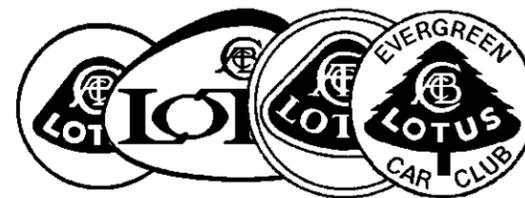




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
 February 2004

Tour of Dennison International

Butch Dennison has realized his dream of his own motorsports shop. He's busy and spends a lot of time out of town so we were fortunate to get this time. This is an exciting time for motorsports and Butch described his shop as his dream within a dream. His dream includes race preparation, transport and trackside services, storage, and restorations. The encompassing dream is the complex, a group of related businesses occupying part of the complex. If you've been touring these shops for years, you know that there's an amazing number of small shops that represent a variety of skills, and serving various motorsports interests. By putting more and more businesses within the complex, everyone would benefit.

There was an impressive collection of cars being serviced. I personally haven't seen this much rare and valuable machinery except in a museum. Four historic Formula 1 cars from Lotus, Brahmam, Tyrrell, and Ferrari. A Ferrari Testarossa, a Maserati 300, Jess Marker's Elite, and a Lotus 35 that was raced in the Tasman Series. There was also a Model T based dirt track car that was having the alignment of its engine with its transmission being corrected. A Ferrari 166 Mille Miglia, a Porsche 906, and an MG-PB.

Pete Lovely's Lotus 49 was disassembled for servicing and Butch discussed procedures necessary to keep this car on the track. He also discussed the history of the car. Although it's serial number is 49/11 it is agreed that it was Jim Clark's missing chassis number 1 that had been renumbered at Lotus. Randall Fehr's sharp eyes spotted the super secret replacement for the Cosworth spark plug grommets.

The shop is divided into a fabrication area with sheet metal and machine shop, an assembly area, a closed room where motors are assembled, offices, and a balcony that is used for parts storage. Pictures from Butch's long involvement with racing decorate the offices and the balcony was a visual treat as the bodywork for all of the cars was temporarily being stored. As part of Butch's tour of his facility, he would mention the sources for parts. This is one of the reasons for the international designation. In addition to the cars travelling the world as part of the sport, the parts are being sourced from

(continued on page 6)

ELCC Movie Night

When: Saturday, February 28th, 5:00pm
 Where: 8040 29th Avenue NW, Seattle (North of Ballard), WA
 Host: Randall Fehr, 206-782-8951

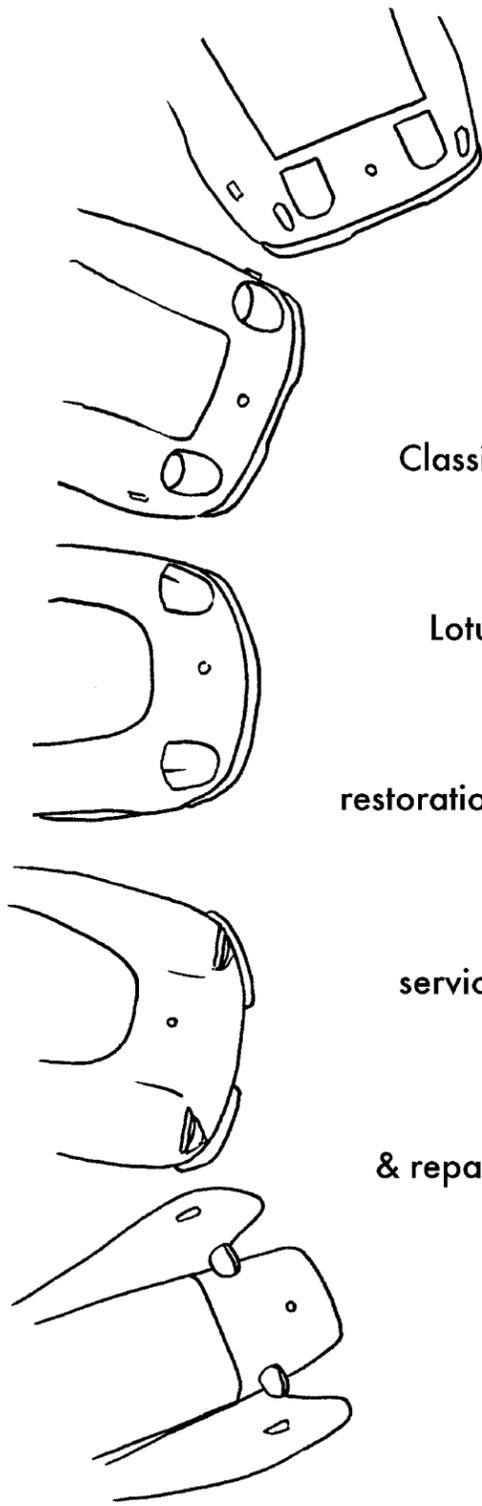
Our traditional winter film festival kicks off at dusk with hot food and races into the night on a fast drive through some of the best auto action on video. Bonuses include: pizza, drinks and snacks.

