

The **2023** New Hope Automobile Show

New Hope-Solebury High School
New Hope, Pennsylvania
August 12 & 13, 2023

Celebrating
the 75th
anniversary
of Lotus



1971 Lotus Type 69 Formula 2

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Philadelphia at dawn : a view of the Schuylkill River and Center City skyline from the South Street Bridge.

Letter from the New Hope Automobile Show Committee

Welcome to The New Hope Automobile Show.

As one of the oldest and most prestigious automobile events in the nation, we strive to maintain a high standard for judging of all the vintage and classic cars that roll onto our show grounds.

Over our 66 years, we've seen many changes in auto enthusiasts' ages and tastes. As a result, we've added new classes that allow younger and more diverse collectors to display their prized automobiles.

2023 – a year of anniversaries. This year we're pleased to recognize four notable marques celebrating milestone anniversaries. On Saturday, we honor the 70th anniversary of the **Corvette**. On Sunday we celebrate the 100th anniversary of **MG**, and the 75th anniversary of **Porsche** and **Lotus**.

Our 2023 poster car, also pictured on our cover, is Kyle Kaulback's 1971 Lotus Type 69 Formula 2 racecar. It will be on display both Saturday and Sunday. You can also read more about it on page 8 of this program, as well as a history of Lotus on page 12.

Once again, we want to thank everyone who contributed to making this annual event happen, including our sponsors, vendors, advertisers, and volunteers. Most of all, we thank the show car owners and spectators who return each year to support our fund-raising efforts. The money raised at our show helps the people of our community in countless ways. You make possible everything we do.

Thank you! – *The New Hope Automobile Show Committee and the Board of New Hope Helping*



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EDITOR
Matthew J. Winkler

WRITERS
Matthew J. Winkler, Steve Williams,
Ernest Valtri, Larry Lefkowitz

DESIGN/ART DIRECTION
Steve Williams

PRODUCTION
The Steve Williams Design Office

ADVERTISING/SPONSORSHIP
Gary Karlsrud, Steve Williams

COVER PHOTOGRAPH
Michael Furman

PRINTING
PDC Graphics, Southampton, PA

CONTENTS

New Hope Helping News	5
New Hope Helping 2023	6
Poster Car: 1971 Lotus Type 69	8
Lotus and Colin Chapman	12
Tributes to Corvette, Porsche, and MG	19
Recognition	18
Appreciation	20

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New Hope Helping News

New Hope Helping awards six scholarships.

Since its founding in 1949, The New Hope-Solebury Community Association (now New Hope Helping) has contributed over \$1.7 million to the community to fund educational needs for students in the school district and to provide scholarships to New Hope-Solebury High School graduating seniors.

This year we gave scholarships to the six outstanding New Hope-Solebury High School seniors pictured below.

In 2023, New Hope Helping took a giant step toward its expansion into helping with not only education, as our history shows, but also assistance in matters of health and relief.

We are an all-volunteer 501(c)(3) charitable organization that welcomes volunteers who want to give back with their time and talents to improve the lives of everyone living in this thriving community.

Take some time to read a bit about us on our website, and consider becoming a volunteer to help us plan future fundraising events.

newhopehelping.org

Scholarships awarded.

Once again in 2023 we awarded scholarships to these deserving New Hope-Solebury seniors.

2023 Scholarship Recipients

- Leo Fowler
- Luke Hoffman
- Lilly Kraemer
- Matty Reilly
- Sol Sahner
- Nathaniel Wiseman




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Shown here at the awards ceremony, l to r: New Hope Helping Vice-President, Gary Karlsrud, Matty Reilly, Leo Fowler, Lilly Kraemer, Sol Sahner, and Nathaniel Wiseman. Luke Hoffman is not pictured.

Cars, concerts, golf, tennis, and more.



In addition to The New Hope Automobile Show, Cars & Coffee, and the Road Rally, New Hope Helping presents a variety of events including our Summer Concert Series, USTA Youth Tennis Tournaments, and the Steve Buck/Hardy Bush Memorial Golf Tournament.

