



From the Chairman's Desktop

BY DOUG JACKSON

I hope you all enjoyed the new look of the Lotus Lines newsletter last time because I think our brand new newsletter editor, Grad Conn did a great job. A new look and lots of new things. I also thought he did a very interesting job in describing the experiences he's enjoyed living with and driving a DeLorean... you might have noticed that this type of car appeared four times in the ELCC newsletter (on page 5, page 8, page 9 and on the back cover) and maybe a few of you might think this is a bit excessive, you've got to hand it to him for creativity.

[Ed: As the daily driver of the last car personally designed by Colin Chapman, I take my vehicle's Lotus roots seriously. However, note that in this issue there is only one DeLorean pic. I'm close to my first Lotus purchase... once that happens, watch out!]

As I mentioned in my last "From the Chairman's Desktop" thing, the summer of 2011 promised to have quite a large variety of events and activities for you to possibly take part in and I hope you had as much fun doing these things as I did. July was especially full of things to do with your Lotus car here locally and even far away, if you had the inclination. Particular highlights were the Western Washington All British Field Meet (the ABFM) and our club's Summer BBQ which was being hosted again by John Schneeman. We had a real good turnout of cars and people at the ABFM and the BBQ, especially because we were blessed with gorgeous sunny and warm weather.

August and September were also very busy times with car events in Bellingham, Tacoma, Kirkland, Spokane and up on San Juan Island, Washington, down in

Sun River and Portland, Oregon and even Monterey, California. Plus, there was the ELCC "Mountain Loop Drive" on Saturday, August 20th and a couple more of our casual "First Thursday" get togethers on, wait for it... the first Thursday of each month! So yeah, if you needed an excuse to get your car(s) out of the garage, you had several.

Sadly, our club just recently lost a member who died (see an article elsewhere in this newsletter about Steve Shipley) and the NW racing community lost one of their long-time members (see an article elsewhere in this newsletter about Pete Lovely). However, there is still plenty of strength and character in our automotive community to carry it forward. As an example of this, you might like to know that Steve Hanegan (and his many volunteers and helpers!) did a really great job of organizing and running this year's Western Washington ABFM, about a year and a half after Arnie Taub died, who had run this special car show for many years!

See you soon "on the road" or at a car event or activity. | **LL**



**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, artwork, 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 \$25/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 us:

EVERGREEN LOTUS CAR CLUB

P.O. Box 40481
Bellevue, WA 98015-4481
www.elcc.org

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

Chairman: DOUG JACKSON

phone » (206) 300-9130
e-mail » chair@elcc.org

Membership: ALAN PERRY

phone » (206) 855-9464
e-mail » alanp@snowmoose.com

Treasurer: ANDY KECK

phone » (206) 390-3870
e-mail » andykeck@mac.com

Editor: GRAD CONN

e-mail » editor@elcc.org

Advertising: AIMEE HOU

e-mail » classifieds@elcc.org

Printing by K&H PRINTERS

web » www.khprint.com

Design by MICHAEL KARST

web » www.michaelkarst.ca



Steven Clark Shipley APRIL 17, 1947 – JULY 11, 2011

BY ANDRE SAMSON

Steve grew up in West Seattle, and but for a brief time living near the UW during college, lived his life in West Seattle. He graduated from West Seattle High School, attended Seattle Community College and the UW completing a double major in history and philosophy in 1975. He bought his childhood home from his father and remodeled it with an added garage/shop to house his cars. He had varied jobs until he settled in working for the City of Seattle as a Programmer retiring after 27 years in 2008.

When young he traveled to Hawaii and New Zealand to tour on his bicycle, no doubt strengthening his interest in British cars. Later in life he attended the Goodwood Festival of Speed and visited other shrines to the British car.

He was always looking to buy tools and orphan cars or parts.

Steve enjoyed his connection with the Evergreen Lotus Car Club and always brought a friendly face to any event he attended. His humble, provocative sense of humor was always a welcome addition at the First Thursday Gathering. He was also a member of other local British Marque clubs and kept active in them as well.

Here is a recollection of Steve I read at a Memorial Service for him...