Please RSVP (tell us if you plan to attend or not, by phone or email or Evite) so we can be sure to have sufficient seating and food. And members only please.

Directions:

- From Interstate 5 in north Seattle, take the 85th Street exit (which goes west only).
- Follow 85th for about 3 mile.
- Turn Left (south) on 29th NW.
- 8040 is on the Left near the end of the second block.





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seanet.com/~rsfehr/restorations.html

Editor's Note

Welcome to yet another newsletter.

Since I have heard almost nothing in response to my request for direction of this newsletter, I am going to presume that the newsletter is perfect. Great!

One thing to note. If you have an ad in the newsletter and the item has sold or you just want to stop running the add, LET ME KNOW. I have heard of someone who was running an ad, who expressed dismay at getting calls for items that sold long ago, but apparently was not dismayed enough to contact me and ask me to stop running the ad.

There are lots of interesting events in March, so here are some heads-ups.

The local Alfa Romeo club is having a track day in Bremer-ton on March 6. I have been told that ELCC members get the NW ARC member price. This is good because they have three track days at Pacific Raceways this year.

The Oregon Alfa club is having a Track Day at PIR on March 13. Tech starts at 7:30am, drivers' meeting at 8:30am, first car out at 9:00am. \$100/car. Contact Fred McNabb at 503-644-3130 or flmcnabb@juno.com for more info.

Oh, yeah, we have events coming up. March 20 has been set as the date for our Sykarts. Be there at 11am. Come on out and see if you can beat Andre.

Next month, in this space, I am going to try and convince someone else to take over next year's ELCC calendar.

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 those officers are currently:

Chairman:	Tom Miller	(206)783-9716
	labtrm@vmmc.org	
Membership:	Jim Taylor	(206)232-2237
	jimtaylor@seanet.com	
Treasurer:	Dave Billings	(206)241-2116
	dave@bilcoh.com	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

Book Review - Elise Rebirth Of The True Lotus

Alastair Clement's book is another story of the Elise book, similar to the first such book, John Tipler's *Lotus Elise*, but with additional material made possible by being written a couple years later (such as owners' experiences with the car and the S2 Elise). The book is actually fairly complementary to Tipler's book in that it restates only enough of the story of the initial development of the Elise to lead into its telling of the continuing story of the car.

This book covers a lot of topics fairly lightly. It covers the issues that could come up owning an Elise, what to look for when buying Elise, cars that compete against the Elise, taking the Elise onto the track, all of the Elise variants made and continuing development of the Elise. It also includes appendices with specs for each Elise model and derivative and the

production figures. And then there is discussion of Elise collectibles and Elises in video games. There is a section on the Vauxhall VX220/Opel Speedster as well as the M250. It has a list of Lotus clubs and shops, but the list is oriented to UK readers.

The book is easy to read, but it does not tell a compelling story. The text is just a telling of the facts. Fortunately, it makes up for this by including lots of useful information and an excellent collection of color photos and designer sketches. Actually, the photos and sketches are my favorite parts of the book. It is not quite the same as the gigantic Jeremy Walton book, but it isn't as expensive either.

I recommend this book for Elise enthusiasts.

(978) 851-8370 easygo@tingleslotus.com
www.tingleslotus.com



TINGLE'S LOTUS CENTER

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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 no longer want the ad to be run.

Parts Wanted: for 1968 Series III Seven. Engine brackets for crossflow, front lower a-arms, handbrake lever, Caterham reprint of Seven Manual. Andre, 206-528-8141, ags58@earthlink.net.

For Sale: Motorsports Elise. Red. Alignment & ride height changed. Gel cell battery. Spare splitter. Spare alternator. Custom exhaust with optional Supertrapp tip (for quiet days). Custom lower motor mount (lighter and stronger). Set of rain tires. Fuel container and filler. \$67500. Colin, 425-417-3862 or <http://www.lotussource.com/lsclassified/MotorsportElise/summary.htm> for more information.

