

The Chapman Report



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www.gglotus.org

July/August 2011



Enjoying a wine tasting stop on the run to Mel and Darlene's BBQ



*Photo Credit: Royce Hong
Proof that the Great America AutoX venue can swallow an Elise!*



Prez Jen Dietsch signs up participants at Corkscrew Mania

July/August Meetings

Friday, July 15, 2011 – 7:30 PM *

Host: John Zender

** **Come early for some extra socializing and food:** John will start grilling burgers around 6. There will be beef and veggie burgers, condiments, chips, homemade CCCs (chocolate chip cookies), and drinks. If you want to bring your own specialty meat to share, feel free to throw it on the grill. Official GGLC meeting start time is the usual 7:30, but you should arrive early if you want to ensure yourself a meal. John is bound to have something interesting on the lift, so plan to come by and check it out. Note: John's place offers plenty of secure parking for your Lotus.*

Friday, August 19, 2011 – 7:30 PM

Host: David and Judy Anderson

My Spring Fun Scrapbook

editor

It has been a busy May and June, and I am somewhat short of contributed articles for this *Chapman Report*. (That's a hint for all those would-be authors out there.) So here are some of my photos from several recent events of note. Enjoy!



Sebastian's electric racer prepares to take on one of the big boys at the Dietsch Werks and Club Auto Sport Open House, June 4.



Participants on Kiyoshi's run May 29 enjoy a scenic stop in Pescadero.



Picture-perfect line up at the Livermore winery stop on the way to Mel and Darlene's BBQ, June 11.



Folks enjoy some sun, good talk and a great BBQ at Mel and Darlene's place in Danville.

North Bay Run and Lunch

September 17, 2011

editor

Once again Greg Tatarian and John Kenner have put together a fall season N. Bay fun run for the club. This will be the third iteration of this popular event, and this year it will feature new terrain plus a special destination.

The date is September 17, 2011, and the meeting place is the Petaluma Marina. The planned departure is 10 AM, but we can start gathering around 9:30 for socializing and coffee.

After about a 2-hour drive through the Marin hills, we will arrive at Infineon Raceway and Rich Kamp's shop, Kampeña Motors, for an open house and lunch. So mark the date and watch for details coming soon.



Jim Navarro, Lotus Cup USA, welcomes GGLC members at Corkscrew Mania, June 26.



Course worker gets some exercise along with the cars at Corkscrew Mania AutoX.

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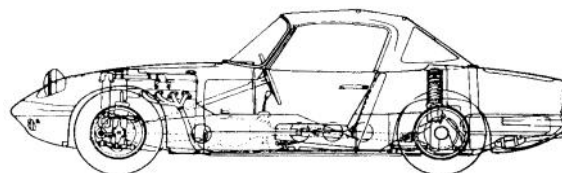
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LOG31 comes to Las Vegas, NV / Oct 14-16, 2011

by Kiyoshi Hamai

The longest running—and largest—annual Lotus event in the U.S. comes to Las Vegas, NV, in October. Past Lotus Owners' Gatherings were held at various locations, mostly east of the Mississippi; but LOG31 will be the farthest west venue for the event, and it promises to be special in every way. Indeed, more than 400 Lotus enthusiasts are expected to converge on Las Vegas October 14-16, 2011, for LOG31!

The GGLC has committed our resources and support to LOG31, and we strongly encourage GGLC members to attend. As an extra incentive, we have been able to secure special registration fee arrangements for GGLC members to help make that attendance easier, but more about that in a bit.



What is LOG31?

GGLC members may be familiar with our regular West Coast Lotus Meets (WCLMs) that have successfully brought Lotus enthusiasts together to share experiences and lots of motoring fun. This year, we will not be offering a WCLM in order to put our full support and energy into LOG31. Like the WCLM, LOG is a multi-event, multi-day Lotus happening that includes banquets, tours, karting, autocrossing, concours, tech sessions, special guest speakers and much more.

The last time LOG ventured west was in 2007, when over 400 participants converged on Aspen, CO. Now, with the LOG venue even closer to the West Coast, can we expect to see 500 Lotus enthusiasts in Las Vegas? With your help, it could happen!



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
July 12	Track Day	Thunderhill
July 14	LOG 31 Early Reg. deadline	Las Vegas
July 15	Social/Club Meeting	Mountain View
July 17	AutoX	Marina
August 13	AutoX	Marina
August 19	Social/Club Meeting	Hillsborough
August 19-21	Motorsports Reunion/Corral	Laguna Seca

See www.gglotus.org for additional information about upcoming events.

