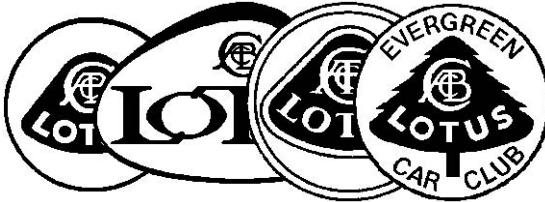




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
November/December 2005

Jabby Crombac 1929-2005

After a long fight against cancer, Gerard "Jabby" Crombac passed away on November 18 in Paris. Crombac was Colin Chapman's man in Europe during the early days of Lotus. He was close friends with Chapman and authored the Chapman's official biography. He was also close with Jim Clark and shared an apartment with him in Paris. He was motorsports journalist, starting in 1949, was the first European correspondent for *Autosport* magazine and was the founder of *Sport Auto* magazine in France. He was also a key person in setting up Club Lotus France. Crombac's son Colin James was named after Chapman and Clark.

Crombac met Chapman in 1953 when Crombac went to take delivery of a Lotus Mark IV. The two hit it off and remains friends throughout their lives. Through Chapman as well as his Scottish friends at Autosport, he met Clark and got on well with him as well. Crombac later theorized that they stayed good friends because he never went out with Clark's ex-girlfriends.



Crombac kept an interest in and wrote about F1 until the end. He is reported to have said "I have had a wonderful life. Who else can say that they saw the eras of Ascari, Fangio, Moss, Clark, Lauda, Prost, Senna and Schumacher? I have no pain, and I have finished writing my memoirs. I am happy."

ELCC Holiday Party 2005

When: Saturday, December 3rd, 2005 6:00 PM

Where: Chuck & Georgia Conti's Home
5106 SW Waite St., Seattle, WA

Host: Georgia Conti, 206-684-0113 (days), 206-937-6076 (evening)

Join us for the annual ELCC holiday party. If you haven't received the Evite, you can RSVP to Georgia at the numbers listed above.

We'll again be having a potluck dinner. The tradition of the gift exchange continues, so bring a wrapped \$20 gift (serious or suitably humorous). We welcome newcomers and we look forward to seeing many familiar faces once again this year.

Directions:

From I-5 North or South, take the West Seattle Bridge exit (Exit 163).

From Hwy 99 South, take the West Seattle exit.

- After the high rise of the West Seattle bridge, take the Admiral Way exit, past the exits for Delridge and Harbor.
- Continue on Admiral Way, curving around the lookout and through the Admiral Junction.
- Cross California Avenue and continue for another 3 blocks to 47th Street SW.
- On your right, just past 47th, turn onto SW Waite Street.
- Continue on Waite Street for 3-4 blocks to the dead end sign.
- Look for 5106 on the Right.

