

The Chapman Report



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Hawaii 5.0 Liter *editor*



“Aren’t you excited, Dad”, my daughter says. No not really. “Maybe you will be when we get on the plane.” Hawaii, land of the small, congested roads with speed limits like the one above. Pretty hard to get excited about that when I would be missing two car events to slowly drive a Chevy Cobalt on a road full of other tourists. As it was, I didn’t have to drive very long. After an hour of my wife and daughter yelling at me that I was going too fast, this chore was passed to my wife.

Many locals have a bumper sticker that says “No Super Ferry”. The ferry will shuttle people and their cars between islands, and they think it will add to road congestion. They have no mass transit system on any island but Oahu (a few buses there). I think that’s the main reason for their congestion.

I talked to a few locals about racing their cars. Many love drifting and drag racing, but their only track was closed last year. They have ‘unofficial’ racing sites as it’s their only option.

One nice thing were the gas prices. The photo to the right is current; over ten cents less than here. And where was that Chevron gas probably refined? Right here in California.

Oh, one thing about our rising gas prices. The price of diesel has stayed constant and is now lower than regular, rather than more than premium. Maybe this current “Lust for Ethanol” will make diesel a worthwhile option, now.

OK, we had a trackday, of which we have a story and photos. We had the first local vintage race of the season, the first F1 proves the season

may be very competitive, and more events to come.

This month we have an autocross at Marina on the 14th and the Half Moon Bay Dream Machines on the 29th. Also the Hooked On Driving track day on the 20th.

Also, inside this issue is a story by our new club President, Clark Vineyard, and more info on LOG 27 by Scott Hogben.



April Meeting

Friday, April 20th, 7:30 pm

Host: Scott Hogben

LOG by Scott Hogben

Last month I reminded everyone that LOG 27 will be in Aspen Snowmass, Colorado this year, August 24th – 27th. For those who wish to take their cars to the event, there are several GGLC members who are planning on meeting at an as-yet determined location and time on the Wednesday or Thursday before the event, and driving to Colorado together.

For those who do not want to drive the distance but want to have their car there, we are currently arranging for a trailer

which can accommodate 8 cars. The cost will be \$1225 per car for the round trip to Colorado and back. If you are interested in being one of the 8 cars, email me at events@gglotus.org and leave me your contact information. This will be a first come, first served arrangement.

For more information about the event, go to the LOG 27 website at: <http://www.log27.com>.

On the right, separating tread from a frontwheel drive Audi. Lots of lateral stress.

Track Day

by John Zender

Registration is now open for the Golden Gate Lotus Club track event at Thunderhill on June 5. Go to www.motorsportsreg.com to enter.



Calendar

April 14	Autocross	Marina Airport
April 20	HOD Driving School (check Website for info)	Thill
April 29	Dream Machines	HMB
May ?	TBA Tech Session	Mike Ostrov's

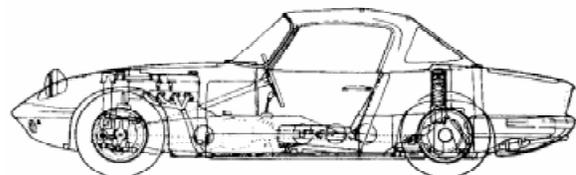
For more and up to date information on these GGLC and other events check the GGLC website at www.gglotus.org

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A Message From the Desk of the Office of the President

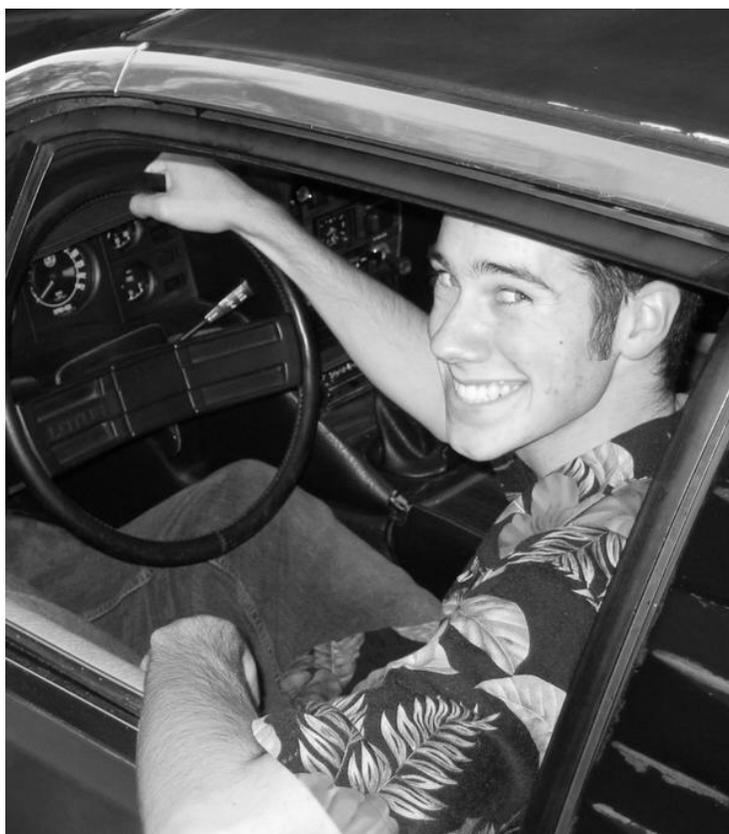
Hey, this is Clark Vineyard, your 2007 GGLC president. Although my life is busy here at UC Davis, practicing guitar, playing solitaire and attending these “classes” they make us take, I figured it was time to address you, the Lotus owners and enthusiasts in this club who make having these wonderful cars that much more fun. First off, I’ll tell you a little about me.

