

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Sept/Oct 2011



An impressive Lotus lineup for practice at the LCUSA Laguna Seca weekend (see related story page 2). (Photo Credit: Dan Gentile Photography)



Immaculate Lotus 18 prepares for action at the Rolex Motorsports Reunion.

Sept/Oct Meetings

SATURDAY, September 17, 2011 – 1:00 PM *

Host: Rich Kamp
Kampeña Motors
Infineon Raceway, Unit F-10

Directions at Infineon (Hwy 37 and Hwy 121)

After the N. Bay run (see page 7)
Sign in at the track entrance
Hard Right towards commercial garage area
Left at start of commercial area
Unit F-10 (Kampeña Motors) is on the Right, near the end of the row of commercial buildings
(Note: this commercial area is located on the outside of the track between turns 10 and 11.)

Friday, October 21, 2011 – 7:30 PM

Featuring: Club Officer Nominations & LOG31 Recap

Host: Kiyoshi and Laura Hamai

Arrive & Drive/ Lotus Style

by David Anderson

(Photos by Dan Gentile Photography)

At the April GGLC meeting at the Nair's house, Jenni Dietsch mentioned an "Arrive and Drive" program was in the works for the upcoming Lotus Cup USA (LCUSA) event at Laguna Seca.

For Round 4 of the LCUSA series at Mazda Raceway Laguna Seca, it would be possible to pay some (well, lots) of money to have an Elise race car provided so that one could, well, just **arrive** and **drive!** Dietsch Werks would provide support at the track, so the lucky driver would not even have to pick up a wrench!

This was irresistible to me. I knew from watching the LCUSA races in Nevada associated with the 2009 WCLM track day that these folks can run a class operation, and that they almost never crashed into each other or anything else for that matter. Having raced (1970-1981) and run track days (1999-2011), I sort of knew what to expect (although



having all of that experience is not a prerequisite to this program). The LCUSA folks were very nice, and, after signing of documents and explaining my experience level, sending money, and exchanging a number of emails and reading their rule book the deal was set.

Judy and I packed up and headed for Carmel Valley (just over the hill from the track entrance) on Thursday. She would drop me off at the track in the morning and do whatever she wanted during the day, and arrive in the afternoon to pick me up—after all, she was on vacation!

I arrived at the track bright and early on Friday (the day I

was to receive instruction from Brian Germone, a private coach and former Skip Barber instructor) only to discover that “my” Elise had not shown up yet—to the great distress of the LCUSA folks. So it was arranged (with the agreement of the

Lotus Cars folks on hand for the event) that I would instead drive a Lotus Evora borrowed from the Skip Barber Racing School that day.

The main activity on Friday was a track day organized by the SpeedVentures group. It was a low-key day, and even though I was not driving the promised Elise, I had great fun driving the Evora, plus I learned a completely new set of lines for the track (having never had instruction on Laguna Seca before).

Friday afternoon the Elises for the two of us doing the Arrive and Drive program arrived, and mine was, to put it charitably, unfinished. The roll cage was in place, but not much else.

Rob Dietsch and his small staff were incredible. He took the car back to his shop in San Jose late Friday, and by Saturday morning back at the track, the car was entirely set up and ready to race. Well, there was some minor fettling required between practice sessions for a couple of items including the battery tie down. But I was lucky because, although the battery got tossed around a bit, the car never quit working. Overall, the Elise was a joy to drive. Unlike the softly set



Rob and Jen Dietsch focus on getting and keeping the cars track-ready.

up Evora, the Elise felt communicative and responsive.

There was a full group of 25 LCUSA cars. Elise, Exige, and 2 -Elevens on the track. The last practice on Saturday was an Australian-rules exhibition race. Meaning the cars were sent out with the slowest going first and the gaps between the remaining cars were calculated so that theoretically (if each car/driver circulated at its practice time) all the cars would arrive at the finish at the same time! Well, we did not all arrive at the same time, and I was pretty much running alone in the event so I treated the session as more practice laps.

My best time was 1:53.7, basically because I was not carrying enough speed through turns 4, 5, 6, 9, and 10. (At least those!) The 2-Elevens were down around 1:36 per lap. The other Arrive and Drive Elise

(essentially identical to mine) was driven by 21 year-old Colin Hawk, who was turning in times around 1:41, which really impressed everyone. Colin had his own driving instructor for the weekend, and, although Colin has not really decided to be a serious race driver, he clearly has incredible natural ability.



Taking some time to reflect.

