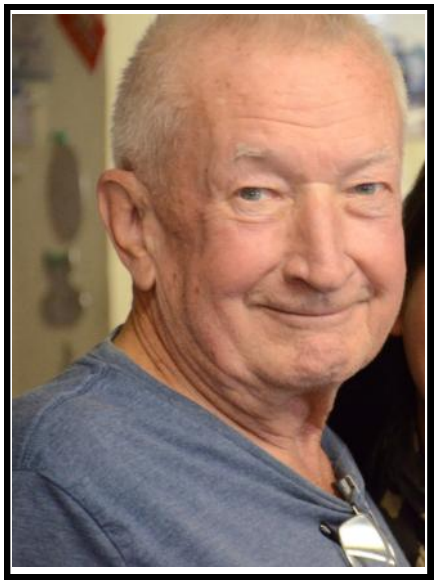
The Chapman Report

Published by the Golden Gate Lotus Club www.gglotus.org Sept/October 2017



Dave Bean
1939—2017
RIP

Sept/October Meetings

No Formal Meeting in September
(But there are two important social happenings.)

September 16, 2017:
Shop Day, Social and Jon's BBQ at Mike Ostrov's El Sobrante shop. Things should get started around 10:00 AM. Please RSVP to Mike: mikeostrov—at—webtv.net; (510) 232-7764

September 21-24, 2017:
British Racing Group West Coast Louts Meet Solvang, CA
(More details can be found on page 10.)

SATURDAY, <u>October 14, 2017</u> – 10:00 AM

Hosts: Status Auto Inc
3005 Spring Street
Redwood City

Directions from I-101 in Redwood City:
Exit Marsh Road West
Right on Florence St.
Left at 15th Ave (where 15th Ave becomes Spring St.)
3005 is on the right approx. 0.75 miles after turn and before you reach 2nd Ave.
OR
Exit Woodside Road West
Left on Bay Road
Right on 2nd Ave.
3005 is at the corner of 2nd Ave. and Spring St.

Editor's Note: It is with great sadness and respect that the members of the Golden Gate Lotus Club dedicate this issue of the Chapman Report *to the memory of Dave Bean. Dave was a long-time and invaluable member of the worldwide Lotus community. We begin with his obituary, followed by a number of individual tributes and memories provided by some of his many friends. Thanks also to Kiyoshi Hamai for the accompanying photos.*

Obituary: David Ray Bean (Dave), Mountain Ranch, CA, was born April 18, 1939, in Belle Fourche, SD, to George Burdette and Violet Margareet (Tope) Bean. They were cattle ranchers, and he learned at an early age to ride horses. Theirs was a minimal existence with no running water, no electricity, and certainly no telephone. He attended country schools and boarded in town for high school. He succumbed to a massive heart attack at his home Sunday, August 13.

He attended the University of Wyoming, Laramie, earning his Bachelor's Degree in Mechanical Engineering in 1962. The lure of automobile racing drew him to California soon after, and he spent the next 50+ years participating in the sport at both professional and amateur levels.

While his first love was the Corvette, he was drawn to the handling and light weight of the Lotus cars. The necessity of obtaining parts for the low-production Lotus led to his starting his own business importing parts from the UK and re-selling them to Lotus owners in the U.S.

Dave Bean Engineering was founded in 1975, and continues today in San Andreas.
He was known worldwide for his expertise and his skill behind the wheel of a race car.

He was predeceased by his parents, his sister Betty Ann (Bean) Lovell, and his brother, George Burdette Bean, Jr. He is survived by his wife of 49 years, Roberta, his sister Doris Virginia Paulson (Mel) of Eagle Rock, many nieces and nephews and great nieces and nephews in scattered areas around the country, and his beloved Black Lab, Jimbo.

Victor Smith: I met Dave at the Monterey Historics in 1989. Twenty years earlier, I had owned an Elan, and I was very interested in his race car.

When I mentioned to Dave that I thought I would like to get another Elan some day, he told me there was a coupé for sale in San Francisco. I bought it a couple of days later, and then sold our Ferrari. So Dave is THE reason I have a Lotus today.

Over the years, I spoke with Dave more than a few times on

the phone. Then several years ago my wife and I stopped by to see his shop in San Andreas where we met Dave again and met and put faces to Roberta, Ken, and Tom.

Yesterday we went for a spin in the Elan and reminisced about our 1989 trip to Monterey and Dave's role in our purchase of the car.

