

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) September 2004

## Concorso Italiano, Race Italiano and the Beautiful People *by jim mcclure, editor*

Like roaches in a New York tenement, the red cars had swarmed into Seaside and Monterey. But instead of stomping and screaming, only ooo's and aaah's, and the clicking of cameras could be heard.

The Ferraris and all of their fans had descended on the Monterey Peninsula. I think this is the tenth time that the featured marque of the Historics has been the hordes of Mondello, maybe the twentieth. But, they are not scorned like a plague. They are welcomed with open arms and outstretched hands, as the check books come opened and their plastic is pure as gold.

Yes, there was a plethora of 308's and 328's, but there were also numerous examples of some of the most beautifully designed cars ever made.

Concorso Italiano called it the year of the Dino, so there were many of them to see. The last of the 'flowing, curving style' of cars, and maybe the end of an era for many car makers, as the designers decided that time had come for hard

and acute edges. The Dino begat the 308, the Fiat Spider begat the X1-9 and the Stingray begat the Vega. Maybe these were more efficient? Don't know.

Read the reprinted article by B. S. Levy. Hell, read his books!

I'll have more on this weekend, which really was great; always is, next month.



*Typical Ferrari Car Polish Crew? All I get is my old buddy to check my tire pressures.*



*A sea of red Ferraris, apparently spelling out the word 'FERRARI'.*

### September Meeting

Friday, September 17, 7:30 pm

Host: Cameron's Restaurant & Inn

1410 S. Cabrillo Hwy (Hwy 1, about 1 mile south of Hwy 92)  
Half Moon Bay, CA  
650-726-5705

John Ridley says there is plenty of parking, accommodations for anyone who wishes to stay overnight, and a great atmosphere. AND BRING YOUR LOTUSES!!!!

## GGLC Calender

September 12	British Car Meet	Palo Alto Across from Stanford Shopping Center
September 14	GGLC Track Day	Thunderhill
September 17	Monthly Meeting	Half Moon Bay
October 9-10	CSRG Charity Race	Infineon Raceway
October 16	Monthly Meeting	Host: Mel Boss Danville, Saturday Meeting with Drive
October 18	GGLC Track Day	Buttonwillow

## Sevens At NASA Exhibition Race

editor

The Caterhams, led by Rich Kamp, and the Birkins, led by Woody Harris. Both marques were well represented. I taked to Woody about having the new Elises entering this event to bring up the numbers. He thought that this would be a good idea and has possibilities in the future. This would benefit our Lotus crowd to have our own race and not be out there with some of the dubious and ill-prepared junkers that often enter these races.

## EBay Watch:

editor

Everyone seems to be trying to sell their newly acquired Elises. Probably just a few, but they want alot for them. A few have been on Ebay and have bid up past \$58k, but this still wasn't enough to reach the sellers' reserve. I think that these are people who have no right to own one, anyway and am glad they are selling them.



The old spirit of vintage racing, but found at the Monterey Historics.

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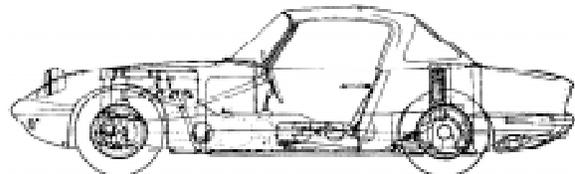
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## GGLC & Club111 Picnic

By Kiyoshi

The anticipation and launch of the new Elise is attracting a new generation of Lotus enthusiasts. And, like every new generation they have new ideas (or old ones they think they've created...) and a deep desire to express their energy and enthusiasm. And, so it is that Club111 (as in Type 111, the Elise) has formed. Club111 is being organized as a national organization and local/regional groups are forming.

It is no surprise that California is a hot bed for Club111. Much of the leadership of Club111 has evolved from EliseTalk.com and on-line forum that has over 1500 members and is based in Southern California. A Northern California group of Club111 has formed.

The GGLC has been assisting the Club111 in its formation and so it joined Club111-NorCal to present a joint event on Saturday, August 21<sup>st</sup>. Leading the charge was Matt Gawlowski and Larry Bisares, both have Elises on order at Lotus Los Gatos and are founding members of Club111. Matt and Larry located Stevens Creek Park in Cupertino as the place for this first event.

