

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Sept/Oct 2016



Copyright Dito Milian
www.gotbluemilk.com

David Anderson deftly negotiates the legendary Corkscrew turn at Mazda Raceway Laguna Seca during the GGLC track day July 18, 2016. He is no doubt too busy to enjoy the view, but you can find more about the event in his story on page 2.



Rich Kamp (left) describes some of the fine points involved in his Lotus restoration projects to Scott Hogben and Jon Rosner during Rich's open house at his shop in Sonoma on August 13, 2016.

Sept/Oct Meetings

Friday, September 16, 2016 – 7:30 PM**

Hosts: Stawsh and Marta Murawski

SUNDAY, October 23, 2016 – 2 to 6 PM**

Hosts: John and Liz Logan

GGLC Track Day Laguna Seca July 18, 2016

by David Anderson

This was yet another beautiful day in Monterey. In the 60's in the morning, and warmer later. Sunny all day, with the addition of a small, pleasant breeze.

The day was fully subscribed with entrants, and no one had serious difficulty (no big crashes). Overall, it was a wonderful day at the track. People were well prepared for the 90 db noise limit, and your correspondent thinks everyone was able to run all day.

As usual at Laguna Seca, we ran three groups with 20-minute sessions—Advanced on the hour, Intermediate at 20 after the hour, and Novice at 40 after the hour. Each group got seven sessions on track.

Kiyoshi Hamai brought the GGLC equipment truck so we had announcements on the loudspeaker as well as cold water and snacks for participants. Our President, Rita, and John Zender's mom, Mona, expertly handled the announcing duties all day. Thank you!

In the few instances of folks getting stuck on track (engine stopped, or whatever) the rescue truck went out while the track was live (corners showed white and waving yellow to alert drivers). This proactive approach ensured that the drivers lost essentially no track time.

Dito Milian (GotBlue-Milk.com) was on hand taking photos for purchase. To provide a somewhat different perspective, the photos taken during the



session after lunch featured a view from behind the car at the top of the corkscrew. From this perspective, you can get an idea of what a driver could see at the high point of the circuit. But few drivers can actually take the time to see the gorgeous view (all the way to the ocean) since at that point the track surface is all but invisible, and the drivers must focus on the trees ahead!

We had a good Lotus turnout, with around 20 Elise/Exige, an Evora, an Elan, and an X180R Esprit.

Michael Plitkins brought the X180R, and it is a beautifully restored example of this rare Lotus street/race car. It was raced in the Escort World Challenge race series. Michael explains: "Eleanor was the second of the two Monaco White cars that Roger Becker pulled from the line to be the designated type 105 race cars. Both raced in 1991. At the end of the season,

the decision was made to build three type 106 race cars as replacements for the 105s. Eleanor was used for some of the development work for those new cars. After the three cars were built, LotusSport decided that they would need the other two cars. As a result, the 105s were put through an

upgrade program to make them into mostly 106s, but they were not exactly the same. There were many small differences. Eleanor is the sole fully 'raceable' type 105. The other car is probably in Florida or at the Barber museum. The factory built 20 'replica' race cars for homologation. They were substantially the same as the race cars, but also had many differences. For example, the roll cage wasn't nearly as extreme. It would be hard to live day-to-day with the roll cage in Eleanor."

In 1991, LotusSport won four of the eight races, and twice finished 1-2, in spite of having to add substantial ballast so that the cars would not simply run away from the Porsche or Corvette competitors.

The next GGLC track day will be at Buttonwillow on October 3, and the club returns to Laguna Seca on November 7.



GGLC UK-Lotus Spring Tour May 30–June 3, 2016

by Kiyoshi Hamai

Part 2 of 2

(The first installment concluded with Richard Parramint's single-candle birthday celebration May 31...ed.)

Wednesday, June 1

This was a busy day that started with pulling into the security gate at Group Lotus. Richard had arranged for our visit, and personalized badges were awaiting us. We were reminded that photo and video taking were not allowed once past the gates.

