

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) March 2004

## Lake Tahoe WCLM

The fun begins with an Opening Reception at the WCLM hotel, Lakeland Village on the shore of Lake Tahoe on Thursday May 20<sup>th</sup>.

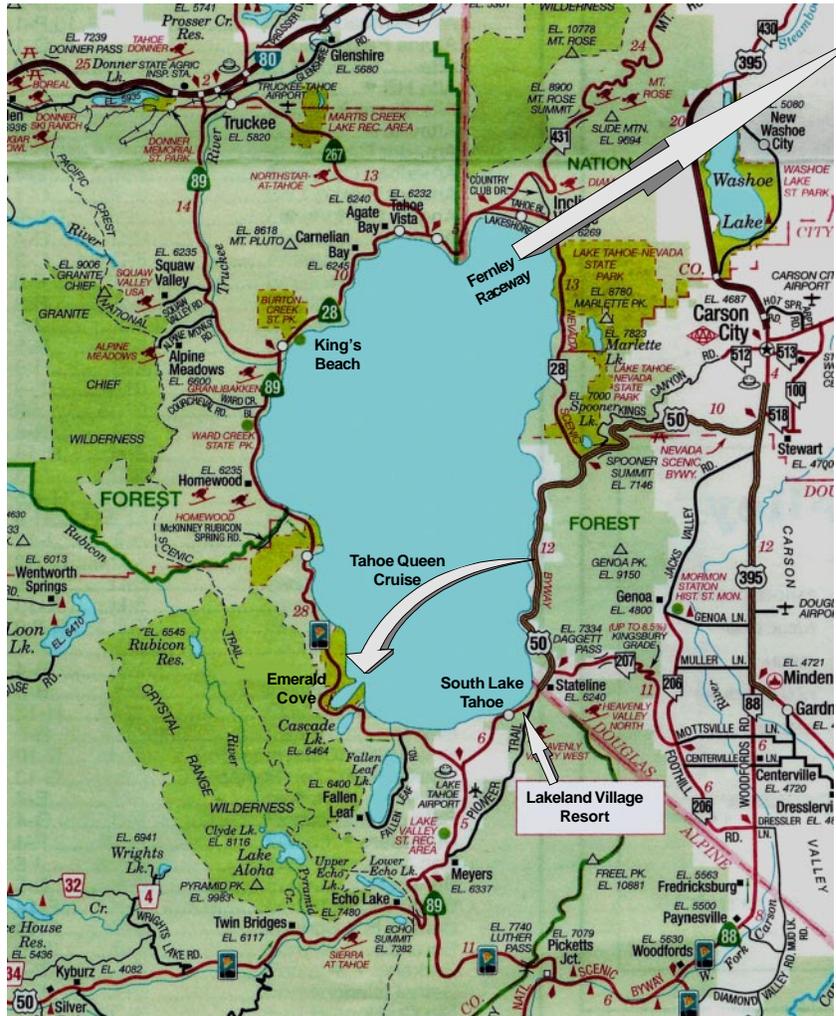
On Friday May 21<sup>st</sup> WCLM entrants will have the choice to elect the optional WCLM Track Day at the Reno-Fernley Raceway, or to go on the Lake Tahoe Tour that will include a Lake-side picnic, photo opportunities and scenic roads that will take your breath away.

That evening, the WCLM will feature an EXCLUSIVE Lake Tahoe Dinner & Dance Cruise aboard the historic Tahoe Queen. You'll enjoy the Sierra sunset and see the Tahoe basin and Emerald Bay as can only be seen by boat. Space is limited on the Lake Tahoe Dinner Cruise (first come, first served), so register for the WCLM early!

Saturday, May 22<sup>nd</sup> is another busy day for the 2004 WCLM. The day opens with the WCLM Autocross. This is an opportunity for every WCLM entrant to enjoy his or her Lotus near its limits. The WCLM Bar-B-Que and WCLM Concours will follow the WCLM Autocross. A very special setting has been chosen, one that is sure to be memorable for all!

Saturday evening has been left open so that that you can explore the Lake Tahoe area. You'll find that the area offers a plethora of things to do! There's fine dinning, night clubs, dance clubs, comedy, music, dinner and cocktail shows, and of course casinos!

The 2004 WCLM will conclude on Sunday May 23<sup>rd</sup> with an Awards Brunch. And then sadly you'll have to say good-bye to all your WCLM friends, but the memories and stories will last a lifetime.