Matt arranged to "borrow" the Chrome Orange demo Elise from Lotus Los Gatos and have it at the picnic for viewing. Joining Matt and Larry were future Elise owners Bob, Jon and a few others. From the GGLC were Faisal in his Exige, Joel with his Elan, Tom Carney in this Europa and I joined with the newly completed red Elan S2 (only 100 miles on it since the restoration was completed).

It was really enjoyable to meet the soon to be Elise owners. The most common question seemed to be, "When are you getting your car?"

After visiting and picnicking we lined up the Lotus for a group photo. Just as we finished up Henry drove up in his new Magnetic Blue Elise. Only 3 days old Henry was kind enough to let folks take short drives in his car!

Just shortly after 1pm Matt and wife Jenn jumped into the Orange Elise and led a caravan of cars back to Lotus Los Gatos.



*We just need more of these cars at GGLC events!*

# CSRG

## Charity Challenge

Oct. 8-10  
2004

Infineon  
Raceway  
Historic  
Grand Prix  
And Can Am



Classic Sports Racing Group is organizing a vintage race, along with other activities, with all of the proceeds benefiting the "Speedway Children's Charities."

Groups included will be F1, Can Am, Formula Junior, along with five other races.

There will be Noon-Hour rides and a silent auction. Also offered will be a special Black Tie Dinner.

The entry price is \$20 per day. Come see some great vintage Loti and other fine machines



*GGLC member Chris Locke prepares for pregrid at the Historics. He will have a newly acquired F1 Lotus Type 77 at the CSRG Charity Race in October.*

# Gold Chains To Tow Chains

by B.S. Levy, Reprinted with his permission

**I had kept a copy of Burt's article that first appeared in Vintage Motorsports, shortly after Lotus was the marque at the Monterey Historics. I was lucky enough to talk to him at the Concorso Italiano this year, and got his permission to reprint the article. It is the best writing that I know of that explains just who we are. His first and most famous book is "The Last Open Road", with his latest being "The Fabulous Trashwagon". Check this website for more details and order info: [lastopenroad.com](http://lastopenroad.com)**  
*editor*

This year's edition of the Monterey Histories provided a palpable change of atmosphere from Ferrari's much heralded Third Coming (1974, 1984, 1994), with perhaps more the feel of a laid-back (albeit wellattended) dirty-fingernail club event than any sort of blue-blooded coronation ceremony or fourwheeled Religious Experience. But that's as it should be, since it highlights the obvious comparisons and inescapable contrasts between the two unique men and marques that served as yin and yang to the entire world of motorsports in the postwar era.

Chapman's brilliant chassis vs. Ferrari's magnificent engines. Ferrari's confident, powerful masculinity against Lotus' delicate, even feminine grace. The thoroughbred stallions from Maranello racing side-by-side with Lotus' lithe, quick-pivoting gazelles.

Ferrari, of course, was a legendary figure. Regal. Imperious. Byzantine. Aloof. An empire builder. Colin Chapman could be equally distant and inscrutable, but it

seemed more the alternating boredom and preoccupation of an insatiable creative spirit than the swirling hidden agendas and guarded politics at Ferrari. Chapman quickly lost interest in any project he considered "finished," and was continually searching for some new challenge to feed his voracious curiosity. Then again, Chapman was a racer - a *racer's* racer - capable of running head-to-head with (and often besting) true World Class talents.

So Colin knew what it meant to take a car right out to the feathering edge of control and hold it there - cool and unruffled, lap after lap - and he never expected nor accepted anything less from his drivers. But, in return, he gave them magical racing machines (his groundbreaking Formula 1 Types 18, 25, 49, 72, and 79 come to mind) which regularly sent opposing teams scurrying back to their drawing boards with the disastrous perception that they were suddenly campaigning last year's car.

Ferrari's Formula 1 efforts tended to be much more conservative and derivative - albeit no less effective - oftentimes copying what other teams had already proven (rear engines, disc brakes and monocoque construction, to name a few) and then powering them with marvelous engines that most usually had the legs on the rest of the field. Plus every individual bit and nut and bolt of Ferrari racecars was a thing of beauty, designed and crafted that special, jewel-like, cost-no-object Ferrari Way. These were machines built to not only *win* races, but to *finish* them as well.

Chapman was more intrigued with the harmony and synergy of the overall package than the bits it was made of, and tended to stretch the envelope towards the least, lightest little bit that would get the job done (two jobs would be even better), rather than pursuing the rugged-

ness and stamina that was a trademark at Ferrari. "An absolutely perfect racing car would fall to pieces as soon as it passes under the checkered flag," he was once reputed to have said and so there was always an extra tightrope-walk of risk in campaigning a Lotus. And while Chapman pored over the rule book, holding the pages up to the light in search of new ways to expand the envelope, Ferrari concentrated instead on manipulating the *rulesmakers*, and no question he succeeded better than anyone before or since.

