

President's Message

by Peter Richen

I passed on the Monterey Historic Races this year, so the only Lotus activity that I have to talk about is my Lotus lift project. Last fall, Barry Spencer helped me lower my 72 Europa, and replace the old shock absorbers with adjustable AVO's. Then last winter, when the Tire Rack closed out their 13" Yokohama's, I bought and installed a set. These tires have a slightly lower profile (13" x 185 x 60) than my older tires (13" x 175/185 x 70). I'm really happy with this setup, however it has become kind of a pain to get a floor jack under the frame at the front of the car.

So I bought a couple of those lifts for ATV's and motorcycles. They are rated at 1500 pounds, and since a Europa weighs about 1500 pounds, they can easily lift one end. They cost about \$99 each at Kragens. The back end of the car isn't a problem, just slip it under the transmission mount and be careful to avoid the shift linkage and get the speedo cable out of the way. The front of the car is a different story. The end of the frame (I'm talking about the Tee that the front suspension attaches to) is about 3 feet behind the front of the car and the lift doesn't go under far enough to clear the anti-roll bar and get underneath the frame. So with the help of a neighbor who has a welding machine, I cut the front of the lift off and extended it about 2 feet. It works fine now, but I did have a problem. If you have ever looked at these devices carefully, you will note that the portion of the frame that moves (and takes the load) is 1/4" x 2" steel bar, with a couple of semi circle cutouts in

order to clear some pins and bolts – this means that at the weakest spot, the bar is 1/4" x 1". Adding 2 feet increases the moment arm, and this additional torque was enough to bend the frame when I lifted the car. So my neighbor and I straightened it out and welded some 1/4" x 1" bar stock to the frame in order to reinforce the weak point.

I'm sure that these lifts would work on most Lotii. If you don't have the space or money for a hoist, you might want to consider getting a couple for your garage.

Hope to see you in Portland, but if you can't make it to that event, I hope you will plan to attend the All British Car Meet, Sunday, Sep 14, in Palo Alto. The cost is \$25. Last year the Golden Gate Lotus Club won the prize for the

club with the most cars in the show. It would really be cool if we could repeat this year.

Finally, circle Saturday evening, Dec 13 on your calendar. The GGLC Christmas party will held at the Acorn Restaurant in Menlo Park. More information later.



Mark 46

September Meeting

Friday, September 19th

Host: David and Judy Anderson
280 Bella Vista Drive
Hillsborough

from 280

Exit at Black Mountain/Hayne Road
Right onto Golf Course Drive (0.1m)
Left onto Skyline Blvd. (1.7m)
Right onto Summit Drive (0.4m)
Slight right onto Bella Vista Drive

GGLC Calender

September 4	Lotus Club Track Day	Thunderhill
September 5-6	Goodwood Revival	England
September 14	British Car Meet	Palo Alto
September 19	Monthly Meeting	Host: David Anderson
October 13	Lotus Club Track Day	Buttonwillow
October 17	Monthly Meeting Officer Nominations !	Host: Mel & Darlene Boss
October 18,19	California Autumn Classic	San Juan Batista
November --	Monthly Meeting Election Special !	Host: James McClure

Lotus Bytes

by James McClure, et al

Palo Alto British Car Meet: be there! Tow, push, whatever you need to do to get there. I'll be driving an Austin A35 to Brands Hatch, so I have an excuse.

Steve Frey sent me info on the California Autumn Classic -Concours and Tour at San Juan Batista on October 18th and 19th. Saturday will involve a drive followed by dinner. Sunday will the concours. Hey, this is not that far away, 30 minutes down 101 from San Jose, at Rt. 156. Call 831-722-3253 for an application, though I will try to bring some to the next meeting. This event is for British Cars; that's us, guys. And, the weather should be just great that time of the year

We did have an 'official August meeting' at the Historics: Myself, Jon Rosner and Jim McCoy all bumped into each other and called it official. Shortly thereafter we saw Victor Holtorf, then the meeting was adjourned.

EBay Watch

Pamela Sez.....

A '72 Elan +2 in Wisconsin for \$25k? It's perfect but come on, No bids at that price!