ELCC Officers' Meeting

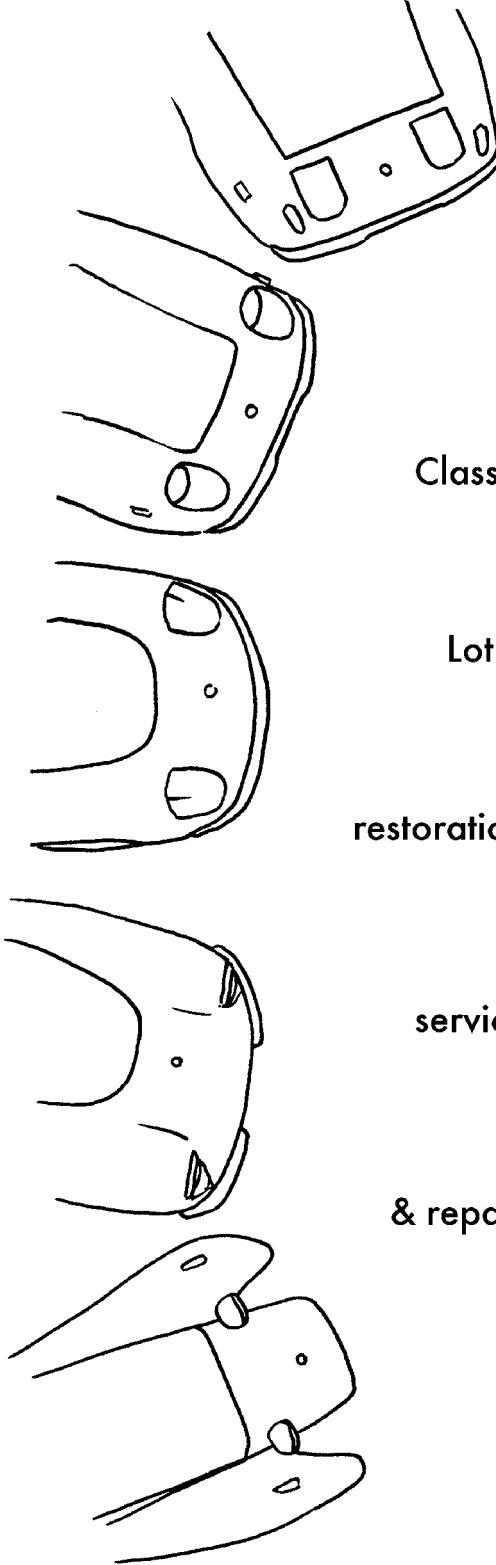
When: Tuesday, January 10th, 2006 7:00 PM

Where: Wedgewood Alehouse, Seattle, WA
Contact: Alan Perry, alanp@snowmoose.com, 206-499-5501

The annual meeting of the ELCC Officers will held on the second Tuesday of January. At this meeting, we decide club issues, set-up the preliminary event schedule and discuss all sorts of other exciting topics related to running the club.

All club members are welcome to attend. However, if you attend, you run the risk of being asked to take on some club task. If you would like to attend, please contact Alan so we know how many people to expect and can get a big enough table.





Randall Fehr Restorations

30 South Horton Street
Seattle, Washington 98134
206-622-7469

seanet.com/~rsfehr/restorations.html

Editor's Note

Well, we have come to the end of another year. The next newsletter will be the Jan/Feb issue, that you should be getting the first week of February. If someone puts together a club event for January, I guess you will have to find out about it through evite.com.

Following Tom's lead (plus it is that time of the year anyway), I figure I will give thanks as well. The theme is people who have taken on tasks that I was once responsible for (and have been doing a better job than I was!).

First, there is Mark Parker (and his employer K&H Printers in Everett). He has been printing and mailing the newsletters since the middle of the year. The printer quality has improved. The address labels are printed directly onto the newsletters. And he is doing it for free.

Second, there is Sean Lane. He took over the club photo calendar from me last year. He did some cool, new things with the layout. He also shopped around for printers to get it done with more features at a lower price than before. Next years calendar will be available soon. They make great Christmas gifts!

Finally, there is my family. They put up with my hobbies and the time that I am away from home and they keep the household together in my absence. Unfortunately, I think they now want me to take the household responsibilities back.

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	

Printed by K&H Printers

Jim Clark: Portrait of a Great Driver

This book is a collection of remembrances about Jim Clark, put together by Graham Gauld in the weeks following Clark's death racing at Hockenheim in 1968. Gauld was a friend of Clark's early in his career, helped Clark write his autobiography (*Jim Clark At The Wheel*) and wrote a couple of biographies of Clark himself. This book is long out-of-print, but, thanks to the Internet, is readily available and inexpensive. Gauld worked with Chapman, Graham Hill, Jackie Stewart, Jabby Crombac, John Surtees, Walter Hayes and others to put together an interesting snapshot of views of the significant people in Clark's life very shortly after his death.

It is entirely coincidental that I am reviewing this book so soon after Crombac's death. (It looked like a quick read and I needed something to review to fill this space.) It is interesting comparing what Crombac wrote about that time soon



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after it happened compared to the more recent stuff that I have found researching Crombac's obituary.

I actually read this book when I first got it in 1988 (when it was only 20 years old!). At that time, I knew so little Lotus history that I didn't get a lot of it. This time, since I have discovered so much Lotus history since then, I understand a lot more of what was being written about.

