

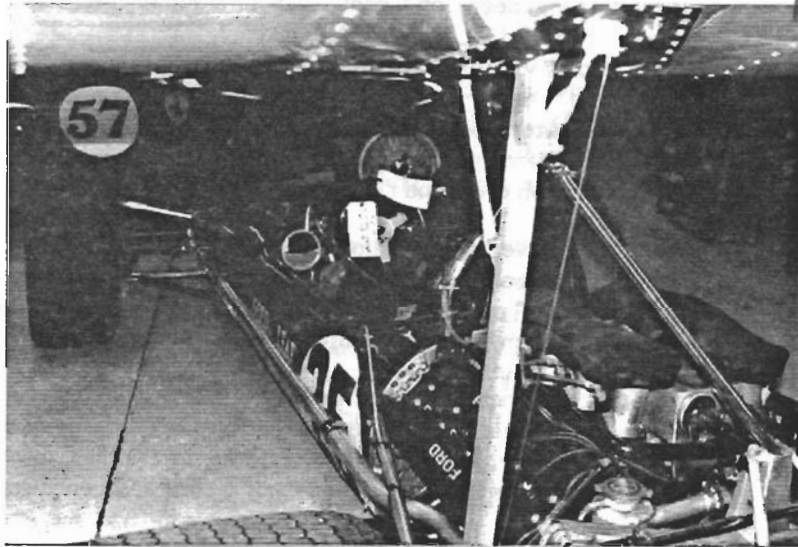
# Lotus Lines

Evergreen  
Lotus Car Club

January  
2000

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What's so special about this Lotus 49? Turn to page 5 to find out.

Photo by Dave Billings

## ELCC Christmas Party

By Dave Billings



As has become the holiday tradition, Jess and Eddie Marker hosted the ELCC Christmas Party. Lucky for us, they are really into decorating, and the house was extremely festive. Attendance was good, with about 30 people joining in the festivities. Dinner was great, with the food in abundance, as usual. Jess and Eddie also had their new toy on display in the garage. Somehow, they had managed to acquire Richard Griot's (of Griot's Garage) immaculate Type 14 Elite.

The gift exchange, often the highlight of the evening, did not disappoint. Thievery was rampant, as expected. Randall Fehr had landed a nice coffee-table book about classic cars. When it was stolen, he casually walked to the tree and grabbed the other coffee-table book, which happened to be the same one about the same classic cars.

The Bugatti surfaced once again. A masterful wrapping job by Nancy McCraney had successfully disguised the dreaded gift so that everyone assumed it had not made its return. But then, when it was least expected, David Caley found out he had selected it, to his dismay.

Thanks again to the Markers, and to everyone else who planned, brought food and participated.

## Club Meeting January 22nd

What do Lotus owners do during the dark and rainy months? Watch car films and eat popcorn, of course. And that's just what we plan to do at the Croshaw's, who have graciously offered to host the first event of 2000. If you have any great Lotus or racing videos in your possession, please contact Dave Billings, as the evenings programming has yet to be finalized. Carpool if you can, or plan on walking a block or two for parking.

Where: The Croshaw's - 908 Lakeside Ave. S, Seattle, WA 98144 (directions on page 8)

When: Saturday, Jan. 22nd at 4:30pm

What to bring: Great videos if you've got 'em. Munchies will be provided.

## From the Chair

By Dave Billings

Does every new chairman, at the beginning of the term, sit and ponder over what to write the first time out? After all, almost half the club might never know me except by what shows up in this column. Should I dive right in to some deep Lotus content, or describe my personal battle with my own 1966 Elan S2. Maybe I should simply discuss my hopes and plans for the club as we collectively head into this new millennium. Speaking of which, I \*did\* check my Lotus for Y2K compliance, and as far as I can tell, it is. It's still sitting beneath its tarp with half-inflated tires and an empty engine bay, looking much like it has for the last several years. Catch up with me at a club event and I'll begrudgingly provide all the sordid details.

