

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org November 2007

Track Day, Tuning and Repair *editor*

We had the last track day and tech session of the year. A track day is scheduled for January 29th at Laguna Seca.

Rumor mill has it that on November 15th, at the LA Auto Show, Lotus will announce that Arne Johnson will once again be at the helm of Lotus Cars USA.

Remember to come to the next meeting to vote on club officers. We can then pray for their survival in the coming year.



Mikes garage looks pretty busy. Weber tuning on an Elan, Mike blessing an unknown part and Dan Wardman bringing another racecar project that I can't identify. .



November Meeting

Friday, November 16th, 7:30 pm

Host: Rob Deitsch, Dietschwerks

From Hwy 101:

1) Exit at Great America Pkwy and go North

Track Day *Jerry Rude*

The track day went off great. The weather really cooperated with temperatures in the 70's to low 80's, no rain or anything.

Only two vintage Loti were present, Scott Hogben's and Jerry Rude's Europa's, ironically almost identical black Twin Cam Specials. A sad, day for us vintagers. This has got to change in the future!!

The usual plethora of Elise's and also a number of Exige's were in attendance. John Zender left the flamer at home, and brought a friends Elise Club Racer which was very quick. Nice trailer too.

The two downers was that the starter didn't show, somehow the messages got mixed up so Scott and John filled in at the starters stand, but fortunately they also got some track time.

And an unfortunate Elise owner apparently lost his clutch fairly dramatically as it locked up the rear axle once it came to rest in the pits. He had to have it towed back to the dealer in Los Angeles the following day and hitch a ride with another Lotus owner back home to Sacramento.

The fastest car on the track seemed to be, and this was embarrassing, a blue BMW Z3 coupe, with extensive suspension and engine modifications. The highlight was when he went 'gardening' once, and created quite a dust spectacle at 'bus stop' turn.

Everyone really had a good time, the day ended at about 5PM, and Roy (my Aussie) and I even got to do the checkered flag while John and Scott enjoyed the last session of the day.

Calendar

November 16	Club Meeting	See Pg 1
December 2	Toy Rallye	Check GGLC Website
January 29	Track Day	Laguna Seca

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



Independent LOTUS Parts & Service
www.jaeparts.com
Tel: 805-967-5767
Fax: 805-967-6183

Factory parts for the latest Esprits and M100 Elans to Vintage racing and restoration parts for the classic Lotus.

Also, pain-free next-day drop ship service for parts we may not have.

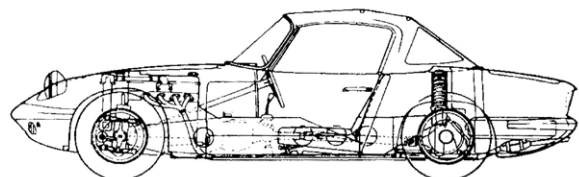
CALL NOW FOR COMPETITIVE PRICES, EXPERIENCE AND SERVICE.

KAMPENA MOTORS LOTUS SPECIALISTS

Infineon Raceway
28935 Arnold Drive F-10
Sonoma, CA 95476
Phone # 707-933-8039
WWW.KAMPENA.COM

Parts and Service for Lotus Cars
Specializing in Lotus Elans and Europas
Quality and Considerate Service
Total Ground Up Restorations to
Routine Maintenance

Huge Inventory of New and Used Parts
Many Hard to Find Pieces



Historic Week *by Chris Obert (Lotus and Fiat*

Club Member)

We all love the Monterey Historics car race weekend, and to those of us that attend every year we sometimes know some of the “secret” things that are happening that may not cost you as much as most of the big events. If you can get in the weekend before, the fun begins with the pre Historics at Laguna Seca (or whoever owns it this week) Raceway. This event has cars that will not qualify for the “real” weekend for some reason or another, but for race fans that just cannot get enough of historic cars on the track this is not an event to miss. I personally have only gone once, but Genny used to go every year, and in those days entrance was free.

On Thursday things really start to pick up. The cars from Pebble Beach do their drive, the numerous auctions are setting up (armband required at most auctions to get in), the additional events at Pebble Beach are setting up, and vendors at Concorso Italiano are setting up. As I am always at Concorso Italiano setting up, I see the event unfold there. Lots of real nice cars show up all afternoon, and you can really spend some time checking them out without the rush of the big day. And if you are looking for bargains, I don't think you will get many pre event specials, but the vendors that are set up will happily sell you stuff. Many folks that cannot afford the Friday event are there on Thursday getting their year's

portion of Italian Style.