The New Hope-Solebury High School needed a gymnasium. It was 1949 and a group of local residents formed the New Hope-Solebury Community Association to address the need, and by 1953, with funds raised by the Association, the gym was built.

Today, 74 years later, our name has changed to New Hope Helping, though our mission remains dedicated to helping our greater community.

Assistance to residents and small businesses affected by natural or economic challenges, contributions to charitable organizations throughout the region including Fox Chase Cancer Center, scholarships for young students to pursue their academic or trade skills, and many community projects, including our financial assistance to other local charitable groups, have all come to fruition.

Our new name, New Hope Helping,

asserts our reaching out farther and further than ever into our community. And it brings with it new ways to connect with our community via cultural events, sports, music, and more.

Our free outdoor Summer Concert Series fills the night with music at the high school campus and at special sites within New Hope throughout the summer. Earlier this year we held our third annual USTA-sanctioned Youth Tennis Tournament, and our

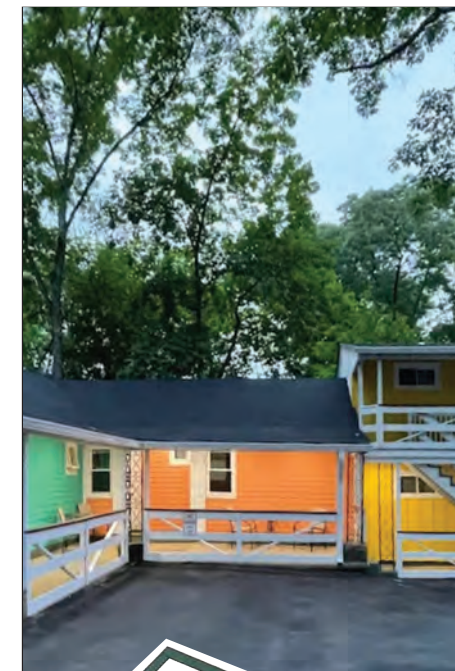
Steve Buck/Hardy Bush Memorial Golf Tournament. These events allow New Hope Helping to pursue its mission and obligation to helping the community.

Of all the activities created by New Hope Helping, our longest-running event, The New Hope Automobile Show, remains our most visible, important, and successful effort. The show has become a Bucks County tradition and has raised nearly \$2 million for scholarships and other community projects and organizations.

New Hope Helping is a 501(c)(3) nonprofit organization that relies on local residents, businesses and other non-profit organizations to help make our area a great place to live. If you'd like to get involved, please learn more about us and our commitment at newhopehelping.org, or call us at 215-862-5665. ■

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1971 LOTUS TYPE 69 FORMULA 2 RACE CAR

Our poster car is the 1971 Lotus Type 69 Formula 2 race car owned by Lotus connoisseur Kyle Kaulback of Bethel, Pennsylvania. Featuring a semi-monocoque tube-frame chassis, the car is powered by a belt-driven Ford Cosworth 1600cc engine that cranks out approximately 250 horsepower. Known for exceptional performance and handling characteristics, the Type 69 came in a variety of engine and frame design options and was campaigned successfully in Formula 2, Formula 3, and Formula Ford. American privateer Pete Lovely even modified a Type 69 to race in F1.

Designed for Lotus Racing by engineer Dave Baldwin, the Type 69 was a versatile and competitive

| Continued on the next page



Photo: Michael Furman

chassis that was a popular choice for both professional and amateur drivers. Jochen Rindt won the first two races of the 1970 Formula 2 season with a Lotus 69 before concentrating on Formula One. The following year, Emerson Fittipaldi won five Formula 2 races with a Type 69, and Dave Walker won 25 out of a total of 32 races in the two 1971 British Formula 3 championships and took both championship titles in an F3 Type 69.

Features and Specifications

Weight: 1,040 lbs.

Horsepower: Approx. 250

Engine:

- Ford / Cosworth 1600cc BDA, rebuilt by Marcovicci-Wenz Engineering
- Lucas Mk2 mechanical fuel injection

Cooling:

- Custom aluminum crossflow radiator
- Coolant plumbed through frame tubes
- Custom fabricated aluminum header tank.

