

Chapman Report



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President's Message

by Peter Richen

We held elections at Jim McClures place a week ago Friday (Nov 21). Faisal Khan will be the GGLC President for 2004. I'll be the Vice Prez, and the rest of the guys will continue in their roles – Laura Hamai, treasurer; David Anderson, Membership Chairman; Jim McClure, Chapman Report Editor; John Zender, Events Coordinator; Mel Boss, Advertising Chairman, Tom Carney, CR distribution Chair; Kiyoshi Hamai, West Coast Lotus Meet Chairman (Apologies if I overlooked someone).

Don't forget the Christmas Dinner, Saturday, Dec 13. It's at the Acorn Restaurant; 906 El Camino Real in Menlo Park (same place as last year). The cost is \$35 per person. You can order on line at the Golden Gate Lotus Club Website using paypal. We will have the traditional White Elephant gift exchange. Participation is optional, but it is a lot of fun. Bring a car related gift costing between \$0 and \$20. Gifts can be practical, outrageous, or silly.

See you there.

**Inside:
Registration Form For
The WCLM at Tahoe!**



December Holiday Dinner & Meeting

Friday, December 13

Acorn Restaurant, 906 El Camino Real, Menlo Park

Directions via Hwy 101:

1. Exit at Willow Road and go west
2. Slight right onto Middlefield Road
3. Left onto Glenwood Ave.
4. Right onto El Camino Road
5. Restaurant is on the right. Pass it and turn right onto Spruce Ave. and look for a parking space!

GGLC Calender

December 7	GGLC Toddler Rallye	Fremont, CA
December 13	Holiday Party	Acorn Restaurant
January 8	GGLC Track Day	Infinion Raceway
January 16	Monthly Meeting	Host: Tom & Cherie Carney
February 15	GGLC Track Day	Thunderhill Raceway
March 21	GGLC Track Day	Thunderhill Raceway

EBay Watch:

“This is a 1963 Lotus Super Seven two door convertible. The car is white and green two tone with black interior. # 11, fitted Formula 2 wobbley web wheels, 1500cc, twin Weber race engine, fast car and great patina. It has four speed manual transmission and has 4 cylinder. It is showing 68473 on the odometer but we are not sure about the original mileage. It has some crackes on paint. Tires are worn. The interior is good. The car runs and drives excellent. We have owner’s manual. Much of West Coast history, have log book, road licensed.” Wow, no bids with a starting price of \$10k, for sale in New York. West Coast history? Yes, this is Grant Larson’s old car, still in an unrestored state.....

“It is an original, all stock Lotus Europa Special 5 speed and is in very good condition. I have service records from 1979. The car has been garaged its entire life. The title is clear an in my possession. I have an original work-shop manual and a car cover that will be included in the sale.” Sold for over \$12K, being in good condition and not too many of the 5-speeders out there.

An M100 is having trouble making \$10k and probably won’t sell. It’s in Florida and it’s white. Such good cars for so little \$\$.

Below is another ‘classic’ that sold for about \$8K. Can anyone identify it?



Birkin, Caterham and a Westfield Seight.



Woody Harris wants the editor to pull his old Series One Seven up to the front. “I’ll just have to get out of the way of those 200+ hp cars down the straight!”





Steve Landes and his girlfriend, Casey Leonard, driving a Prisoner Edition Caterham from their hometown of Lake Tahoe. We'll be in there in just a few months!



Mark 7

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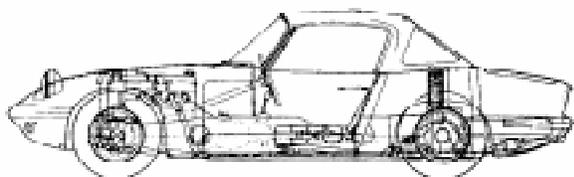
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Editor Attacked by Porsche Mob

by James McClure

Last CSRG race of the year and I'm arriving early on a Friday, at Thunderhill. I had started volunteering to do tech inspections early in the year, and most of the racers do arrive on Friday for setup and inspection, so there I was, just needing a place to park and setup my own rig, then start teching cars at 1pm. I pull in an area that appeared to be open; a few Porsches thirty yards to the left and one ten yards on my right. But as soon as I have pulled in and gotten out of my car three people come running toward me, waving they arms as though I have parked in a quicksand pit.