A Saturday morning, and a fellow who I'd exchanged emails with offers to carpool to my first Evergreen Lotus Car Club meeting, a garage full of disassembled Lotus cars. We meet, greet, he warns me about riding in his car. Something

about taking my life in my hands. We laugh and get on the road.

But he was not kidding. His car, an early series Europa, drives possessed.

Traveling along, at random moments the car suddenly darts one direction or another. Motoring, pull to the right, looking ahead, then looking to see which tree exactly we are going to hit squarely in the trunk. It is an adventurous ride, though we laugh at both the unpredictability of the car, and I suppose some at ourselves for being crazy enough to use it. Later he sends the car to a shop I work at to find and fix the part of the rusted out frame that causes the erratic control.

Meet Steve Shipley.

I'm amused to think, our friendship started by sharing danger in that Europa on our way to a garage full of unfinished projects. But I think perhaps what started was a mutual acceptance, or even understanding of what is important in life, when you find a like soul In our case, a love for lost projects overpowering our ability to



finish them. In a way, our good-humored struggles against our own selves.

Steve and I shared many conversations; about caring for an elderly parent, an ever honorable priority, to trying to care for ourselves, and yes we talked about cars and motorcycles, our unfinished projects, and humorously, our inability to stop ourselves from bringing home some other forgotten piece of some Lotus or English Ford or Honda Motorcycle. But whether the talk was dark or light, it felt like there was a mutual sympathy, for struggling separately, together. It was honoring the forgotten, caring for the lost, whether automotive or human, and putting a warm laugh on lives that weren't going the direction we'd hoped. But it was the laughing at ourselves, that was most important, and I think the kernel to our friendship. We understood, even if we didn't have a full grasp of our own predicaments, we would always be willing to try to bring a smile to others.



Support through laughter.

So perhaps our lives were like that first drive, suddenly darting to some new potential project that needed a home; as in Others, at

the expense of some project we could actually finish; as in Ourselves. That understanding may be lost with his passing, but his willingness to bring others laughter will be how I remember Steve. And I will heed his first warning from a

different point of view and with a warm smile. Something about Making my life with my Own hands.

Rest friend — Andre Samson | LL

Western Washington ABFM

BY DOUG JACKSON

The Western Washington All British Field Meet (ABFM) car show occurred on Saturday, July 23rd at Bellevue College in Bellevue, Washington and was preceded the night before by a cocktail party hosted by Park Place Ltd. which is also in Bellevue. If you had your vehicle registered in the ABFM, picking up your entry packet at Park Place Ltd. expedited your entrance into the car show the next day.

There was a good sized group of Lotus cars (I think there were twenty!) in our area of the ABFM which made for a good showing. There was a nice variety of Lotus cars in our area, but I think the real special thing was the 1959 Lotus 17 race car owned by Thor Johnson that our friends at Vintage Racing Motors (VRM) were nice enough to "loan" us for display purposes and I think our members and many of the other people attending the car show were interested in the opportunity to get "up close and personal" with this rare car. One of the things that I think people really noticed was how small the race car actually was. And, at the end of the day VRM's Tom Nuxoll just drove the car home (he lives nearby)!

There was a really great display of Jaguar E-Type (XKE) cars there this year because they were the featured car as they have

been at many car shows because, it has been fifty years since the introduction of this particular model.

In the Lotus area of the car show, we had representative vehicles from a long time ago right up to brand new cars (a black Evora) and some of them had been driven from as far away as Vancouver, B.C., Portland, Oregon and even Vashon Island! My car would have been among them (it was registered a long time ago) except for the fact that at 7:30AM it decided that about one mile from my house was as far as it wanted to go. Dang! Oh well, there's always next year or maybe it'll be ready to drive down to the Portland ABFM which is scheduled for Saturday, September 3rd.

Check out the pictures taken at the Western Washington ABFM by going to our club's website www.elcc.org | LL



rdent enterprises ltd.