A '91 M100 in Oregon, only up to \$7k with only one day to go!

A Dallas Westfield 11 sold for over \$19k. Looked pretty clean.

A 340R is for sale in New York and bid to \$38k, but I bet the owner wants a lot more.

A '91 turbo Esprit in Baltimore sold for \$18,600 and looked immaculate and had low miles. The buy of the month?



Mark 49



Pete Loveley and the Lotus 49B at Laguna's turn three at the Historics

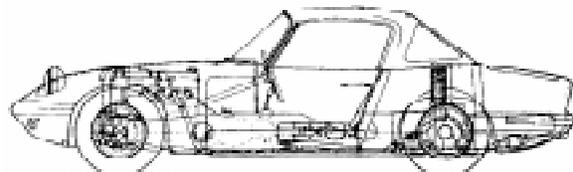
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Pebble Beach

text by Jon Rosner, photos by Jim McClure



Given that Bugatti was the Featured Marque at Pebble Beach General Racing set up an all Bugatti event for the Historics. One of the most interesting stories was that of Ellie Haga of Sedona Arizona. Her late husband Henry Haga had been the Designer in charge of the Corvette and Small Cars at Chevrolet from 1958 to 1974. "My husband lusted after a Bugatti and had searched for one for years when we heard about one that had been sitting a for long time in Northern Michigan. After six months of phoning we made a deal for \$3,600" "We were in Germany for six years from 1974 to 1980." While we were there we approached Hugh Conway to help with the restoration. " This car was the prototype that Eotoire Bugatti was photographed in. Hugh did research at the factory that proved that this car was the back-up car at Lyon for the 1924 Grand Prix !"

"The car had come to the states with Del Lee who had put in a Breschia Engine. The car had been run in ice races. At some point he went to crank it, slipped on the ice and blew the engine ! From that time until we found it - it was just sitting in the barn." "After we got it we disassembled it and found some very unusual things which led to Hugh Conway who made many visits to Molsheim and found erase lines on the original blueprints - AND they matched the car !" (Note: the erase lines were apparently somewhat faint and only really became prominent when Conway attempted to photocopy the original blueprints ! So what most would find annoying about dealing with photocopy apparatus proved to be a boon for doing research on this most unusual car.)

Ellie brought the car from Sedona to run at the Historics and was absolutely beaming with pride as she worked on the car and spoke to us. Keep in mind that the very famous "tank car" was the special Bugatti in 1923 (and it looks like a small WWI tank, handles better.) Ellie's 1924 car was the lovely first in it's line of new body, chassis and suspension, truly a revolutionary package from the brilliant mind of Ettoire Bugatti. And a superb car to hear and see and smell given its rein of freedom to gallop once again at the Monterey Historics.

The beauty of the bay as the perfect backdrop; the Bugatti as the ultimate art on wheels



Ellie preps the Type 35



The Bugatti Type 35 was at the forefront of lower and safety wire technology

Monterey Historics

text by Jon Rosner, photos by Jim McClure

When we got to the track Jim McClure introduced me to some of his racing friends including Carter Alexander and Stewart Smith. Stewart started racing right out of college in 1972. His first car was a Formula Ford, but this was not his first love. What he really wanted was an Eleven, and it took him several years to fulfill his wish and buy one.

“This is a simple, original Eleven Club, it is the car that I have lusted after since I was twelve years old.” He came very close to buying it in 1984, missing his chance a matter of days. He even knew the history of the car! In 1959 Jay Chamberlain sold it off the floor to Bill Burnett who raced it for two years with lots of second and third place finishes at the Georgetown Hillclimb in Placer County circa 1961.

He would be starting 13th of 26 in his group. Running a 1200 C.C. motor he was giving up a lot to the larger engined cars. While trying to go underneath a couple guys he put the power down too soon and spun out on turn eleven on the second lap. He was now dead last. But with skillful driving and a judicious use of power he was able to climb back up to fifteenth.

“The thing I like about driving is the concentration and focus on the next corner. Everything else you might be thinking about goes away - it’s a real rush - you have to concentrate.” “There was a knot of cars and I did a spectacular 360, I could not have done it in better company.”