Since I don't have any deep Lotus content available, and my car will be around to talk about in the coming months, I guess I will opt for "where is the club heading" option. Along with that, I suppose I should also give the short version of my own Lotus history.

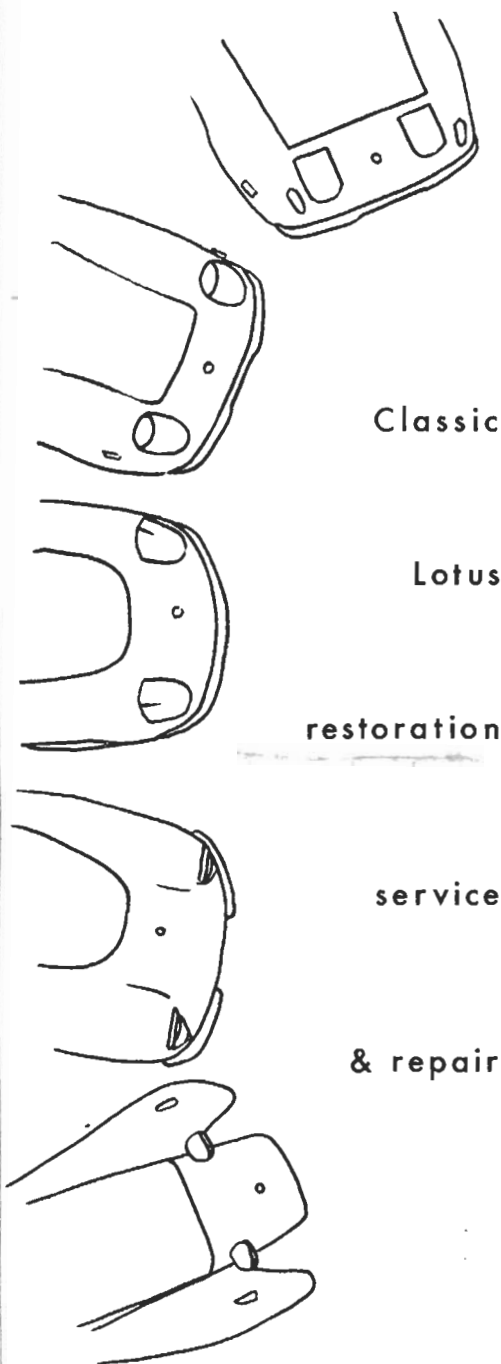
I am a second-generation Lotus fan, having a father who raised me to appreciate the unique blend of styling, performance and quirkiness only a Lotus can provide. Though he had restored an Elan FHC earlier, it was the '66 S2 roadster he bought when I was 10 that sealed my fate. This car, which I own today, was to be a project vehicle for him. But after years of his half-hearted attempts to sell it (who really wants to sell a running Lotus,) I began to get close enough to driving age that I suspect he just gave up and let the car sit.

In 1979, I got my hands on a wrecked Europa Big Valve. After a frame replacement and a lot of Bondo, the restored car went up for sale. While the Europa was hard to part with, the net profits were enough to buy the now-abandoned Elan from my father. Other than some modifications made to the car in my youth, I drove it steadily until 1988, when I tore the engine apart for a rebuild. Then I got sidetracked, which brings up to today.

As for the ELCC, I have been hanging around for a few years, trying to attend most of the events and really enjoying the people and cars I have happened across. I was a past co-worker of Mark Clear's, and found out about the club through him. So, it is really his fault that I am writing this column today. I guess I should also blame Randall Fehr, David & Virginia Caley, Jess & Eddie Marker, Jim Taylor and Craig Shuck, who all encouraged me to run once I mentioned that I might volunteer for the position.