## March Meeting

Friday, March 19<sup>th</sup>  
Host: Jim McClure

## GGLC Calender

March 19	Monthly Meeting	Host: Jim McClure
March 21	GGLC Track Day	Thunderhill Raceway
March 27,28	Lotus Meet	Donnington, U.K.
April 16	Monthly Meeting	Host: Faisal Khan
April 25	Pacific Coast Dream Machines	Half Moon Bay
May 20 to 23	WCLM	Lake Tahoe, CA
June 20th	Hayward Field Meet	Cal State, Hayward

Have you registered for the West Coast Lotus Meet - May 20-23 in Lake Tahoe? Register by Feb 20th - on-line at [www.gglc.org/2004wclm](http://www.gglc.org/2004wclm) or by mail and save \$20! WCLM registration is \$150/person.

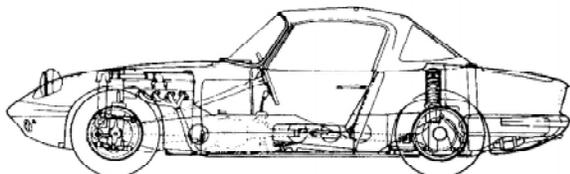
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## EBay Watch:

How bad do you want to have one of the new Elise's? A guy in Chicago is willing to sell his spot on the waiting list (#57) for only \$7,500.

A 92 Caterham Prisoner is up to about \$20K but hasn't hit the reserve price. Very clean.

And last, another Caterham, but one that might be hard to get registered in California though it's in Santa Barbara: "This is a HPC with a Vauxhall 2L engine producing between 225-235hp. No it hasn't been on a dyno, that is the estimate from the builder. This is a '92 HPC with the last of the Cosworth heads. It was one (if not the) first cars to do 0-60 in under 4 seconds. If you want a Superlight or bike engine car then buy one. But if you want a car that will run with those and drive on a long roadtrip without sweating, then this is the car for you. And yes it is RHD, the way a Seven should be."

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# “They’re Baaack!”

## Legislation to Repeal Old Car Emissions Exemption Reintroduced in California State Assembly

Here we go again! As predicted, legislation has been reintroduced in the California Assembly to repeal the state’s current rolling emissions test exemption for vehicles 30 years old and older. A.B. 2683 repeals the current pro-hobbyist exemption and replaces it with a provision requiring the permanent testing of all pre-1976 vehicles. This year, the bill was introduced by California State Assemblywoman Sally Lieber (D-District 22).

We Urge You to Contact Assemblywoman Lieber and Your Own State Assembly Member Immediately to Oppose A.B. 2683

Existing law in California exempts all vehicles 30-years old and older from emissions testing.

California’s current emissions testing exemption recognizes the minimal impact of vehicles 30-years old and older on vehicle emissions and air quality.

Vehicles 30-years old and older constitute a small portion of the overall vehicle population and are a poor source from which to look for emissions reduction.

Antique and classic vehicles are overwhelmingly well-maintained and infrequently driven (about one-third the miles each year as a new vehicle).

Legislators and regulators are feeling the heat from a failed effort to meet air quality goals and are looking for a convenient scapegoat. The old car hobby should not carry the burden of their mistakes!

Contact your State Assembly Member to oppose A.B. 2683. Assemblywoman Lieber can be reached by e-mail at [Assemblywoman.Lieber@assembly.ca.gov](mailto:Assemblywoman.Lieber@assembly.ca.gov) To find out who your own State

Assembly Member is, contact the California Assembly’s general information line at 916/445-4311. This information can also be accessed via the Internet at [http://www.enjoythedriver.com/legislative/contact\\_legislator.asp](http://www.enjoythedriver.com/legislative/contact_legislator.asp) or by calling the SEMA Washington, DC office at 202-783-6007, ext. 38. Please e-mail a copy of your letters to us at [stevem@sema.org](mailto:stevem@sema.org) or fax to 202/783-6024 or mail to:

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## Lotus Tour U.K. by *Richard Paramint*

Hope you are well? A quick update regarding the Lotour March visit. The dates are as follows:

Wednesday 24th March. Collection from Gatwick/Heathrow London airports, back to Norwich via local Lotus dealer (Stratton Motor Co).

Thursday 25th. Visit to Lotus factory to see the Fed Elise being built ! Then across the road to Classic Team Lotus, hosted by Clive Chapman to be taken back in time (in more ways than one, as the workshops are the same as Team used in late 60’s early 70’s). See F1 cars driven by Clark, Hill, Fittipaldi, Andretti, Peterson, Mansell, Senna, to name but 7. Hear Clive tell the history (good & bad) of each car displayed.

Pay your respects at ‘the old mans’ final resting place in East Carlton, see Ketteringham Hall.

Friday 26th. A day of rest..... possibly time to look around the historic city of Norwich, with it Norman Castle and Cathedral.