You could really sense his deep satisfaction and the pleasure he took from racing in the Historics. Surely he wanted to win, as did Dave Bean, Carter Alexander and the throngs of drivers, Lotus and otherwise, who were out there. But there was no disappointment in his voice for the loss. It says a lot about the people that come to race and the trust in which they hold each other, and it makes for some damn fine racing.

In my discussion with Carter Alexander, he told me that he has been racing in the historics since 1985 with a Series 2 1964 Seven.

Why return every year? “this is the most important vintage race in the world, and it is very difficult to get invited. I vintage raced a 1961 Elite, but there is no such thing as a minor incident in an Elite. I have been vintage racing for 25 years and never hit another car or a rail.”

Why race in vintage? “you can enjoy yourself in this kind of racing, enjoy the cars and the camaraderie



The Elevens of Stewart Smith and Stan Peterson resting after a hard day’s work. Another member’s Eleven was also in race 5b, Steve Lawrence of Alamo.



Carter Alexander, the race is over, the day is done. Happiness is a great race weekend with friends, and many more to follow





Eleven GT 40's lined up with other FIA machines for the Group 6a race



Derek Bell and Stirling Moss enjoying the cars of Pebble Beach and the Historics



Conquerors of Le Mans, conquerers of the hearts of all of us, especially those who like to see the red cars get their arrogant butts kicked.



"Terror of the Tarmac" Who can identify this blazingly fast saloon?



Jackie Stewart and Brian Redman preparing for the Historics award ceremony

Monterey Week

Text by Jon Rosner, Photos by James McClure



Definitely Italiano

Rumors had been going around for years that Concorso Italiano would be moving from Quail Lodge. Over the last seventeen years the Show has grown from a few Maseratis at a club event to last years huge number of cars spread over at least five fields with invitations going out to every car club from Ferrari to Porsche. For their 18th year Frank and Janet Mandarano chose to move the Show to Black Horse Golf Course located on the Fort Ord military Base five miles north of Monterey.

Parking was restricted to several huge lots about a mile from the Show. There was plenty of time to read through the entire gorgeous Event Program handed to you as you joined the serpentine line. One could hear the occasional "moo" from those waiting to board the Bus. Once off-loaded counter-clockwise seemed to be the way to go.

Scads of Panteras greeted you with open engine compartments, regular 351 Clevelands, supercharged 351 Clevelands, dual-stage nitrous with turbocharged Clevelands, standard a wide assortment sharing space with a few of DeTomaso's other lovely designs.

The next section was for Lamborghini. Victor Holtorf brought a

Diablo to keep company with a large number of Murcielagos, Countach, Muira, Espada, Jalpa with early 350 and 400 cars centerstage. Up the hill to the meticulously reconstructed Pegaso 109 with four cam V-8 basso exhaust, and 16 cylinder Cizeta on the mound.

Cross over to the next field for Maserati Bora, Khamsin, Merak, Ghibli and Ghibli Spyder along with a few Quatraportes. Drop down the hill for a few delicious Eceterinis. Genny Obert created the word to describe the delightful little Italian cars ranging from fluid bodied Lancias like the Aurelia to sub-mini Fiats, little square box Autobianchis in arrest me red and lovely assortment of what-is-that ?

Mike Ostrov and Dennis Ortenburger each brought an old Elite, there were two Elises and a few Esprit models in the far upper section of one field. They were kept company by a very large contingent of BMWs, Porsches and Mercedes.

For the return trip the line for the first bus was serpentine when a second and third bus arrived and others not in line went for those....not a fun way to end a nifty Concorso.

The parking lots and campgrounds at the Monterey Historics seemed to have fewer cars this year. But you

couldn't tell anything was wrong by the throng of enthusiastic folks who can to run or watch. And they were rewarded with some superb presentations and seriously hell-bent racing. With the focus on the 100th Anniversary of Ford there were some great displays including all six Type 4 GT40s from the 1967 race. In fact you couldn't turn around without facing an original GT40 or the new Ford GT.