To me, Dave Bean was almost synonymous with Lotus, so his passing feels like a personal loss.

Alice Larson: My husband died 25 years ago, and the only good thing about that is I don't have to debate who gets to drive our Lotus Super Seven any more. That doesn't mean I know how to maintain my car; just how to drive it.

I have felt like Dave Bean was there for me ever since my Dave's passing. Dave Bean, and all the other folks at DBE, have always bent over backwards whenever I, or one of a series of mechanics working on my Seven, called for parts/ advice.

I came into direct contact with Dave Bean during the one and only time Lotus was featured at the Laguna Seca Historic races in 1995. I was determined to drive there, and limped my car from Vashon Island in Washington to the race track in California over a series of three days, each of which required a shorter distance yet more time to drive as my car proceeded to self-destruct.

The last day found me stranded on the Interstate 5 off-ramp to Monterey where a trail of oil led directly to my differential. Having had the foresight to join AAA as soon as I started the trip, I was towed to the race track itself. The theory being that was the location of Lotus mechanics from around the world—all I had to do was find the part. Unfortunately, that did not prove easy. Even though the racers were most generous in offering; what they had was not scaled for my Lotus.

It was Dave Bean who came to my rescue. He called his shop, had an employee literally take the rear end out of her car, and then someone delivered it to the race track. A Vintage Racing Motors (from Redmond, Washington) mechanic installed it, allowing me to limp back home with a head full of adventures, although they were not exactly what I had in mind when I started out.

Dave saved my bacon that trip, and he always remembered the crazy lady from Washington with the Super Seven whenever I, or others on my behalf, called for parts.

I'll miss knowing he is there in California, a wise and friendly voice. What a loss for all of us who have come to depend on him and know him through his Lotus-related knowledge and stories. I can only imagine how hard it must be for his family and friends.

Jim Grunewald: I've known Dave for almost forty years. He was a primary source of parts and advice for building my '74 Europa. He built a beautiful BDA from a head I sent him and later a new frame and headers for my killer motor.

I kept in touch with him over the years—finally meeting him in person at a LOG in Atlanta.

After not talking to him for several years, I recently had a technical question to ask, and we took the opportunity to catch up about his house fire, the problems of finding good machinists, the changes in the

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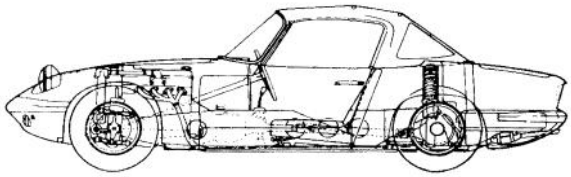

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car culture, and his retirement plans. Having retired myself, I was excited for his retirement but a little sad that in the near future, we Lotus nuts would not have Dave to provide support as only he could provide.

Now he has died, and there is a huge void in the hearts and minds of all who came in contact with him. He was universally knowledgeable, helpful, and friendly. He will be sorely missed by many, including me.

I send my sincere condolences to all his family, especially Roberta. My prayers are with you.

Lee Cohee: I didn't know Dave for very long, but, for the short period I did, my memories of him are vivid.

Living near San Andreas enables me to simply drive by Dave Bean Engineering to pick up parts for my Plus 2. After the first year or so of these visits without ever seeing Dave in the customer service area, I began to wonder if Dave Bean really existed or if he was simply a fictitious person. Ken Gray assured me he was real and one day led me

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Calendar

Date	Activity	Location
Sept 9	Breakfast/LCoSC	LA
Sept 9	AutoX, Round 6	Marina
Sept 16	Shop Day / BBQ	El Sobrante
Sept 20	Dinner/Meeting	Sacramento
Sept 21	Track Day	Buttonwillow
Sept 21-24	BRG WCLM	Solvang
Oct 8	AutoX, Round 7	Marina
Oct 14	Breakfast/LCoSC	LA
Oct 14	Member's Social / Meeting	Redwood City
Oct 18	Dinner/Meeting	Roseville
Oct 21	British Car Show	Blackhawk
Oct 23	Track Day	Laguna Seca

See www.gglotus.org for additional information about upcoming events.

through the dark, musty parts catacombs to a room at the far end of the building guarded by a closed door. After knocking on the door and hearing the words, "come in" we entered and there behind a desk at the far side of the room was this grizzled, gnome-like figure who cast a gimlet eye on me as if I had invaded his sanctuary. Ken introduced me, and a friendship was born.

