



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



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
January/February 2006

Farewell, Keith Duckworth and Fred Bushell

Following the death of Jabby Crombac in November, two more prominent figures in Lotus history have passed on. Keith Duckworth co-founded Cosworth and designed the DFV Formula One engine, which ultimately became the most successful engine in Formula One. Fred Bushell was a close friend of and business advisor for Colin Chapman and was a Director for Classic Team Lotus at the time of his death.

Duckworth was a gearbox development engineer for Lotus on the infamous 'Queerbox' where he met Mike Costin. The two of them left Lotus to form Cosworth Engineering. "I didn't hang around very long as I wasn't prepared to carry on developing a gearbox that I didn't think would ever work for any length of time." However, Costin had a family to support and continued to work at Lotus while Duckworth did almost all of the initial work for Cosworth.

He developed a Ford-based Formula Junior that became dominant and Cosworth took off. Colin Chapman convinced Ford to fund development of a new engine for Formula One and Duckworth designed the FVA Formula 2 engine and the DFV Formula One engine. The DFV powered the Lotus 49 to a debut win for both the engine and the car at the Dutch Grand Prix in 1967. DFV powered cars went on to win 155 Grands Prix over a 17 year run. Duckworth continued engine design and development, but was later slowed by heart issues and frustrations associated with any large business, as Cosworth had become.

Before Lotus was a company, Bushell would walk by Chapman's shop on the way home from work and see people working on cars. One day he stopped in to see what they were up to, and, after getting the tour, Chapman found out that he was an accountant and asked him to take a look at his books. "I reorganized [Chapman's] accounting systems and turned what had appeared to me to be more like a club into a business," he later said. They worked together until Chapman died. Bushell also had something to say about the Queerbox. "This transmission was very cost-absorbing and it proved a considerable drain on our resources, at a time when we needed money badly to build our new factory."

Bushell was probably involved every business decision made by Chapman. For example, Bushell advised Chapman to form Team Lotus as a separate company. Unfortunately for him, this included the DeLorean affair (call Mark Winston at Lotus Limited for a complete run-down) and Bushell spent three years in prison as a result. At the time of Chapman's death, Lotus was in a very shaky financial state and Bushell kept Lotus from going under. This was confirmed by Duckworth. "The only reason why Lotus survived was Fred Bushell. He had an absolute genius for running companies which were actually broke. Lotus never went into receivership. Fred was a genius"

Tour of Dennison International

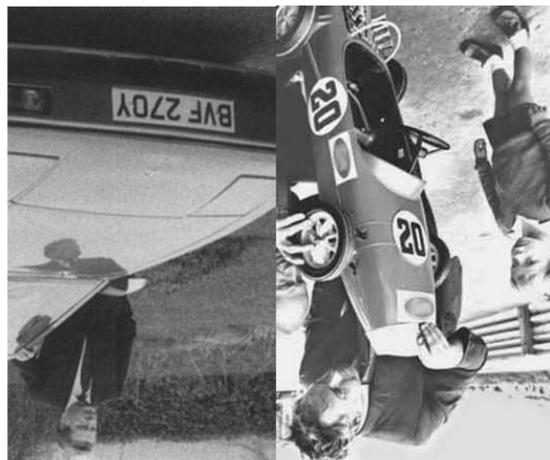
When: Saturday, February 25th, 2006 10:00 AM
Where: Dennison International Motorsport
11203 Benston Dr E, Puyallup, WA
(253)435-9143

Come and join us for a tour of Dennison International Motorsport. This facility prepares, maintains and restores historic sports and race cars. They also offer transport and track side support for classic and historic racing events. Coffee and snacks will be provided.

Directions:

From Hwy 167 in Renton:

- Merge into WA-167 S - go 21 mi
- Turn Right at N Meridian - go 161 ft
- Bear Right and head toward Valley Ave E/Valley Ave NE - go 0.1 mi
- Bear Right at Valley Ave E - go 0.5 mi
- Turn Right at Milwaukee Ave E - go 0.6 mi
- Turn Left at Benston Dr E - go 0.4 mi
- Turn Left in the commercial unit. Dennison is located near the back.



Editor's Note

Welcome to the first newsletter of 2006.

Hope that everyone had a happy holiday season.