Speaking of numbers there was a solid row of blue. The Bugatti presence stretched down at least three dozen cars. The all Bugatti race was a cacophony of grinding gears, squealing tires on spindly wheels, flashes of blue and the acrid but pleasant smell of burning castrol.

A barking rumbling wall of sound marked the Trans Am race, balls out - no contact, but take no prisoners racing attitude. This was followed by the less competitive but wailingly loud F-1 race. Several dozen Lotuses competed pretty much across the board in the various modern car events. No one company came close to fielding as many cars that were not only competitive, but were winning !

And the show in the pits was very competitive with both Concorso and Pebble Beach. To wit, the crowd at Pebble seemed smaller too. And a tad

next page-----



The beauty and elegance of the cars and crowd of Pebble Beach

more easy going than in past years. Proper decorum meant that I had to hold my jaw to keep it from dropping to the ground to frequently. And unfortunately this went both ways as the new Rolls-Royce is well, a butt-ugly caricature of the it's graceful past. The Spyker looks like someone with an armor fetish designed the viewable bits, but the circular vacuum cleaner port in the center of the roof is certainly convenient for cleaning out the interior after car partying !

But down to the main field and the display groups are astounding. The usual overabundance of Ferrari and Mercedes did nothing to take away from the well rounded display of everything from prototypes to hot rods, ancients, classic and rare beasts.

The shimmering brute elegance of the pre-Rolls Royce Bentleys, first solo efforts of Fabrizio Guigaro, Master's Piece designs to show that he inherited his father's skills. The lovely petite and rounded Cistalias in feminine shades of silver and blue, red and white. The original 1898 Benz flown in to keep company with its spindly wheeled friends. The GT 40s posted toward the edge of the water stood in mute testimony to the thunder their brethren would raise in a few hours at Laguna. And the way ahead of it's time jet-black Buick Y-Job of Harley Earl fame. This with the prototype Buick LeSabre and Buick version of the 1953 Vette rounded out the "wow, what is that" for a large part of the well dressed audience.

Christies, RM and Blackhawk put on superb auctions with quite a few gems of their own. It's a toss up as to which of the three big shows was the best. The Historics continues to do a wonderful job of balancing public interest in what cars they want to see and phenomenal racing, and Pebble is continuing its trend of dumping their stuffy image to bring in a delightfully tasty variety of extraordinary cars while still accommodating those with cubic dollars to spend on restorations. You won't be disappointed if you go to only one or splurge and attend all three, but you will achieve car enthusiast satiation or overload and thoroughly yourself.

end



If our fathers' Buicks looked like these, we'd buy one!



Is it Art or is it a car?

Dave Bean

by Jim McClure

In the Group 8b race, Dave Bean was gridded 6th in his potentially for sale Elan 26R, behind three Brecht prepared BMWs placed in front to honor the recently deceased owner, the Boris Said BMW 2002 and the much modified Geoff Mattei Ginetta G4.

Within a few laps, Dave was cruising on turn-in oversteer sliding and power driving out of corners, had dispatched the beemers and was moving strongly on the Ginetta. The 200 pound lighter Ginetta had taken a formidable lead with all of the others battling fiercely behind him.

By the fifth lap, though, Dave had kept the rear tires alive and was hot on the Ginetta's tail and challenging for the lead. He was keeping up the enormous pressure, looking for a way to pass, waiting for the Ginetta to make a mistake....

Pushing elbow and wrist to shift, snap, gearshift snapped clean at the transmission. With not a nub to grab Dave had to coast down and pull off at Turn Four. A full bore ear to ear grinning effort that did not bear fruit.

No dents, no dings, no crashes, tremendous effort, skill and persistence, and incredible driving, this is the essence of historic car racing.



Dave Bean challenging the Ginetta on lap 5 lfor the lead, the rest of the field left far behind



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Caterham Academy

by James McClure

The Caterham Academy, in the UK, is sold out for 2004. The academy offers the prospective racer a unique value. The cost to compete next season is just **£15,950, which includes a road-legal 1.6-litre Caterham Roadsport to keep**, track licence exam, training seminars and all event and championship fees. Competitors get to sample hillclimbing, three sprint events and three circuit races.