Exhaust: custom 4-into-1 header, ceramic coated

Transaxle: Hewland FT200 5-speed

Front Suspension:

- Unequal length wide-based wishbones
- Proprietary Lotus magnesium uprights
- Koni 3012 double adjustable aluminum bodied coil-over shock absorbers, Eibach springs
- Adjustable anti-sway bar

Rear Suspension:

- Inverted lower wishbones, single top links, and twin adjustable trailing links
- Proprietary Lotus magnesium uprights
- Koni 3012 double adjustable aluminum bodied coil-over shock absorbers
- Adjustable anti-sway bar

Kaulback's example was featured on the Lotus stand at the 1971 Motor Racing Show in London. The car was then shipped to Canadian driver Craig Hill. As well as being a popular driver, winning Canada's Formula B championship in both 1969 and 1970 as a privateer, Hill was also advertising and promotions manager for Castrol Canada, hence the Castrol Kleen-Flo Special racing livery. Unfortunately, Formula B fizzled out in Canada just as Hill received his Lotus 69. Hill raced the car in an assortment of Formula Atlantic races on both sides of the Canadian/United States border, including a win in 1971 and two wins in 1972.

After a few changes of ownership among several Lotus enthusiasts, in 2000 Kaulback purchased the car out of Germany, where it had been campaigned successfully by Claudia Neuhaus, a German F2 Historics driver who raced it with a classic Lotus green and yellow paint scheme. Kaulback soon restored it to its correct Castrol livery. Some years ago, Kaulback raced the Type 69 at the Brian Redman Jefferson 500. There, Kyle met up with Bobby Rahal who explained that he had raced a Lotus Type 69, and he agreed that it was an awesome car to drive.

Kyle also had the opportunity to race at Mosport Park in Canada, where he met Canadian racer and friend of Craig Hill, Bill Brack. Also semi-supported by Lotus, Brack had won the first Formula Atlantic championship in a Type 69 he had converted from F3 to Formula Atlantic specifications. Brack recognized Kyle's car as the former Craig Hill car and struck up a conversation about it. While Kaulback discussed wanting to own that "next" car, Brack essentially told him, "I have driven all kinds of formula cars, minis, sedans, F1, F5000, Atlantics... Formula cars are the most fun... Specifically your car. It has the right mix of aerodynamic downforce, horsepower and mechanical grip to really drive fast and feel the sensation of speed, but also feel everything else you want to feel when driving a car fast."



Kaulback then took the car from last to second in qualifying, much to Brack's approval. Kyle then won the race, beating Ralt RT1s, March 79s and many other competitive and more powerful challengers along the way.

Kaulback's Type 69 is one of the last built before Lotus founder Colin Chapman shut down Lotus Racing in the early 70s.

The New Hope Automobile Show is proud to feature this fantastic piece of racing history and we thank Kyle for sharing it with us this year! ■

References

<http://www.britishracecar.com/KyleKaulback-Lotus-69.htm>

<https://www.olderacingcars.com/lotus/69-1971-formula-b/>



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Lotus and Colin Chapman



“Adding power makes you faster on the straights. Subtracting weight makes you faster everywhere.”
– Colin Chapman



Any automotive enthusiast worth their salt should already know a bit about Colin Chapman and his legendary automobiles. Chapman’s constant pursuit of “adding lightness” while other companies went for bigger and more powerful cars and engines, resulted in some of the most nimble, enjoyable and successful road and race cars ever built.

On the Road

Colin Chapman, (full name Anthony Colin Bruce Chapman – his initials make up the unusual Lotus logo) was an influential English design engineer, inventor, and builder in the automotive industry, and founder of Lotus Cars. He developed his first car, a modified 1928 Austin Seven, as a “trials” competitor in 1948. Winning several events, he was able to fund his next project, another modified Austin Seven he dubbed the Lotus Mk II.