But, enough about me and more about you, the ELCC member. Did you

*(Continued on page 4)*



### Randall Fehr Restorations

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

*The 2000 West Coast Lotus Meet has  
been scheduled in Napa/Vallejo  
California on Sept 27 - Oct 1, 2000*



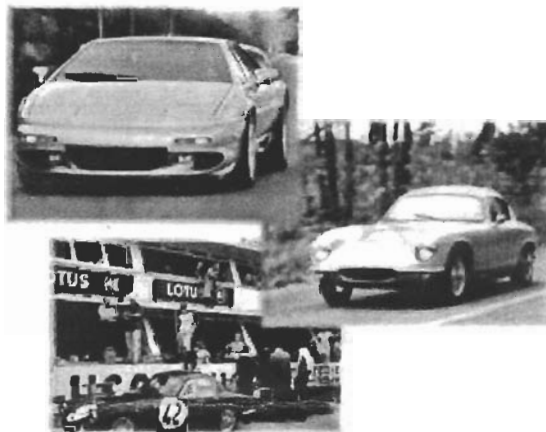
## 2000 ELCC Photo Calendar



What better way to day dream over your favorite marque than with the new ELCC Photo Calendar?

The calendar is the result of an annual club photo competition voted upon by ELCC members, depicting (mostly) members' Lotuses. Road and race models from the Seven to the new Elise Sport 190 are included in beautiful photographs digitally processed and directly printed (approximately 8" x 10") for each copy of the calendar (no color photocopies). In addition, club events, historic Lotus events and legends' birthdays are also noted.

The calendar is sold mainly to club members, however, we make a limited number available to other enthusiasts as well. Whether it's your kitchen refrigerator, your desk at work, or the tool bench in the garage, the ELCC Wall Calendar looks good all 12 months of the year. It also makes a great gift for friends or family. Drop us a line today and reserve your copy before they all drive away!



**Price:** (in US dollars, postage and handling included)

Members: \$15

Non-members: \$20

### How to Order:

To order your copy of the ELCC Wall Calendar, mail your payment with your return address to:

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

Expect delivery 2 weeks from receipt of payment.

### ELCC Event Calendar

Jan. 22 - Movie Night, Location: The Croshaw's (directions on page 8)

Feb. 26 - Club Meeting, Location and Time: TBD

May 27 & 28 - Run to the Gorge 2000, Details: TBA

July 1 & 2 - Pacific Northwest Historics, Location: Seattle International Raceway

July 15 - ABFM 2000, Location: TBA

(Continued from page 2)

know there are almost 100 of you out there, at last count? Most, of course, are in the Puget Sound area, but we also have members in Spokane, Bellingham, California, British Columbia and Japan. Additionally, the range of cars owned by this club is astonishing. Glance through the register when you get it and you will see that our "little ol' club" lays claim to several Type 14 Elites, an Elise (theoretically not legal in this country) and the granddaddy of them all, an ex-jim Clark Lotus 49 (see the article on the Pete Lovely Garage Tour.)

For the ELCC in the year 2000, the primary goal is simple, though not easy: Get every club member to at least one event this year. OK, maybe not everyone. Let's face it. Unless our Japanese contingent is here on business, we might not meet him personally, since it's not in our budget to be hauling off to Tokyo for a rally. But I think we have a shot at everyone else.

To accomplish this, we plan to organize events in several regions around the greater Puget Sound, as well as mixing it up between social, technical and driving events. Some of the ideas on tap are a Spring Maintenance Event, a Club Members Garage & Project Tour, at least one rally and a couple of Tech Sessions. Suggestions are always welcome, especially if it means you will help out in the planning! I hope that I will have the chance to meet each of you at

## Editor's Garage

Happy New Year! I hope everyone had a nice holiday season and received lots of great Lotus gifts (maybe even a new car!).

So here it is, my first publication. I think I'll start by saying that this is going to be a learning experience, so bear with me. It may take some time to sort things out.

Special thanks go out to Mike and Brandy Galoş for updating the newsletter format. It looks great! I may move things around from time to time to wake you up and keep things interesting. Let me know if you have any suggestions or criticism.