The GGLC and LOG31

The GGLC, Lotus Ltd. and the Southern Nevada Lotus Car Club (SNLCC) are joining forces to bring you LOG31. While Lotus Ltd. is the primary sponsoring club, LOG31 will be hosted by SNLCC, and the GGLC will present and conduct the LOG31 Autocross.

Special LOG31 Registration Rates are Available for GGLC Members

All LOG31 participants must be members of Lotus Ltd. Normally, the initial 1-year membership fee to join Lotus Ltd. is \$45, but for LOG31, this membership is offered to current GGLC members for only \$10. Lotus Ltd. membership includes 6 bi-monthly issues of their newsletter,

LOTUS reMARQUE, and access to the private section of their web site. This offer is only available for a limited time, and it expires for registration forms postmarked after October 4, 2011. Please complete the Lotus Ltd membership form in addition to the LOG31 registration form to take advantage of this offer. Both forms are included with this newsletter.

Also, note that an additional LOG31 “early bird” registration fee discount is available to participants whose registration form is **postmarked by July 14, 2011**. (The normal pre-registration deadline is September 2, 2011.)

Walk-up registrations at LOG31 will be accepted, but only at a higher registration fee.

In addition, your GGLC membership cannot be used to get the special \$10 Lotus Ltd. membership fee if you do a walk-up registration, which means you will be charged the normal \$45 initial Lotus Ltd. membership fee. A LOG31 registration area will be open Friday afternoon at the hotel and after the Friday evening reception.

LOG31 Autocross

The GGLC will present the LOG31 Autocross on Saturday, October 15. We need 20 members to help set-up and operate this event. Please contact Kiyoshi at webguy-at-gglotus.org if you can help.

(continued on p. 6)

Hotel

Lodging arrangements are your responsibility. The LOG headquarters is the Red Rock Casino, Resort, Spa; and their reservation number is 1-866-767-7773. Please make your hotel reservations prior to September 14, 2011, to receive a special group room rate of \$130/night. After that cut-off date, any new room reservations or changes to existing reservations will be subject to space and rate availability. More hotel information is available at www.redrocklasvegas.com.



Roger Becker is the Featured Banquet Speaker

Hopefully, the name "Roger Becker" is familiar to you; if not, it will be by the end of the Saturday evening banquet. Roger joined Lotus Cars in 1966, and there is no doubt that his continuous contributions to, and influence on, the cars perpetuated the Lotus "mystique" over the years. You will want to hear Roger's stories of Chapman, racing, car development and much more.

Register Today

No excuses. Mark your calendar, talk to your boss and plan for a long weekend in Las Vegas. Send in your entry and pre-



pare for an amazing and fun Lotus weekend at LOG31. Don't wait, mail-in your registration today so that you can take advantage of the early-bird discount.

In summary, these are the **Important Postmark Dates for LOG31 Registration:**

- 1) July 14, 2011 - Last day to mail in your early bird Registration (\$125),
- 2) Sept 2, 2011 - Last day to mail in your regular Registration (\$150),
- 3) Any postmark after Sept 2nd is considered *Late Registration* (\$175),
- 4) Oct 4, 2011 is the last day to mail in your registration.

Autumn Classic Concours marks its Nineteenth Year

editor

A bit closer to home, the California Autumn Classic is also scheduled for the weekend of October 15-16, 2011.

This event features a British Sports Car Concours and Tour that will be held in Morgan Hill, CA. The driving tour is scheduled for Saturday afternoon, followed by a welcoming dinner at a local restaurant. The main Concours will be held Sunday morning on the streets of downtown Morgan Hill, and representatives of local British car clubs will do the judging for the awards. There will be 26 silver trophies for all marques and models. Since the event is held on the main downtown street of Morgan Hill, there are many restaurants to choose from for lunch and many quaint shops to enjoy.

The California Autumn Classic brings back the nostalgic fun of relaxed, friendly sports car club events of the 50s and 60s. All Classic British sports cars (2-seaters and their jump seat derivatives) are invited to participate.

For more information and entry forms, see the event website: <http://www.autumnclassic.100mregistry.com/>

My Day at Skip Barber's High Performance Driving School

by Pete Richen

I have a couple of older Lotus cars; one is a '72 Europa Twin Cam that I bought as a basket case, but I was ultimately able to get it assembled and running with a lot of help from fellow club members plus some major work at Rich Kamp's shop. I also recently bought a '65 Elan DHC that has not run since it suffered an electrical fire about 25 years ago. I've done some track days and autocrosses in my Europa, but given the age of these cars and my limited mechanical ability, I find that it is a lot more fun to go racing in someone else's car. Fortunately, the Skip Barber Racing School at Mazda Raceway Laguna Seca offers a solution for someone like me.