"You're parked in the Porsche Corral Area! It's reserved just for us!" Well, just how big is this Porsche Pit Area? Turns out to be the size of a football field, though there are only about eight Porsches there at the time.

"Reserved through CSRG?" I Ask. "No not through CSRG." is the response. "Then through Thunderhill?" No, not with the track either. It's just reserved. "Well, that means squat then doesn't it", I respond. If I want to set up here, there is no authorative group that can evict me, right! Well, they can't, but it was made clear to me that I would be 'very uncomfortable' situated amongst the Porsche group. OK, there were plenty of other spots available, I had made my point, I think, and pulled out to another, more friendly area of the pits. Oh, and it turns out that not all Porsches can pit in with this group, also.

The next morning I noticed that the area where I had planned to park wasn't used to park any Porsches, but a wall of motorhomes that sealed off their pit area from view.

The Alfa group tends to group together, also, but welcomes anyone else that is in the area. A good natured, friendly group.

So, what about the Loti? Well, they're all over the place and spread apart. Can we create a Lotus Pit and gathering area? We're workin' on it!

Sevens Festival

by Jon Rosner

A few months back Rich Kamp a United States West Coast Distributor for Caterham (gg7s.com) Woody Harris of Birkin (birkinnorthamerica.com), Rich Hairston, Caterham Superlight, Elise 190 Track car, started putting together an event with Jerry Kunzman of NASA (nasapracing.com) on an annual Super Sevens Festival at Infineon Raceway

On the day of the event Sevens of all kinds poured in starting at 7:00 AM, one of the first was Rich Hairston's orange Caterham Superlight R500. This was followed shortly by a yellow Caterham, a mean looking all black Birkin, a blue Westfield Seight with massive V-8 gently pounding, a faded burnt orange twin cam powered Series 4 Seven. Randy Swart of Phoenix towed his Seven, while Steve Landes drove his "Prisoner" model Caterham Seven through the snow to get from mountainous Lake Tahoe.

In all there were 13 Sevens attending the HPDE NASA Track Day and race, and at least 30 Sevens in the Paddock.

Jerry Kunzman personally conducting the driver's meeting for the Seven Exhibition Races, and by 9:00 AM some of the local sound rules were probably getting bent as the Caterhams, Birkins and Westfields went out for "road demonstrations."

NASA had various classes racing, while the Wine Country Road Tour went out. Woody Harris led the 11AM Afternoon Tour over Highway 12 towards Santa Rosa, right over Trinity Grade, up Mount Veeder through towering Redwoods and drifting along towards Oakville Grade. Woody said that the run felt like the Nurburgring before guardrails were installed. 117 miles traveled and very tired arms.

At 4:00 the Exhibition Race started with Jim McClure in his 1959 SevenA 4th on the grid ahead of a few really high powered Sevens. Jim had only 80 hp and 450 x15 tires but age and treachery can often defeat youth and exuberance as Jim passed two cars going into the Turn Two Hill, and then passed the

last car by hugging the inside of turn 6, the Carousel. By 1/2 way through the second lap he had the track to himself and an earned an unfurled black flag recommending that he slow down! In all fairness Jim regularly races in CSRG Vintage Racing and the fast cars got caught in the back ended up behaving themselves for the most part.

Others attended the River Grove winery tours in Clarksburg and tasted the crisp lovely Pinot Grigio on show.

end

Prodigal Son Returns To Lotus

by Kiyoshi

Lotus Cars USA welcomed back Mark O'Shaughnessy as the new Director of Sales & Marketing.