From talking with past editors, content can sometimes run short for the newsletters. Sooo, if you're doing a restoration, routine maintenance (is anything routine on a Lotus?), attended an event, and feel like writing about it, or just feel like contributing, it would definitely be welcomed. If you've run across some widget that a Lotus owner might not be able to live without, let me know. So don't be bashful. Send them in. If you do decide you

least once during the next 12 months, and that the club will meet your Lotusing needs. Please feel free to contact me with comments, event ideas and suggestions regarding just about anything Lotus related. If I'm not the right person, I will get you in touch with the club member who is. And don't be shy about asking for help with your cars. There is a tremendous amount of technical expertise in this club, as well as the willingness to share it with others.

See you at Movie Night, Jan. 22nd.

-Dave Billings-

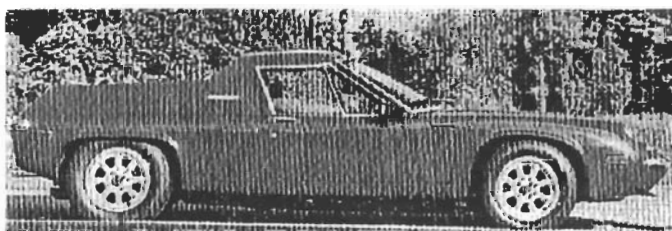


By Dan Morrison

would like to submit an article, it is easiest to receive them by email if you're online, otherwise snail mail is fine. If there is anything you would like to see in future issues or anything you would like changed, let me know.

With that said, one plan right now is to bump the number of *Lotus Lines* issues from nine to twelve...providing there is enough information to do so. Other plans call for more technical articles, coverage of vintage events, autocrosses and road racing events.

Well, that's all for this month, I hope to see many of you at the meeting on Saturday the 22nd.





## Pete Lovely Garage Tour

By Dave Billings

Tucked away in the beautiful pasturelands of Puyallup is one of the premier vintage racing shops on the West Coast. Pete Lovely Racing is a full-service restoration, prep and race support business that maintains both Pete Lovely's cars and customer vehicles. In early November, the ELCC was treated to a private tour of the facility, hosted by owner Butch Dennison and Office Manager Jeff Burk.

The two enormous transporters fairly dwarf the low-roofed barn buildings that house such an exquisite collection of cars. Once inside, however, tongues were quickly reduced to wagging as the nearly 50 visitors were allowed to roam freely throughout the workshop and storage areas. After a brief period for everyone to acclimate to the new surroundings, Butch took us on a guided tour of the different vehicles residing in the shop. While there were too many cars to review them all here, some of the standouts were the following:



**1997 Ferrari F310 Engine** - This engine was to be the spare for a customer's ex-Schumacher Ferrari F310, which had been on display at the SOVREN Races at SIR last July. It was explained that Ferrari sent over technicians to provide three days of training on the electronic management systems. The engine itself, displayed like a sculpture on a rolling engine stand, was truly incredible to observe. Amazingly compact, there did not seem to be a rough edge anywhere. It was almost as if the engine itself had undergone wind tunnel testing.

**1976 Lotus 77 (JPS MkII)** - Complete in the JPS color scheme, this former Mario Andretti Formula One drive was just one of the wonderful cars tucked away in storage. It was interesting to note how high up and forward the driver sat, as well as how

Spartan the interior and dash was. There were only a handful of switches and instruments for the driver to manage, compared to the F1 cars of today.