Sunday dawned lightly overcast that soon burned off. It was cool and comfortable all week-

end. Perfect weather at the track, even though folks vacationing in Carmel at the coast endured cold, wind, and fog.

Much like Friday and Saturday at the track, there was lots of fun stuff on the Sunday schedule. SpeedVentures ran track day sessions (for all the usual sorts of track day cars), there was also a race for Radical sports racers (RadicalCupWest), and sessions for electric (battery powered) motorcycles, electric formula cars, Tesla roadsters and street sedans like the GM Volt and Nissan Leaf. Somehow even with all the action, SpeedVentures kept everything on schedule. When someone went off into the sand traps that session was simply ended while the car was recovered. In the end, it was a most impressive job of keeping to a very full schedule.

(continued on p.4)

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(cont'd from p. 3)

Sunday the GGLC was also out in force for the Corkscrew Mania event, with an autocross in the paddock and lunch in the LCUSA tent, but I was a bit more focused on my practice sessions and the race. The LCUSA group had two 20-minute practices in the morning and then after lunch used time-trials to establish race starting positions.

Our race started at 3 PM, and since some of the LCUSA cars/drivers were not racing (personal driver preference or lack of full roll cage), the race group turned out to be only 10 cars. I would not miss it, of course.

We circled the course in single file until after turn 10, we then split into two lines as the pace car turned into the pit lane. The rolling start went well and nothing untoward happened at turn 2, nor indeed throughout the race. I kept to my usual pace (sigh), and was able to pass the Elise alongside me at the start in turn 2. However, I was never challenged later in the race.

At the awards ceremony after the race in the LCUSA tent I was quite surprised to receive a 3rd place trophy in the Production Class! And, as a bonus for me, that announcement produced a loud outburst from the GGLC cheering section on hand for the ceremony.



So overall the LCUSA Arrive and Drive program turned out to be a really a great weekend experience for me, and that experience was made even more special by lots of GGLC and LCUSA support. In fact I liked it so much that I plan to do it again at the upcoming LCUSA Infineon weekend, September 10-11, 2011, so come out and enjoy the fun!



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T'hill Track Day July 12, 2011

by David Anderson

Scott Hogben and John Zender, who run the GGLC track days, were pretty worried when there were only about 30 folks signed up for this event by the end of June. But, fortunately, there were a lot of last-minute entrants so that we wound up with about 65 on hand, and a great time was had by all.

Don Hogue again brought out his wonderful Type 47 Europa. The factory built just 55 of these racecars between 1966 and 1968, and Don has been invited to the historic races this year at Laguna Seca (The Rolex Motorsports Reunion) to compete with this

important and historical racecar. For the record, the first two Type 47s built entered the Boxing Day race in England in 1966 and they finished 1-2 in that initial outing—proving that the Type 47 is indeed a serious racecar.

In another step towards the completion of his restoration project of the Type 47, Don used the dyno at MCE Racing at Thunderhill to check out his motor. In spite of some mixture strength weakness in the mid-rpm ranges, he had a good air-fuel mixture at high rpm and peaked at 165 horsepower at the wheels. That's not bad for this early Lotus TwinCam race motor.



Rex makes his lunch rounds in the paddock.

Three members of GGLC's Team Europa were also on track, and all ran well all day. Club member Mel Boss was also there with his Elan Coupe, the only Elan at Thunderhill this day. We also had 4 Lotus Sevens, all of them with serious horsepower

(continued on p. 6)

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept 11	AutoX	Marina
Sept 17	N. Bay Run, Kampeña Visit, Club Meeting	Petaluma & Infineon Raceway
Sept 27	Track Day	Thunderhill
Oct 1	CSRG Lotus Tribute	Infineon Raceway
Oct 2	Wine Tour	Los Gatos
Oct 8	AutoX	Great America
Oct 14-16	LOG31	Las Vegas
Oct 21	Club Meeting/Social	Palo Alto

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

(cont'd. from p. 5)

and modern engines. Rahul Nair's Seven developed a problem with a front wheel bearing, but Rahul was able to fix it, run all his sessions and drive home. Exige driver, Raffaele Nardin, left at noon after putting his car on the trailer. During the lunch break, he discovered his left side tires (racing slicks) had worn through and he had no spare wheels/tires. In addition to Rafael, there was a second Exige and six Elise cars that put on a good show representing Lotus.



was a simple matter of visiting his air-conditioned trailer in the afternoon to purchase pictures on a disc.

There were no serious on-track difficulties during the day, although someone did get off course in the afternoon and managed to scatter dirt all over the turn 14 area and start a grass fire (both of which the Thunderhill staff are

the proper racing lines around the track.

