beloved "four-wheeled motorbike." The original Lotus Seven was a stripped down, production version of a kit car which he designed while working as a civil engineer. This car is the embodiment of the Lotus philosophy of performance through low weight and simplicity and epitomized his conviction for adding



Still smiling and grateful to John for the experience of a lifetime!!

lightness. Featuring a tubular space-frame reflective of a Formula 1 car, the 7 was essentially a road-going race car with crude two-seat bodywork, which made it perfect for road racing and spirited motoring.

The original Lotus 7 debuted in September 1957 after production ended on the Lotus 11, the name being left over from a previously abandoned model from years earlier, and continued production through 1972. It was at this point that Caterham purchased the rights to the design and has continued the tradition with kits and fully assembled cars.

Since the design of the Seven is so simplistic, there are over 160 manufacturers worldwide that offer Lotus Seven inspired sports cars. (*and usa7s.org supports all of them –ed*)

Grease Girl (continued from page 6)

John's specific Caterham 7 is a 1978 model with a Ford derived Lotus Twin Cam. This 1.6 Liter DOHC engine bears two Weber carburetors and puts out around 140 HP – a significant amount when coupled with a vehicle that only weighs 1100 lbs. It's no wonder we kept effortlessly blowing past our squadron on the drive up!!



Caterham (left) vs. Westfield

Now, one would think that at this point, my day was pretty much as full as it could get, right? Nah. John made sure that I had the opportunity to finish up the perfect day with the perfect ending. He graciously handed over the keys to the Caterham 7 and allowed me to drive it home. I had already asked him if he were serious about his offer 3 or 4 times during the day but finally decided I was not about to ask again. I gratefully took the keys and wedged myself into the driver's seat.

I have never, in my entire life, sat in a car that was a more perfect fit. The space between the side panel and the transmission well, snugly embraced my hips to keep me firmly in place with the steering wheel and pedals at the perfect distance for a comfortable drive. Good thing too, since there are no seat adjustments in this car. A quick reach down for the pedals made me realize that flip-flops were not the best choice for driving shoes and had to go. Of course this meant I would have to suffer with the full force of the furnace blast from the engine bay (I don't care how much heat shielding you try to install, its still gonna be hot!!) but I didn't care. With a brief tutorial on how to find reverse (up and over to the left and down),

where the turn signal was (a small toggle switch on the dash) and a quick test of the gears to learn the distancing between each and I was on my way.

I don't know that there are enough adjectives to describe how incredible it was to drive this car. The pedals were situated closely together and required only a modicum of effort when clutching, gassing and braking. On top of that, the shifting is such that it only requires a minute amount of travel making it so extraordinarily easy to slide quickly through the gears. Now I REALLY thought I had died and gone to Heaven!!!

Seeing as I was driving someone else's classic sports car, I'm sure I needn't point out that I tried to keep it safe & sane in the beginning. But let's face it, we're talking about a 2 plus hour drive and by the time I was over halfway home, my confidence began to surge and the traffic signals became my best friends. So I guess its no surprise that when I approached the three quarter mark, I was ready to give the other drivers a run for their money. That's when some punk in a BMW M3 Convertible pulled up next to us at a stop light and had the audacity to rev his motor at me. Now that is just not the sort of thing that you do to a highly competitive female driver in a Caterham 7. No, not at all...

I watched as the light for the cross traffic turned yellow, revved the engine, then, when our light turned green, popped the clutch and lurched off of the starting line. Through first, second, third and eventually fourth gear, I held that Beemer

at bay. It wasn't until I hit the speed limit that I backed off the throttle so he could pass – let him get the ticket if he likes. A sheepish glance over in John's direction served to show that I was not out of line for driving his car like a maniac. Instead, I was given a few pointers on how I could have kept ahead of the BMW for just a bit longer and indeed, with a little more practice, been even faster. Hah!! Now that's what I'm talking about!!!

The rest of the ride home was fairly uneventful. I made it a point to take a brief detour to show off this cool ride (and even cooler Mom for driving it) to my daughter Savannah and her boyfriend Zac. This also gave me the opportunity to buy John a beer in appreciation for such an amazing experience. Still think I got the better end of that bargain!