In 1952, Chapman established Lotus Engineering Company with the goal of manufacturing race cars. He saw success almost immediately with his early sports racing models. Then, in 1956, Chapman introduced the Lotus Mark XI sports racer. An ultralight (1,000 lbs.) two-seater with a sleek, aerodynamic body designed by Frank Costin, the “Eleven” was an instant success, including placing 7th overall at the 1956 Le Mans 24 Hour race, and an Index of Performance win at the 1957 race, among many other accomplishments.

In order to continue funding his racing efforts, Chapman introduced his first purpose-built road car, the Elite, in 1957. The Elite’s most distinctive feature was its innovative

fiberglass monocoque construction, comprising a glass reinforced plastic unibody. Unlike the contemporary Corvette, which used fiberglass exterior bodywork over a standard frame, the Elite used fiberglass for the entire load-bearing structure



Sterling Moss sits in the streamlined Lotus Mark XI

of the car. A steel sub-frame for supporting the engine and front suspension was bonded into the front of the monocoque. A square-section windscreen-hoop provided mounting points for door hinges, a jacking point for lifting the car, and roll-over protection components. It was a truly



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The 1957 Lotus Elite

unique and innovative design.

That same year, Chapman also introduced the now legendary Mark VII. Known by enthusiasts simply as the “Seven”, and later the “Super Seven”, it was essentially a formula car for the road. It was exceptionally light, low, and nimble, although not necessarily quick at first, initially using a 948cc engine with just 48 horsepower, it would become a widely copied icon.

One legendary sports car after another soon followed. The Elite begat the Elan in 1962. The structural issues and expense of the Elite’s full fiberglass monocoque led Lotus to develop a steel I-beam style frame for the Elan. This design would become the standard for Lotus cars for years to come. The Elan, produced both as a drop-head and fixed-head coupe until 1975, was the first Lotus truly designed as a road car. It was universally lauded for performance,



The Lotus Elan

handling and styling, and was a formula shamelessly copied by Mazda for the original MX-5 Miata. Also in the early 1960s, Chapman struck a deal with Ford to develop what became known as the Lotus Cortina – a high performance two-door saloon based on the Ford Cortina. An exceptional road racer, the Lotus Cortina was an immediate success. When the 1,000 examples required for homologation were completed in September of 1963, Lotus Cortinas took to the track and began a dominant era of running up front, including winning the 1964 British Saloon Car Championship in the hands of none other than Jim Clark. Today the Lotus Cortina is a highly sought after collector car.

Next up for Lotus was the Europa, which was revealed in 1966 and was continuously “breathed on,” (as were all Lotus models), to increase speed and dial in handling across the model years. Cramped and fragile, while nimble and exceptionally rewarding in the hands

of a competent driver, the Europa is one of the most distinctive sports cars of its era.

In 1976, Lotus introduced another groundbreaking design, the Esprit. The first Esprit debuted at the 1975 Earl’s Court Motor Show. Designed by Giorgetto Giugiaro, the Esprit continued the design of an i-beam chassis wrapped in a fiberglass shell, but this time, with a striking wedge-shaped coupe body. Sales were slow until the introduction of the Esprit Turbo in 1980. Between 1980 and 1999 over 7,000 Esprit Turbos were sold.

On the Track

Colin Chapman changed auto racing forever. While road cars paid the bills (sort of, Lotus was always in



The Lotus Cortina

financial trouble), Chapman’s true passion was building innovative, lightweight racing cars. He pioneered rear-engined F1 cars, the monocoque chassis, front and rear “wings,” ground effects, among many other design breakthroughs. Each innovation revolutionized Formula 1 and, in turn, many other racing categories.

His mantra of “adding lightness” was always the key to success. Chapman’s diminutive cars ran circles around the much larger, “more power” brigade until they saw that the future was a Chapman-esque design.