The next track day is September 27 at Thunderhill. Registration for the event will open about a month ahead of time, so watch the gglotus.org website and sign up early. If you have no track experience but want to try a track day see the event instructions on the web.

By the way, if you were in the Bay Area in the fog or rain July 12, consider the lucky track day entrants who enjoyed sunny, 85°F weather at Thunderhill. Indeed, it was a near perfect summer day at the track (although it appears we dodged a bullet for



Mel Boss answers some questions about his classic Elan.

Long-time members Tom and Joan Railton enjoyed the day, although Tom did not bring his S4 Seven. Instead, he borrowed a Miata racecar from his son for the event. As usual, some other non-Lotus cars helped fill out the event (including two sports-racers, Corvette, Porsche, Alfa, Miata, and more), and we are happy to have them attend since we could not afford to run these events without their support.

Dito Milian, who operates the GotBlueMilk.com photo website, was taking professional pictures at Thunderhill, so if you wanted a record of your day it

well equipped to deal with). As a result, that session was red-flagged, leaving folks sitting in their cars on track for about 10 minutes until it was safe to return to the hot pits and paddock.

For this track day, John and Scott allowed a few folks to enter without previous track day experience, and these new folks were given some instruction (provided by experienced GGLC drivers) on



Defily negotiating Thunderhill's signature cyclone turn.

this event since it was apparently really hot the previous week in the Willows area).

North Bay Run and Lunch

September 17, 2011

Greg Tatarian, John Kenner, & editor

If you missed the first two GGLC North Bay drive/BBQ events we hosted in 2009 and 2010, you will have another opportunity Saturday, September 17, 2011, to drive and enjoy your Lotus in the Marin/Sonoma hills. As an extra added treat, the drive will be followed by an open house and a club-hosted lunch at Rich Kamp's shop, Kampeña Motors, at Infineon Raceway, Sonoma, CA. This event takes the place of the September club meeting, and it is open to all classic and contemporary Lotus models. Don't let your vintage Lotus rot in the garage, join us instead on this outing as we celebrate 62 years of Lotus motoring!

In a departure from the previous two events, Rich Kamp joins us to help host this event as we finish the tour at Infineon Race-

way and Rich's shop for lunch and a up-close look at his various projects underway and nearing completion. We might even get a first look at club member Marc Charonnat's S1 Elan restoration project.

There is also a new route for this year, which starts at the Petaluma Marina, with food, coffee and fuel nearby, and easy access off the freeway. After gathering at about 9:30 AM, we will leave promptly at 10 AM. Please gas up before the planned departure.

The route begins by heading through town, then turns southwest to quaint Nicasio and south through the Samuel P. Taylor Park in the Golden Gate National Recreation Area. We will have a short stop at the Nicasio General Store, then proceed west

on Lucas Valley Road and finally, get a chance to cool our turbos (for those of us who have them) on a short drive north on 101 and east on 37 to Infineon and Kampeña Motors.

The route consists of mostly



very good to excellent roads, suitable for old school lightweights like early Elites, Elans, Europas, as well as newer Elises, Exiges and more. Bicyclists may slow us down in a few areas, but we'll manage. Total tour drive time should be about 2 hours and 30 minutes including time to wait for a few traffic lights, stragglers, and a rest stop midway at Nicasio.

Note: even though there are no formal race events scheduled for Infineon on September 17, everyone must sign a release to get into the commercial shop area at the track.

The club will host a lunch at Rich's shop. The lunch will include sandwich selections from a local deli, chips and soft drinks. If you want an alcoholic beverage, please BYOB.

For more info, and to download a route map, visit the club website.

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What's This?

by Don Nester

That is what I asked when Tom Carney and I spotted this specially painted Formula Enterprise entry at a recent Thunderhill SCCA race weekend. In spite



of appearances, this is *not* the latest example of the Lotus sponsorship efforts in world-wide racing, rather the car is a tribute to Lotus that was prepared by a dedicated enthusiast. Jerry Kroll of Canada painted the livery on the car, and he campaigns it at events in Canada and around the U.S. Good luck to Jerry and his one-of-a-kind "Lotus" race car!

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CSRG Event Features Lotus

by Mike Ostrov

The Classic Sports Racing Group (CSRG) founded in 1968 will feature Lotus at their 8th Annual Charity Challenge weekend, Saturday and Sunday, October 1-2, 2011, at Infineon Raceway.