Maybe the more complete Clark biographies are a better source of info on him. Don't know. Haven't read them. The thing that I like about the book is how it captures a moment in time. It shows what folks were thinking at the time and it is interesting to contrast that with how things ended up.

I highly recommend this book.

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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.

Parts For Sale: Set of 4 Bridgestone Potenza S-03 Pole Position Performance Tires, size 205/50/17. Superb wet and dry handling. Used as summer tires for 6,000 miles. About 70% tread left. \$400 or \$300 to an ELCC member. Contact Sean Lane @ lotustype82@yahoo.com or 206-686-7326

For Sale: 1991 Elan (M100). This car has been an amazingly reliable daily driver from the time I bought it until my Elise replaced it. It has less than 39,000 miles and is in very good shape. The car is in Bellevue and can be seen at: <http://www.galos.net/mike/CarsForSale>

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. \$18,000/Make offer. Maury Montag, 425-391-5359.

For Sale: Lotus 18/21 F1 car. S/N 918 - 1961 UDT Laystall. FIA papers/ Historic Lotus Register. Very good condition. Fresh FPF 1.5 L engine by Stuart Rolt. HD5 gearbox with full set of spare internals. Drivers have included Stirling Moss, Maurice Trintignant, Graham Hill, Masten Gregory. Last outings were Goodwood Revival 2000, Isle of Man

Three Hills and Silverstone (HSCC). The car has been parked the last two+ years. Located in Bellevue WA. There is a substantial collection of photos and history, should you be interested. Note that the car does not have its original body or tubes (it's on its third set). Tim Towey. 425-454-0610. timtowey@comcast.net.

Parts Wanted: Original side curtains and top for mid/late-60s S2 Seven (black with white piping preferred). Also looking for original tunnel carpet (red with white piping) and owners manual for same car. Don, 425-357-1476, don.christopher@att.net.

Car Wanted: 1960s vintage (1964-1970) Lotus Elan S1-S4 convertible. John J. Garvey, jgarvey2@cox.net.

For Sale: 1969 Lotus Elan Plus Two or +2 project. Freshly baked from the California sun! NO MOTOR OR TRANNY. NO BRAKE BOOSTERS. Solid body, very sun baked. Pretty original. Nice glass, bumpers and wheels. It is a roller and has a differential. The lights are all there. Too nice to part out. Pete Steilberg, psteilberg@mhlseattle.com.

Parts For Sale: Cortina 1600 Crossflow Cylinder Head. Not used since freshened. New springs and stem seals. 3.20" thick from head to valve cover gasket faces. Lightly ported. Painted in Lotus engine grey. Perfect for vintage Formula Ford or hot street Cortina! \$350. Gerry Snow, 509-991-4121, gsnow@relion-inc.com.

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Lotus To Be Featured on Victory By Design

The Speed Channel series *Victory By Design* will be featuring Lotus in the near future. The series already includes programs featuring Alfa Romeo, Porsche, Ferrari, Maserati, Aston Martin and Jaguar.

The series is hosted by sports car driver Alain de Cadenet. In the series, de Cadenet explains the history of the marque

Event Calendar

ELCC events are listed in **BOLD**

December
19 **ELCC Holiday Party, West Seattle**

January
3 **ELCC Officers' Meeting, Seattle**

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://welcome.to/nwarc>

WWSCC: Western Washington Sports Car Council

206-255-0658 <http://www.wwsc.org>

and drives significant cars in the marque's history. The Lotus program was shot at the Barber Motorsport Museum and locations in the UK.

The initial airing is scheduled for Monday, 19 December on Speed Channel. The program should also be available on DVD. Contact Speed Channel (www.speedtv.com/programs/192/) for more details.