My favorite gift that I received was an aluminum "racing" jack. It lifts higher than any of my old jacks, but it is also low enough to fit underneath my Formula Ford. Plus, it has a rubber pad on the lift surface, so it won't mar the bottom of the Elise!

The jack was helpful as I spent much of the holidays disassembling the Titan. The extra brackets to support the Crossle bodywork has been either unbolted or ground off. The bracket to support the old Crossle radiator (the Crossle nose and radiator is much wider than the Titan ones) has been modified to support the Titan one.

A couple of weeks ago, a guy called and offered me a stack of Titan bodywork for free and spare uprights, half-shafts, steering rack, miscellaneous bits that I had been looking for (like a dead pedal) and more for cheap. I was at his house before the end of that week.

On the minus side of things, I just found out that the mirrors that were installed on the car were 90s vintage motorcycle mirrors that really don't belong on a 1970 vintage Formula Ford. One more thing to buy.

Also found out that most of the spares that came with the car were Titan parts.

But all this is part of the fun of a project like this.

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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:

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Lotus 49: The Story Of A Legend

This book, written by Michael Olver and published in 1999, is very appropriate because a) the foreword was written by Keith Duckworth and b) we have a tour of Dennison International, the folks who maintain Pete Lovely's Type 49, this month. The book tells the story of the development and race history of the Lotus Type 49. It also includes a history of each chassis up to when the book was written.

It is now expected that books like this should have good development, race and chassis histories. This is certainly true for the John Tipler Type 25/33 and 78/79 books. However, this book describes these things to a degree that I have not seen before. It is probably the most complete and well researched book on a single model Lotus that I have ever

seen.

In the process of researching this book, it was determined that Pete's car (49B/R11) is a rebuild of 49/2, the car driven by Jim Clark to win the 1967 Dutch Grand Prix, the first Grand Prix win for the Type 49 and the first win for the Cosworth DFV engine.

The author seems to have access to all of the right sources Keith Duckworth and Mike Costin of Cosworth to the files at Classic Team Lotus and Ford to the drivers who drove the cars and the mechanics who worked on them.

Because the book is so detailed, it can sometimes seem long, but it is still very readable. I highly recommend it.



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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: 1998 VW Golf GTI VR6, 53K miles. \$11,500. Lovingly cared for, dealer serviced and detailed 2x year at Island Detail. One owner, no accidents, come see to appreciate. Call 206-686-7326 or email lotustype82@yahoo.com.

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 Lay-stall. 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@mhseattle.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.

For Sale: 2005 Lotus Elise, only three months old. Ardent red, with touring pack, black interior, and Star Shield paint protection. 1300 miles with the first service completed. Perfect shape and ready to drive "spiritedly." \$48,000. Contact Cliff Moore, 206-463-3138, betsycliff@comcast.net for photos.

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Event Calendar

ELCC events are listed in **BOLD**

February

- 12 WWSCC Slush #2 Autocross, Bremerton
- 16 Griot's Garage Tech Session, Park Place, Bellevue
- 18 BMWCCA Driving School, Pacific Raceways
- 25 Tour of Dennison International, Puyallup**
- 25 NWARC Performance Driving School, Bremerton
- 26 TC Driver Training, Portland Intl Raceway
- 26 WWSCC Slush #3 Autocross, Bremerton

March

- 11 BMWCCA Car Control Clinic, Bremerton
- 11 IRDC Driver Training, Pacific Raceways
- 12 WWSCC Slush #4 Autocross, Bremerton
- 12 IRDC 4 Hour Enduro, Pacific Raceways
- 17 NWARC Lapping Day, Bremerton
- 18 ELCC at Sykart, Tukwila**
- 18 BMWCCA Driving School, Pacific Raceways
- 18 CSCC Driver Training, Portland Intl Raceway
- 19 BSCC Autocross #1, Bremerton
- 25 TC Driver Training, Portland Intl Raceway
- 31 IRDC "Play Date", Bremerton

April

- 2 SCCA Regional Autocross, Bremerton
- 9 BSCC Autocross #2, Bremerton
- 14-15 SOVREN Defrost Kick-off, Pacific Raceways
- 16 NWARC Lapping Day, Pacific Raceways

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.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.cascadesc.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>

From The Chair

Hello! My name is Andy Keck and, since this is my first column as chair of the ELCC, I thought it would be appropriate to introduce myself and perhaps give some insight as to how I came to be writing this.