Under Chapman’s supervision, Lotus developed and campaigned

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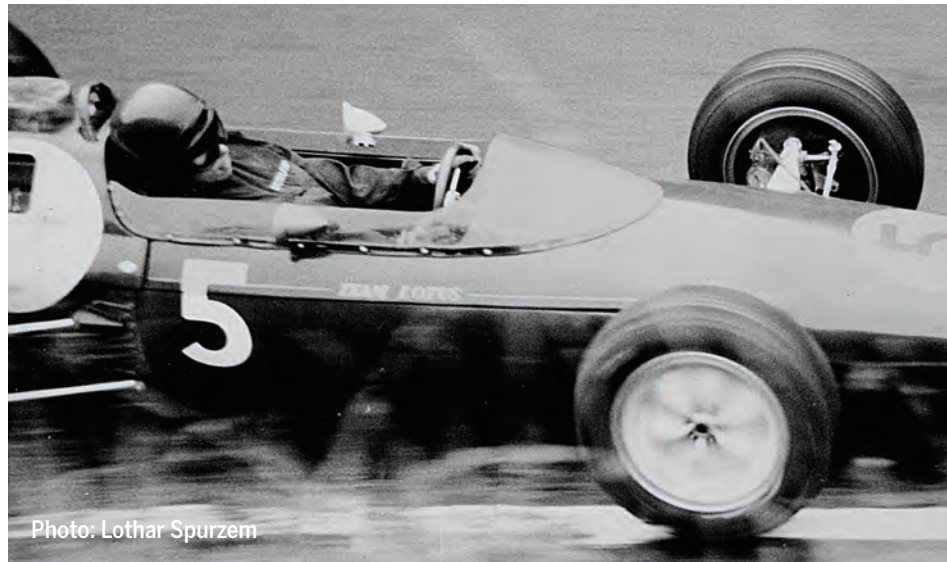
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nearly 100 racing models across numerous platforms including dozens of Formula 1 series cars, a handful of Indy cars, and dozens of Formula 2/3/Junior/Ford and road racing series cars.

Fans recall the classic Lotus colors of green and yellow, the Gold Leaf Team Lotus colors, and the gorgeous

another world championship in 1970. It was one of the first F1 cars to use a stressed member engine combined with a monocoque to reduce weight, with other teams adopting the concept after its success. It also pioneered the use of aerofoils to generate downforce.

The Type 79 - The Lotus 79 was



Jim Clark racing the Lotus Type 25 in Germany in 1962

black and gold John Player Special livery of the 1970s and 80s.

It is difficult to choose which cars to highlight among these many legendary racers but here are a few.

The Type 25 was the first fully stressed monocoque chassis to appear in Formula One. In the hands of Jim Clark it took 14 World Championship Grand Prix wins and propelled him to his 1963 World Championship title. The Type 25 brought the world championship to Lotus again in 1965.

The Type 49 was built for the 1967 season, the Lotus 49 won its first time out in the hands of none other than Jim Clark. The 49 would also provide Clark with the last win of his career, in 1968 just prior to his untimely death at Hockenheim in a Formula 2 Lotus 48. Graham Hill went on to win the 1967 title and the car continued winning races including

the first F1 car to take full advantage of ground effects aero, pioneered by the Lotus 78. The 79 was almost unbeatable during 1978, winning Lotus the drivers and constructors championship. Over the span of its lifetime, the Lotus 79 took seven wins, 10 pole positions, 121 points and won the last drivers' and constructors' world championships for Lotus. The 79 is credited with pushing Formula One into the modern aerodynamics era. After Rubens Barrichello drove the 79 at the Goodwood Festival of Speed in 2000, he spoke of its "phenomenal grip and traction", and stated that "it felt like a modern Grand Prix car".

The results speak volumes: seven Formula One constructor's championships, six Formula One driver's championships, 74 victories, 165 podium finishes, a class win at Le Mans, and even a win at Indy with

Jim Clark at the wheel of a Type 38. Legendary drivers such as Clark, Sterling Moss (first F1 win for Lotus in 1960 – Monaco GP), Graham Hill, Jackie Ickx, Mario Andretti, Ayrton Senna, and Nigel Mansell all drove for Lotus at one time or another.

And there have been so many others. Pros and privateers alike have successfully campaigned all manner of Lotus to series wins at every level of the sport for the bulk of the company's 75 years in business (see the poster car article on page 8).