Lotus Parts Specialists

Raymond D. Psulkowski
290 Raub Road, Quakertown, PA 18951
Phone (215) 538-9323 Fax (215) 538-0158
e-mail rdent@rdent.com
<http://www.rdent.com>

dave bean engineering



Official **Lotus** Vintage Parts
Distributor for the US & Canada 

www.davebean.com

636 east saint charles street • star route 3 • san andreas ca 95249 • usa
Phone (209) 754-5802 Fax (209) 754-5177
US & Canadian TOLL-FREE FAX ORDERS (800) 469-7789



A Legend Lost

BY ARNY BARER

Gerard Carlton "Pete" Lovely, died on May 16, 2011. He loved potato salad but he loved fast cars and going fast in them more. Pete could go world class fast. Since he switched from a Renault to a Jaguar in one of the first Northwest sports car races he was a force to be reckoned with locally, nationally and internationally. He was a National SCCA class champion and a factory driver for Lotus, both in sports cars and for Colin Chapman's first Grand Prix endeavor. He brought more early racing Lotuses to this area than any other person.

Good biographies can be found in the June, 2011 issue of *Vintage Drift* or at www.sportscardigest.com/pete-lovely-1926-2011/. Here are a few of my random thoughts about this monumental racer.

I first met Pete about 1953 when he was working at Bill Boeing and Dean Johnson's Seattle Sports Cars operation in downtown Seattle. Pete was in a roped off area working on a Giau. I mention this because while Pete was famous as a driver, he was also a hell of a mechanic. Over the years I would often see Pete with his head under the hood of a racer tinkering with Webbers or trying to debug a problem.

His mechanical aptitude produced many of the cars he raced. It started with the PorscheWagen, a hand cobbled special which gave fits to such drivers as John Von Neuman who thought that just because they had the latest factory iron they should win. In 1954 John Fox sold Pete a Cooper land speed record car. Pete immediately pulled the cycle engine out and put a Porsche engine in it. The rest is Pooper history.

When Pete was around no race car was safe from an engine swap. It was said semi-seriously that to get the engines for the PorscheWagen and Pooper several new Porsches left the showroom floor with Volkswagen engines. Pete bought a Series 1 Lotus Eleven which one December weekend Pete drove up California Highway 1 and US 101 from Manhattan Beach to Seattle. Some months later he bought the Series 2 car that he had driven at Sebring. That car had a particularly hot 1100cc Coventry Climax and handled much better than the Series 1 car. However in those days the displacement break for modified races was under 1500cc and over 1500cc. All things being equal you needed a full 1500cc's to win a first overall. An FWB 1500cc Climax was installed in the Sebring car and its hot engine went into the Series 1 class G car. Later swaps took engines from or into Lotus XV's, the Lotus XV11 and various formula cars. The ultimate engine swap put a Ferrari engine into Pete's Formula 1 Cooper.

Pete was a "people collector". Like Tom Sawyer when Pete had to "paint a fence"



he could always collect the people to do it for or with him. It started with his ability to get guys like Dean Johnson and Fred Armbruster involved in getting his fast cars. It continued with his race crewing. We can't forget Team Empire, that sea of yellow jackets and red pants that showed up at every early race to support Pete's efforts. Spear [or tire and gas can] carriers included the Bain brothers, Keith Combs. Andy Leffler, Bud Benoit and drivers Tommy Meehan, Lew Florence, Pat Piggot, George Keck and Gary Gove. It was thus strange that in his Formula 1 endeavors, after he left Chapman, he was the classic privateer. He and Nevele engaged in a lonely quest against massive competition.