Racing Clubs

BSCC: Bremerton Sports Car Club
360-697-1761 <http://www.bscc.net>

CSSCC: 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.icscc.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

I suppose this will be my last column. I'll be retiring as Chair of this great club as of the Christmas party. As a last column, this will be full of thanks to all those who have helped me throughout the last two years. But first let me tell you who will be replacing me. His name is Andy Keck. I contacted Andy a number of months ago and he gave the standard answer - "If you can't find anyone else". That definitely was not a no. I'm telling you this before the Christmas party because Andy will be out of town and cannot attend. Please give him all your support. Andy has wonderful credentials, fantastic insights, marvelous abilities and is handsome to boot. His most important qualification, however, is that he owns a Lotus. Andy, you'll do a great job.

The reason I know Andy will do a great job is because he has a great crew to help him. They all helped me and I will be forever grateful. Dave Billings was the money man always ready with a check. Dave, my retirement account has forged a sturdy foundation because of you. But Dave did more than that. He was a calming influence and offered insight from his own years of service.

Jim Taylor took care of all the membership problems. Who was new, who moved, who left. He is the defacto "Guardian of the Signs", our ELCC event signs and he is one of the behind the scenes people helping to pull together our own ABFM.

Alan Perry edited the newsletter but also wrote the great majority of its contents. Without him there wouldn't be a club as we know it. Alan also planned and hosted events, he owns one of the more rare cars in the club and he will lightly edit what you are now reading. He's a good egg.

Someone who is not a current officer but a past one and who helped immensely is Andre Samson. He knows everybody in the business and their phone numbers. That, my friends, is worth a whole heck of a lot. Andre also had many ideas for events and always had answers for any questions I could come up with.

Another non-officer I need to thank is Sean Lane. He took on the responsibility of putting together the club calendar. He also coordinated a photo shoot drive in order to make more pictures available for calendar consideration. He did a great job and the club is better because of him.

Heck, the club is better because of all the people I've mentioned. It couldn't function without them or someone like them doing all they do. I've enjoyed my time as Chair but, as I've told folks before, I'm only a figure head. There is so much more to the club than the Chairman, as you can now see, and if I've forgotten to mention someone I'm truly sorry. Take care and I'll see you at some of the future events.

So long,

Tom



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Tour of J&L Fabricating by Tom Miller, Photos by Alan Perry

What can I say about the Tour we had on Nov. 19th? It was well promoted, well attended and well led by a very nice man named Dan Wright. Why it was, essentially, perfect in every way. Good donuts, good coffee, good people and, oh yes don't forget, good cars. Very good cars. Splendid cars.

This 10,000 square ft. shop run by Louie Shechik puts out some very nice work and also quite varied. We were shown a 1985 Tyrrell F1 car, a Hot Rod, Ferraris, a GT 350 and various 60's and 70's Vettes. That's just the short list. I was feverishly taking notes, so forgive me if I got some detail wrong while doing so or while day dreaming about some other car.

Something that was interesting was the presence of a couple of cars which were involved in the big wreck at Road America this summer. Supposedly 17 cars were involved and 5 of those were write-offs. The '69 Vette just needed some fiber-



glass work but another bare frame present was one of the totaled cars. Everything that could be used had been stripped and all that was left were welded tubes.

Another nice car was a real '65 289 Cobra. The owner found the need for some more rubber in the rear and so wider aluminum fenders were being grafted on. I'm sure when finished it will look great. How about the winner of the very 1st Trans Am race in 1965? There it sat, a '65 Alfa GTA. And there it sat, smashed front end and buckled panels. Seems it was crashed in its 2nd race after a total restoration. As I've heard before, "It's nothing a little money won't fix".

A curious car was a '65 Webster powered by a Buick V-8. A beautiful, if not successful, sports racer looking somewhat like a Lotus 23. It had fantastic black paint with red accents. There were two 275 Ferraris both convertible and fastback. There was a BMW 3.0 CSL road car with a gutted interior. Dan said it would be ready in about three weeks which, by looking at the car, sounded like a miracle. I suppose they pull off miracles like this routinely, thus making the extraordinary ordinary. Anyway, you should have been there. Just ask anyone who was!

My Crombac Story by Alan Perry

I told part of this story a while ago, but with the passing of Crombac and with so many new people in the club, I figured that it was worth repeating.