So far, I have done two of their programs: 1) the ½-day Introduction to Racing, and 2) the 1-day High Performance Driving School.

The Introduction to Racing course uses Mazda MX5 roadsters that have been set up for track use. The session starts out with a chalkboard talk on racing basics, and then continues with some hands-on training on the track. Participants get racing suits and helmets before being assigned to a car. We go onto the track in groups of four, each group following an instructor. On the straightaway after each lap, the car immediately behind the instructor drops to the back



of the group while the others close up the gaps between cars. You get a lot of laps this way, and it is a fun to see how your technique improves.

The High Performance Driving School is more focused on teaching driving skills. Participants are divided into groups of 3 and rotated through various stations. In addition, this course offers the opportunity to drive some very cool automobiles.

There are three stations in the morning, and another three in the afternoon. After the station work is over, everyone has a chance to sit with an instructor as he maneuvers through an autocross course, then finally you get about 45 minutes of track time in the car of your choice (provided that someone else hasn't already grabbed the car you want).

The morning stations are: 1) a 45-minute classroom session on driving techniques; 2) a "Lane Toss" exercise using Lotus Evoras (The course is divided into 3 lanes using cones, and there is a light board at the back of the course. The object is to accelerate as fast as possible to

the first cone then turn into the lane indicated by the green light on the board, which comes on just as you approach the cone.); 3) a skid pad using Mazda 3's that are setup to oversteer. They use these cars for students to practice slide recovery techniques. After lunch (provided by the school), the stations are: 1) a braking exercise using either Lotus Evoras or Porsche Boxsters; 2) another skid pad with Mazda 3's where you practice controlled drifts; and 3) an autocross course using a BMW M5 and Lexus ISF.

These programs are lots of fun, but they aren't cheap. If you check out their website, you will see that cost of the Introduction to Racing program is listed at \$800; and the High Performance Driving School is \$2100. There are additional fees if you want video or still picture mementos of your session. However, if you visit their website frequently, or get on their mailing list, you will find that they offer substantial discounts periodically.

(continued on p. 8)

(cont'd from p. 7)

The only disappointment for me came at the end of the day during the High Performance Driving School, when it was time to do some laps on the track. Not surprisingly, everyone wanted to drive a Lotus Evora, and since only 3 were available they were in high demand, which meant that I had to settle for a Porsche Boxter.

Check out the Skip Barber offerings if you are interested in a fun time at Laguna Seca; and,

who knows, maybe you will be lucky enough to get one of those Evoras when you are there!



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This & That

News abstracted from the Chapman Report online and other places

Lotus v. Lotus (from a story
in YallaF1.com)

On May 27, 2011, the British High Court handed down a decision that gave Team Lotus backed by Tony Fernandes the right to continue using the iconic name and logo in Formula 1 competition.

This would appear to be the end of the long running Formula 1 naming dispute between Group Lotus and Team Lotus. However, Group Lotus—who are a principal sponsor of the rival Lotus Renault GP Formula 1 team—also claimed victory in the court decision that allows them to use the “Lotus” name as well as the Lotus roundel and the racing car’s distinctive black and gold livery. The ruling therefore changed nothing from the perspective of Formula 1 fans since the two teams will be allowed to continue with their respective names as they compete in the 2011 F1 World Championship.

Nevertheless, Group Lotus said it is “concerned that this aspect of the judgment will cause confusion in the eyes of spectators and the wider public”. As a result, they launched an appeal of the court’s verdict.

In what may now be the final chapter, however, that appeal was denied by the court in a decision handed down June 23, 2011. Case closed—we think.

Classifieds

(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

For Sale: Elan Parts: Hardtop, original rubber and rear window, \$1,200; Lucas Voltage Regulator (RB340,37563) new in box, \$40; six Cosmic Wheel Center Hub Covers, new to very good condition, \$10/each; two Cast Aluminum Grills for Elan +2 and S4 Coupe, good condition, \$40/each. Contact – Tom Minnich: (562) 697-0547; mminni2-at-yahoo.com.

For Sale: 1971 Europa S2 project car.

This is my second Europa project, and I applied everything to it that I learned from racing the first car in the '70s in the SF Region SCCA regional series. Total weight is 1,185 lbs after a completely rebuilt frame-off restoration. Powder-coated frame and suspension. Fresh Renault 807 1600cc hemi cross-flow with twin 40mm DCOE Webers and type-365 five-speed. Extensive improvements. Built for high-performance street driving. All it needs now is a final brake bleeding and replacement of the rear transaxle shift seal. (Lost interest after acquiring an Ariel Atom 3.) Car is located in Reno, NV. A deal at \$9,995. Contact – Tim King: (775) 972-5225; thekings89506-at-charter.net.