We headed to a 2-story building that once was the control tower for the former air-field. It now houses the Lotus Driving Academy. Our tour guide met us, and off we went to the various factory buildings. In production were Evora 400s and Exige and Elise. We were told the U.S. Evora 400s would go into production toward the end of June, which means cars will hit our shores in September or October.

The tour followed the production steps; starting with the engines and transmissions as they arrived in whole from Toyota, then to chassis assembly.

We received a nice explanation of the extruded aluminum chassis technology that Lotus pioneered in the Elise. Body panels were prepped in the same building. This was one of the original buildings where Europas, S3 and S4 Elans, El-

ites, Eclats, Sprints and all Esprits were built. You could almost feel those cars oozing from the rafters—or maybe we were just smelling the fiberglass resin coming from the fresh, unpainted body panels.

We crossed the entry road to two of the new buildings where the bodies were painted and the chassis started to come together as they are mated with the appropriate engines and transmissions. Wiring harness, steering, dash, roll bars and such are added before the main body panels are adhered to the chassis.

What stood out was the total lack of robots in this area, the entire process was done by workers with torque wrenches and other hand tools and jigs. Yes, every Lotus is mostly hand built, bolt by bolt and nut by nut.

As the factory tour ended, we headed back to the old Control Tower to get demo rides on the Hethel Test Track with the head of the Lotus Driving Academy, Danny Hartgrove. Helmets on,



Danny gave us a “ride” around the wet track in an Evora 400—thrilling and impressive!

A few photos of the group, and then off to lunch at the Bird in Hand where, out of the blue, Bob Dance shows up. It seems Bob is passionate about the history of WWII Air Bases, and, in

(continued on p.4)

KAMPEÑA MOTORS

LOTUS SPECIALISTS

Authorized Caterham Dealer

19676 Eighth St. East, Suite 102

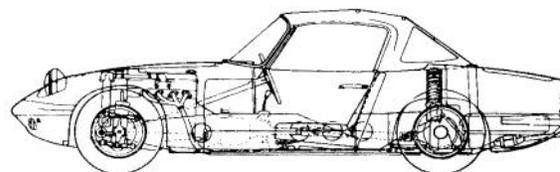
Sonoma, CA 95476

Phone # 415-341-3822

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



conversation, Bob learned that Dave's father was stationed at a nearby U.S. Air Base. Bob came to lunch loaded with questions and information about the base that he and Dave shared!

After lunch, it was back to Group Lotus for a mandatory stop at the Lotus gift shop. Yes, we loaded up on all things Lotus!

Next stop: Ketteringham Hall, the longtime home of Team Lotus. Ketteringham Hall is still owned by the Chapman family, and it is now occupied by various businesses. Richard led us into the building and pointed out where Team Lotus displayed their trophies, Chapman's office and a great story about Richard's encounter with Chapman. We then went around the building to where the Team Lotus shops were located. You could almost envision the Lotus 72s, 77s, 78s, 79s, 80s, 86s, 88s and 97s lined up in the courtyard.

After our busy day, we opted for a relaxing evening including a visit to a local restaurant for dinner and then early to bed!

Thursday, June 2

We had run out of time to visit Classic Team Lotus on Wednesday, so that visit became our first stop on this day. CTL is dripping in Lotus history. Entering the building you could close your eyes and almost hear the voices of Ronnie Peterson, Elio deAngelis and a young Ayrton Senna. Although these fabled drivers are no longer with us, their Grand Prix winning cars were right there to see and touch at CTL.

The CTL team was still unpacking from their recent event at the Monaco Historic Grand Prix.



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



**Silicon Valley's Finest
Lotus Collision Repair**



Minor scratches to major collisions repaired

Direct your inquiry to: **Carlos Costa**
408-370-5009 • Carlos@exoticautoworks.com

www.exoticautoworks.com

950 Camden Avenue, Campbell, CA
Exotic Autoworks is a Member of the Dell Auto Group

We are the Lotus Repair Experts.