In 1991, I was working in Germany and going to as many Formula 1 races as I could. At the German Grand Prix at Hockenheim, I met a guy named Gordon Brine. He was known within the Formula 1 paddock as "the Last Lotus fan" or "Flag", since he also had a flag matching the Team Lotus livery of the time. (I had his flag guy make one for me and it now hangs in my garage.)

On the Friday evening after practice and qualifying, Flag showed me how to sneak into the paddock at Hockenheim. We went straight to the Lotus garage and started chatting with folks. I spent a lot of time talking to a guy patching the carbon fiber undertray about the technique he used and the strength of the repair. Mika Hakkinen roped Flag into carrying his parents bags around. However, given the state of Lotus' budget, they had no beer to spare and Flag suggested that we move on to Williams.

Flag knew Ann Bradshaw, who, if you watched F1 in the 90s, was the woman standing behind Frank Williams all of the time. We found her and he introduced her to me. We talked and talked about all sorts of things. Then she asked us if we were hungry and had the chef throw something together for us.

At that time, Williams used Renault engines. While Flag and I were chatting with Ann, a group was sitting behind us, under the awning. It was a bunch of big names in French motorsports circles, including the head of Renault Sport and Jaby Crombac. Ann realized that she was talk-

ing to a couple of Lotus fans and who was sitting behind us and asked us if we wanted to meet Crombac.

The problem was that I had not done my Lotus history homework at that point and, although I knew Crombac was associated with Lotus, I didn't know how.

We said "of course" to Ann's offer, but I had to fake my way through the conversation. I don't even remember what we spoke about. Someone at the table was a French motorsports photojournalist who knew Flag and she took a photo of us all. After that, the crowd broke up and we back to Ann.

She was calling it a night, but before she left, she gave us as much Labatt's (another Williams sponsor at the time) as we could carry.

A couple of F1 races later, Flag had my copy of the group photo. Unfortunately, I didn't have anything suitable to put it in so that it wouldn't get messed up, so I asked him to hold onto for me. However, I didn't see Flag again that weekend and he wasn't at the race after that, the last one that I attended. I guess he still has the photo.

A couple years ago, I ran into Ann Bradshaw electronically. She was doing PR for some race in England or something. Surprisingly (to me), she still remembers that evening.

Looking back on it, it was such a wasted opportunity. If I had that chance now, there are so many things that I would ask about. But you can't change the past and you never know when these kinds of things would pop up, so there is no point in whining about not being ready for them. At least, I can say that I met him and had a conversation with him.

Miscellaneous Lotus News

Lotus Engineering has been teaming with Chevrolet on a supercharged Cobalt SS. The car has been competing in Time Attack racing. Time Attack racing comes from Japan and consists of street cars on street tires doing a single flying lap of a track. The Cobalt SS won the most recent race at Buttonwillow in California.

Autocar has reported that in the on-going "will Lotus build cars in Malaysia or won't they?" saga, Lotus is now not going to build cars there. Lotus is owned by a Malaysian company and apparently has decided to build cars there several times, only to change their minds later.

These reports also say that the schedule for the new Esprit (based on Lotus' Variable Vehicle Architecture) and the new Europa (based on the Elise/Exige) will not be impacted by this decision.

OK, this is really old news since it happened last June, but I just found out about it, so it was news to me. The wife of a

radio DJ (Tim Shaw, who sounds like a UK version of Howard Stern) got sick of his on-air behavior and sold his Turbo Esprit on eBay for a Buy-It-Now price of 50p (less than a dollar).

The action was prompted when Shaw offered to leave his wife and children for a model who he was interviewing.

The eBay listing read:

"I need to get rid of this car immediately - ideally in the next 2-3 hours before my cheating husband gets home to find it gone and all his belongings in the street."

"I am the registered owner and I have the log book. Please only buy if you can pick up tonight."

The buyer left positive feedback: "thank you Hayley the car is excellent thank your hubby for me"

Among the new features available on the UK MY 2006 Elises are cupholders. Is it the beginning of the end for the Elise?