In the years since meeting Dave, I helped organize several Dave Bean Open House events in San Andreas. On one occasion, I suggested to Dave that he offer parts at a discount to enhance the attendance. Dave said he had no problem giving a 10% discount on parts purchased during the Open House. But when I suggested that he bump the discount up to 15% to increase the incentive, Dave baulked and said that was too much for his Scottish heritage to stomach and would lead to financial ruin.

I am so very thankful that members of the GGLC got to hear Dave tell the story of his lifelong involvement with Lotus cars last October in Copperopolis in conjunction with the most recent Open House. Particularly memorable was his story about how he turned the tables on Bob Challman when Bob came into Dave's Lotus dealership and parts shop in Santa Barbara. While Bob was looking at a Turbo Esprit Dave had on display, Dave walked up behind Bob and said, "You, sir,

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are not qualified financially nor as a gentleman to own such a fine automobile, please remove yourself from the premises." Dave was, of course, merely paraphrasing Bob's words to Dave years before when Dave was inspecting an Elan in Bob's Manhattan Beach showroom. Momentarily stunned, Bob quickly under-

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(cont'd. from p. 5)

stood what the joke was and both had a good laugh.

Finally, I was privileged to be part of the crew that helped Dave sift through the rubble of his house and uncover his gun collection after the Butte fire had destroyed almost everything in September 2015. The climactic moment of that day came when Dave tethered his tractor to a chain and pulled down the last remnants of the towering fireplace/chimney.

Kiyoshi Hamai took a picture of Dave and the crew that day. After making an enlarged print of that picture, I looked at it and said to my wife, "Even though Dave was a Scotsman, damn if he doesn't look just like a leprechaun" with that mischievous twinkle he always carried in his eyes.

I, among many in the Lotus community, will greatly miss him.

Rick Bouonassisi: My most outstanding memory of Dave was when a group of us from the GGLC went to help him after the fire.

After losing everything, his foremost thought was to knock down the fireplace/chimney so that no one would be hurt if it fell. He wasn't thinking of what was lost, but rather the safety of others.

But that was the way he lived life. Always putting others first!

Don Hogue: I really liked Dave as a friend; he and his wife Roberta always treated me with warmth and respect. Dave never made me feel inferior and always took the time with clear and concise information when I asked naive questions about building Lotus twincam engines for my Lotus 47.

What I found quite funny was at the end of our conversations he would always tease me about building an oversized "cheater motor" for my Lotus. And that, in turn, would always make me wonder what he ran in his Lotus 26R.

Dave will always be in my heart and I pray for the best for Roberta.

Dean Giacopassi: I can't remember when or what LOG this took place. But on the way to the concourse site where lunch was provided I see Dave's rental car pull into a BBQ joint. Because "you just never know."

Dan Wise: I knew of Dave Bean through my Economics Professor at Cal Poly, Pomona, and through the Lotus West car club. I knew him through others at first, particularly his encyclopedic knowledge of all that is Lotus and English Ford engines. I believe he had a partner at the time, Jim Lissner.

I think he was working at one of the military contractors in the San Fernando Valley at the time. I moved to Colorado after college and bought my Elan in May of 1979. First thing I did was call Dave Bean and started ordering parts for a car that had not turned a wheel in 4 years. He helped me through leaky twincam water pumps, measuring valve shims and broken diff output shafts.

Up to this time I only knew him on the phone. The real help was his great advice about rebuilding the engine in my Elan. Dema Elgin did the machine work and Dave supplied the parts and much more advice as I assembled it. Everything went together perfectly. Both Dave and Dema saved me a lot of money and grief.

In the spring of 1985, we finally met at the All British car meet in Plymouth. My son, Geoff, and I met both Jeff Robinson and Dave where they had set up a table selling parts and accessories. He was very interested in the Elan because it appeared in good shape and mostly original. It was great putting names and faces with voices on the phone. He also gave me one of his brilliant catalogs/training manuals that explained much that the shop manual and the parts list did not. I also learned how sharp Jeff was. He was a real asset to Dave until he left San Andreas and returned to Santa Barbara to hang out his own shingle.

The years continued, many phone calls later with the following parts deliveries and got to see Dave with his 26R at Sears Point and later cruising with Roberta in a perfect Lotus Cortina at the Historics in 1995 when Lotus was the featured Marque. I wish I could have attended one of his shop open houses, but the timing was never right.