Saturday 27th. A visit to possibly the biggest Lotus exhibition....the Club Lotus event at Donington Park, buy all those Lotus parts you have been looking for years, and don’t forget to visit the museum with the largest collection of F1 cars in the world.

Sunday 28th. The highlight of the trip.....The Lotus Driver Training Experience. A full day of driving the Elise on the track where the car was developed, with instructors who had something to do with designing and building the car.

Monday 29th. Transport back to the airports.

The cost for above is as follows :  
Single 2176 Dollars (1999.00 Lotus LTD member)

Double 3150 “ (2974.00 “ “ “ “ )

The only things not included is air travel, entry into the Donington Motor museum, various meals (snacks) and insurance.

For further details please contact Richard Parramint.

# Rapier Racing Esprit Debuts At Daytona



Wednesday January 28<sup>th</sup> and Rapier Racing is back at the Daytona International Speedway (Daytona Beach, Florida) for the second time in a month. This time the trip is not for testing, but competition in the first race of the Grand-Am Cup season - the "Daytona 250" is the main support race to the famed 24 Hours of Daytona.

Wednesday was not a track day, but was intended for technical inspection, crew chief meetings and setting up the paddock. All the Grand-Am Cup teams share the same paddock and there was much interest in the "new boy on the block" as the 07 Esprit was unloaded from the team transporter and taken for the first technical inspection.

Apart from the installation of a rear tow hook and several event decals, the car was cleared with no problems. The only issue that caused some consternation was that the car is too quiet. This is due to the two turn-down exhaust tips that Grand-Am required for sound regulations, giving the car a soft burble rather than the roar associated with V8

engines. Even with equivalent exhaust tips most of the other cars are much louder.

After a protracted meeting, Crew Chief Kirt Wightman was able to choose the pit location for the race. Following the NASCAR practice each team was given the chance to choose their desired pit in order of season points (or previous season finishes). Despite being near then end of the list as a newbie, Kirt was able to get the pit almost opposite start finish and central within pit lane. While one or other end is sometimes desirable, Kirt rationalized that this location was opposite the TV cameras and therefore should give exposure during the race.

Once the paddock was set up and the car covered for the night, the Team adjourned to Outback for dinner. Unlike many events, Grand-Am Cup does not require a large pit crew, so joining drivers Zack Zarcadoolas and Charles Rayhall, along with crew chief Kirt Wightman, is Bruce Cockrell, Dean "Dino" Barton, Lenny Jackson, Michael

Fridmann (of Michael's Motorsports), and your scribe.

Due to the vagaries of the schedule, Thursday was a busy day. With three on-track sessions (2 practice sessions and qualifying) and a re-visit to tech, as well as various drivers meetings, there was little time to observe the rest of the teams or either the Rolex and HSR competitors.

Zack drove the car in the first session. Despite improving his times it was apparent that something was not right. A quick trip to the pits showed that one of the plug wires had broken. Funny how running on seven instead of eight cylinders slows the car!

Charles took to the helm for the second test session, and found that the intake temperature was rapidly rising. During the all too brief test session at Daytona Speedway in early January an issue with hot air in the intakes was diagnosed. Essentially, the heat generated by the turbos under boost was causing the intake air to be heated far beyond the desirable limits. Such

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high inlet temperatures equates to a major loss of power. It was hoped that opening up the air intake would allow more cool air to enter, however, it soon became apparent this would not be enough.

Charles did manage to improve his times and learned a great deal about the limit of adhesion of the Hoosier tires – by spinning twice and flat spotting all four! Despite the relatively poor lap time due to the lack of power (or perhaps because of them) other teams were heard suggesting that sandbagging was our approach! Unfortunately, this type of teething trouble is exactly what is expected for a new race car. “Rome was not built in a day” and neither are winning race cars.

The Motec ([www.motec.com](http://www.motec.com)) technician provided on-site assistance in re-programming the ECU to try and reduce the inlet temperatures. At the same time the suppliers of the special shocks, Moton ([www.motonsuspension.com](http://www.motonsuspension.com)), provided technical assistance on set-up. Having Michael on hand proved valuable when inspecting the limited slip for any sign of wear since Michael’s company ([www.michaelsmotorsports.com](http://www.michaelsmotorsports.com)) is a supplier of Quaife limited slips for post ’89 Esprits.

Grand-Am requires that whichever driver qualifies for the team, must start the race. Thus, with rain forecast for the Friday afternoon, it was decided that Charles should qualify. The idea being that Charles would start in the dry allowing Zack (with his extensive experience in racing Esprits) to take over during the later part of the race when rain was expected. Unfortunately, we were not able to get the driver choice to the officials in time, so despite Charles best efforts we were placed at the back of the grid. Given a race of 250 miles (about 3 hours) the starting position is not as important as many may think.

