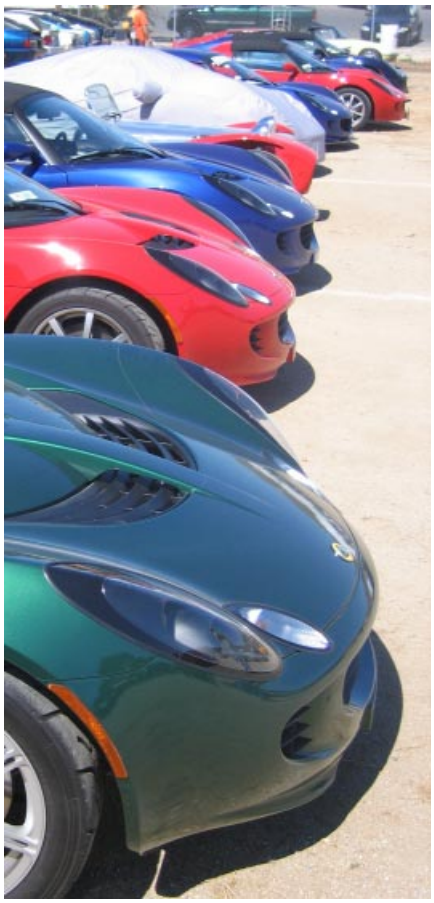
The Chapman Report

Published by the Golden Gate Lotus Club www.gglotus.org September 2005

That Was The Week That Was *editor*

The week starts on the previoius Saturday, with the start of the Pre-Historics. There are then events every day; culminating with the Pebble Beach Concours and the Monterey Historics Awards Ceremony on the following Sunday. Masses of beautiful cars, beautiful people and LOTS of money pour into the Monterey peninsula.

Along with the events just mentioned, there are also: three more concours, three rallies, two sales events, two automobilia shows and six separate auctions.



Part of the Lotus Corral at the Monterey Historics Races.
photo by Adrian Cockcroft

Visitors come from everywhere on the globe for this week of events, now, but I doubt that any of them attempt the impossible, to see every one of them. The traffic jams, alone, would stop this from happening.

Yes, it's all about cars, classic and exotic. More art is seeping in, along with elegant parties and dinners. We can only hope that years from now, the Historics races haven't evolved into a five lap parade for each group, followed by champagne, sweets, car polish and suntan oil.

The '55 Mille Miglia winning 300SLR of Sterling Moss at Pebble Beach

September Meeting

Friday, September 16th

Host: John Zender,

Calendar

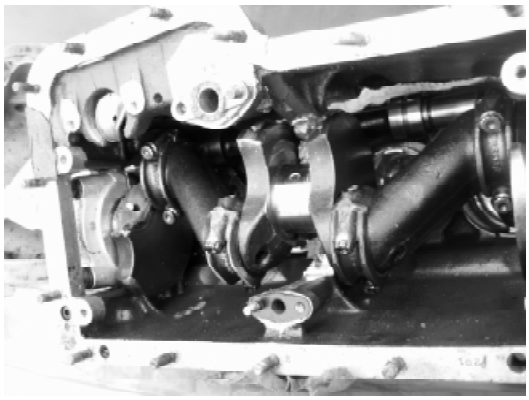
September 10	Practice Autocross	Marina Airport
September 10-11	All British Car Meet Saturday is a swap meet!	Palo Alto
September 13	Track Day	Thunderhill
September 16	GGLC Meeting	Host: John Zender
September 23-25	CSRG Race	Laguna Seca
October 1st	Seminar and swapmeet	Host: Mike Ostrov
October 4th	Sevens Tour End	Infineon Rcwy
October 14-16	CSRG Charity Race	Infineon Rcwy
October 15th	ALMS	Laguna Seca
October 23	GGLC Tour & Wine Tasting	Los Altos

Mike's Place

October 1: swap meet, tech seminar, clear coating, drive around the resevoir, more colour sanding and polishing, etc.

Keith Franck will do a Weber tuning session with his wide band lambda Innovate sensor at the shop day. Should be a must for the Weber lads.

Remember The British Car Meet !



The famed Coventry Climax internals, in need of a good burial. Except someone still wants it for $1000!