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More Classifieds

For Sale: Elan/Cortina parts, left over from my Cortina race car. Many Twincam parts. Please Email for an extensive list. Brian Robinson brian.robinson7@sympatico.ca
Tel: (519) 940-3082 (5/03)

For Sale: 1991 ESPRIT TURBO SE-JIM CLARK / INDY SPECIAL, #6 Of 20. Special 25th anniversary model, V.I.N. # SCCFC20B6MHF60208, 50K miles, Perfect condition, new Goodyear F1 tires, Special green with yellow wheels, striping, and yellow upholstery. 6 CD changer, \$32,500. Pictures available. Ken Nelson, NAPA, CA, (707) 258-9948 (6/03)

For Sale: 1999 Lotus Esprit V8, azure with light tan interior and blue piping. It has 33,000 miles and has had all the scheduled services done by the dealer. It has, in addition to the normal hard top, an unused and boxed glass sun roof and is also equipped with an XM satellite radio (Which can be removed, if desired.). The car is garaged at my home in San Francisco and in very fine condition with little tire wear. Pictures are available as email attachments. I want \$45,000 or better, but will consider all serious offers. John Fairfield, (415) 647-1953 or jfairfield@worldnet.att.net (6/03)

For Sale: Twincam motor. It's a MWE built 1.6 with all the goodies (175HP dyno). I'm keeping the injectors but will part with the long block. Included are the 2 1/8 TT jet hot coated headers and the BRM valve cover. I can supply all the specs. Please pass it on to anyone. I'm keeping the sale to the west coast and will sell for a very reasonable price. Andy Dijak 818-903-9418 (7/03)

For Sale: 69 S4 Elan, white daily driver for last 21 years, 122,500 mi. rebuilt engine and transmission by Schlossnagel racing at 116,568 mi. in 1995. Full service records since 1982 purchase at 66,3887 mi. and can be e-mailed as attachment. Never wrecked or restored. Always garaged. Stock except: Crave Cams optical ignition system, adjustable ZC needles, thermostat electric radiator fan, Michelin X 165/70R13 Chuck Botts, San Diego, Ca. cbotts@san.rr.com or 858-292-1480

For sale: NOS Europa 5 speed transmission. Must be to be among the last available in the world; bought from UK Lotus dealership. Still covered in original shipping grease and plastic wrap! Andrew (8/03) Irlandstech@nndfn.com, andrewp1989@hotmail.com



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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.

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

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

Print Shop Ad

Classifieds

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

For Sale: 1974 Lotus Elite. It is all original yellow with tan cloth interior. Was running two years ago but has been stored many years and does not currently run. Ken Benner>Please call at 510-659-1755 or work no. 408-742-3453 or my E-mail address:

ken.benner@lmco.com (6/03)

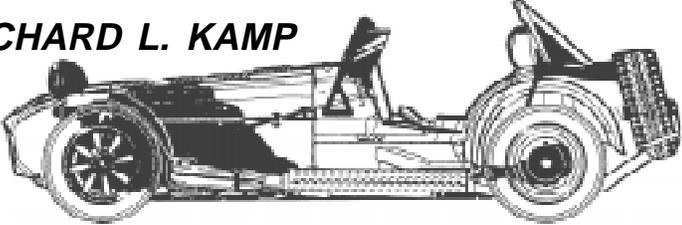
For Sale: Lotus Super 7 (1967, Series 2, orig. owner, street car), RHD, BRG/black, 1500 Cosworth Ford (low miles on rebuild), twin 40 DCOE's, includes full weather gear (all original top and side curtains in excellent condition), original wobbly web mags., Avon tires with low miles, original except Super Starter (orig. Lucas starter included), GT6+ front discs (orig. discs included), Ford semi-close-ratio (4 sp.) trans. (Dave Bean), strengthened rear axle/diff. housing, custom tonneau, custom wind-wings, twin Brooklands racing screens included. Never raced/ never crashed/always garaged between weekend trips. Asking \$25K. Joe (jjcech@ucdavis.edu, 530-758-2922) (6/03)

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