The day at the track ended with arranging a car corral area for the Florida Groups affiliated with Lotus Limited. Situated right before the “kink” the grandstand at that location offered an excellent view of much of the track. With these duties accomplished it was

off to the hotel and then to dinner.

Although Friday looked gloomy, the sun tried its best to look out, and the predicted rain did not occur. As the crew readied the car for the race, Lotus Club members arrived and had a chance to look, feel (and listen) to the car. Also present was Garrett’s Andrew Nunn, representing the teams title sponsor. At 1 pm a series of team photos were taken with club members, and anyone who happened to be around. Zack and Charles spent most of their time talking with club members and anyone interested in the Esprit.

Prior to the start of the race the pits were set-up and each crew member was given his allotted task for the race – fuel, jack, tires, fireman – each person has their job and must be responsible for that. Any mistakes can cost the team seconds to minutes in penalties.

Off to the grid and the start of the first professional race for an Esprit in too many years. There are just too many Porsches on the race track these days!

Grand-Am uses the US style rolling start (rather than the standing start common in Europe and Speed Challenge), however, in common with NASCAR no overtaking can be done until after the car has passed the green flag. This hinders a faster car that is positioned at the back of the grid, but Charles made a good start. Gradually picking off cars on his way up the racing order. Despite consistent lap times Charles was having problems with the car’s handling. This was mostly due to not being able to adjust the cars handling characteristics without being certain of the power delivery.

After almost an hour Charles brought the car into the pits for a driver change and refuel. The required design of the fuel rig gave some minor problems but nothing that Dino couldn’t handle. In fact in his red fire hood and black and gray race suit, Dino was the



focus of the Speed Channel’s camera-men for several close-ups. You will have to watch out for that in the broadcast on February 14<sup>th</sup> @ 4pm Eastern.

Within a few laps of Zack getting in the car, another competitor’s loss of a tire caused a full course yellow to come out. Why could it not have happened a few laps earlier allowing us to stop under yellow rather than green? Oh well, such is racing. Unfortunately, the interminable full course yellow with slow laps behind the pace car allowed the heat generated by the turbos to soak, such that when the race returned to green the intake temperatures rose rapidly. At about hour two the decision was made to err on the side of discretion and bring Zack in.

So in spite of not finishing the race, no damage was done to the car and we have amassed the required data to approach Grand-Am to allow slight modifications to ease the heat soak problems. Sponsors Garrett are going to assist in this process. If Zack, Charles or any of the Team were disappointed they didn’t show it, the car had performed beyond our expectations. Except for a problem with a clear solution, the car had no issues and no failures.

To anyone who has raced a car before, it can take many sessions to remove all the bugs and gremlins that lurk in a new race car. The Esprit showed none of the little things that so often raise their head during the first race. The most important feature of the weekend was that all involved had fun (including the Lotus fans – we hope) and the drivers and crew found an instant rapport that is the key to a successful team.

Rapier Racing is looking forward to the second race of the Grand-Am Cup at Homestead, Miami (March 27<sup>th</sup>) and expects the car to be ready to take its rightful place on the grid.



end



## New Exige Debuts

from Group Lotus PLC

After an absence from the market place for 2 years, Lotus is reintroducing the Lotus Exige – a car that at the time revolutionised the hardcore sports coupé market despite being on sale for just over 18 months.

The first generation Exige was introduced to the world in early 2000 as a racecar for the road. Born out of the successful Lotus Sport Elise racecar, which was campaigned throughout Europe with such success in 2000 and 2001, the Exige was hand built in low numbers for a few markets around the world.

The second generation Exige, unveiled as a world debut at the Geneva Motorshow in 2004, takes the same racecar-for-the-road philosophy and applies it to the driver of today.

With phenomenal performance and handling, powered by an advanced 1.8 litre VVTL-i (Variable Valve Timing with Lift – intelligent) engine producing a maximum power output of 141 kW and 181 Nm of torque, the Exige sprints to 100 km/h in 5.2 seconds and 160 km/h in 13.2 seconds before reaching a top speed of 237 km/h.

Key to this phenomenal performance and handling is the total aerodynamic package (which gives 41.2 kg of downforce at 160 km/h - 19.3 kg: front and 21.9 kg: rear) and light weight, the latter made possible through innovative engineering and clever design; indeed the Exige weighs in at 875 kg - unladen with no options - giving a power to weight ratio of 161 kW/t and 4.56 kg/PS.