All through these years, one thing was constant. Dave would freely give guidance and advice. If he didn't know the answer, he would say so. There were very few questions he could not answer for me. Dave was an engineer's engineer. Barry Calouette of Calouette Fab did several iterations of the twincam cassette water pump front cover and the 4 into 2 into 1 street headers and the 4 into 1 race headers. Dave insisted on a high level of precision at the lowest possible cost. Barry said those requirements sometimes made the work challenging, but Dave was always right. The engineered parts from Dave always fit perfectly and worked well.

Godspeed Dave.

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Daren Stone: In 2002, I left the Bay Area for a calmer pace in the Calaveras foothills. The excitement of change must have been overwhelming, however, because it took at least a week before I realized that I now lived less than a mile from Dave Bean Engineering.

Moments after buying my Europa in 1995, I was on the phone to Dave Bean, asking all sorts of newbie questions and ordering one of their massive catalogs.

In the eight month thrash that followed, Dave and his sales people led me though the murky waters of Europa reassembly which got me to Laguna for the Lotus Festival at the fabled Monterey Historics. And now I was living less than a mile away—maybe it was meant to be.

Since I was now a local, I began pestering the Bean boys in person. I'd usually talk with Tom or Ken, but occasionally Dave drew the short straw, and he listened to my inane questions. About an effing Europa, no less. (Something about Europa owners being cheap. I also had a type 14 at the time, but, much to Dave's chagrin, he had very few parts for it.)

Whenever Dave and I talked, I felt reverent, appreciative. I would be sitting there and it suddenly would hit me ~ this is Dave effing Bean that I'm just hanging out with, talking cars.

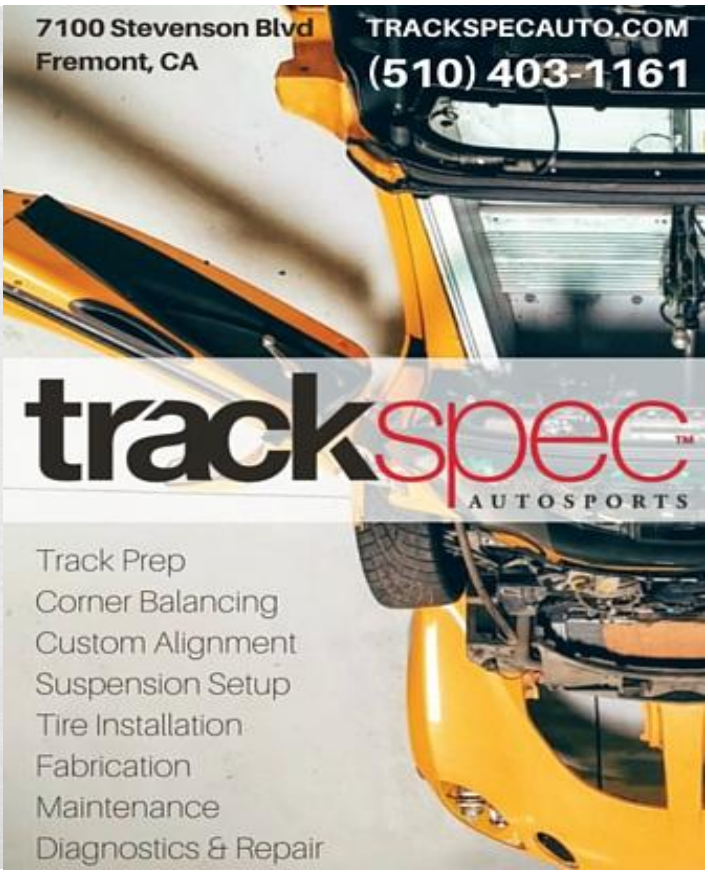
One time he showed me a picture of his racing Pinto, then there was stuffing a 26R at Thunderhill or his old Corvette losing the harmonic balancer at rpm. Who had stories like that? Dave did.

Then one day it got even better. Sales at DBE were picking up, and they needed another person to cover the phones (Dave's school was old school). Would I be interested in coming to work as the new sales guy?

Me ?!?! OMG I probably would have done it for free.

And so began my Lotus education, courtesy of Dave Bean. And it turned out to be the best job I've ever had.