Owner - Eric Gauthier
former Lotus Design Engineer

SUSPENSION PERFORMANCE
www.suspensionperformance.com

Full service, repair and upgrades
General maintenance & service • Suspension tuning
Brakes and tires • Track preparation and support
Highest quality at competitive rates



2224 Old Middlefield Way, Suite I • Mountain View, CA 94043 • 650.625.8499

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept 10	Breakfast/LCoSC	LA
Sept 16	Meeting/Social	Los Gatos
Sept 18	AutoX/Round 6	Marina
Sept 21	Dinner/Meeting	Sacramento
Sept 24	Tech Day/BBQ	El Sobrante
Oct 1	AutoX/Round 7	Crows Landing
Oct 3	Track Day	Buttonwillow
Oct 8	Breakfast/LCoSC	LA
Oct 8-9	Fall Foothills Tour	San Andreas
Oct 15	British Car Show	Blackhawk
Oct 16	AutoX/Round 8	Marina
Oct 23	Meeting/Social	Danville
Oct 29	Open House at Michael & Tom's Lotus Garage	Emeryville

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

The Lotus 77 of GGLCer Chris Locke was awaiting transportation back to California, and in the same bay we see an ex-Andretti Lotus 79.

Then there were 3 drawing cabinets with drawers marked, “21”, “22”, “23”, “25”, “29”, “33”, “38”, “43”, “49”, etc. Yes, these cabinets contained the original, and priceless, engi-

neering drawings of these amazing cars. WOW!!!

Back into the van... We were now headed to the Chapman home, East Carlton Manor to see Hazel Chapman’s gardens. We did not know what to expect, but when we walked through the door into the “backyard”, let’s just say it was jaw dropping. The gardens fea-



Scan to get current GGLC calendar on your mobile device.

court and an indoor swimming pool.

Back into the van... Did I mention the weather was gray, with occasional mist and wind and in the low 50s?

Next stop: Zenos Cars where we were greeted by Mark Windle, Operations Director. Zenos has about 5,000 sq ft of assembly space. They have 4 build bays where the cars are assem-



ture a huge pond surrounded by a large variety of mature trees, an expansive lawn and flowers everywhere. It takes 3 full time gardeners to maintain the property. There are fountains and even a sunken garden, a tennis

(cont'd. from p. 5)

bled starting with the chassis that features a very large, extruded aluminum beam that makes up the center backbone. (Lotus owners will recognize the design.) To the central backbone is mounted the rear subframe that carries the engine and drive train. The passenger/driver cockpit is constructed of a carbon honeycomb that is strong, stiff and light. A steel



before returning to the Maids Head.

We had a special dinner planned for our last night together, and Richard and I had invited a few friends.

Over the years, the GGLC has had the opportunity to work with and meet a number of Lotus folks. Most of these gentlemen are no longer as-

JAE 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.



Spencer's Motorsports

Personalized Service for your Lotus !
Independent Lotus Specialist !
"The Lotus Doctor"

Specializing in the Lotus 7, Elan, 26r, Europa Elite, Eclat, Esprit and Esprit Turbo up to 1995

- Full service and parts on all these models.
- Lotus Twin Cam, street to full race engines.
- 907-910-912 performance engines.
- Transaxle and transmission rebuilds.

Barry Spencer
 Owner - Lotus Factory Trained
855-4-Lotus-Dr
 855-456-8873
www.spencersmotorsports.com
 Email: spencersmotorsports@gmail.com
 5701 State Farm Dr #9, Rohnert Park, CA 94928

cage is then mounted to give the cockpit side intrusion and roll-over protection.

The finished car is eye-catching, light and cost friendly.

The entire Zenos operation is a great reminder that such small niche car manufacturers still have a place in England. Zenos is what Lotus was 60 years ago when Chapman and team were in Hornsey.

Back into the van...

Richard took us to a few more sights around Norwich, Wymondham Abby, Pulls Ferry in Norwich and the Smallest Pub in England (or at least in Norwich)

sociated with Lotus but their contribution to the company is legendary. With that in mind, we organized a Dinner with Legends of Lotus that included:

Morris Dowton – Morris joined Lotus in 1965 when Lotus was at Cheshunt. Morris was the Supervisor of the Elan and Europa production. He then joined the Lotus management team in 1974 and became the head of all vehicle manufacturing from 1980 until the start of the Bahar era.