I joined the ELCC about a year ago, at the urging of Andre Samson. I had the good fortune of having him as my instructor at my very first track day. Besides giving me plenty of good driving advice (including quite probably, "Don't quit your day job"), he gave me an ELCC membership brochure. So I started coming to events, met Tom and Alan and dozens of others whose names sadly I've forgotten and generally had a really good time with fellow enthusiasts. In particular, I had some interesting discussions about the club with Tom about new Elise owners and how to reach them. Something I said must have planted a seed as it was not long after that when he asked me the first time to consider chairing the club. You may recall from the last newsletter that Tom said all sorts of nice things about me. Some of it may even be true. I certainly hope to be able to live up to the high standards set by Tom and all the others that volunteer their time and effort to this club.

I knew that I wouldn't be able to turn down Tom's request. You see, I think I was born to hold a position like this. While pregnant with me, my mother's daily driver was a '59 Triumph TR-3. If that didn't do me some kind of permanent, life-altering damage then I don't know what could! Then I was born and the real indoctrination began (although the TR-3 went away—no place to put the car seat).

I grew up outside of Indianapolis just a few years too late to have seen or heard the Lotus entries at the Speedway. However, as far back as I can remember, I had some small posters of a few different Indy cars over the head of my bed. Bobby Unser's car was there, maybe A.J. Foyt, some others that I simply can't recall. Jimmy Clark was up there, probably in the 38 that won the '65 500. So you could say I've been a fan of the marque for most of my life, even if I didn't actually know much more than the fact the Lotuses were green and yellow and really cool.

So a few years later, when I was about 10 or 11 years old, I was over at a friend's house who, in a moment of boredom, blurted out. "My dad has a Lotus!" Of course, I demanded immediate proof. He took me to a dark, cluttered garage behind the house and fumbled around for the light switch. Of course, I was imagining cars that looked like exactly like that 38 from the poster. When the lights finally came on, there was a white Lotus Elan in its dust-covered glory. While I was surprised not to see my imagined open wheel racer, I was shocked to see a car so utterly different from anything else I had ever seen. In semi-rural Indiana, the little Elan just seemed so alien. I must have gawked at it for hours. I hinted without any subtlety to my friend's father that I'd really like a ride, but, honestly, in the several years that they lived there, I don't think that car left the garage once.

It took a few years, a few jobs, a string of mostly forgettable cars and motorcycles and a few months working in London to finally spur me into action. Of course, it helped that Lotus finally committed to importing the Elise. You can bet that I put my money down just as soon as I could, and settled in for what turned out to be a two-year wait. Do not ask my wife how well I handled that.

Finally, just over a year ago, my car arrived. First order of business after the break-in was to head to the track, where of course, I met Andre and so this intro has now come full circle. I'm so pleased to finally have a connection to that Jim Clark poster and to the tiny British cars from my childhood. Now the question is, "What Lotus to get next?"

I'm very excited about the events we're putting together for this year. And I'm looking forward to meeting more members and putting more faces to names, hopefully on a more permanent basis this time. I also would like to encourage everybody to call, email, or grab me at an event and give me your thoughts on what we should or shouldn't be doing as a club. Who knows, maybe I can talk some more of you in to volunteering too. There's always room for more help. See you all soon!



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Holiday Party 2005 by Sean Lane, Photos by Alan Perry

Another famous ELCC Holiday Party can be chalked up to Father Time. If you missed it, you missed out on a good time and excellent food. We had a small-ish group this year, only numbering about 30 or so, but this meant that the white elephant only took 2 hours instead of the usual 3 and a half.

This year, the party made a return to Chuck and Georgia Cont's lovely house in West Seattle. A sincere thanks from the club to Chuck and Georgia for hosting. Over the course of the evening, however, we learned that we may be losing the Conti's to another state; They may be moving to Alaska in the spring. We'll all miss their company and the view of their yellow Elan on our club tours.

Before the party, I remembered Chuck's rule about parking -- Drive a Lotus and you can park in the driveway. I planned to drive the Esprit anyway, but this was added incentive. The weather was the usual for Decemer, rainy and blustery, not very hospitable for the older convertibles. So, I think mine (and Chuck's) were the only Lotuses there.