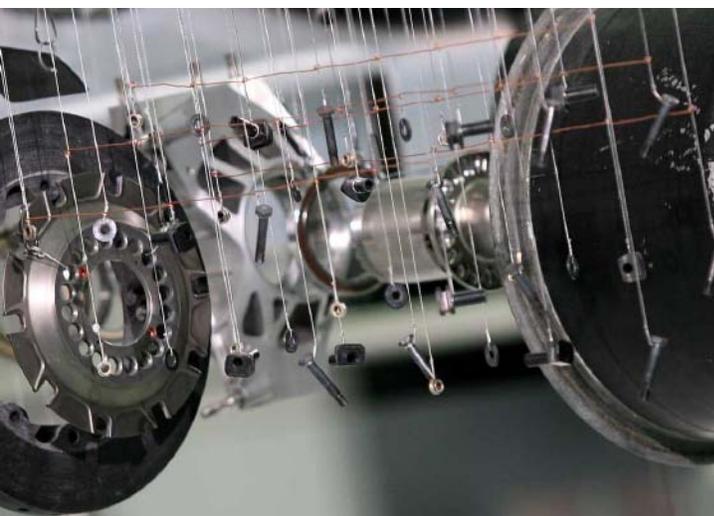
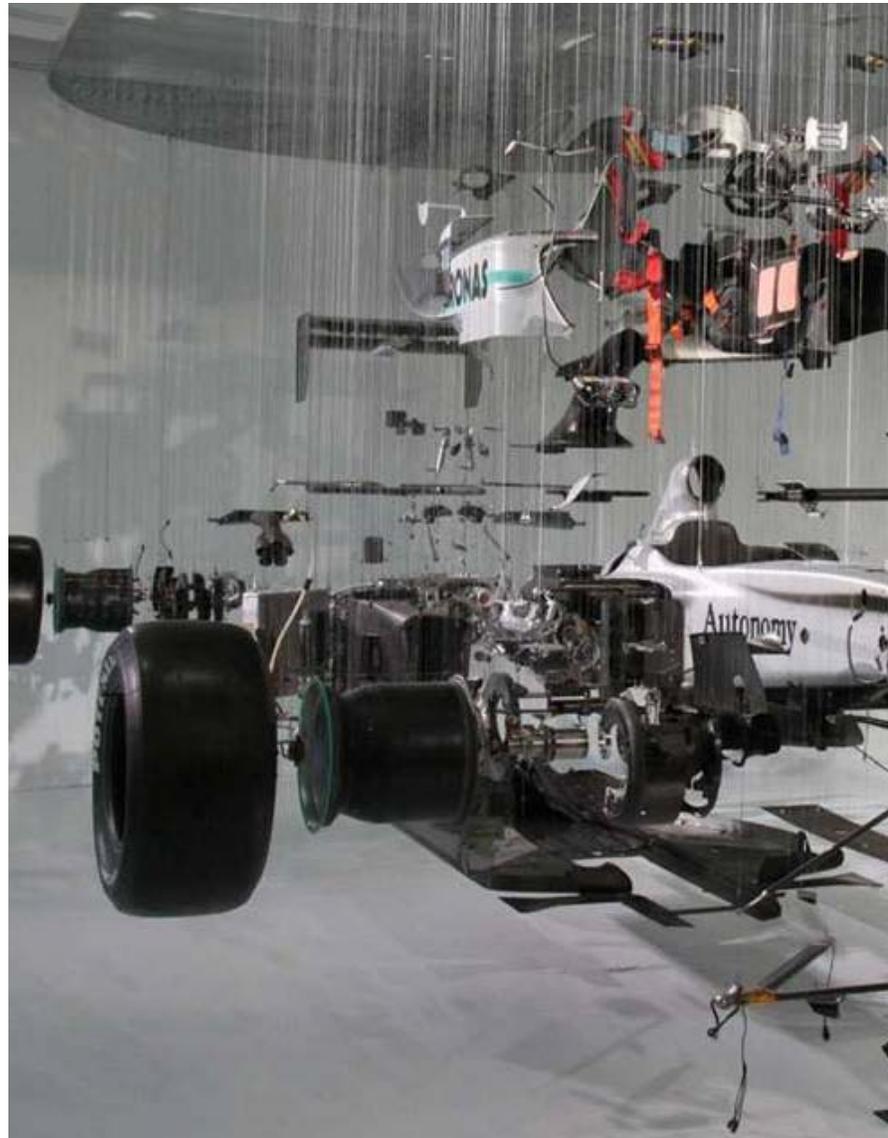
One could not use literary allusions around Pete. When he turned 80 he looked so well that I commented that he must have a portrait of moldering in a basement. It was totally lost on him. But most of us would trade any literary knowledge for his driving skill. After I recounted my story about his "Peter Path" line at Shelton a competitor told me that Pete had explained how to use

PROUDLY BRITISH
LOTUS



(SOME ASSEMBLY REQUIRED)