Tony Shute – Tony joined Lotus in 1986, and he too left Lotus at the start of the Bahar era. Tony started in the engineering group under Roger Becker and then moved to Product Engineering and became Project Manager for the Esprit Sport 300, the Lotus Carlton, M100 Elan, Series 1 Elise, the Series 2 Elise, the U.S. Federal Elise, the 2-Eleven and the Evora. Tony went to Caterham in 2012 and is now consulting.

Roger Becker – Roger joined Lotus at Cheshunt in 1966.

Then he joined the Lotus Vehicle Engineering team in 1967 and grew into his role as Chief Development Engineer to Head of Test, Development and Certification Engineering. EVERY Lotus was tested and tuned by Roger. Indeed, Roger was responsible for making sure each production car felt and drove like a Lotus. As an aside, Roger did the stunt driving in the James Bond film “The Spy Who Loved Me”, doubling for that other Roger! Roger was retired by Bahar in 2010.

Patrick Peal – Patrick joined Lotus as an engineer in 1976 and eventually lent his talent to the marketing side and was the longtime Head of Corporate Communications. Patrick left Lotus in 1996. During Patrick’s tenure at Lotus he had the opportunity to fly a Lotus microlight plane and was a part of the British Olympic bicycle team. Patrick was once husband to Jane Chapman.

Nick Adam – Nick worked with Roger and Lotus Engineering in vehicle development. Nick recently left Lotus. Nick is probably best known for his drifting exploits in *Car* magazine’s Sideways Contest.

Mike Kimberley – Often called “Mr. Lotus”, Mike joined Lotus as an engineer in the late 60s. His first project was the redo of the Europa with the Twin Cam engine. Mike became the head of Group Lotus after Chapman’s passing, a position he held through the GM ownership. He left Lotus to work for GM Southeast Asia



and later became the head of Lamborghini. He rejoined Lotus as Chairman in 2006 and remained until Bahar arrived.

These 6 gentlemen represented nearly 200 years of Lotus!

One way or another, they were involved with designing and building EVERY Lotus car from 1970 to 2012. This list of legendary cars includes the Twin Cam Europa, Esprit, Esprit Turbo, Elite, Eclat/Sprint/Excel, the M100 Elan, the Series 1 Elise, the Series 2 Elise, the U.S. Federal Elise and the Evora.

Note in particular that the Evora was designed and developed for a mere 38 million dollars, a fraction of what most car manufacturers spend to develop a new vehicle. In addition to their contribution to the Lotus car business, they were also involved in design and development work for other companies under the auspices of Lotus Engineering.

These 6 gentlemen are true Legends of Lotus, and we were

sitting at the same table with them breaking bread, hearing their stories and soaking in their knowledge. It was humbling, amazing and a once-in-a-lifetime event. And a more than fitting conclusion to the GGLC’s Spring UK Lotus Tour.

On a personal note, the dinner was the absolute icing on an incredible trip. To sit with, share stories and get to know these gentlemen on a personal level was like living a dream. These men embody Lotus, they ARE Lotus.

In Closing

We have a fall tour starting in mid-September that is sold out. For this tour, another 15 GGLCers will get the FULL Lotus immersion experience. It is trips like this that cement the love of the marque and reinforce the notion that the cars are but an excuse, it is the people that make it worthwhile. Oh, and of course Richard’s chiseled good looks!

A Big Appetite for Lotus So Cal

by Matt Kaplan

Come on out to the So Cal club's Second Saturday Breakfast Meeting. On the second Saturday of each month, we invite all fans of Lotus—and/or breakfast—to join us at 9:30 AM in Los Angeles.

The venue we are currently using is the Zinc Cafe, 580

Mateo St., LA 90013. They have good food, including plenty of healthy options to help you add the appropriate lightness, if that is what you are into. They also have a decent pastry and coffee selection. But check the events on LCOSC.org or GGLotus.org as we are



thinking about changing to a slightly greasier venue in the coming months, because—you know—proper lubrication is also important.