JAE Independent **LOTUS** Parts & Service
www.jaeparts.com
Tel: 805-967-5767 Fax: 805-967-6183

Factory parts for the latest Esprits and M100 Elans to Vintage racing and restoration parts for the classic Lotus. Also, pain-free next-day drop ship service for parts we may not have.

CALL NOW FOR COMPETITIVE PRICES, EXPERIENCE AND SERVICE.

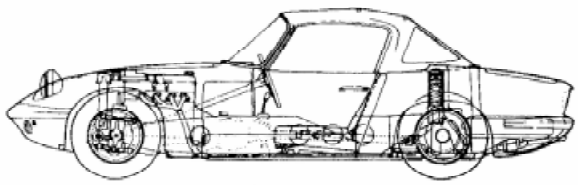
KAMPEÑA MOTORS
LOTUS SPECIALISTS

Infineon Raceway
28935 Arnold Drive F-10
Sonoma, CA 95476
Phone # 707-933-8039

WWW.KAMPENA.COM

Parts and Service for Lotus Cars
Specializing in Lotus Elans and Europas
Quality and Considerate Service
Total Ground Up Restorations to Routine Maintenance

Huge Inventory of New and Used Parts
Many Hard to Find Pieces



A View of the Events

by Jon Rosner

It is now well beyond impossible to participate in all the events that compose this extraordinary annual weekend. Thursday morning is your opportunity to see large numbers of the multi-million dollar cars that compete at Pebble Beach as their owners and caretakers parade at speed in and through the County of Monterey and the town itself. The hiss, burble and roar combine with unburned gases and hot oil to let the senses drift back dozens if not one hundred years to a time when these cars were kings of the road. Christie's preview comes next with the auction that evening. Eighty-four cars up for offer and sixty-six sold. 1937 Talbot Lago T150 C SS Teardrop Coupe sold for $3.5 million. This was not Clark Gable's car, but it did not have to be. It was sleek and sexy the way an E-Type Jaguar was for the mass-production market. Multiple Ferraris and Mercedes, a 1930 Bugatti Type 43A Roadster with nickel reflection artisan-crafted suspension that went for $1.1 million sat below a very rare Lockheed Electra leading to discussions of classic cars and disappearance of Amelia Earhart in 1937, heady atmosphere.

Friday meant that if you did not receive an invitation to the relatively new Quail Exibit and the one hundred highly-valued cars that showed there you could attend Concourso. Concorso used to be the nice small unpretentious show that grew out of a Maserati Car Club event of long-ago. Today it is a huge show with acres of cars covering most of a large golf course. If you stood in the middle of the Ferrari section you could see red cars for several hundred yards in both directions with six to eight cars shoulder to shoulder.
It is the largest Ferrari event in the world, the several hundred Ferrari alone would make a magnificent show. Toss in large numbers of Lamborghini 350s, 400s, more that a dozen ultra-rare Muira and Muira SVs, Countach, Espada, Diablo and the pretty much every model they made and it gets better.

The Aston Martin private party saw the non-public launch of the new baby Aston Martin, designer there to answer private inquiries. Exhaustion meant that I missed the fun-loving Morgan BBQ and the chance to hear about the upcoming V-6 model coming with the "traditional" body style.

Saturday is the day that I spend at the original show, the Monterey Historics. This year I had the chance to interview Kvell Qvale, pronounced "Shell Kev-ali." Kvell has had more types of dealerships than any other person in US history, at one time he was the largest importer on the West Coast. Kvell had a huge influence on American motor racing. Kvell was one of the people who was invited to walk the military base and the jeep roads to decide where the track was going to go.It was his idea to make the track "go right down here." That determined stand created the now famous corkscrew that makes Laguna Seca one of the most challenging race tracks in the world. He was also the person who approached the Lodge at Pebble Beach to see if they wanted to give the racers a chance to show off their cars before racing through the woods well before the track was built. That little suggestion became the Pebble Beach Concours d'Elegance.

Lots of people come only to see the racing cars and to party at the Historics. Given the fun at the track, traffic and the costs to attend the other events this is easy to understand.
Steve Earl is very selective as to whom he invites to race. He has taken a fun event and made it THE place to come to race your car.