At first my endless questions fell to Dave since the other sales guys were, in fact, actually making sales. Sometimes there were on-the-fly, as we passed in the storeroom, kinds of questions, but occasionally he would turn Rush Limbaugh down from 11 and we would talk across his massive desk, which was piled so high with



papers and drawings and catalogs that it looked like a grain theory study case. But he knew where everything was, and that old briefcase of his was always close by. Dave always made time for talk, and I always appreciated it.

Soon though the questions began to subside and I began to stand on my own. ("About time you sold something", Dave once said with a smirk.)

Each sales person had their specialty, which helped direct incoming sales calls; but when a call came in from one of our engine builders it went to Dave. They were "his people", his friends, his occasional adversaries. They had catching up to do, and maybe a little business. Plus advising on a BDX build is not something you just do.

One day a call came in from Steve Jennings, a significant engine builder and long-time customer and friend. And for some reason I was the only sales person on site. Shit. So I pulled out my BD notes and picked up. We chatted for a bit, he told me he was doing, I told him what we had in stock, and at the end I shipped him a very expensive crankshaft.

The next day Dave comes in and in his disapproving tone of voice, barks "How the hell did you know to sell Jennings that effing BD crank?" I couldn't tell if I was in trouble or not so I just told him what happened. Dave's voice instantly softened and with a half-smile he said "Oh, well good, we've had that effing crank on the shelf for years." That was a Dave Bean compliment.

Other random memories; Dave could reheat yesterday's coffee and somehow convincingly tell you it wasn't bad. He liked small cash sales so he would have beer money "without Berta finding out".

And then the occasional disparaging comment, but only once where I got him back. "Why don't you put Webers on that effing Volvo of yours ?" I told him he didn't pay me enough to afford Webers. He got a chuckle out of that.

I'd stopped in the Friday before, but he and Roberta were out. I remember thinking oh well, I'll see him next week, maybe we'll have a beer on laundry night.

I feel fortunate to have known him, worked for him, and learned from him. He was a truly unique character, and damn I miss him.

Final Update: British Racing Group West Coast Lotus Meet, Solvang, CA September 21-24, 2017

by Kiyoshi Hamai

Latest News:

Although the BRG WCLM official headquarters hotel (Hotel Corque, Solvang) is sold out, we have arranged for special rates at a nearby overflow hotel. Contact the San Ynez Valley Marriott, 555 McMurray Rd., Bulleton, (805) 688-1000 for details.

Please use the following sites for updated BRG WCLM information:
www.westcoastlotusmeet.com/2017
And
https://www.facebook.com/westcoastlotusmeet

BRG WCLM Daily Schedule:
(subject to change)

Thursday, September 21 –
- WCLM Sports Car World Track Day (optional) – Buttonwillow Raceway
- 4:00-7:00 WCLM Opening Reception – Hotel Corque
- 7:00-9:00 WCLM Opening Dinner – Hotel Corque

Friday, September 22 –
- 8:30-1:00 WCLM Santa Ynez Valley Drive & Mendenhall Museum Tour
- 1:00-4:00 WCLM Funkana
- 4:00-7:00 WCLM Dave Bean Engineering Happy Hour & tour of the Solvang Vintage Motorcycle Museum

Saturday, September 23 –
- 9:30-3:30 WCLM Autocross at Allan Hancock College in Lompoc
- 6:00-10:00 WCLM Dietsch Motorsports Wine Tasting & Banquet – Root 246 Restaurant

Sunday, September 24 –
- 9:00-2:00 WCLM Lotus Garage Concours, Awards and Lunch

Sponsors of the 2017 BRG West Coast Lotus Meet:

The 2017 WCLM would not be possible without the generous support of our sponsors.

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- Lotus Cars USA – The North American factory representative and distributor

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- Dietsch Motorsports – Lotus repair, parts. Ask about their Lotus Track Arrive & Drive program
- Sports Car World – Lotus parts
- Dave Bean Engineering – For Classic and Vintage Lotus Parts and Formula Ford and Cortina Parts
- Lotus Garage – Lotus Parts

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- RD Enterprise - Lotus Performance Parts and Parts for Classic and Vintage Lotus cars
- Inokinetic – Lotus Performance Parts for Evora, Elise and Exige
- Hagerty Insurance – Specialty Car Insurance
- Mini Owners of America San Francisco Chapter

A Message From The Prez

by Jenni Dietsch

It is finally September, which means that we are just a few weeks away from the 2017 British Racing Group West Coast Lotus Meet!