In other food-related news, our member BBQ on July 23, 2016, was a great success thanks to our hosting member, Carlos Martinez, and his wife, Lisa. Members from San Diego to Apple Valley to Ventura and many points in between made



HAGERTY[®]
PROUD TO SUPPORT
THE GOLDEN GATE LOTUS CLUB

CLASSIC CAR INSURANCE | 800-922-4050 | HAGERTY.COM

7100 Stevenson Blvd
 Fremont, CA

TRACKSPECAUTO.COM
 (510) 403-1161

trackspec[™]
 AUTOSPORTS

- Track Prep
- Corner Balancing
- Custom Alignment
- Suspension Setup
- Tire Installation
- Fabrication
- Maintenance
- Diagnostics & Repair

their way to Irvine to enjoy excellent food, drinks and conversation. We plan to hold a big social gathering like this about every six months, so look for the next one in January 2017.

In the meantime, on September 4, 2016, we are heading to Southern California's deep south to join Big SoCal Euro 16 at Qualcomm Stadium. We will plan a group drive through the LA and Orange County areas to pick up anyone interested in joining a caravan to the event. We will also likely plan to leave the event together. (Enter Brexit joke here!).

As you can tell, even though local CA wildfires have forced us to cancel some of our canyon runs, you will still find plenty of action and fun events in the So Cal club. In fact, we are growing, and we are ready for some new members to join our board. Anyone interested can contact us through LCOSC.org, email us at: Chapman@lcosc.org, or even better, show up at a Second Saturday breakfast meeting. Serving on the chapter board is a pretty minimal time investment, but a heck of a lot of fun.

As always, check the events page of LCOSC.org or our Lotus Club of So Cal Facebook group for more info.

See you in traffic!

Dave Bean Open House and Sierra Tour October 8-9, 2016

by Lee Cohee

Autumn will soon be upon us, and there is no better way for you to celebrate the cooler weather and season change than to jump into your Lotus and head for Dave Bean Engineering in San Andreas on Saturday, October 8, 2016.

Dave, Roberta, Tommy, and Ken are hosting an open house, and they will be offering discounts on parts, memorabilia and books. Add these great savings to a tour of Dave's amazing facility, and you have the start of a great weekend of Lotusing.

Following the Open House, those attending and wishing lunch will caravan using back roads to Copperopolis. After lunch, Dave will entertain us with stories of how he got involved with Lotus cars and other secrets of his past.

Those wanting to continue the weekend fun will then drive some of the best back roads California has to offer to Mariposa, gateway to Yosemite, where our tour will overnight at the Best Western Plus Yosemite Way Station.

After a hearty breakfast provided by the hotel, Sunday's drive from Mariposa features switchbacks rivaling Pike's Peak as the tour follows historic CA Route 49 North to Murphys where the group will lunch in this colorful gold mining locale before departing for home.

This will be a fun, multi-faceted event that you will long remember. Detailed information can be found on the GGLC site and in the previous *Chapman Report*. Signup deadline is September 7 for Mariposa lodging and October 2 for either of the two lunches.

GGLC at British Car Meet October 15, 2016

by Rita Satulovsky

Once again, the SF chapter of the Mini Owners of America and the Blackhawk Museum are co-hosting the annual British Car Meet at Blackhawk. The event's website is: moasf.com/allbritish-meet.

Scheduled for October 15, 2016, this will be the 26th annual meet, and the GGLC would like to promote the event with a strong showing and display of Lotus cars.

We have arranged for a block of tickets that will guarantee us a special showing area. We are offering the tickets to Lotus owners willing to show their cars at a steeply discounted price of \$10.00—first-come-first-serve.

The show opens to the public at 9:00 AM, but our club entries will plan to meet at 7:45 AM to share some light refreshment and organize our exciting display of Lotus cars.

Please contact me: prez@gglotus.org including your name, car (year, type, model) **no later than September 16** to reserve your spot.