I got my first Lotus at the tender age of 14. I could not drive yet and it was in no condition to drive either. It was a 1974 Elite, an unconventional looking 4 seater with the front of an Esprit and the back of an AMC Gremlin. The previous owner, my uncle, had had it since college. After he married, its babe magnet abilities were no longer needed, so he put it in his garage for a decade. Eventually, the garage needed remodeling and my parents figured I could use the Elite to learn about cars, believing “it will never run”. With almost any other Lotus, they would have been right, but I somehow coaxed the Elite to sputter to life within a year (without even having to sell my soul). Of course, it never really left the “project car” phase and was exceptionally problematic. Looking through my records, for every month it drove, it was broken for a month, a near perfect split. However, I tolerated this because I loved the car and it was a crowd pleaser,

whether overheating in downtown traffic, or in auto shop (inboard mounted drum brakes?). It was towed 5 times in 3 years, a personal record for our family’s cars. After senior year I was headed off to college where I couldn’t have a car. Rather than let it languish in our driveway, I sold the Elite and put the proceeds to a good cause. Every time it had been at Burnett’s British Auto Service, I saw Jeff Burnett’s 1980 Esprit S2 for sale. After weeks of pleading, my parents to buy it with me as an investment, as it had 17k original miles on the odometer. It is in almost flawless condition and is a dream to drive. My parents are very clear it is their car, although I paid for half. I’m pretty sure

they got so I would come home on weekends, and that’s working. But enough about me and my favorite methods of transportation, back to the club.

April has several events and something for everyone. There is an autocross on the 14th if you want G forces and a drive to ForceFed on the 28th that will probably be a little slower. Also, on the 20th, there is an intro to track driving day at Thunderhill with Hooked on Driving. GGLC offers several track days throughout the year and if you’re new to track driving and want to get in on the fun, this is the place to be. I think I have classes that day but velocity and vectors apply to math, how about some real world experience!



Thill Track Day *by Dave Anderson*

Tuesday March 27 dawned bright and sunny. The rain from the day before had passed by and the temperatures rose from the 40s(F) to the 60s(F) during the day. The wind was light to moderate. It was a great day, very comfortable.

We had 60 entrants and 5 second drivers. We ran as 3 groups, with 3 different sets passing rules. Group A having free passing everywhere and group B and group C having restricted passing rules. We started about 9AM and ran till 5PM with an hour for lunch. The 3 groups rotated on track, with the A group starting at the hour, B 20 minutes later, and C at 40 minutes past the hour. So there was plenty of track time for all.

This is the second of our track days not allowing begin-

ners. Folks who have not raced or run track days before should go to the gglotus.org web site and read the page(s) on track days for information on organizations that will teach you track driving, such as Hooked On Driving (which happens at Thunderhill) and others.

Thunderhill has a new building (50 feet closer to the highway) where track waiver signing takes place, but it seems everyone noticed the new building ok. (GGLC has its own waivers folks going on track must sign in addition to the track waiver: the GGLC waiver signing is at GGLC registration, which was inside the main track building).

Team Europa was a bit depleted this time. John Zender's Flamer transmission was still not completely reassembled, and Scott Hogben's Europa was not

running.

Evil Twins Racing's Europa S1 had blown up its transmission at a race the previous weekend, so only your reporter's Europa was on site for Team Europa.

Mel Boss brought his black Elan Coupe and Sue Quackenbush brought a white Elan Coupe. Joel Farber's Elan+2 rounded out the Elan contingent.