Many historic Lotus cars, and open-wheel racers from Formula Jr to Formula 1 will be featured in the various run groups during the weekend.



(Photo Credit: Mel Boss)

If you arrive in your Lotus, CSRG will offer priority parking in a Lotus Corral in the Paddock and a "spirited" lunch-time track tour on Saturday.

This annual CSRG weekend event has raised nearly half a million dollars for charity over the years. So come out and enjoy the day while supporting a good cause. The tax deductible entry fee for the event is \$25, payable at the gate.

LOG31 Is Fast Approaching October 14-16, 2011

editor

The excitement builds as we draw closer to LOG31, scheduled for Las Vegas, NV, October 14-16, 2011. This year's annual gathering is especially appealing for GGLC members because the event is headquartered at the same hotel everyone enjoyed for our 2009 West Coast Lotus Meet—the Red Rock Casino and Resort in Western Las Vegas.

The GGLC is a major supporter of the event and is the organizer of Saturday's featured Autocross. Please visit the LOG31 official website, www.loglasvegas.com, to register for the big weekend.

A discounted registration fee is available if the form is post-marked before September 2, 2011. All mail-in registration forms must be post-marked before October 2, 2011.

Classifieds

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

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: Full-width radiator for Elan Series 2 or 3. Recent professional refurbish. Drilled and tapped for fan switch. \$225 plus shipping from Jackson, CA. Pictures available on request. Contact – Lee Cohee: (209) 223-1502; vancoh-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

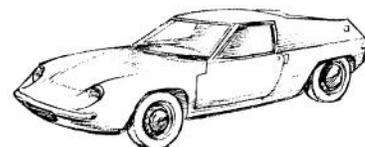
For Sale: Eclat/Elite Parts. 5-speed tranny with new seals (\$600); cylinder head (\$200); engine block with pan (\$150); crankshafts (2 available - \$150 each); pistons std (\$100); Stromberg carbs with manifold (\$150); doors with glass (\$150 each); hood (\$100); side and rear glass (\$50 each); fuel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

chased new 28 years ago, and it has 20-30 street hours of use. Complete with alloy flywheel, 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

For Sale: JPS Europa. 40K miles in original condition. Located near Cleveland, OH. Contact – Dan Miller: (440) 892-2254 (room812); Lotus23s10-at-cs.com.

For Sale: JPS Europa project car. Car is complete but disassembled with body/paint work completed and dipped/POR15 painted frame. Located near Cleveland, OH. Contact – Dan Miller: (440) 892-2254 (room812); Lotus23s10-at-cs.com.



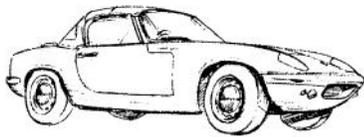
For Sale: 1971 S2 Europa that has been in the family (father and son) since 1973. Driven very little since 1999. Body has been stripped, repainted (white) and a new dash was installed. Black interior, all original and waiting for its new owner. Car located in Atascadero, CA. Photos on request. Contact – Keith Kirkpatrick: (805) 462-1611; runino-at-charter.net.

(continued on p.10)

Classifieds

(Continued)

Free!: 1973 Europa S parts including 4 wheels (mechanically good, some corrosion); fan assembly; smog equipment; master cylinder. brake booster; plus other miscellaneous stuff. Parts located in Sebastopol, CA. You pay shipping, or we can arrange a pick up. Contact – Dave Weir: dhw-at-dynres.com.



For Sale: 1973 Lotus Europa AutoX Racecar. Turbo 13B Rotary motor, Porsche Transaxle, Bilstein coilover shocks and custom rear suspension. Two sets of Avon race tires and wheels. \$15,000 OBO. More info and photos available. Contact – Jesus Villarreal: (510) 390-1035; jesvilla99-at-yahoo.com.

For Sale: Steel, pin-drive knockoff wheels from my S3 Elan. Good condition, some curb rash but no cracks, painted flat black. Four available. Mounted with some old Pirelli P6 185/60R13 tires. These wheels/tires have been stored (inside) after being taken off the car in 2001. \$75 each or \$250 for all. Contact – Joel Lipkin: (925) 961-0400; jlipkin-at-comcast.net.

For Sale: Nomex driving suit. One-piece jump suit, double layer Nomex, dark blue with white accents and red piping. Made by RaceQuip, SFI certified 3.2A/5. Size M (somewhat small on me). Lightly used—\$150.00. Contact – Joel Lipkin: (925) 961-0400; jlipkin-at-comcast.net.

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.

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.

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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