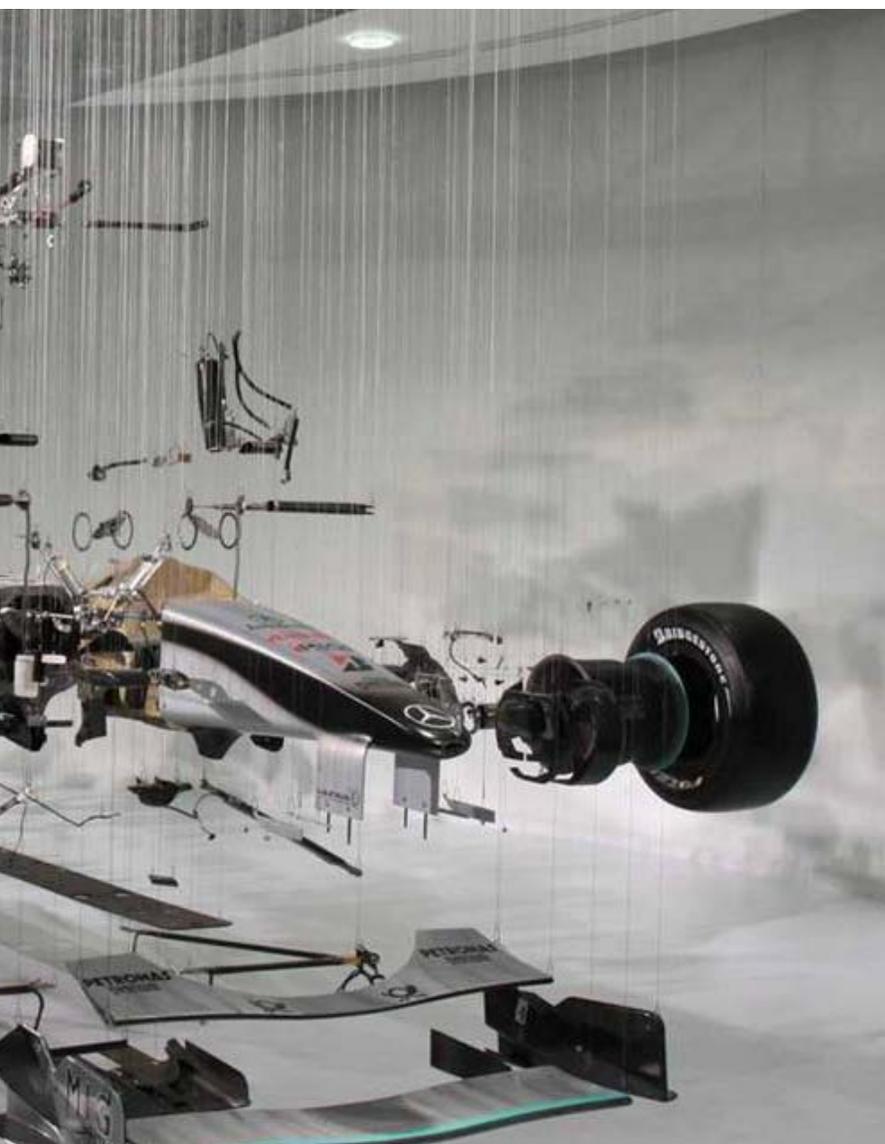




SCHUMACHER'S 2010 CHAMPION F1 STRIPPED BARE

F1 champion Michael Schumacher's racecar was dismantled into 3000 pieces by artist Paul Veroude at the Brooklands Racetrack in Surrey, UK. — s





,200 individual components and then hung on display by Dutch
source: www.dailymail.co.uk



substantially the same technique to create a unique “multiple apex” line at SIR. It clipped seconds off his lap-time. Pete probably couldn’t teach freshman lit but he sure as hell could teach advance racecraft.

His talent didn’t spoil a nice guy with a love for all things on wheels. In 1961 I bought a new Fiat 1200 Spider. Pete expressed an interest in driving it. Afterwards he was effusive on what a pretty little car it was and how I was

lucky to have bought it. As I drove away I thought “Wow, this from a guy who sells and races Porsches and Ferraris.”