The end of the Chapman era

In December 1982, at only 54, Colin Chapman died of a massive heart attack. At the time, he was embroiled in a financial controversy due to his ties to John DeLorean and the DeLorean Motorcar Company. The story goes as follows:

"In 1978, (Chapman and his accountant Fred Bushell) did a deal to design a car for American John DeLorean, who was funded with (Irish) government subsidies as he built a factory in troubled Belfast. The government agreed to pay Lotus \$18 million, but this money went to a Geneva-based, Panama-registered company called General Product Development Services, Inc. which had been set up to avoid tax. This money disappeared without a trace. DeLorean is alleged to have taken around half, while Chapman took 45% and Bushell just 5%.

The DeLorean Motor Company went bankrupt in late 1982, and the Serious Fraud Office was soon investigating the affairs of the firm and discovered the role played by Lotus." (Source: grandprix.com)

A decade later, Bushell pleaded guilty to fraud and received a three-year sentence. At trial, the presiding judge said that had Chapman been alive and involved in the case, he would have received 10 years.

Soon after his untimely passing,

Chapman's wife, Hazel, sold the company but remained committed to Lotus, racing, and women in motorsports, and later became director of Classic Team Lotus. Hazel died in 2021 at the age of 94.

Post-Chapman Lotus

The Lotus brand has changed hands several times since the mid-1980s. Bought by GM in 1986, Lotus tuning and handling labels appeared on the Isuzu Impulse, the Dodge R/T and, of course, the Corvette ZR-1.

In 1989, Lotus introduced a modern version of the Elan, a front-wheel drive, turbocharged convertible. Lauded for its performance, the cost for US-compliant examples was just too high, sales were flat and the new Elan was quickly history.

Then, in 1990, the four-door rocket ship Lotus Carlton debuted. Based on GM's Vauxhall Carlton, this roomy Q-Ship sported a 377hp turbocharged inline 6-cylinder

engine. Fewer than 1,000 were sold, all in Europe, and today they are highly sought after by US collectors.

In 1993, GM sold Lotus to Romano Artioli, an Italian businessman who also owned Bugatti at the time. Artioli soon sold on to the Malaysian car company Proton. Under Proton management, Lotus introduced the Elise. Developed around an innovative tub made of aluminum sections that are glued together, the Elise weighed in at a scant 1500 pounds and sported a Toyota 1.8 liter engine. Enthusiasts worldwide took notice.

Proton also stuffed a V8 into the aging Esprit and gave new life to the legendary exotic.

The Modern Lotus

Moving into the 21st century, Lotus offerings included the second generation Elise and the Exige, essentially a beefed-up hardtop Elise. Through a variety of iterations and numerous upgrades, these two

models would carry the torch for Lotus for a decade until the arrival of the Evora in 2009. A 2+2 GT, the Evora sported a Toyota-sourced 3.5 liter transverse mounted mid-engine design. Larger and roomier than the Exige, the Evora opened Lotus up to a new market of buyers. A supercharged version, the Evora S, bowed in 2010. These three cars would remain in production for just over another decade.

In 2017 Proton sold majority stake in Lotus to the Chinese company Geely, which also owns Volvo. Under Geely's direction, in 2021, Lotus announced that the Elise, Exige, and Evora would be discontinued and would be replaced by the Emira. As promised, the Emira launched in 2022, and is joined by the all-electric hyper-car the Evija, and the Eletre, an all electric "hyper-SUV."

It has certainly been a long and winding road for Lotus, which, for a Lotus, is the best kind of road. ■