For Sale: 2000 Birkin S3 (replica of a 1967 Lotus S7). Manufactured at the Birkin plant and imported by Texas Motor Works. (Texas Motor Works is owned and operated by Dick Brink and is the official Birkin importer.) The drivetrain was

installed by the dealer before the completed car was shipped to the original owner. I am the second owner. The original MSO, purchase documents and assembly receipts are included. The car is fully street legal, but it was built and used for auto cross/time trials for the first 2K miles. My use has mainly been weekend jaunts on the local mountain roads. Current mileage is ~ 4.4K. Licensed in California under SB 100.

Engine is stock 1999 Ford Zetec (4.8K miles when installed) with corresponding ancillaries from Birkin: aluminum radiator, lightweight alternator, aluminum bell housing, Raceline aluminum sump, aluminum sump guard, low-resistance air filter, special clutch, 4 into 1 header, stainless steel muffler, rear exit exhaust. Ford T-9 (Sierra) five speed. Birkin live axle, 4 adjustable trailing arms, adjustable panhard rod, 4:11 open differential, AVO coilovers, adjustable ride height, adjustable front anti-roll bar. Four wheel disk brakes, dual circuit adjustable front/rear bias brake cylinder. Five 2-piece Panasport racing wheels (13x7). Five Yokohama A32, P215/50/13--fronts 40% remaining; rears 60% remaining--plus spare and rear mount for spare. Hella A4 halogen head lights with full time running lights. Aluminum skin over tubular space frame, fiber glass fenders and nose cone. Custom two color paint. Paint is in good condition with typical rear fender marks, a few blemishes on hood. Cloth bucket seats, four point harnesses, heater, adjustable pedal box, full VDO instrumentation, dash mounted Shift-I adjustable

shift light, removable steering wheel, 12V outlet, master cut off switch, roll bar with third brake light, wind screen side deflectors, heated wind screen with spray wash and wipers. Full weather gear: roof, left/right side curtains, tonneau cover. Sale includes Kirkey aluminum racing seat, single driver side Brooklands Screen with racing mirrors.



Offered at \$18,650; as is, where is (car is located approximately 75 miles NE of Sacramento). Contact – Edward Klaner: (530) 262-4771; eklaner-at-succeed.net.

For Sale: Elan +2 steel wheels and trim rings. Four original wheels (13x5.5), powder coated black, and five polished aluminum trim rings (rim embellishers). All in very good condition. Can be sold separately or together. Wheels for \$450 and trim rings for \$100—plus shipping cost from Jackson, CA. Photos available on request. Contact — Lee Cohee: (209) 223-1502; vancogh-at-volcano.net.

For Sale: Full-width radiator for Elan Series 2 or 3. Recent professional refurbish. Drilled and tapped for fan switch. \$225 plus

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Classifieds

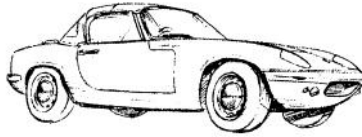
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shipping from Jackson, CA. Pictures available on request. Contact – Lee Cohee: (209) 223-1502; vancogh-at-volcano.net

For Sale: Vintage Racing Tires
Set of 4 brand new, never mounted Hoosier A70-13 STTDS tires. Perfect for Elan 26R or ? \$400.00 Can be picked up in Sebastopol or Richmond. Contact – John Kenner: (415) 806 2457; jkenner-at-tamcab.com

For Sale: Lotus Eclat/Elite Parts.
5-speed tranny with new seals (\$600); cylinder head (\$200); engine block with pan (\$150); crankshafts (2 available - \$150 each); pistons std (\$100); Stromberg carbs with manifold (\$150); doors with glass (\$150 each); hood (\$100); side and rear glass (\$50 each); fuel tanks (one Eclat and one Elite, rust free - \$100 each); rear uprights with hubs and axles (\$100 each); Elite gas

caps (\$100/pair). All parts cleaned and in good condition (38k miles). Contact – Bob Worthington: (925) 858-7321; rworthington-at-solarpack-dev.com



For Sale: Close ratio 4-speed tranny for early Elan, same ratios as 26R. This gearbox was originally used in the European

2L Merkur, and it is stronger than standard Elan trannies. Purchased new 28 years ago, and it has 20-30 street hours of use. Complete with alloy fly-wheel, clutch, and driveshaft. Also for an early Elan with knock-off wheels: 4 “Nader” wheel nuts, including the matching wrench for \$50. Contact – Vladimir: (510) 787-9866

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club, and it is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA.

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Contributions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport-at-gglotus.org in MS Word, rtf or ASCII text.

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