The Chapman Report

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Monterey And Pebble *editor*

August is the Big month for classic car afficianados. I got to a few of the events, Monterey Historics on Saturday, and the Pebble Beach Concours on Sunday. I missed the Concorso Italiano, the auctions and the rest. I should have 'put the arm' on members that attended other events to get their photos and stories. I could have gone to the auctions, but my wife and daughter ganged-up on me; 'no more cars'. I tried to explain to my wife that she should look at the Jaguar XK140 drophead as an IRA, that will improve in value. Didn't work.

The All British Car Meet is upon us and I will miss that too; delivering daughter's houshold stuff to Eugene (U of Oregon fall quarter). So I'm hoping that someone will take photos and write a short story for this newsletter, Please.

If you will notice, all of the articles say '*editor*', and that's not the way it's supposed to work. I do need volunteers to send stories on these events. I won't make the upcoming track days or autocrosses, so any news on these has to come from the members.

Coming is the CSRG Charity race at Infineon. Open to spectators; relaxed atmosphere; not crowded. Many vintage races are not spectator events, for insurance reasons, so take this opportunity to see some classics in motion.

'Objects-de-Art' are a big thing at all of the events, these day. And sell for quite a bit of money!

The People's Choice Award was presented to this 1936 Delahaye 135 Figoni & Falaschi Coupé

Also, a nice article in the August Road and Track on the Marque Madness event, including Harvey Laskey and his 1985 Lotus Turbo Esprit. Buy it, or may be online.

September Meeting

Friday, September 15th, 7:30 PM

Host: John Zender

Calendar

September 10	All British Car Meet	Palo Alto
September 13	GGLC Track Day	Thunderhill
September 15	GGLC Meeting	Host: John Zender
September 13	Marina Autocross	Marina
October 13	CSRG Charity Race	Infineon
October 13-17	LOG 26	Texas

for more and up to date information these GGLC and other events check the GGLC website at www.gglotus.org

This Space Available for Other Writers:

At Pebble Beach: Yes, it's a Ferrari, but it's sooo beautiful. I'll take this over the Enzo in a heartbeat!

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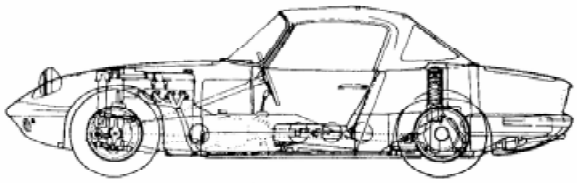


Zonta And Toyota Break The Track Record At The Monterey Historics

OK, Ferarri tried to break the lap record a few years ago with a year old car, but failed. This year it was Toyota's turn to try and they set a new record, with Zonta driving a current car. The following are quotes from Ricardo Zonta, after the run:

"It all begins at the main straight, were I reach 300kph (185mph) in sixth gear, before braking really hard for the Andretti hairpin left-hander - a tricky, double-apex corner taken in second gear. A small straight leads into a right-hander, Turn 3, also taken in second gear. Turn 3 is very slippery, with all four wheels sliding as I go around it.

Another small straight and another right-hander, Turn 4, a fairly quick corner. I manage to reach sixth gear very briefly before braking for Turn 5, a third-gear fast and long left-hander. The straight that follows it is also short, and soon I'm braking again for Turn 6, a very tricky third-gear corner in which you can't see the exit from the braking point... You also can't see the apex because of a dip in the pavement.

Then the Rahal Straight climb begins, leading into the Corkscrew braking zone. The Corkscrew is a downhill esses, very unusual and complicated, because you can only see the apex for the first left bend; the right-hander portion is pretty blind. It's a slow corner, taken in second gear.

What follows is my favorite part of the circuit, the downhill straight leading into Turn 9 or the Rainey Curve, a fast downhill left-hander with significant banking, which would help the car carry a lot of speed if it wasn't for the fact that it's a bit too bumpy for an F1 car. I was really bottoming out here when trying to attack it hard in my TF106. But it is the one part of the track, along with Turn 5 perhaps, where a great driver can make up a lot of time on a merely good one...

Turn 10 then is a short, third-gear right-hander leading into another small straight and Turn 11, a slow, first-

corner left-hander, and then you're back into the main straight to finish a lap of Laguna Seca.

In all, it isn't a very fast circuit, because the straights are generally short. Overtaking is also tricky; the braking zone for the Corkscrew would be the best opportunity I guess, and maybe you could pull it off before Turn 11, but definitely you'd have to force the issue a little bit to get it done there. But having said that, it's challenging and a lot of fun."

Monterey Historics, Where The Cars Are The Stars? *editor*

If you walked through the main gate at Laguna Seca, scenes like those on the right were what you'd see first. A large number of marked paddock spaces with no race cars, just street cars. I don't know why, but it's reminiscent of the Wine Country, which also has less entrys than previous years. Just like professional racing, the privateer is becomming more scarce.