For Sale: 1969 Elan S4 DHC. White daily driver. 122,500 mi. rebuilt engine and transmission by Schlossnagel racing at 116,568 mi. in 1995. Full service records since 1982 purchase at 66,3887 mi. and can be e-mailed as attachment. Never wrecked or restored. Always garaged. Stock except Crane Cams optical ignition system, adjustable ZC needles, thermostat electric radiator fan, Michelin X 165/70R13. Factory Service Manual. Black top (never used). Black Tonneau. Felt car cover. Hemmings list good as 14K, CPI list at 12K. Chuck Botts, cbotts@san.rr.com, 858-292-1480, San Diego, CA.

For Sale: 1963 Lotus Elan Series 1. 45700 miles. Red with original gray top and gray center console. Original teak 3/4

dash. Original style steel wheels and hub caps. A great example of the earliest Elans with low miles. Would prefer to sell to a good, local home. \$20,000/Make offer. Maury Montag, 425-391-5359.

For Sale: 1962 Jaguar Mk 2. British green, 3.8 liter, AT, power steering, power brakes. \$23,000. Scott, 206-723-5094, Seattle, WA.

For Sale: 1979 Eclat, Black, 40k miles, Automatic, \$7000 obo to good home. Joe Terry, 425-885-0637.

For Sale: Two Solex carburetors for Series One or Two Europa, \$85 for the pair. Bob Cross, 360-652-9260.

Parts Wanted: for Type 14 Elite. Any spares you have. Building a car from a bare shell. John Schneeman, 206-854-6706.

For Sale: 1997 Caterham Super 7 Live Axle, 1700 cross-flow/150hp, Quaife 5-spd, Quaife LSD, 4 pt harness, Scholarship Adjustable Suspension, Clamshell Wings, Green/Yellow/Aluminum, Tonneau cover, Some spares. See www.unibrain.org/forsale for more info. \$25,000 negotiable. Jim Boone, 503-246-7541, forsale@unibrain.org

For Sale: Parts for Series 2 Elan. Engine block and rotating assy. All engine acc. Cyl. head with cams. One Weber DCOE side draft carb. Complete manual transmission. Clutch assy. Flywheel. Drive line. Complete differential assy. Rear swing arms, axles, hubs, brake assy. Front swing arms, hub, brake assy, rotors. Starter. Alt., Air cleaner assy. dazriel191@yahoo.com.

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Tour of Dennison International (continued from page 1)

all over the world. The shop has a lot of capability in house but he uses shops all around Puget Sound for specialized services like plating, crack testing, composites, and plastics. He sources parts for his restorations from Europe to New Zealand.



Dennison International restores for two types of competition, show cars and race cars. A show car would be entered at Pebble Beach or a Ferrari national competition. A race car would not require the attention to authenticity, fit and finish, that a show car would demand. Butch said that the TestaRossa was an example of a car that would be restored for show then raced. Racing is hard on the detailing needed to compete at Pebble Beach for example, but keeps the cars

from becoming static displays. He also discussed how they pay attention to preserving the provenance of individual cars that are raced. The most original parts might be replaced by reproductions. In other words, the parts that might be damaged on the racetrack are replaced as part of the preparation, preserving the originality of the car for the future.

When viewing the shop, it's easy to think of Dennison International as a restoration facility. Butch also stressed that they are a very efficient and convenient way of getting your car to various events. By taking advantage of their services, you can arrive and drive. They offer a full range of services "ala cart". A basic service might simply involve transportation but they also can provide hospitality and trackside services. When you realize that DIY race car transportation starts with the purchase of a tow vehicle and trailer, it makes Dennison's services very attractive. At the high end, they are currently airfreighting cars to events around the world and providing mechanics to attend to the car at international events. They are developing relationships with other shops that will allow clients even more flexibility in presenting important cars internationally.

Some related links:

<http://autos.msn.com/as/pebblebeach2002/Restore.aspx>
<http://www.tasman-series.com/default.htm>

- Steve Shipley



CMCS: Corvette Marque Club of Seattle
425-486-2309 <http://www.corvettemarqueclub.com>
NWARC: Northwest Alfa Romeo Club
360-766-4405 <http://welcome.to/nwarc>
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.cascadescc.com>
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>