For 2005 the featured Marque were the American home-builts and Chaparral.

A rare Lotus 9, in original condition. Well, except for the alternator.
photo by Adrian Cockcroft

Jim Hall of Midland Texas is a technical genius who received lots of back-door help from a competition-shy Chevrolet. This California Institute of Technology graduate went to Troutman and Barnes to build him a tube-frame Chevy-powered front-engine car. That first car was not that competitive. So Hall went home and designed a mid-engine car with a fiberglas monocoque chassis and a big Chevy V-8 to power it. He called it Chaparral Two. But before he had finished it he was still racing the first Chaparral when he ran into a few GM engineers at the 1963 Road America Race at Elkhart Lake in Wisconsin. Chevy wanted to study mid-engine car vehicle dynamics with the idea of building a mid-engine design for a next generation Corvette. Hall recognized and tested some of the first wings that for the first time offered neutral-handling in high-speed cornering. Steel monocoque chassis lead to aluminum ones with the power coming through a simple torque-converter. These were radical designs that worked. There were fewer that a dozen Chaparrals built, most distinguished of the lot being the famous “sucker” car. Effectively
A mid-engine alloy monocoque with two snowmobile engines in the tail to pull lots of air out from under car sucking it to the ground so that it could corner harder and faster than anything else. The car could not be banned for the fact was that the fans were very effective at cooling the engines. BUT it could be banned for creating such a dust-up that no car could get near the back of the car as it sucked up everything off the track and spewed it out at any car that got too close. They were thunderously loud and astounding to hear ripping pavement once again in full glory. Also present in large numbers were the rare American home-builts that frequently beat the pants off the far more polished European marques. The Devins, the Genies, Bobsys, Dailu, Merlyns, Sadler, LeGrands and Kellsions all came out to play. But the most astounding were the “junk-yard-dogs” the Old Yellers one through nine.
MR and Russo and Steel offered fine auctions on Saturday Night with a rare and unabused Challenger R/T and reasonably restored Mustang Shelby 350 commanding winning bids of close to $300,000. Some amazing cars crossed the block that night.

If you want to photograph the crème de la crème of the tens of millions of dollars restoration cars that compete at Pebble Beach then plan to be on the field no later than
4:30 AM. If you arrive after 8:30 AM be prepared to be sardined-in like a NYC elevator ride. Every period of the automobile is represented by the very finest cars of that generation. The wildest car of the show had to be the 1925 Rolls-Royce. With curvaceous body it looked like a cross between a 1930s aero-car and a 1950s standard Rolls. It was simply extraordinary from the slanted-back grill to the large backbone-fin that followed through to the tail.
It takes as long to recover from the Monterey Weekend as the weekend is long, but if you have never gone then I would highly recommend that you add it to your automotive “must-do” list.

end

British Car Meet

Press Release

EL CAMINO PARK * PALO ALTO
September 10th & 11th * 9am - 5pm

Join us for one of the most historic British automotive lawn events in California. Over 500 quirky, classic, & thoroughly lovable British cars are again expected to grace the field at El Camino Park (across from Stanford Center) for the 25th Annual Palo Alto British Car Meet.

* SUNDAY CAR SHOW - SEPTEMBER 11th

Join your British car friends for a smashing day at the park. Don’t have a show car? Don’t worry! Daily drivers, vintage racers, street rods and works-in-progress are as welcome as Concours quality restorations. British food, jazz, toys, and more fun than you’ll be able to tolerate!

People’s Choice Awards in six classes and club participation award. There will be no preregistration and all entrants will receive a commemorative gift. Cars will be placed on the field at about 9AM, and the fun goes on all day. The registration fee is $25 per car at the gate. Joining us again this year will be the cool little cars from the Arcane Auto Society. Spectators attend free.