In a move to prepare for the launch of the Elise LCU hired O'Shaughnessy to lead the launch of the new car. O'Shaughnessy leaves Saab after being away from Lotus for a bit over 5-6 years. O'Shaughnessy was previously with LCU in the early 90's on the west coast as the Dealer Representative.

O'Shaughnessy will relieve LCU President, Arnie Johnson of many of the day-to-day sales and marketing operational issues and will allow Johnson to focus on new products and expanding Lotus' presence in North America.

Welcome back Mark!



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Rapier Racing

by Kiyoshi

GGLC Sponsors As the V8 Esprit rides off into the twilight it refuses to go quietly. The 2004 racing season opens in late January on the 29-31 at the Daytona International Speedway with the Grand American Road Racing Series opens. But, unlike years past Lotus Enthusiasts will have a pro-team to cheer on.

The Rapier Racing Team lead by Zack Zarcadoolas of Atlanta with co-team owner Charles Rayhall have put together a team with major sponsorship from Garrett Engineering will be running in the Grand-Am Cup in the Grand Sport (GS) class. The competition will be tough with the main competition coming from the factory teams from Audi, BMW (M3) and Porsche (996). Other cars in the GS class are the NSX, Camaro/Firebird, Mustang SVT & Cobra, Mitsu EVO, Nissan 350Z, Pontiac GTO and Subaru WRX.

Over the summer the team acquired an Esprit from Lotus Cars USA and immediately took the car apart and reconstructed it with a new cage and removed all the unnecessary street equipment and sound deadening

The engine has been gone completely through and built to withstand the distances that make up the Grand-Am races. By late October the car was nearly ready for testing, but instead of going to the race Garrett as if it could be shown on the in the Garrett booth at the SEMA trade show in Las Vegas.

.The Team continues to look for sponsors and will be setting up an "Associate Sponsor" program so Lotus enthusiasts like you and I can help their team. The GGLC has stepped up and has become the only "Club Sponsor" and the car will proudly wear our web address!



Lotus 7 holding off a Ford pickup? Actually a Lighting. Both running in the NASA HPDE track sessions

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Lotus Bytes

by James McClure, et al

As we have all been discussing the upcoming arrival of the Elise, there is another Lotus that will hit our shores at about the same time, the Mk 2 Exige.

Also touting Toyota power, this Exige, according to Club Lotus, will only be available in the U.S. market initially. 190 BHP @ 8,300 rpm, 0 to 60 in less than 5 seconds and a top speed of 140 mph.

Ok, now back to the Sevens Festival, in conjunction with the NASA event. I had never been to a NASA event and was interested in examining what they had to offer the car enthusiast. I think that their program, a combination of sessions including driver training, track day and wheel-to-wheel racing, works and is well organized. I want to thank Jerry Kunzman for his dedication to building the NASA program, which started as a track day group more than ten years ago. My one wish would be that the Seven Exhibition Race be earlier in the day next time. Few of the potential spectators were available to view this event, as the cold fall temperatures forced many to head for their trailers or pack up and head home.

One bit of confusion arrived when a Lotus 7 series 4 was failed by the senior NASA tech. One of the reasons given was that all Sevens must have a rear axle dump can for its breather. The owner of the car and long time GGLC member, Scotch, was told to look at the breather on the Birkins, as an example. Well, the Birkins don't have a rearend breather, either, and I had never heard of any race group requiring one. Scotch told me that the tech was a 'Lotus guy' also. So, I thought I had better go and discuss this with the senior tech.

Larry Marsalla, the senior tech, has an Esprit, but did finally admit that he knows little about any of the other Lotus types. He stated initially that it was a NASA written rule, that all Lotus 7's must have a catch can for their rear axle breather, as 'they have a known history of leaking oil.'

I told Larry that I was a tech for CSRG and we had no such rule. HMSA, VARA, even SCCA have no such rule specific to the Lotus 7.

I then asked him just what rearend he was talking about, anyway. "The Cortina" he said. "Well, my 7 series 1 has a BMC rearend and all of the series 2's had Triumph rearends. Only a few of the 7's actually have the Cortina, as many of the later ones, including the Caterhams, have a Ford Escort or DeDion rearend." I advised. He was not aware of all of the variations that had been used. He had another look at the Birkin and Scotch's 7 series 4.