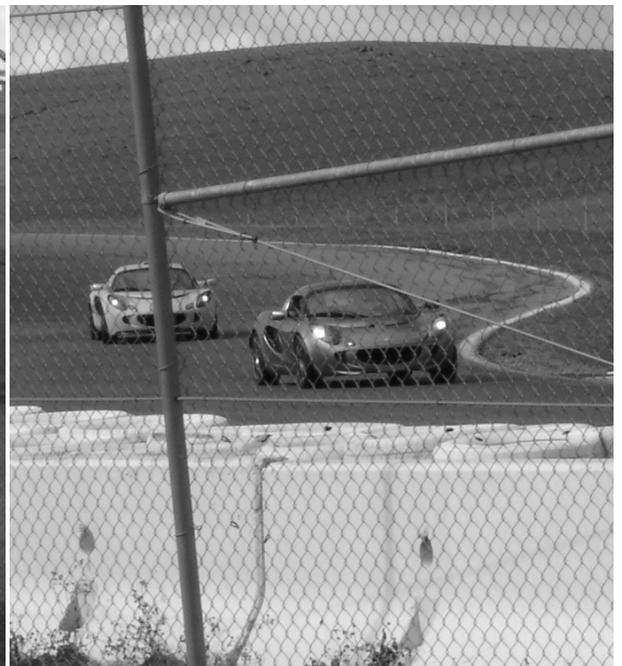
Dave Platt's Esprit was not yet back together (engine problems) so he brought a Jaguare S type — and the (admittedly old) front tires immediately began to shred on the track.

There was just 1 Seven but 10 or more Elises on hand. The rest of the field brought Porsche, BMW, Corvette, Audi, and other makes to fill out the field. We really appreciate their presence: we could not afford to rent the track without

next page



Paul Quackenbush prepares 'his' Elan. His to get ready for his wife, Sue.



An Exige leads an Elise on to the back straight.



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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.

2006 GGLC Officers are: President: Clark Vineyard, Vice President: Clark Vineyard, Treasurer: Laura Hamai, Event Coordinator: John Zender, Membership Chairman: David Anderson, Secretary: Jon Rosner

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The Toyota was putting in some good lap times at Thill until Dave Anderson's Europa got in it's way.

these folks support of our track days.

Lotus reliability was good. Alan Copeland (Elise) had a new set of rather soft rain tires and these got too soft in the dry and did not stick well. John Sass (Elise) ran out of brake pad. With 4000 miles and 4 track days he'd simply used them up and nobody had spares on hand.

At end of day your reporter went to drive the Europa back on its trailer and it would not start, just whirr. One of the starter bolts had completely fallen out, and the other had backed out quite a bit. Guess I'd better get those safety wired in place from now on..

Track worthy is an understatement

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Classifieds

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

Wanted: Lotus Cortina.

Does not have to be running but a sound body would be best. Contact Kevin Enderby, enderby@mac.com (650) 364-6368. (11/06)

For Sale: Two Avon ACB10 tires size 245-45x13 or 8-22x13. More than 1/2 tread remaining, \$20 each. Lower front control arms for Europa, very good condition with new bushings installed -\$100 each. Rear corners for S1/S2 Esprit including hub carriers, hubs, axles, drive shafts yokes. Excellent condition, fully assembled with new U-joints and bearings ready to bolt-on for \$600/corner, or I'll price the components separately if you like. John (650)283-9105 (2/07)

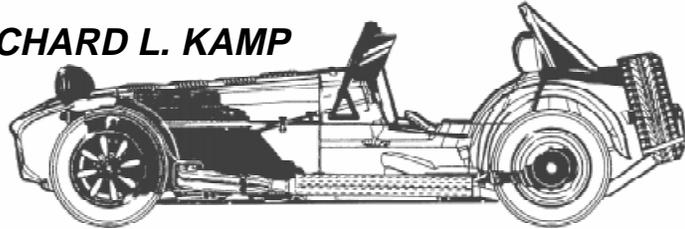
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For Sale: 1970 Elan +2. Twin Cam, 40DCOE carbs, Knock Off Wheels. Has not run in several years, but was running when put away. Significant spare parts included. Ken Dusenberry <kadmad@swcp.com> (12/06)

Wanted: for Lotus Elan +2. Spyder chassis new or used. Good upper and lower front control arms, rear control arms, and "sills" under doors. Will pay to ship from anywhere in the country or if close enough will pick up. Steve Vukobratovich (southeastern Arizona) PH#520-378-4665 e-mail vukosj@msn.com (4/07)

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