Registration has ended, and the hotels are booked. We will have over 100 Lotus owners and enthusiasts gathered in Solvang doing all things Lotus. Track day, autocross, funkhana, oh my! Wine tasting, catered dinners, museum tours, drives, the list of fun things goes on and on. I hope you are planning to join us for what promises to be THE Lotus event of 2017.

This month we will skip our usual gathering; but next month be sure not to miss the show Status Auto in Redwood City is planning.

In November, it will be back to my place, but this time at our new, second Dietsch location in downtown San Mateo. Nominations for the new GGLC officers will also happen there.

GGLC at British Car Meet

October 21, 2017

by Jenni Dietsch

Once again, the SF chapter of the Mini Owners of America and the Blackhawk Museum are co-hosting the annual British Car Meet at Blackhawk.

Scheduled for October 21, 2017, this will be the 27th annual meet, and the GGLC would like to promote the event with a strong showing and display of Lotus cars. Last year we had more than 20 cars on display, and three trophies were awarded to outstanding examples of the Marque.

We have again arranged for a block of tickets that will guarantee us a special showing area. We are offering the tickets to Lotus owners willing to show their cars at a steeply discounted price of $10.00—first-come-first-serve.

The show opens to the public at 9:00 AM, but our club entries will plan to meet at 7:45 AM to share some light refreshment and to organize our exciting display of Lotus cars.

Please contact me: prez@gglotus.org including your name, car (year, type, model) **no later than October 7** to RSVP and reserve your spot.

Classifieds

(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

For Sale: '69 Elan DHC, restored and upgraded to the highest standard. Body-off restoration completed in 2007, 500 road miles since restoration. Numerous upgrades including fully built, dynoed motor (140 BHP; 120 lb ft of torque); custom built cylinder head; Dave Bean motor internals; completely new interior and custom dash; roll bar with side impact members; 26R headlight conversion; adjustable coil overs; alloy radiator; steel braided brake lines; cartridge water pump; aluminum bell housing; HD oil pump; more. Full documentation, receipts, and photos available. Car is located in Stinson Beach. $49,500.00, Firm.

Contact Dan at (415) 868-2426 or dmf332—at—yahoo.com.

For Sale: '72 Europa, fully restored, 62K miles. Re-painted and re-upholstered in 2016 (Chrysler Redline Effect body color with cream interior). New dash and center console. Many drivetrain upgrades including Willwood calipers, adjustable shocks, custom rear hubs. Fitted with turbocharged, intercooled 2.2L Ecotec engine (fully tunable) mated to a '97 Subaru 5-sp transaxle with LSD. Car has working A/C. Car is currently located, and can be inspected at, Tri*Star Automotive, Santa Rosa, CA. (707) 571-8866 (ask for Jim). Priced to sell $12,500.

(continued on p. 12)

Classifieds

(Continued)

Contact Ron at rr.parola—at—gmail.com (Photos available on request.)

For Sale: '00 Esprit, Black (type 82 with 3.5L 918 motor). Three owners, California-only car with 33,895 miles. Recognized by most West Coast Lotus enthusiasts as one of the best maintained and thoughtfully upgraded examples of an Esprit. Detailed documentation and maintenance history are included such as original window sticker, owner's manual, service manuals, certificate of provenance and extensive upgrade notes.
I have owned this car for twelve years. Complete with all OEM accessories. Upgrades too numerous to list, but include Chassis, Wheels, Suspension, Engine with intercooling, ECU and Cooling. Some Lotus special tools included. Original OEM parts included to return car to stock, if desired. All service is current. Car is located in Nevada City. VIN SCCDC0820YHA10069, extensive photo documentation is available upon request. $48,000.00.

Contact Wayne at (530) 478-0685 or wellison—at—sbcglobal.net

Wanted: Lotus 2-Eleven Tonneau Cover and Windscreen for LHD car. Or would greatly appreciate information on a source for this. I have not found original parts in the U.S. through a dealer, and have not received a response from Technocaft after several inquiries.

Contact Bob at (520) 795-1111 (AZ) or. belmanra—at—gmail.com.

Wanted: Daisy needs a 5-speed transaxle to get to Solvang for the 2017 BRG WCLM. I am looking for a 365/395 in good condition, and I can pick it up within 150 miles of SJ.

Contact: Daren (209)-981-4133, dmstechsvc—at—gmail.com.

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 3903, Redwood City, CA 94064. The GGLC is a non-profit incorporated car club, and it 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.

Contributions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport-at-gglotus.org in MS Word, rtf or ASCII text.

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