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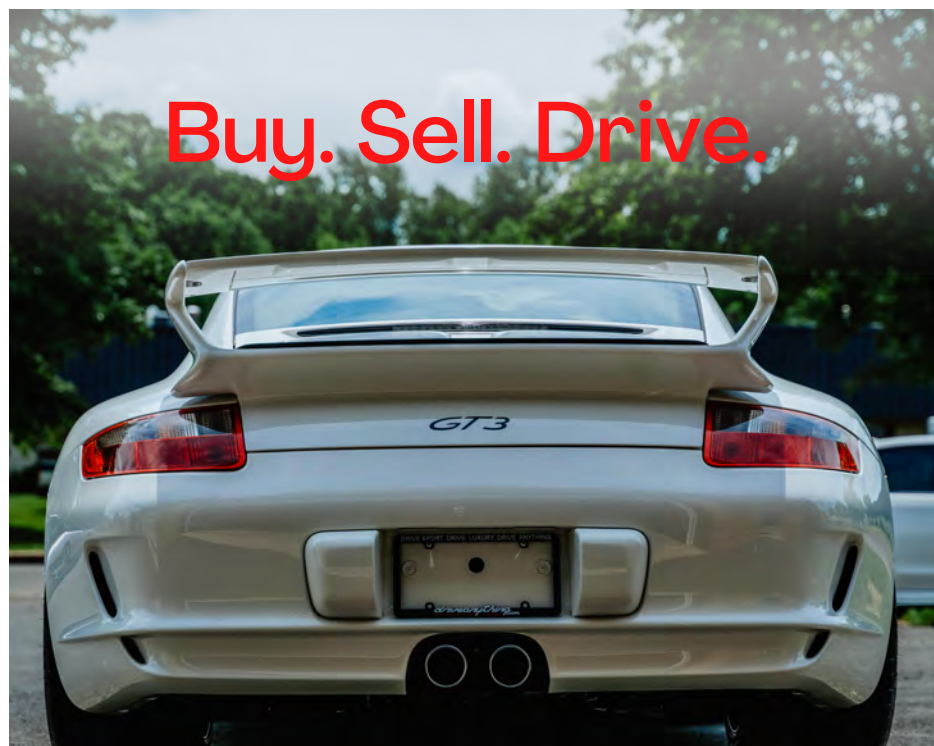


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More Celebrations

by Larry Lefkowitz

The New Hope Automobile Show celebrates these notable automotive anniversaries.



70

This year marks the 70th year of the only true American sports car, Corvette. With an eye toward classic British sports cars, favored by soldiers while stationed overseas during WWII, Chevrolet showcased its own two-seater in 1953, available in any color you wanted as long as it was white. Original pricing was \$3,498, a far cry from the upcoming 70th Anniversary Edition, expected to start around \$80,000.

The Corvette was initially introduced as a concept car at the Motorama show in New York City in January of 1953. Its body was (and is) made of fiberglass, which lends itself to low-volume production, thus reducing costs associated with dies and stamping equipment. This makes for a lightweight design—a good thing since the original car used somewhat crude underpinnings, largely from Chevrolet's parts bins.

After 8 generations, GM and Chevrolet have much to celebrate as the latest Corvette is a modern sports car, challenging imported supercars for speed and road handling. ■



75

Ferdinand Porsche (1875–1951) founded the company called “Dr. Ing. h. c. F. Porsche GmbH” with Adolf Rosenberger and Anton Piëch in 1931. One of the first assignments the new company received was from the German government to design a car for the people; that is, a Volkswagen.

In 1945 Ferdinand Porsche's son, Ferry Porsche, decided to build his own car, because he could not find an existing one that he wanted to buy. In 1948, Ferry Porsche realized his dream of a sports car: the Porsche 356 'No. 1' Roadster. Originally based on components from the Volkswagen Beetle, the 356 was developed and refined, becoming legendary before the birth of the 911.

This year marks the 75th anniversary of Porsche, beginning with model 356, celebrated worldwide, from Stuttgart to the NHAS.

The Porsche Vision 357 concept is an homage to the German automaker's first sports car, the 356, which entered production 75 years ago in 1948. ■



100

This year marks the 100th anniversary of MG cars. The MG brand, named after the proprietor's business, Morris Garages, William Morris made the first MGs available to customers earlier in 1923, and the first recorded sale was in August 1923.

The essence of the MG brand is a true sporting car which incorporates good looks, performance, and reliability. Perhaps ironically, the Morris brand, which birthed MG products, were noted more for reliability than for sporting prowess.

The coachwork for the first six 2-seater sports cars was made by the Oxford firm, Charles Raworth & Sons. The cars were claimed to speed to 60 mph on level ground!