This difference was most blatantly demonstrated at Le Mans, - politically-charged event that Ferrari pretty much owned in the late 1950s and early 1960s (in both the prototype and GT classes), while Chapman's smaller-displacement entries continually found themselves afoul of the French officials, who harbored an unholy Home Team enthusiasm for the tiddling DBs that habitually copped the coveted Index Of Who Gives A Damn Anyway award each year *por la France*.

Chapman ultimately stalked off in a huff and vowed never to return after his marvelous little 23s were disqualified under extremely dubious circumstances before ever turning a wheel in 1962. But Ferrari could have explained it to him. The cars were painted the wrong color, *n'est ce pas?*

Still, the foundation of Lotus' early reputation was built (much of it *at Le Mans*) with two-seater sports/racers like the 8, 9, 10 and the watershed 11 of the middle 1950s, and the svelte little 23 remains one of the best-loved small-displacement sports/racers of all time. For a brief period in the early 1960s, the Lotus 19 was the best and quickest short- to middle-distance two-seater in the world. Unfortunately, Chapman's final sports/racer - the waspwaisted, backbone-framed, V-8powered Type 30 - was a pig.

Although dauntingly beautiful, drivers hated it unanimously, and his “developed” Type 40 was rudely referred to as “a Type 30 with 10 more mistakes!” But Chapman didn’t miss the mark often, and his few glaring clinkers were usually the result of overreaching in an arena where most constructors are terrified of even the most measured and calculated experimentation.

But perhaps the biggest contrast between Ferrari and Lotus is to be found in their road machines. With apologies to Lotus’ current \_ products, the traditional Lotus owner had to put up with creature discomforts, cheap bits and shoddy’ finishing, and a quicksilver, hand-to-mouth dealer network that did nothing to enhance the marque’s reputation. That’s because Lotus’ cars were often built down to a price rather than up to a standard (many were delivered in kit form - including some supposedly “fully assembled” at the factory), and no doubt Lotus buyers wound up doing a lot of the quality assurance and product development work on their cars. As such, no Chapman-era Lotus street model ever enjoyed the aura, panache or (most especially) jaw-dropping pricetag of their contemporaries from Ferrari.

If you bought one of Enzo’s little toys, you got stylish, *haute couture* tailoring and the rippingsilk sound of that wonderful V-12 and parking valets all ‘round the world would be sure to stick your Fazaaz right smack-dab in front of the main entrance. But if you bought a Lotus, you could squint your eyes on your favorite twisty road and really *believe* you were driving a pukka racing machine fly-weight, nimble and hair-trigger responsive - and you shuddered at the mere thought of letting a parking lot attendant anywhere *near* your car.

I suppose it all boils down to priorities. Ferrari raced in order to sell cars,

while Colin Chapman sold cars in order to *race*....

George Hovsepian was typical of the many Lotus faithful who made the pilgrimage to Monterey this year for the marque’s long- overdue day in the California sun. He drove his metallic blue 1973 Europa Twincam all the way from Chicago to the Monterey Peninsula and the Motel 6 in nearby Salinas, where I ran into him. Friday evening in the parking lot. I was a little stunned by the Illinois: plates on his car. “How was the drive out?” I wanted to know.

“Oh, it was pretty hot going across the desert,” – ventilation systems on production cars were never one of Colin Chapman’s higher priorities - “and I had to turn the heater on a couple times going up the mountains to keep her from boiling over.....” “Good Lord,” I gasped.

But George shrugged it off. “When it’s already 100 degrees. outside, turning on the heater is insignificant..... If you closed your eyes, you could imagine a wan smile *of approval* twitching up at the comers *of* Chapman’s mouth.

Then the heater valve on George’s car started leaking (it’s one *of* those crappy cable-operated jobs that looks like a tin steam whistle - and often acts like one - which were so beloved by manufacturers’ *of* cheap British cars and even more beloved by owners *of* cheap British car-repair shops, because they have *to* replace *so* many), but George simply waltzed into a local hardware store, bought himself a pipe-thread lead plug for 39 cents and made the sort *of* quick Field Fix that comes as part *of* the bargain in any long-term relationship with a Chapman-era Lotus. And how did he enjoy the trip?