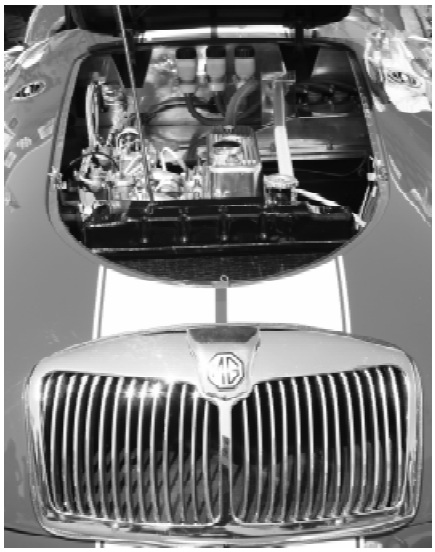
But, there was some great racing and lots of noise, Historic F1, Can Am and the TransAm cars especially. I was only there on Saturday, so missed the Sunday races.

I know that many GGLC club members were there: Jack and Judy Fitzpatrick, Stuart Smith and his wife Susan, Steve Lawrence, Bruce Miller, Chris Locke, Jay Embree and Patrick Moran. Probably a few that I missed.

The weather was perfect, warm but not hot. Much nicer than the horrendously hot MotoGP race, just weeks before. Also, having a coral pass got many of us great parking places and no long hike to the track.

Or the Stars' cars, I guess. Plenty of room for these in the paddock, while I'd rather have seen more classic cars there. Money talks, though.

Don Orosco's Lotus 15 gets punched in the left side by an idiot in a Cooper Monaco, at the top of the Corkscrew, both spinning down the hill.



Strict originality at the Historics? This MGA had Webbers and Hoosier Street TD tires; both not vintage legal for this car.

Lotus 15, owned by member Steve Lawrence. A Lotus Eleven with a hump in the hood for a bigger Climax? Next remark removed to retain PG13 rating.

Pebble Beach Concours

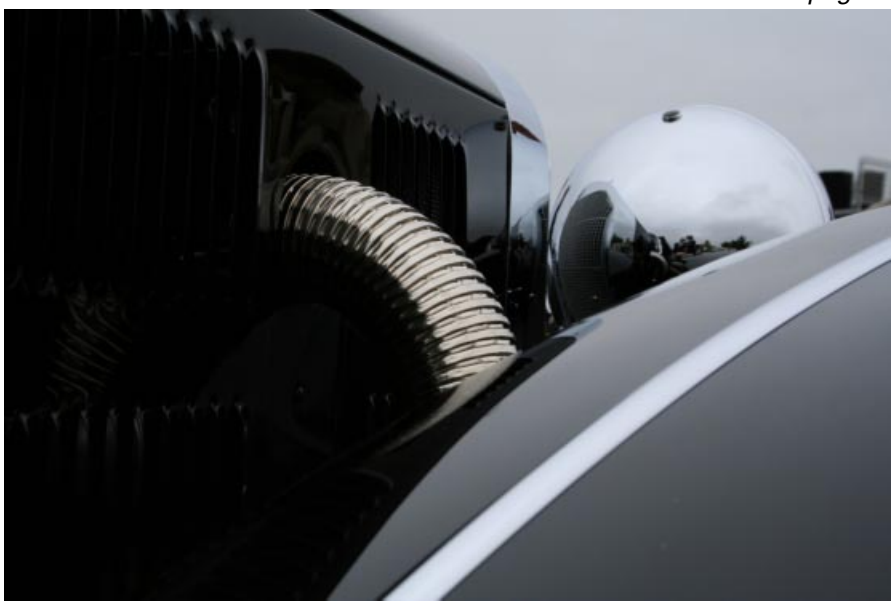
editor

Folding chairs, a blanket to put the picnic lunch on, a bottle of good wine. Lay all of that out, then go view the cars.

Delahaye was the marque, and was almost at the level of a few years ago, when Bugatti had been the marque. The Delahaye makes up in beauty versus the Bugatti, what it only loses only in numbers.

No Lotuses but plenty of Ferraris, as they always have their own classes.

Oh, yes, it was foggy.



The beauty of pipes flowing out of the engine bay. Don't know why, just always wanted a car that had this look.

The Delahaye, top and bottom. Unbelievable beauty.

British Car Meet, Palo Alto

press release

El Camino Park - Just Across From Stanford Center

September Ninth & Tenth - 9:ooAM - 5:ooPM

Join us for the most historic British automotive lawn event in California. 400 quirky, classic, and thoroughly lovable British cars are once again expected to grace the field at El Camino Park for the 29th Annual Palo Alto
British Car Meet.