Plans are underway for a big MG Centenary event to be held in England in 2023. All of the major MG car clubs are involved, including the oldest – the MG Car Club in Abingdon. In addition to the NHAS, MG will be celebrated at the 41st Lime Rock Park Historic Festival in September. ■

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Scouts - Doylestown

Scouts - New Hope

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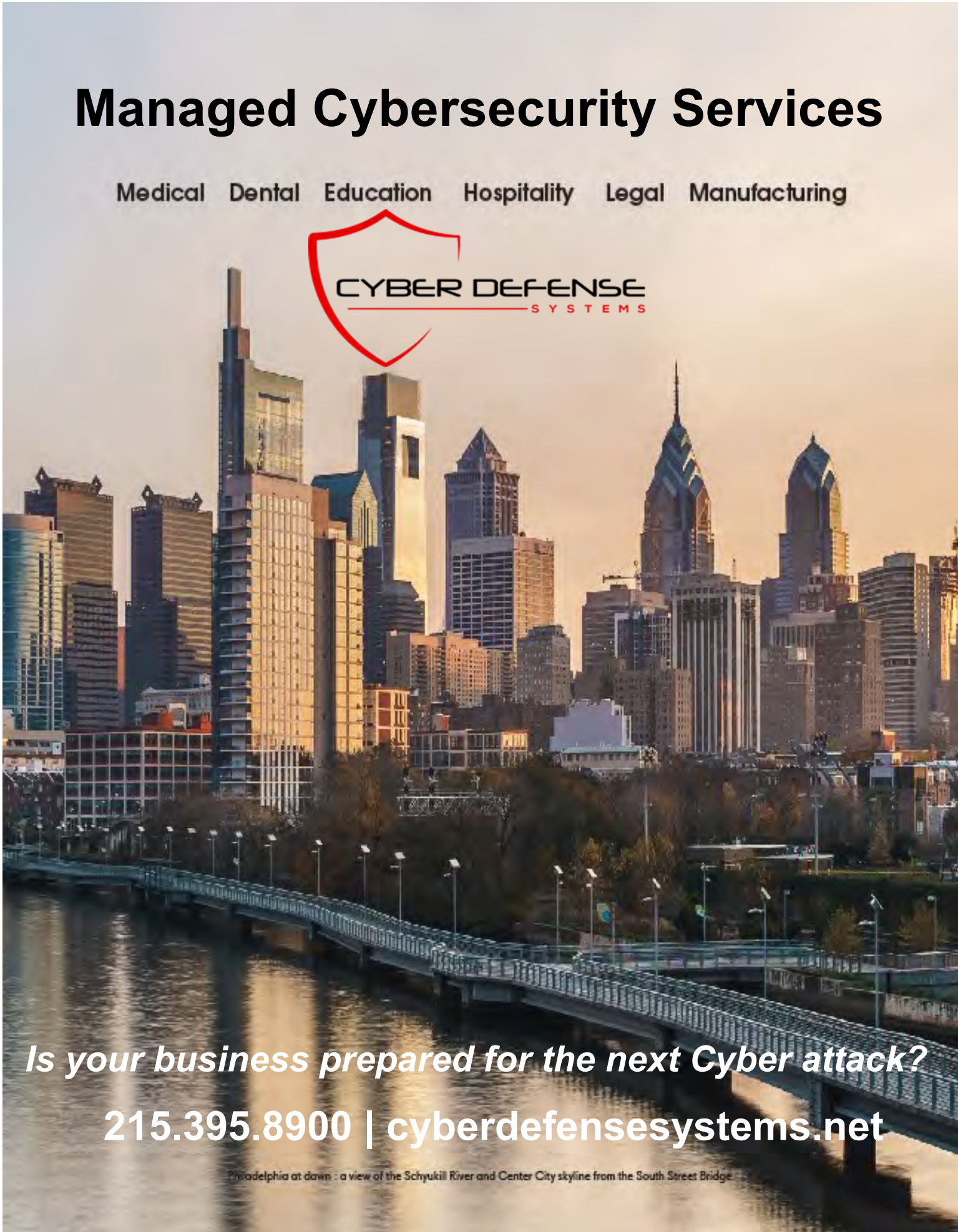
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