“I *loved* it!” he enthused. “It was about the best damn trip I’ve ever taken. From the moment I heard this was going to be

Lotus’ year at Monterey, I knew I *had* to be there, and there was just no way I could go without *my* car.....”

And I expect his story was typical *of* the Lotus lovers who flocked *to* Monterey this year in their 7s and Elites and Elans and Europas and Esprits, and your heart went out to every single one *of* them as the enormous Lotus parade inched its way around the track at barely a snail’s pace Saturday noontime under a grilling California sun (especially those *poor* devils in the shimmering, jet-black John Player Special Europas, which perhaps should have been christened Black Hole *of* Calcutta Specials...).

But the Lotus faithful accept that sort *of* thing, because the *raison d’etre* of Lotus ownership is a share in not only the heritage, but the actual gene pool and design objectives that won *so* many races and championships with gossamer handling and simple, eloquent design. Unlike so many marques with a history *of* racing success, the Lotus driver gets the opportunity *to* actually *touch* and *enjoy* that delicate sense *of* balance out at the feathering edge *of* The Envelope. Every time he sits behind the wheel.

*end*



*Peter Ross, Secretary of Historic Lotus Register, entering his old Lotus 11. This car is now owned by Bob Engberg., holding the wheel. There will be a full story on this in the next Chapman Report.*



The three photos on top and to the right appear to be the prototype for the '06 Caddy sports car. Note to similarity to the current CTS, just squished down a bit. I think that the horse on the back was just to throw us off, as Ferrari would never build a car like this.



Above and below, Steve Earle had come close to promising that the 03 Ferrari of Michael Schumacher would break the old lap record on Friday. The old record is from 1999 and held by Helio Castroneves and a CART Honda. The driver (a test driver for Ferrari), Andrea Bertolini is shown below on Saturday, possibly saying: "Domani!" Well, Domani never comes, as they say, and he only got within two seconds of Helio's record.



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Submissions to the Chapman Report are accepted and encouraged. Please email them to [chapmanreport@gglotus.org](mailto:chapmanreport@gglotus.org) 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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Print Shop Ad

## More Classifieds

**For Sale:** \Single Axle trailer suitable for a Lotus: 16' overall length, 10' beds, each 16" wide, Mounted winch with 2" strap & hook 2 integrated tie down ratchets, nosewheel, all lights work, Good tires, & side mounted spare. 2 steel ramps. 16" wheels with fenders, currently registered, good cond. \$750.

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all Europa: Corvair hubs, excellent cond \$100 + shipping. all located in Sunny San Jose, Ca Contact Joel via email [farberjf@us.ibm.com](mailto:farberjf@us.ibm.com) (9/04)

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To whom it may concern,  
I am writing from Swift Dodge Sacramento. We were a Lotus dealer about 8 years ago and we have an abundance of Lotus parts and tools collecting dust. We are trying to unload these parts at a discounted rate to anyone willing to purchase them. Please contact Phil Kreutzer, parts manager, at 916920-0110 with an offer. (916) 920-1227. (7/04)

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

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**For Sale:** Ser. 3-4 Elan Frame. Measures square, no crash damage. \$1000. Call Jody @ 831-254-1299 or [locortjody@earthlink.net](mailto:locortjody@earthlink.net).

**For sale:** 1969 Lotus Elan +2 vintage race project car comes with Spyder chassis, Cosmics, limited slip dif, Koni's, steel brake lines. Extra set of widened steel wheels. Have Weber head to be installed with mild cams. \$5800.00 George at 831-648-9064 (3/04)

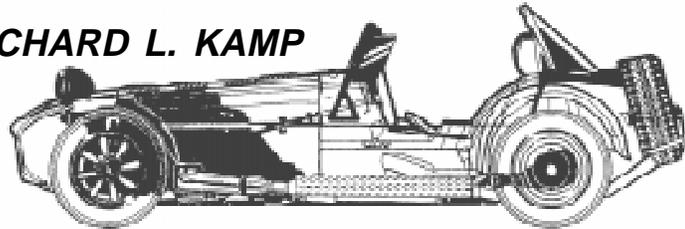
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**For Sale:** Also must sell my beloved motorcycle, 1999 Honda Jordan Hornet, 600 cc. Collectors bike, only 14k miles. One of only 100 in existence, in U.K. only, my baby. But must make way for Elise. See info on left for contact, Jim

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