We will all miss him and his flawless racing style | **LL**

Three Days of Nostalgic Bliss

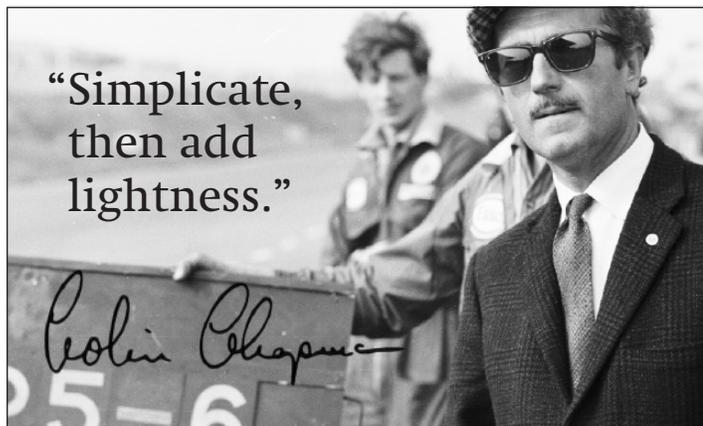
BY CORKY RUSSELL

Every year around the 4th of July there are historical races at Pacific Raceway east of Kent, it is also my return to my youth. Most of the cars that show up to this event are cars that were state of the art when I was racing back in 1968 and 69. My first lap at Kent Pacific International Raceway, as it was called then, was on a BSA 250 motorcycle. My motorcycle racing would end a few months later with an accident. In 1969 I return to KPIR driving a 1958 Alfa Romeo Spyder Veloce, but my season would be cut short by a notice from my Uncle Sam telling me that I was needed to defend the country.

OK, back to the present, what a weekend, I volunteered to work the paddock (pit area for those who are wondering). On Friday, my responsibility was to make sure the cars got to the race track without running over spectators. This was a hectic task because the paddock was open to the public and people were walking everywhere. To let people know a car was in the area, we blew whistles. Hopefully people would look to see who was blowing the whistle and see us directing cars towards the track, and they would stop and let the cars by. This went on all day, with little time for breaks. On Saturday I was asked to move to the track exit, where all the cars return to the paddock from the race track. This was great, now I got

to see all of the cars, not just the ones that passed by me on Friday, and I only had to blow the whistle at the end of the race (or practice), so there was plenty of time for breaks. Fortunately I was very close to where VRM was setup as support for its customers who were racing that weekend. I was stationed at the same area on Sunday.

I had a great time, seeing some cars that I actually raced against in 1969, and others that were campaigned nationwide during that timeframe. It was a great time, very nostalgic and a chance to see cars that most people will never see. Will I be there next year? Only illness would keep me away. | **LL**



Brooklands British Car
www.brooklandsbritish.com

Austin • MG • Triumph • Lotus
Sunbeam • Morris

Parts - Service - Restoration

8235 So. Tacoma Way
Tacoma, WA 98499 USA
1-253-584-2033

Second Annual “Lapping Day” at PGP

BY DOUG JACKSON

On June 16th our club hosted our second annual “Lapping Day” at the really fun Pacific Grand Prix (PGP) track facility in Kent and twenty or so cars (plus more than that people) came out for a day of “aggressive” driving. It was fun!

We got lucky again (just like last year in March!) and enjoyed sunny and warm weather. Maybe a few of you have already seen ELCC-member Corky Russell’s e-mail comment about the sunburn he got by hanging around all day. We started the day off with nice hot Starbucks coffee (brought by me) and a very interesting assortment of Krispy Kreme donuts brought by ELCC-member Chuck deKeyser, and then ELCC-member Trevor Cobb and a guy from PGP lead a short “Drivers Meeting” for everybody.

There was an interesting mix of cars in attendance that included: quite a nice variety of Lotus cars; a couple of all-electric Tesla Sport models (which spent a certain amount of their time tethered to the charging cables); a couple of Porsches; a “daily driver” 3-Series BMW and even a four-door M5 sports sedan. Trevor gave quite a few people entertaining and instructional rides in his M5 and I’m pretty sure everybody had a good time.

In the middle of the day, a person from Round Table Pizza arrived by prior arrangement with six extra large pizzas (of various flavors) and Corky brought the cooler full of soda pop out of my truck and we all enjoyed a “gourmet” lunch.

Because there were fewer people and cars in attendance this year compared to last year, everybody there got more “track time” which seemed to please everybody. There were several people who only had time to take part in the morning or the afternoon portion of the “Lapping Day”, but that worked out good too.