On Friday I am always busy with Concorso Italiano, but I understand that the event at Quail Lodge (the old venue for Concorso Italiano) has a great selection of the older cars to view. I have lots of clients that attend both events. And of course there is the first day of the Historics where all the cars run & qualify. All of these will cost you \$\$\$ to get into, but if you can afford the (this year \$9.00) gate fee for Pebble Beach, you can check out most of the displays, including viewing the Blackhawk Collection before prices start to change based upon weekend auction results. And talk about the auctions, I understand there was an Abarth 750 GT (also known as a Double Bubble) at the auction at Concorso Italiano that was a no sale at \$88,000.00! Downtown Monterey is a zoo with the RM auctions at the old Double Tree facility. You can go in if you want to get close up (I think the armband was \$50.00), but you can stand outside the fence and get a good feel and watch and listen (speakers and big screen TVs) what is going on. For me, the 1100 TV Coupe selling for \$55,000.00 (or so) was exciting as it shows the value that rare everyday Sedan based cars are starting to pull with collectors that might not necessarily know what it is. And there is shopping for the wives & girlfriends that get tired of the auction action (a

show in itself).

On Saturday it seems most of the Monterey area car fanatics are at the race track. It's a good day to eat lunch at Baja Cantina without the crowds, or just park yourself on a busy corner near the track & watch the cars drive by. After a few hours of watching you could swear that Ferrari sold as many cars around here as Ford did!

I have found over the last years that my excitement for attending the races at Laguna Seca is not what it used to be, so I go out driving for the day. Besides a great lunch and viewing of great cars, I go to Pebble Beach. We got a parking space right there at the polo grounds area, and spent a lot of time looking thru the vendor tent (without the Sunday rush), buying food at typical Pebble Beach prices, and checking out some of the new cars. The Maybach line is very impressive, a few years ago Janell and I spent a while checking out the big Sedans. The salesman was very accommodating in showing us the cars, we talked about the kind of performance I could expect out of the thing if I was driving it, or how comfortable I would be in the back with my date if I had my driver Rob taking us around. I am sure the salesman was wondering where I might have gotten my \$\$\$, but who cares. It's lots of fun and they are not burned out because of the Sunday rush. I especially enjoyed the Blackhawk Collection, there is always a lot of cars there to spend time looking over. I liked the old Lancia B20 (?)

Sedan for \$30,000, or the Abarth 750 GT for \$125,000.00. With a few quick questions you can either get all of your questions answered, or be able to completely inspect the car. On the Abarth they had the owner on the phone, and I was able to go over the car looking at everything and talking with him. Too bad it had the incorrect engine and he did not have the correct one. There were also some nice Ferrari Daytonas, and a 250, we took some close (assisted) looks at. And you can bet that if the OSCA or the Ghia had not been already sold I would have been all over those also! I could have also checked out the Sunday night auction show, but needed to get home. I have no idea if there was a fee.

On Sunday I love to go to the Pebble Beach Concours d'elegance. Yes, it's expensive, but there are really not any way around that if you want to actually get down on the green. In the old days I would try to be up in the area that they unload the cars for the show. Rows and rows of big transport trucks, all waiting for someone to unload their's fist. Then they all stand around the car to see if the dew settles... if it does not, watch out, we are unloading! Its fun watching the rush as the cars are unloaded and prepared to be driven (yes, driven) down to the lawn. Cars on display that are competing must be driven onto the green. You can also look at all the concept cars on the upper green, wow. Two new Buggattis right there, the new Italdesign Mustang by Giugiaro (OK, I am not a pony

car fan, but I am thinking if this came into production I might just be!), the Cadillacs, Bentley, Lexus, Chrysler & Dodge concepts (Always well done), Mercedes, Lincoln (can you say boring?), Spyker Zagato (excellent looking car), Callaway, or even the Maserati Granturismo that if interested in they let you get real close to (the salesman said they had been turning down requests for ordering one or just buying this one all day). And all of the above, including the bus ride back to your car, is free!

But I go to the green, and get my blanket spread out on the grass next to where the cars leave the awards ramp at, make sure the bottle of wine & lunch will stay cool, and get down to the 18th fairway before the crowd gets real thick. I always go straight to the Italian cars, and this year was no disappointment with two classes of Ferraris. The over restoration days, at least in the classes I care about, is gone. These cars are often as good as the day they were new. But this year there was the only unrestored 1950 166 Mille Miglia Touring Barchetta in existence. They only made 25, and seeing the only remaining unrestored car (along with the rest of the cars in the postwar preservation class) made my day. Almost.

This year's featured marks are Duesenberg & Aston Martin. Personally these don't do a lot for me, but one car I could not pass up with out a closer look was the 1964 DB5, one of the four cars used in the James Bond "Gold Finger" movie. No ejec-

tion seat, but navigation system, machine guns, bullet proof rear shield to protect the driver & passenger, and the ability to dump an oil slick (by driver command!).