**1967/1968 Lotus 49** - Pete Lovely's personal racer, and one with which many ELCC members are familiar, Butch provided some interesting history which had been recently uncovered about the car. When Pete Lovely purchased it from Lotus, he did not specify which car he wanted, since his goal was to buy a car to race in the 1969 GP season. Thus, he was sold what everyone believed to be the 1968 ex-Graham Hill car, credited with one win at Monaco. Recently, however, as work was being done on the car, some discrepancies in colors and other details began to surface. Further investigation, including conversations and visits with members of the Lotus F1 crew from the 60's, revealed the car to actually be the Jim Clark 49. This very car, chassis No. 2, is the car driven by Clark in the 1967 Dutch GP, scoring the 1st win for both the 49 and the Cosworth DFV. This event marked one of the very rare times in GP history that a new car won its inaugural race. It also scored wins at the British and US Grand Prix that year. The car, which is in beautiful but unrestored form, still sports the Kyalami inspection sticker on its windscreen.

There were a handful of other Lotuses in the shop, like the beautiful 1965 Lotus 35, sporting a 2.5 litre Climax engine and purpose built for the Australian Tasmin series. Other notable cars were a nearly completed concours restoration of a 1949 Ferrari 166 Barchetta, and the Year 2000 project car, a 1956 Ferrari 290 Mille Miglia, on the "picture frame" rack, where individual body panels were being formed from flat aluminum stock. Butch explained that, in fact, many vintage cars can and have been replicated from little more than the number plate. Of course, this sparked debate on issues of originality of parts vs. originality of spirit and safety. The topic was laid to rest quickly, however, by David Caley, who remarked "Let's see. Carroll Shelby has a new heart and kidneys, but we still consider him the original." That got big laughs all around.

All in all, it was an excellent event, and we extend great thanks to the kind people at Pete Lovely Racing who made it possible, as well as Mike and Brandy Galos for arranging it. It was truly a highlight event for 1999.



Lotus 49, chassis No. 2 driven by Clark in the 1967 Dutch GP

Photo by Dave Billings

## The Drive To Pete Lovely's Shop

By Alan Perry

I wasn't supposed to be there. I was supposed to be in a sailboat race off of Shilshole. However, when Saturday, November 6th dawned, my stomach was telling me that I wasn't going out on any sailboat that day.

Of course, by the time the ferry reached Seattle, my stomach had settled down, so I had to make a decision; what is the better use of the trip permit? To permit the car to sit in a Seattle marina parking lot or to permit the car to take a drive down to Fife?

The drive started in the parking lot of PetSmart in South-center and I was the first person there. Unfortunately, since I am still kinda new to the area, I don't have everyone's name associated with their face. We huddled around and checked out cars for a while and then we were off.

The group stayed together pretty well up the 21% grade on 178th and then south on Military Rd for a few miles. However, when the drive turned back east onto South 216th and down the hill into Kent, a gap started to open.

Randall Fehr (and co-driver Dave Billings) in his Elan, followed by Chuck Conti and me in my Elise, pulled way ahead of everyone else. Chuck was calling out directions for me and it looked like Dave was giving directions to Randall. The roads were wet and I was a little nervous about pushing the car in the wet, so I just let Randall set the pace. Besides, I had no idea where we were.

About halfway to Pete Lovely's, somewhere in Auburn, I think, we stopped to let everyone else catch up. Randall and I also swapped co-drivers and positions in line. When we started up again, I was out in front. And I almost looped the car on the first interesting bit of road.

The turn was a hairpin and the road was wet and covered with leaves. I came into it a little too fast and then couldn't make the rear tires stick (the worn tires probably didn't help), so, the back end came out and, for a while, we were on the wrong side of the road with a truck coming down the hill at us. That seemed to get Dave's attention. Since I

am still here to write about it, obviously I managed to get the car back under control. Randall must have been having problems of his own because he doesn't remember seeing any of the problems that I was having.

We ran the rest of the drive with little adventure, but lots of fun driving (at least in my car). The route continued west from West Valley Highway near the Hwy 18 and Hwy 167 intersection, then somehow we ended up heading south on Weyerhaeuser Way, then somehow we made it over to Milton Road near Enchanted Park. We wound our way through Milton and once we reached 24th St E in Pierce County (Edgewood or Fife or wherever we were), the roads were all straight and all of the turns were 90 degrees intersections, so I slowed down because who wants to drive fast in a straight line?