* SATURDAY SWAP MEET - SEPTEMBER 10th

This year we are adding a FREE swap meet for British car owners provided by O’Cconnor Classics Autos in the car park outside their shop, 2569 Scott Blvd. in Santa Clara. From the Bayshore Freeway (101), Take The Montague south, turn left at Scott, the very first cross street, & follow it around to the 2500 block, look for the industrial complex to the left. The meet will go from 7am - 11am. This will give people the chance to do both the swap meet and the tour. Leave enough time - El Camino Park is about 25 minutes away. As an added treat, a proper English breakfast and coffee will be available from our regular Sunday Catering Corps, Dennis Bedford and The Ministry of Food .

GGLC will meet at Town & Country Village at the corner of El Camino & Embarcadero in Palo Alto at 9:15 am. There’s a Peet’s Coffee & Hobee’s there for breakfast. We then drive to El Camino Park as a group a bit before 10 am. Entry is $25/car.

Let’s get the club participation award!!! We’ve missed getting it for a few years! Time to back into the groove. Elise members we NEED YOU!!!

* SATURDAY BACKROAD TOUR - SEPTEMBER 10th

The British Car Meet TOUR TO THE SEA starts at El Camino Park in Palo Alto - the same place as the Sunday Car Show. This is a no cost option for people who like to drive their cars as well as show ‘em. We will be sending cars off between 9:00AM and 11:00AM. A map will be provided.

next page

The tour ends at Cameron's Pub in Half Moon Bay where we will be kicking tyres and telling tall tales in the car park well into the afternoon.

* DIRECTIONS TO EL CAMINO PARK:

The park is located on the El Camino, just north of University Ave, opposite Stanford Shopping Center. From 101, take University Ave. west, go under the Alma Street overpass, and turn right onto the El Camino Real. From 280, take the Sandhill Road Exit east and turn right on the El Camino, stay to the right to the University Ave. exit, turn left at the overpass, then left again back onto the El Camino heading north.

PLEASE, DO NOT PARK TRAILERS IN THE STANFORD CENTER PARKING LOT!

Trailer parking will be available on-site on the south field baseball diamond. Call for information: 310-392-6605
e-mail: <rfeibusch1@earthlink.net>

end

Bond's Lotus Esprit voted top movie car

By Lester Haines
Published Friday 19th August 2005 14:42 GMT

The subaquatic Lotus Esprit which completely outacted Roger Moore in the 1977 James Bond outing *The Spy Who Loved Me* has been voted the most memorable car in film history in a poll by UK DVD rental outfit Lovefilm.

The souped-up DeLorean from *Back to the Future* came second, followed by Starsky and Hutch's Ford Torino, VW Beetle Herbie and the Batmobile trailing along in fifth.

The rest of the top ten comprised vehicles from *Bullitt*, *The Blues Brothers*, *Grease*, *Ghostbusters* and *Thelma & Louise*, but since from these we can only vividly recall the Ghostbusters' wheels and sort of vaguely remember what good old Bullitt was driving (no emails please), we assume that there simply aren't that many memorable movie cars to go round these days.

A breed almost extinct? Small, single car trailers are quickly giving way to the large semi's that carry multiple cars, tools, picknick tables and a full brunch.

Circuit Car

Press Release

In the build up to the Shelsley Walsh Centenary Celebration, excitement mounts as Lotus prepares the world launch of its greatly anticipated new "Circuit Car".

The "Circuit Car", which is based on the Lotus Elise Aluminium chassis, has been designed and engineered exclusively for Track Day and Club Racing. Reaching 100 mph in an amazing 9.0 seconds, the lightweight, open-topped circuit car will be revealed at the oldest racing track in the world – the Shelsley Walsh Hill Climb.

In contrast to the Lotus "Circuit Car", which is the face of 21st century motor sport, visitors to the three-day event that runs from the 19th to 21st August will also be able to see the Darracq. The 10 litre, four cylinder racing car broke the Land Speed record in 1905, the year the first Shelsley event took place.

Coinciding with Shelsley's Centenary, the launch of the "Circuit Car" will take place on day two of the celebrations, Saturday 20th August. Making its racing debut on Sunday 21st August, Tony Shute, head of product at Lotus Cars, will take to the driving seat and put the Lotus through its paces on the track. Tony commented, "The Shelsley Walsh Hill Climb Centenary Festival Meeting provides an excellent platform on which to give our exciting new car its first outing. I look forward to driving on a track which carries such rich motor-sport history and to participate in an event which brings together examples of some of the world's finest racing vehicles."