Elise Damper Comparo

by *Rahul Nair*

One of the great things about being a car guy in CA is that you have a large number of fellow addicts around. So if you want to put some high-dollar upgrades on your car, you can usually find someone with a similar setup who can provide some feedback. In particular, fellow GGLC'er, Vincent, was thinking of getting a set of single-adjustable coilovers for his Elise, and he was having a tough time deciding between the Nitron 46mm Race Pro 1-Way and the BWR Penske Single Adjustable. Since the shocks run \$2500+, he sent out some feelers and was able to get 3 cars together for some back-to-back driving on our interesting roads to provide a highly subjective, unscientific comparison.

The road we used for the test was CA-35 from CA-92 to Alice's Restaurant, which is extremely bumpy with lots of cracks and undulations. It is, however, quite twisty so is very popular with sports cars, bikers and cyclists. (We also drove La Honda road from Alice's down to CA-1. But that road is so smooth that we could barely detect differences, so we ended up using the original stretch again.)

As there were no solid test criteria, I am just going to summarize my feedback from the aftermarket units and the Elise base suspension:

Nitron 46mm Race Pro 1-Way (450/600): The first car I drove was Scott's Exige S240 on the Nitrons. The car was set to 15 FFH front and rear which is a little softer than the recommended Nitron settings. The two things I noticed were that the steering was a lot lighter (extra camber A-arms) and the ride did feel pretty harsh on the bumpy sections. I had plenty of confidence in

the car, but I was feeling a lot of bumps and vibration through both the seat and the wheel. That said, it certainly was not undrivable--just harsher than I would want on an everyday drive.

Lotus Base Suspension: I thought the Nitrons were harsh, but when I drove the base car over the same section of road I realized how much worse the base car is. It was crashing and skipping over the bumps, and I got lots of unpleasant feedback through the wheel. I should add that this is in relation to the Nitron/Penskies only. The base suspension Elise is still an incredi-

bly capable car, and I drove mine for 90k miles on that suspension. Driving the base car is still a great experience, and it only felt bad because it was sandwiched between two more capable, more expensive setups.

BWR Penske Single Adjustable: After driving the other cars I drove my car on the same road to see how it handled those bumps. While I have ~800 miles on these shocks most of them were at COTA, and I had not had them on a truly bumpy road before. I started out with "highway" settings of FS/FS-5 which are significantly softer



DIETSCH MOTORSPORTS
The Lotus Race Shop

925-455-1066 5948 LAS POSITAS RD UNIT H
LIVERMORE, CA 94550

LOTUS SERVICE - SALES@TURBOHOSES.COM
LOTUS RACE CAR RENTALS - JEN@LOTUSRACESHOP.COM

A TURBOHOSES R&D COMPANY

Lotus collision repair.parts.service.performance

than BWR suggested settings for the street. These settings disconnect you from road harshness and expansion joints, but the car can hit the bump stops on big bumps, which is no fun. After Vincent drove my car, he said it felt too soft, so I moved it up to FS+10/FS+25 for Scott before following him on the second run. I did notice that the rear appeared to be “bouncing” a lot over the bumps which is something he reported as well at the next stop. I started out the first couple of miles on the same settings and quickly realized that, while there was no high-frequency harshness, the car was just too bouncy and underdamped. I pulled over and changed the settings to FS+15/FS+35 which gave the car a much more compliant ride with minimal harshness (less than the Nitrons).

Final results: In the end, I have to say that the Nitrons and the Penskes are both a significant improvement over stock in terms of comfort

and drivability. From this informal test, I would say that the Penskes can be adjusted to a softer setup (this might also be due to the extra tirewall from the 15/16 wheels) but some folks might find that too “Cadillac-y” and unconnected. The Nitrons were very good on the smoother sections but cannot be made as “soft” as the Penskes. That said, we don't know how the softer settings on the Penskes affect track performance.

In the end, if you want a good aftermarket suspension upgrade you can't really go wrong with either of these options, and both vendors will work with you to come up with the right package for your specific needs. They both represent a massive upgrade over stock in terms of drivability, and I wish I had bought the Penskes years ago instead of waiting 90k miles to make the change.

Classifieds

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

For Sale: 1970 Lotus 7 S4.