And we all arrived at Pete Lovely's shop in one piece.

Dave Billings put together the route and it was a really good run. I live over on the other side of the Sound, so I really don't know the roads around Seattle. Even if we weren't going somewhere as cool as Pete Lovely's shop, the drive was a blast all by itself.



Photo by Dave Billings

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Photo by Dave Billings



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Questions? Please contact the Editor.

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**1997 Twin Turbo V-8**

Yellow with black interior. 1235 miles. Like new. Chrome wheels. Alpine CD-changer. Both Hard and Glass tops. \$62,500 -Call Steven 650-483-2141.





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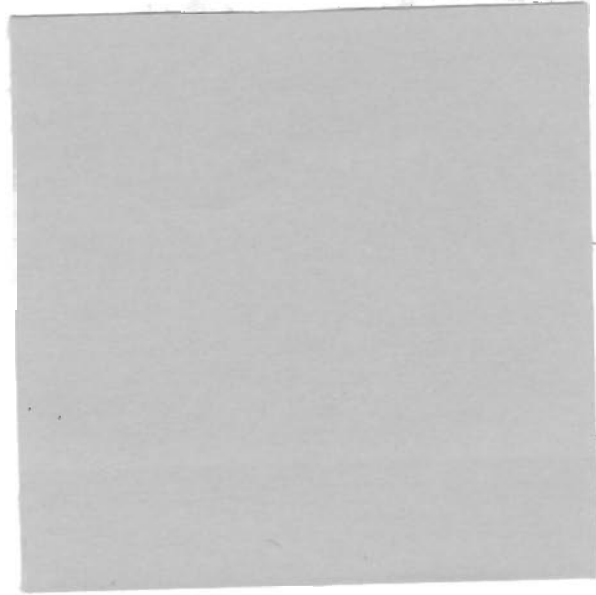
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**Membership** in the ELCC is \$20/year and is prorated in three month increments. This includes a club roster and twelve issues of *Lotus Lines* per year.

**Website** <http://www.fastcorner.com/lotus>



35249+9364



**Movie Night - Jan.22 - 4:30pm at Roger and Sue Ann Croshaw (See article for details).**

**\*\*\*Directions to Croshaw's\*\*\***

Coming South on I-5

Take exit 520 east to first exit (Montlake). Go straight through light to Lake Washington Blvd. Follow to stop light at Madison St. Stay in right lane and go through light. Follow Lake Washington Blvd., which is curvy, going through one stop sign at McGilvra. Continue along the lake to 908 Lakeside Ave. S. (Lake Washington Blvd. turns into this), and the house will be on your left.

Coming North on I-5

Take exit 163 (Columbian Way). Turn left at first light (S. Spokane St.) Turn left at 23rd Ave. S. Turn right on McClellan St. Turn left on Lake Park Dr. S. (Baker's Beach Restaurant is on the right.) Turn left on Lake Washington Blvd. S. Follow Lake road under I-90 bridge to 908 Lakeside Ave. S.

Coming West on I-90

Cross the bridge and go through Mount Baker tunnel. Take second exit (Rainier Ave. S.) and head south for approximately one mile on Rainier. Turn left on McClellan, just past Eagle Hardware. Stay on McClellan for one light and two stop signs. Turn left at Lake Park Dr. S. (Baker's Beach Restaurant is on the right.) Turn left on Lake Washington Blvd. S. Follow Lake road under I-90 bridge to 908 Lakeside Ave. S.

From Downtown Ferry Terminal

Turn right out of terminal and take first available left. Turn left on 1st Ave., then right on East Yesler Way. Go 1.9 miles to the dead end. Turn right and follow arterial down to Lake Washington. Continue straight at stop sign to 908 Lakeside Ave. S., and the house will be on your left.



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