Paul Matthews, managing director at Footman James and Shelsley Walsh sponsor, said, "As a key supporter of Club Lotus and insurance broker to many classic Lotus owners, we're really looking forward to the unveiling of the new "Circuit Car" at Shelsley."

James Brearley, managing director of Pendragon Premier Ltd who are also sponsors of the event added, "Not only are we proud to be associated with this centenary event but we are thrilled to see a new Lotus launched, especially as we own five Lotus dealerships under our Stratstone brand."

There will be a variety of cars competing at the event. One of the most famous will be the 1939 V12 D Type Auto Union, originally driven by Tazio Nuvolari successfully during the 1939 European Grand Prix season. Also at Shelsley will be the Twin Cam Supercharged Austin single seater, which has not been seen since 1939.

The Shelsley Walsh Centenary Celebration is taking place from 19th – 21st August 2005. From a practice day on the Friday to the British Hill Climb Championship on the Saturday, culminating in the Celebration Day on the Sunday, a great weekend is promised.

To find out more about what there is to do and see at the Centenary celebration, visit www.shelsley-walsh.co.uk

Lotus Bytes:

editor, et al

Alan Perry here. I was editor of this newsletter for about eighteen months about ten years ago. Now I am newsletter editor for the Seattle area Lotus club. About a month ago, I bought a vintage Formula Ford race car. I am trying to find out as much as I can about the car, including previous owners, race results, period photographs, etc. A significant portion of the history of the car is in the Bay Area, so I am hoping that one of you might know something about the car. The car is a 1970 Titan Mk. 6, chassis # 70623, A/M # 70/48. The first log book starts in 11-1973 at Laguna Seca. Most of the log book entries are for events at Sears Point, plus a few at Laguna Seca. Unfortunately, I cannot read the driver/entrant signature of most of those entries. A guy named David Fields ran the car at two events at the end of 1982. A guy named Stephen May ran the car from 1983 to 1987. Also, the log book photo shows the car with Frey Racing on the car and on the trailer that hauled the car.

If you have any information about this car, please contact me at alanp@snowmoose.com or (206)855-9464.

www.davebean.com

Official North American
Lotus
Vintage Parts Distributor

dave bean engineering
Phone ..... (209) 754-5802
Fax ..... (209) 754-5177
US & Canadian Fax Orders ..... (800) 469-7789
636 east saint charles street • star route 3 • san andreas ca 95249 • usa

LYN BARBER
Auto Technician
(925) 939-6769
LBARBER748@SBCGLOBAL.NET
KARDEN AUTOMOTIVE
1400 CENTRAL RD. #6, WALNUT CREEK, CA 94596

The Chapman Report is published monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club and is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA. The GGLC's annual membership dues are $25.00.

Opinions expressed in the Chapman Report are those of the authors and do not represent those of the GGLC or its officers.

Submissions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport@gglotus.org in MS Word, rtf or ASCII text. Submissions may also be mailed to Jim McClure, 11238 Bubb Road, Cupertino, CA 95014.

2003 GGLC Officers are: President: Faisal Khan, Vice President:Pete Richen, Treasurer: Laura Hamai, Event Coordinator: John Zender, Membership Chairman: David Anderson, Secretary: Jon Rosner

Chapma Report Staff: Editor: Jim McClure, Circulation Manager: Tom Carney, Advertising Manager: Mel Boss.

Lotus Bytes: *editor, et al*

Spray-on mud: the ultimate accessory for city 4x4 drivers

Ian Sample, science correspondent
Tuesday June 14, 2005
The Guardian

It could be the ultimate accessory for the 4x4-driving city dweller: spray-on mud. A few squirts and neighbours will think you spent the weekend hurtling along muddy lanes looking for a country retreat, rather than sitting in traffic on the way to drop the kids off before your yoga class.

Like many of the best ideas, spray-on mud was dreamed up over a couple of drinks down at the local. "We were in the pub talking about how people drive these huge, pristine vehicles around cities and never have any intention of going near the countryside," said Colin Dowse, a business consultant in Shropshire who markets the product.

"With spray-on mud, they can make it look like they've been off-road instead of just driving to the shops and back."