After lunch & a bottle of wine I am back on the green to look at the old cars and the stuff I did not spend time with on the first pass. My favorite pastime is to look at great engineering ideas that just did not make it, like instead of spark plugs having points in the combustion chamber that are actuated by a third pushrod, or a pre combustion chamber that forces the exhaust to push down on the piston. Or the amazing cleanliness of the total loss oiling system engines. Early aerodynamic attempts produce some amazing shapes, and some of the outlandish colors and trim of the French cars makes you stop and think. And the different hot rod variations on the 1932 Ford is amazing.

BTW, In Pebble tradition, an older car won best of show. I will never forget the year I was a judge when before we exited to the field to go look at the cars the head judge walked up to the podium and reminded us that this was not the type of event we usually judge. In the end the show is for elegance, and in the end the most elegant car will win. Times are a changing when the Mormon Meteor wins the best of show!



www.davebean.com



Official North American Lotus
Vintage Parts Distributor



dave bean engineering

Phone (209) 754-5802
Fax (209) 754-5177
US & Canadian Fax Orders (800) 469-7789

636 east saint charles street • star route 3 • san andreas ca 95249 • usa



For Sale: 2005 ELISE.BRG with star guard and touring package. Soft and Hard cover. Low miles, 34000. Please contact Katherine at 831-595-6476

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.

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.

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

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

More Classifieds

For Sale: Livery Green 1986 Lotus Turbo Esprit HCI for sale Very Quick Car, Unfortunately, I no longer fit.... 86,000 Miles, Runs Beautifully, Smogs Easily 5000 miles since complete engine rebuild by Barry Spenser (\$10K) 6000 miles since body restoration by S.J. City Autobody (\$10K) \$20,000 or Best Offer Call Oliver at 408-718-8363

For Sale: 1973 Europa. Turbo charged, wide tires and wheel flares. Yellow with front to back wide black stripes. Only needs side mirrors and paint touch up. No stress cracks. Upgraded strong brakes. \$35,00.00 Joe at (916) 721-3324 or eve. (530) 886-0788. Joe Marman Day (916) 721-3324 > marmanla@localnet.com (10/07)

Track worthy is an understatement

sector111
Ph 951 296 6762 | sector111.com

Classifieds

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

For Sale: Never installed, Double S polished stainless muffler for early Elan +2. Still has part sticker on it. Part No. LO 29. Current retail price 186 GBP. per Double S website. <http://www.stainlessstelexhausts.co.uk/> No mounting hardware incl. but has attached mounting bolts. Single exhaust outlet. Still shiny and undamaged. Dimensions are L 14in. W 6in. H 4in. approx wt. 18 lbs. 1.75" OD inlet. Asking \$180 USD + freight. Paypal only. Phil Mitchell 408-888-8159 San Jose CA. (8/07)

Wanted: Lotus Twin cam engine for Europa.

Call: Don Hogue at (650) 363-2221 (7/07)

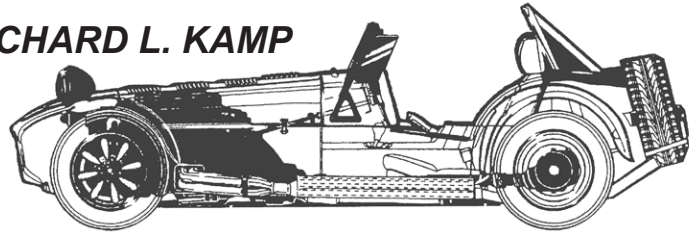
GOLDEN GATE SEVENS

*Infineon Raceway
28935 Arnold Drive F-10
Sonoma, CA 95476*

Phone # 707-933-8039

Authorized Dealer of Caterham Cars

RICHARD L. KAMP



Designed for Racing Built for Living

www.goldengatesevens.com

For Sale: 1987 Lotus Turbo Esprit 38,897 miles. In storage since 1999. Body and interior outstanding. Motor problem: one piston has been installed backwards! Motor needs clean-up, new matched piston set, and reassembly. G uigario body, dark metallic blue.

**Grey leather int. \$6.5K
Adrian 707.658.2098**

Wanted: 1. Elan S2 side-window glass. Lotus Part Number 26B0090 (two hole finger-lift style) 2. Elan S1/2 door key-lock cylinder(s). Left side Appears to be Part No. 26B6013 LH 3. Steel center-ring from an Elan Plus-2 alloy wheel (are there any busted or bent Plus-2 alloy wheels out there?) Contact Marc Charonnat, Cycling2003@comcast.net, 530-217-9611 (cell) (10/07)

First Class Mail

The Golden Gate Lotus Club
PO Box 117303, Burlingame, CA 94011