Confusion solved for now, I think. Scotch got on the track. A great two days were had by all.

end

Ongoing Lotus Design Influences

by Victor Holtorf

I'm pretty involved in the world of superfast exotics and even though of late there have been some new ultrafast supercars such as the Ferrari Enzo and the upcoming Bugatti Veyron, most people in the super exotic car world still view the McLaren F1 as the Holy Grail of ultrafast supercars. And the price tag of these circa-1995 used supercars is still hovering around \$1 million, which supports that position. I think it is the combination of power, technology, light weight, and universally good looks that makes it still hold the crown in most people's views. For a contrasting example, the Ferrari Enzo has debatable looks and weights about 600 pounds more than the older McLaren with about the same horsepower.

I'm not writing about the McLaren here. What is really important is the design influence the poor little Lotus Elan had on the design of the McLaren. In the September issue of Classic and Sports Car, there is a cover story on the McLaren F1 titled "Hail to the King". There is a side story in the article which is an interview with Gordon Murray, the F1's design director and the one most responsible for how the car came out. Here are some outtakes from his interview which show how much Lotus and the Elan influenced him, and how, thirty years earlier, Chapman's genius thinking influenced the "King". When asked: "What were your supercar influences?", Murray responds "....The car that really inspired me in that period was the Lotus Elan. I like small cars and light car, I like everything Chapman liked. It was incredible well packaged and packaging is everything." In the earlier editorial is written: "For mere mortals, the mental divide between the Lotus Elan and a McLaren F1 might seem a gulf that is just too broad to bridge, but not for Gordon Murray, the man behind the most uncompromised motor car ever to turn a wheel. While being interviewed for our 10th anniversary analysis of this enigmatic speed machine, he returned over and again to the car that inspired him in his youth in Durban. In Gordon Murray's mind, even today everything is judged against the Elan. What greater praise could Chapman and his team receive?" When Murray is asked what improvements he would have liked to have made to the F1, he says "I wanted to make the steering as good as the Elan's and we failed. It's really good, but it's not as good as an Elan's."

I enjoy reading about these design influences by Lotus many decades after Chapman first introduced them.



More Classifieds

For Sale: A. AC fuel pump/glass bowl 8B0775, Fresh rebuild new diaphragm, seals, and springs, like new \$45. B. Lucas starter M-35, rebuilt, works great. \$70. C. Smiths ammeter gauge -30 to +30, all hardware incl. like new \$40. D. Tudor brand mechanical oil/water gauge. 10-100 lb, 90-230 deg F. Identical to Smiths. Just repaired by PA Speedo. Like new. Complete with water tube & bulb, oil line & fittings incl. \$100. E. Throw out bearing collar for Elan gearbox, used but in good order. \$75. F. S4 bonnet release complete assembly \$50. Will negotiate if you want more than 1 item. Phil Mitchell 408.730.8761 Cupertino, CA. USA spyder550phil@yahoo.com (10/03)

For Sale: 1986 Caterham Super 7 Sprint, 1600 Xflow, Quaife LSD, modified front and rear suspension. \$19,500 or best offer. See info at www.sandmuseum.com Michael 408-773-1170 sevenfs@sandmuseum.com (10/03)

For Sale: 69 S4 Elan, white daily driver for last 21 years, 122,500 mi. rebuilt engine and transmission by Schlossnagel racing at 116,568 mi. in 1995. Full service records since 1982 purchase at 66,3887 mi. and can be e-mailed as attachment. Never wrecked or restored. Always garaged. Stock except: Crave Cams optical ignition system, adjustable ZC needles, thermostat electric radiator fan, Michelin X 165/70R13 Chuck Botts, San Diego, Ca. cbotts@san.rr.com or 858-292-1480 (9/03)