? SUNDAY CAR SHOW - SEPTEMBER 10th

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 & works-in-progress are as welcome as Concours quality restorations. British food, jazz, and more fun than you'll be able to tolerate! This year there will be individual marque awards in a minimum of 15 classes.

There is no preregistration and all entrants will receive a commemorative dash plaque. Cars will be placed on the field starting at about 9:00AM, 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 around the world in the Arcane Auto Society. Spectators attend for free.

? SATURDAY BACKROAD TOUR TO THE SEA - SEPTEMBER 9th
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 8:30 and 10:30AM. A map will be provided. The tour ends at Cameron's Pub in Half Moon Bay where we will be kicking tyres and telling
tall tales well into the afternoon.

? DIRECTIONS TO EL CAMINO PARK:

El Camino Park is located on the El Camino, just north of University Ave, opposite Stanford 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>

Tesla Revisited

editor

There was the car in person at the Pebble Beach Concours, along with an army of sales persons and tech-savy engineers.

The sales claim is that the car is 80% Tesla parts, and they didn't mention Lotus until I brought it up. They also said that they make their own batterys. I advised them that there are only a few companys in the world manufacturing batterys, then they admitted they bought the batterys but put the battery pack design together themselves. they also mentioned that they use both the AC and water/gylcol mix to keep them cool. This should mean that they won't do a 'Dell meltdown', as they are lithium ion based.

I rather doubt their math on the 80% calculation, as I see lots of Elise components on the car, not including the ones that Lotus special-built for them. As seen in this photo, the dash looks pretty familiar.

They stated that they have completely sold the initial 100, and are now getting deposits on another 100. This is good news, as I was in doubt that people would put up the $100K.

They still have a long way to go, with no location for larger production numbers, as yet. I think that we all know that the bay area is not a viable economic option. I hope that this electric sportscar can be a success, and that the price can come down to a more affordable level.

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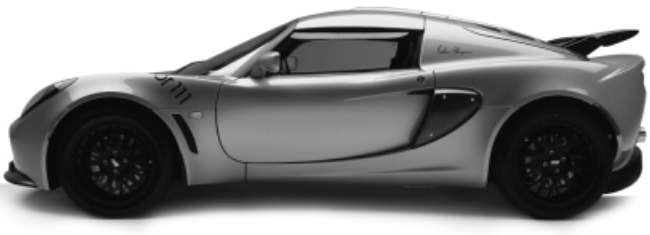
Track worthy is an understatement



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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.

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Classifieds

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

FOR SALE: Black front seats from my first +2 (1972), very good to excellent condition (little wear on one seat where the seat belt rubbed). All original. These are the narrow seat style high-back. They have been in storage for 10+ years. They had almost no use in their life. $500 for both or best offer. I'm located in San Anselmo if you would like to see them in person. Contact: Will Burke — will.burke@mac.com for more information and pictures. (6/06)

FOR SALE: Pearl Yellow Lotus Esprit. It is car #93 of only 100 ever built for the 25th Anniversary. 3.5L V8, 15K Mi. Includes interchangeable glass moon roof, Upgraded Chrome Larini Sport Catalysts and Exhaust System, I also have the stock system. -Genuine Lotus Waterproof Car Cover. -Invisible bra installed. Call: Dorian, 415-206-1656 (9/06)

Wanted: Front and rear suspension parts for 1989 Esprit. I need all of the hard bits except for the rear upper suspension links. Contact Mike Griese (mike.griese@att.net). (09/06)

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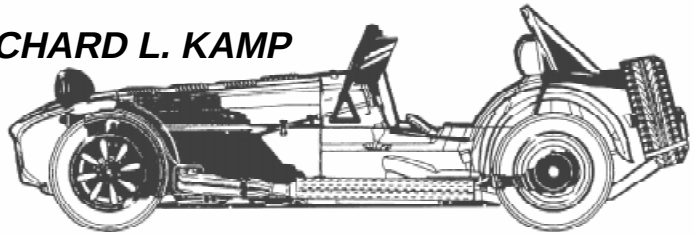

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WANTED: Lotus Elan+2. I am looking to buy a +2, would prefer Weber head car, that is all there. All cars considered. Projects, mechanical problems, needs to put together, needs paint or interior OK. Although would be nice to get a driver for once. I am in southeastern Arizona, better if car is in southwest but all cars considered. For right deal or car would ship. Thanks. vukosj@msn.com or phone 520-378-4665 ask for Steve. (3/06)

FOR SALE: '69 s4 fixed head. please feel free to call me a 805-559-7772. thanks, david

FOR SALE: Lotus Europa. Too many projects and zero time. S2 with 39,000 orig miles. The engine is dead. There are many xtra parts new brakes, calipers etc. new alum radiator - used 352 Twin Cam trans, Konis and very rare 8 spoke Sebring wheels (real mag). I'm asking $3,000. Brett MacDonald 626-339-0871 (3/06)

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