One of the most interesting things that happened during the day was the arrival of a person by taxi from SeaTac Airport. He was there to meet a friend of ELCC-member Dan Morrison (who had just recently sold an old Lotus Europa to him) to buy the Europa and then drive it back to California! The transaction (money, signatures and a few pieces of paper) only took a few minutes (see picture) and then the new owner drove the car away from PGP with a destination of Grants Pass, Oregon that evening! Now that’s more confidence than lot of people might direct towards an old Lotus (English car). Good for them.

So yeah, it was a pretty fun day! | LL



JAE
Independent Lotus & English Ford Parts and Service
Jay and Jeff

805.967.5767
805.967.6183

MasterCard VISA DISCOVER NOVUS

Lovelys Storage
Dry, secure, affordable car storage since 1985

253 863 8608
vic@viclovely.com
Edgewood, WA

THE CLASSIFIEDS

The Classifieds are free for ELCC members, and pricing for non-members is available on request. For adding or removing advertisements, please send them via email to classifieds@elcc.org or by calling (206) 686-7326 by the 10th of each month.

THE BACK PAGE

A	B	C	D	E
F	G		H	I
J	K	L	M	N

ANSWER KEY

- A. Lotus Esprit S1 (1976-1979)
- B. Tesla Roadster (2008)
- C. Lotus Cortina Mk1 (1963-1966)
- D. Lotus Seven S1 (1957-1960)
- E. Lotus 76 (1974)
- F. Lotus Elan (1962-1975)
- G. Lotus Elise S1 (1996-2001)
- H. Lotus Elite S1 (1958-1963)
- I. Lotus Europa Special (1973-1974)
- J. Lotus Esprit (2013)
- K. Lotus Eleven S1 (1956-1958)
- L. Lotus Exige S (2006)
- M. Lotus Elite (2014)
- N. DeLorean DMC-12 (1981-1982)

2011 EVENT CALENDAR

The following are driving and spectator events that may be of interest to owners of British cars. ELCC events are indicated below. For more details of any event, please visit our online calendar at www.elcc.org/events.asp.

SEPTEMBER

- 1 **ELCC Monthly Get-Together** ELCC
(Location TBD)
- 3-4 **All British Field Meet (ABFM)**
Portland, OR
- 9 **Tour d'Jour "drive in the country"**
Fife, WA
- 11 **Kirkland Concours d'Elegance**
Kirkland, WA
- 16 **Goodwood Revival**
Chichester, UK
- 16-18 **Sunriver Festival of Cars**
Sunriver, OR
- 17-18 **Society of Vintage Racing Enthusiasts (SOVREN) Fall Finale**
PRI, Kent, WA
- 18 **West Seattle Car Show**
Seattle, WA
- 24-25 **Lotus Cup Race**
Portland, OR

OCTOBER

- 1-2 **Maryhill Loops Road Hill Climb and Show**
Goldendale, WA
- 6 **ELCC Monthly Get-Together** ELCC
(Location TBD)
- 9-10 **Lotus Owners Gathering (LOG) 31**
Las Vegas, NV



Graphic Design
Layout/Forms
Stationery
Process Printing
Mailing Services
Web Design

Tel: 253-531-7087
Fax: 253-531-7104
john@doyleprinting.com
www.doyleprinting.com
1702 112th Street East • Tacoma, WA 98445

QUALITY PRINTING SERVICES SINCE 1975

YOUR AD
HERE >



CLASSIFIEDS
@ELCC.ORG

LOTUS of BELLEVUE



LOTUSofBELLEVUE.com
425.562.1000



The Northwest's Oldest and Largest Lotus Dealer

Factory Authorized Sales,
Service, Parts and
Accessories

PARK PLACE LTD MOTOR GROUP
est. 1987

13710 NE 20th Street
Bellevue, WA 98005
LOTUSofBELLEVUE.com

For classic Lotus restoration and repair . . .

Mechanical
Electrical
Interior
Fiberglass
Paint

High standard of workmanship for performance,
reliability and beauty.

RANDALL FEHR RESTORATIONS

30 South Horton Street Seattle WA 98134 ☎ 206 622 7469



EVERGREEN LOTUS CAR CLUB
P.O. BOX 40481
BELLEVUE, WA 98015-4481