Event Calendar

ELCC events are listed in **BOLD**

February

28 Lotus Elite Brunch, Newport Beach, CA
ELCC Movie Night, Randall Fehr's house, Ballard

March

6 NW Alfa Romeo Club Performance Driving,
Bremerton, WA
6-7 Team Continental Driver Training, PIR, Portland,
OR
20 **ELCC Kart Racing at SyKart, Tukwila, WA**
26-28 North West Motor Sports Driver Training, Spo-
kane, WA
27 Cascade Sports Car Club Driver Training, PIR,
Portland, OR

April

**ELCC Visit to the SOVREN Defrost Kickoff
Races, Pacific Raceways - Kent, WA**

May

20-23 **West Coast Lotus Meet, Lake Tahoe**

Car Clubs

BMWCCA: BMW Car Club - Puget Sound Region
425-481-9571 <http://www.bmwpugetsound.com>

From The Chair

It was Great to see so many folks at the Dennison International event. What a turnout! As I wandered about I thought of an idea I got while reading Alan Perry's column in last month's *Lotus Lines*. What does the ELCC mean to its members? Is it a social club, an event generator, an information network, a newsletter? I think it can be any or all of these but let's focus on events.

Obviously Dennison was well attended and I've read of similar events in the past with many participants. I'm going to assume these tech sessions represent worth to club members.

Movie nights. Possibly the first event I ever attended was a movie night at Roger Croshaw's house three or four years ago. Again, many people were there having a wonderful time and so I conclude the club felt it worthwhile. Eat, drink and be merry and don't forget Randall Fehr is hosting a movie night in late Feb.

Karting. I've read in past newsletters about some lightly attended karting events. I hate to admit it but your fearless leader has never attended one. This personal shortcoming will change in March when Dave Billings hosts an event and

Treasurer's Report

Happy New Year, everyone! I'd like to take a moment and thank Andre Samson for his service as Chairman over the last 2 years. I enjoyed working with him, and look forward to his continued involvement as Honorary Officer for Life, meaning he can no longer escape. I'd also like to thank Tom Miller for his willingness in stepping up the role of Chairman. As a past Chair, I know the fun and satisfaction as well as the trials and challenges that await him. I encourage everyone to make sure and say "Hello" to him at the next event you attend, and let him know what's important to you as a member of this club.

As for myself, I'm sticking around for another 2 years of messing up.....er, taking care of the club's finances. On the financial front, the club continues to be on solid footing. We've once again, with Jim Taylor's efforts, been able to print the calendars within a reasonable budget. If you haven't

I will attend. The competition (and I use that word most lightly) should expect a sound thrashing from yours truly.

What can I say about vintage racing and British field meets? These seem tailor fit for clubs like ours with cars and members in abundance.

Ahh rallies, or tours on public roads. Now here I have some experience and my experience says we need a little help. I've participated in some sparsely attended but wonderful drives. Now if there is one event that shouts out "car club" to me it's taking out those cherished automobiles, driving them and fully enjoying them on the road. Maybe I'm one of the few who thinks like this or maybe Lucas reliability is cutting a wide swath here.

What's my point? There are a lot of events this club offers and no reason why you shouldn't attend as many as you can. I doubt there's such a thing as too many people at a tech session and I'm sure karting and rallies need more people. You belong to ELCC for a reason, what is it? You've taken the effort to join the club, now come on out and join the club!

Tom

bought yours yet, be sure to contact him ASAP. As a result, we maintain our cushion as before, and move forward without needing to raise dues, as long as membership remains relatively constant. New members are always welcome, so keep your eyes and ears open for anyone who might seem a likely candidate.

That's all for now. I'm personally looking forward to attending more events this year, as we're completing our remodel this month, and life might actually resume some semblance of normalcy. I look forward to seeing you all next later this month at our first event of 2004. As always, if you need specific financial data, or if you have questions or suggestions, please feel free to call or e-mail me.

Sincerely,

Dave Billings
ELCC Treasurer



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<http://www.rdent.com>

Holiday Party by Alan Perry Photos by Rich Boyd

We had a good turn-out for the Holiday Party in December. Thanks to the Chuck and Georgia for hosting it. Also, thanks to those who brought the food and drink.

After eating, the gift exchange was held. Then Andre announced the new Chairman (which you should know about already) and presented thank-you gifts to the club officers (ELCC-engraved beer glasses).

Of course, the big question was who would end up with the Bugatti. Last year, David Caley was lucky enough to get it. Newcomer Tim Holgren got it.

But the big surprise came with the last gift. It was a large and flat and obviously some kind of picture. Or was it? Upon opening it, it was revealed to be a second Bugatti, cut-up and disassembled so it could be laid out flat. And Tom Holmgren got that Bugatti too.



Photos From Dennison International by Alan Perry