By the time we made it back to my MGB I knew that I was spoiled beyond belief. Much as I love Carmine (my Little Red 'B'), after 2 plus hours of driving the Caterham 7, I'm afraid that he was a bit of a let down. The pedals had too much play in them and were poorly situated, the seats were horribly uncomfortable, the suspension wasn't as tight and he just does not sit close enough to the ground for me to reach over the side and file my nails on the pavement if I wanted too. Don't worry, I'm not going to kick him to the curb just yet, but someday, somehow, I'm going fulfill my Sevenitis yen.

And when I do, I will be able to relive on a daily basis, my Caterham 7 experience...



Diana L. Kennedy is a Computer Geek by trade who has enjoyed learning to apply those same mechanical inclinations to her 1979 MGB Roadster.

The CLUB Grill

Or a day in Carlisle!

May brought one of the clubs first major outings since the big 7-7-7 event. The day we



spent in Carlisle proved to be enjoyable for all. Friday brought out a few seveners some driving from as far as Ohio in a downpour (in their 7) to

the rains let up, 17 cars showed and dozens of sevens owners and fans were there to shoot the... The club even purchased a new grill to use during our outings.



We hope to be able to support more events like this. Just let us know what event and where if we can get a following, we will be there. Carlisle is wanting us back May 15-17, 2009.



DOINS'

August 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	1	2
					1	1
3 1,2	4	5	6	7	8	9
10 3	11 4	12 4	13 4	14 4	15	16 5,6
17 7	18 8	19	20	21	22	23
24 9,10	25	26	27	28	29 11	30 11
31 11						

SEPTEMBER 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14 12	15	16	17	18	19 13	20 14,15
21	22	23	24	25	26	27
28	29	30				

1- July 31-Aug 4, Lotus Owners Gathering, Indianapolis, IN, www.lotusclub.org

2- August 3, Meadowbrook Concourse, Rodchester, MI, www.meadowbrookconcourse.org

3- August 10, Alden Classic Sports Car Show, Alden, MI, www.twinbaybrits.com

4- August 11-14- The Stalker Ambush, Helen, GA www.Stalkerv6.com

5- August 16, MG Rover Day, Brookline, MA, www.larzanderson.org

6- August 16, Cars & Coffee, Atlanta, GA, www.carsandcoffee.com

7- August 17, Pebble Beach Concours d'Elegance

8- August 18, Track Day, Autobahn Country Club, contact Feffman@MVPTrackTime.com

9- August 24, Brits @ Shaker Square, Cleveland, OH, www.netaweb.com

10- August 24, Collector Car and Wooden Boat Show, Lake Oswego, OR, www.oswegoheritage.com

11- August 29-31, Midwest Sevens Gathering, Shawnee, KS, contact trailsman@kc.rr.com

12- September 13-14, Track Day, Blackhawk Farms, contact Feffman@MVPTrackTime.com

13- September 14, Classics on the James, Richmond, VA, www.cvbcc.com/classics/classics2008.htm

14- September 19-20, Southeast British Car Festival, Dillard, GA, <http://preachtreemg.dnnsites.com>

15- September 20, Cars and Coffee, Atlanta, GA, www.carsandcoffee.com

Don't forget branson 2009!

Coming late June or early July 2009

USA7S.org

Your input is needed to make this newsletter successful. Please send your stories, pictures, quips to
sparecr@supersevens.com

A Marque Inclusive Site for Owners and Enthusiasts

Did you get extra
usa7s.org stickers?

Remember only a few more days left in the open enrollment period. \$20 for an individual or \$25 for you and your spouse. Renew now to protect yourself from any rate changes between now and

Branson 2008!

We will be adding new things to the membership package throughout the year!

USA7s.org is a not-for profit national car club that supports all makes of Lotus Seven Inspired Sports Cars (LSiS). Our main gathering place is on the internet at USA7s.net. USA7s.org is able to assist local groups with gatherings in addition to our national meet at the approval of club officers.

Club Officers

President/Newsletter Editor John Viviani sparecr@supersevens.com

Secretary Al Navarro al@mindtv.net

Treasurer Mazda Ebrahimi mazda_ebrahimi@yahoo.com

All statements made are written independently and do not necessarily reflect the views of USA7s.org, its officers or members.