The usual hilarity ensued when it came time for the white elephant. Some of the hot items were a detail kit from Griot's Garage, bottles of booze, and Lotus gear.

There is always at least one gift that causes the recipient to sigh disappointingly, and this year I brought it. I thought it was pretty cool, and relevant -- a mounted and framed (nicely



I might add) picture of the one and only Lotus Etna -- do you remember it? It was Lotus' then futuristic prototype 8-cyl grand tourer that debuted in 1984. It was to have a doubled-up version of the Esprit engine, dubbed type 909. Unfortunately however, the Etna's styling is strikingly similar to the later released Ford Probe and Subaru SVX, likely because the designer (Giugiaro?) was working on products for all three companies?

Gary Holt was the lucky recipient of the Etna, and spent the rest of the gift-game hocking it to upcoming gift pickers. He couldn't find any takers. I had one of the very last numbers, and I couldn't bear to see any longer Gary's disappointment as he realized he may be stuck with this picture of a Probe -- too nice to just throw away, but too "unusual" to actually hang anywhere. So, I came to his rescue and took it from him, so that he could steal a gift from someone else. Doesn't this sound like Christmas Spirit?

If you'd like to see the famed picture of the Etna, you'll find it on display at Park Place in Bellevue.

Hope to see you at the party next year, and by the way -- the club is looking for a host. Please let Andy Keck know if you would be interested in hosting the event.

Editor's Note: The Etna was styled by Ital Design (Giugiaro). It was featured on the cover of the January '85 issue of Road&Track magazine. Much to Ford's and Lotus' displeasure, the Etna looked very similar to the Giugiaro-designed Ford Maya concept car that was publicly shown a couple months after the Etna. In addition to the Type 909 engine (320 bhp in US trim), the Etna was supposed to feature a full plastic monocoque design, similar to the Type 14 Elite, but made out of VARI-molded kevlar and carbon fiber with plastic composite wheels, composite springs and active suspension. A 500-600 bhp turbo-charged, AWD version was also mentioned.

Editor's Note: Sean left out the most important thing about the Holiday Party. Tracey Clear got the Bugatti!



Lotus Announces Europa S

Lotus officially announced the new Europa S in December. It is based on a new chassis design, not based on the Elise chassis. The Lotus Type number for the new car is 121.

It will be more of a GT car than the Elise/Exige with "significantly enhanced levels of tour and cruise capabilities." Along these lines, it will have a larger luggage compartment, lower sill and higher roof line.

The car will be powered by a 2.0L turbocharged engine tuned for high torque and low-end power (194 lb-ft max and 90% of torque available below 2000 rpm). The maximum horsepower will be 200 bhp. This all means that



Miscellaneous Lotus News

Club111 in California is hosting the 2006 West Coast Lotus Meet the weekend of 18-21 May in Morro Bay, CA (with a track day at Buttonwillow). Club111 is an Elise-oriented car club chapters all over the country. Details are still being worked out and will appear in these pages as we receive them.

Lotus presented and tested a new Exige to compete in FIA GT3 racing. Details on the car will be announced in March.

There was the Lotus bicycle and the Lotus shopping cart, now there is the Lotus watch. Lotus didn't just stick a Lotus badge on the face of the watch; Lotus Design styled

the 995 kg car should do 0-60 in 5.5 seconds and 0-100 in 14 seconds. Top speed should be around 140 mph.

"The Europa S provides the driver with a refined environment, incorporating innovative styling features which do not compromise the superior performance and handling that is synonymous with ... Lotus," said Tony Shute.

The Europa S is planned to start production in July and the price will be around 50000 Euro.

Can't wait to buy one? Sorry, it will not be available in the US or Canada. (Whatever happened to Lotus' claim that future models would be available in ALL of its markets.)

the whole watch. The price is GBP 175 and can be purchased from www.lotuscarswebstore.co.uk.

Lotus Engineering will be display a demonstration prototype based on its Variable Vehicle Architecture at the Geneva International Motorshow, starting at the end of this month. From the media flyer released by Lotus, the AXP looks like a cross-over vehicle. It will be powered by a 300 bhp, super-charged, 3.0L V6 engine.

Tracey Clear gave birth to a boy, Caspian Elliot Clear on October 25. 10 lbs 3 oz.