This is the last, genuine (made by Lotus) generation of the iconic 7. This example came with, and retains, a Lotus Twin Cam engine. The VIN is LS42946TC. Chassis numbers reportedly started at LS42650, which would make this the 296th car produced of about 700 made. While not as rare as the Series 1 (or maybe the Series 3), the Series 4 is nevertheless very rare compared to the Series 2--and they are more real and rare than a Caterham, or any of the other pseudo-sevens. The S4 is longer and wider than its predecessors. I am 6'1" and do not fit in the S2/S3 cars, but the S4 is no problem. There is more leg and foot room too!

This car is ready for café runs, as well as for Laguna Seca or any other track. I did a body-off reconditioning, starting with new steel brake lines and calipers and going up from there. Many new and re-built parts. Many additions for track days or historic racing, such as driver safety equipment, a fuel cell and a dry-sump oil system. All track additions are wrench removable and the factory stock items (still serviceable) are included with the car.

This car has wear and tear for sure, but also many improvements, especially for track use. There was another S4 recently on BringATrailer.com and CraigsList Denver, with an asking price of \$23,900. It looked

(continued on p. 12)



HethelSport

Lotus Evora Specialty <i>Parts & Accessories</i>	hethelsport.com <i>Lafayette, California</i>
--	--

LOTUS GARAGE



A BRITISH RACING GROUP COMPANY

NORTH AMERICA'S LARGEST LOTUS OEM PARTS SOURCE

(855) BRG-5000

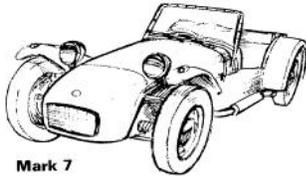
WWW.LOTUSGARAGE.COM

FOR AFTERMARKET ACCESSORIES, VEHICLE SALES AND PERFORMANCE UPGRADES GO TO
WWW.BRITISHRACINGGROUP.COM

Classifieds

(Continued)

“shinier”, but had no track stuff. This one can be had for less than that. Many photos available. Contact: "Stawsh at Corsiglia.net" or (408) 264-6812.



Mark 7

Wanted: Set of Sprint cams for Lotus Twin Cam motor. There must be some of you out there who put some “tougher” cams in your special T-C, maybe a decade or more ago, and have some Sprint cams just sitting on the shelf. I could use them. I might settle for some SE cams if I can’t find any Sprints. I have some long-duration-grind cams I am willing to swap. Contact: Stawsh at "Stawsh at Corsiglia.net" or (408) 264-6812.

For Sale: 1985 Lotus Turbo Esprit. All original numbers matching Condition #1. Multiple Concours Class Winner (most recently SCCA-judged Alameda CA Concours, June 2016.) Original paint, interior, wheels, etc. Perfect mechanical and cosmetic condition. Original tool kit, owner's manual in mint condition, and completely documented service history since new. Acquired by second owner in 1990. 52,500 miles. \$42,500. Contact Harvey Lasky at “hflasky--at--gmail.com”

For Sale: 1991 M100. Red, one owner, purchased 1994 from Boardwalk. Current CA reg, 19,750 miles. Always covered and/or garaged. Car cover and front bumper protector included. Excellent paint, un-scuffed wheels. Last driven January 2016. Full maintenance records. Passenger window lift mechanism needs repair, two ~2-inch rips in hood (fabric top) due to folding mechanism. Asking \$17,500. Car is located in Livermore, Contact Kathleen Guzman at (925) 447-5907.

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.

For 2015, the GGLC Officers are: President—Rita Satulovsky, Vice President—Alan Austin, Treasurer—Laura Hamai, Event Coordinators—John Zender & Scott Hogben, Membership Chairman—David Anderson, Secretary—Scott Hogben. Chapman Report Staff: Editor—Joel Lipkin; Copy Editor—Noni Richen; Circulation Management Team—Tom & Cherie Carney. Advertising Manager—Mel Boss, MultiMedia Producer/Editor—Ben Beames, Website Manager—Kiyoshi Hamai.

First Class Mail

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