According to Mr Dowse, sales of the product, which retails at £7.95 a bottle, are going well, particularly in America and in London. "If they want an authentic look, there's not a lot else they can do. There's not a lot of mud in Chelsea," he said.

GGLC Tour And Wine Tasting *by Kiyoshi*

GGLC Private Wine Tour & Tasting at the Byington Winery

Sunday, Oct 23, 2005

Meet at 9am & depart at 9:15am

Andronico's
690 Los Altos Rancho
Los Altos, CA 94024

Bring or pick-up deli sandwich at Andronico's for picnic lunch after the tour & tasting.

We will leave from Andronico's and take a leisurely drive up to Hwy 35/Skyline, then Hwy 9 to Boulder Creek and up Bear Creek Rd to the Byington Winery. We must arrive in time for our 11am Private Tour with tasting to follow.

Space limited to 30 GGLC members. RSVP required. RSVP to Kiyoshi at webguy@gglotus.org

Classifieds

(non-comercial ads are free to GGLC members and will run for three issues before requiring renewal)

For Sale: 1971 S2 Europa $1500 or best offer. 64k miles on engine. New water pump, battery, and hoses. Ran last month but then the starter died. Has some body damage to rear. Almost all original. This is a good project car or a great parts car. Please call Cody at 925-356-6965.

For sale: four minilite (genuine) wheels,bolt on 31/4x4 ,13x5 with mounted set of avon 5:00x13's includes lug nuts(7/16&1/2).both wheel and tires brand new,never run.correct offset for lotus elan and spitfire.for info call Joel Mauser 209 477 4198 or email mauserja@aol.com (8/05)

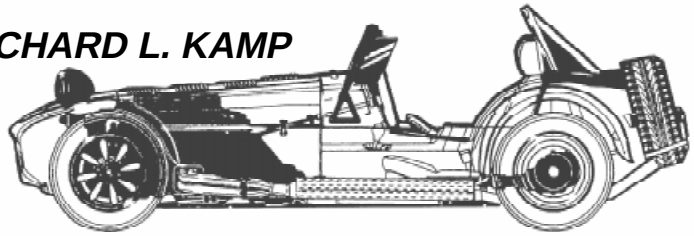
For Sale: We are selling our 1993 DeDion Caterham. I have had the car since 1994 and purchased it thru 7's & Elans. It has the 1700 Super Sprint, oil cooler, limited slip, adjustable seats, heater. The car has the original optional 16" tires and wheels and also a set of 13" wheels w/Avon tires. $27,500. contact Gene: phone 530-722-9127, fax 530-722-9119, email bbg@c-zone.net.

GOLDEN GATE SEVENS

Infineon Raceway
28935 Arnold Drive F-10
Sonoma, CA 95476
Phone # 707-933-8039

Authorized Dealer of Caterham Cars

RICHARD L. KAMP



Designed for Racing Built for Living

www.goldengatesevens.com

FOR SALE: 1. Elan Series One body only. Needs some glass fibre remodeling and attention to the rear lamp panel. No title. 2. Elan FHC Series 4. Almost complete. missing a few mechanical bits: ie engine tranny, backbone chassis, suspension, diff. Great project or starter car. Title available. 3. Elan knock off (4), bolt on steel wheels (4) and one set (4) Europa factory alloy wheels. Sensible offers considered. All items FOB El Sobrante, CA. Mike Ostrov (5l0) 232-7764 or mikeostrov@webtv.net

For Sale: 1977 Esprit S1, nearly flawless interior, top half engine rebuilt, new radiator, new tires, etc. Receipts for all work done. Located in Walnut Creek, CA. Contact Paul Aichele 510-752-3204/ aichele@pixar.com (9/05)

For Sale: Lotus 7 and Formula items Gearbox, heads, bell housing, konis & springs, 11" rearwings, rebuilt starter, quick lift, 6 sets 2.25" I.D. springs, race mirrors. Call Don at (650) 347-0572 or 7lotus7@prodigy.net (6/05)

First Class Mail

THE CHAPMAN REPORT

The Golden Gate Lotus Club
PO Box 117303, Burlingame, CA 94011