For Sale: "150 HP, 200 MPH Hayabusa engine. This type engine (Suzuki GSX 1300R), powered a streamliner to 315 MPH at Bonneville this year, 2000 model, the bike it came from had 800 miles on it before the kid (still alive) lost it. Also factory service manual. Has integral 6 speed gear box. Just waiting to power a great little race car. Call Peter in San Jose at 408/266-0116. \$3,300 OBO." (12/03)

For Sale: '00 Lotus Esprit, Yellow, black interior. Track-Ready, all sorted out, Dynoed @ 345hp @ the wheels (March '03), Black rims with Hoosier DOT slick tires (245F-305R), Penske double adjustable shocks, Momo racing seats, Momo steering wheel, Momo 6 point harness, SS brake lines, PF97 brake pads, Kevlar lined clutch, Racing exhaust, Installed HotLap timing system. Car also comes with replaced stock equipment: leather seats, Lotus steering wheel, Stock rims with Dunlop 9000 tires (minimal wear), original exhaust. Car won its class championship @ CFRA for the last 2 years and finished 13th overall (out of 66) at last year's Virginia City Hillclimb. Car has never been in any accident. 29k miles, of which 6.5k were track miles (50 track days). Balance of miles were freeway miles. All track logs, purchase and maintenance records available. ePix also available upon request. \$45,000 or best prompt offer. eMail: cooljrcg@hotmail.com Home: 408 255-7641 Cell: 408 406 9020



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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.

2003 GGLC Officers are: President: Pete Richen, Vice President: Scott Hogben, Treasurer: Laura Hamai, Event Coordinator: John Zender, Membership Chairman: David Anderson

Chapman Report Staff: Editor: Jim McClure, Circulation Manager: Tom

Classifieds

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

For Sale: 1997 CATERHAM SUPER 7 Live Axle, 1700 crossflow/150hp, Quaife 5-spd, Quaife LSD, 4 pt harness, Scholarship Adjustable Suspension, Clamshell Wings, Green/Yellow/Aluminum, Tonneau cover, Some spares. www.unibrain.org/forsale \$ 25,000 negotiable. Contact Jim at 503-246-7541, forsale@unibrain.org (12/03)

For Sale: Excel Former Barry Spencer car. Triple black with gold pinstripes and custom black leather interior with gold piping. Black tinted windows. Spax/KYB adjustable shocks. Dual Dell'Ortos. Never raced, never crashed. Best serious offer considered. Contact Bob, Mountain View, CA 650-962-0451 anytime or email loquinco@pacbell.net (11/03)

Wanted: S2 Europa - planning to build a racecar. Must be complete car with no major body damage. Need NOT be running. Type 54 preferred. Title unimportant. Email: farberjf@us.ibm.com or 408-268-3039 (eves & wkends) (11/03)

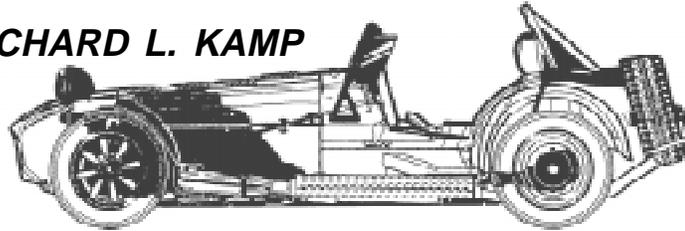
For sale: 1970 Lotus Europa in original (not restored) excellent condition. I bought it about five years ago, the car had been in a garage in Santa Rosa for 10 years. Runs good, looks good. \$9000 or best reasonable offer. Gil Linsley 775-588-2882 revglinsley@msn.com (12/03)

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For Sale: 1967 Europa. Its been apart and stored for about 20yrs, Its been fitted for a 105E Ford (125E nitrited rods and balancing by Bob Sharp Racing)w/Lotus twin cam big valve head and 5 speed trans,Bolt in roll bar. Call for more info if interested From: Jim Feuhrer <jfeuhrer@ideo.com> H# 408 749 1071 W#650 289 3518 (11/03)

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