Power comes from the state-of-the-art 2ZZ-GE 1.8 litre 4 cylinder 16-valve VVTL-i (Variable Valve Timing and Lift-Intelligent) engine linked to the C64 six-speed gearbox. The engine and gearbox combination, sourced from Toyota, was chosen as the ideal engine for the Exige and perfect for the Lotus brand philosophies.

The lightweight engine, with a compact metal matrix composite alloy cylinder block has been subject to a rigorous testing and development programme which, as part of Lotus' key federal Elise programme, has involved over half a million miles of testing in a wide range of extreme climate conditions from the Arctic Circle to the Arizona and Nevada deserts and at altitude in Colorado. This is in addition to Toyota's world renowned development and testing programme that had already been applied to the engine prior to the installation in the Exige.

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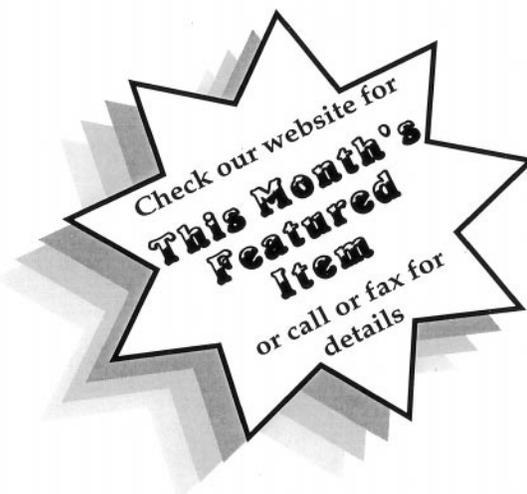
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The engine management system enables the VVTL-i system to select the optimum camshaft profile, lift and timing across the full range of engine operating conditions. This interaction between the Lotus T4 EMS and the VVTL-i system gives the Exige its optimum linear torque characteristics, peaking at 181 Nm at 6800 rpm with the peak power of 141 kW at 7800 rpm. The very high revving engine is governed to a maximum engine speed of 8500 rpm on up changes (8000 rpm at steady state). The change from the low speed cam to the high speed cam is controlled by the Lotus engine management system to achieve a smooth transition, which will not upset the balance of the car. This change occurs at around 6200 rpm, but can vary by a few hundred rpm depending on engine operating conditions. The return switching from the high speed to low speed cam occurs at 5800 rpm to extend the operating range of the engine on the high speed cam. This helps the enthusiastic driver stay on the high output cam between gear changes.

In order to protect the engine during the warm up phase, the maximum engine speed is limited to 6000 rpm and is restricted to the lower speed cam when the engine coolant temperature is below 70 °C.



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## More Classifieds

**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: [cooljcr@gmail.com](mailto:cooljcr@gmail.com) Home: 408 255-7641 Cell: 408 406 9020 (12/03)

The Chapman Report is published monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club and is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA. The GGLC's annual membership dues are \$25.00.

Opinions expressed in the Chapman Report are those of the authors and do not represent those of the GGLC or its officers.

Submissions to the Chapman Report are accepted and encouraged. Please email them to [chapmanreport@gglotus.org](mailto: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: Faisal Khan, Vice President: Pete Richen, Treasurer: Laura Hamai, Event Coordinator: John Zender, Membership Chairman: David Anderson, Secretary: Jon Rosner

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# 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](http://www.unibrain.org/forsale) \$ 25,000 negotiable. Contact Jim at 503-246-7541, [forsale@unibrain.org](mailto: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](mailto:loquinco@pacbell.net) (11/03)

**For Sale:** 67 S1 Europa body w/ windshield, and frame. Complete body: all panels, body good condition. Wimbledon white paint. Removable engine bay crossmember. Some fame damage to front box. \$1000 obo. Email: [farberjf@us.ibm.com](mailto:farberjf@us.ibm.com) 408-463-2251 days. (2/04)

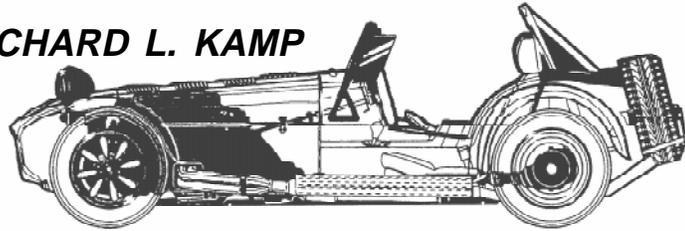
**For sale:** 1969 Lotus Elan +2 vintage race project car comes with Spyder chassis, Cosmics, limited slip dif, Koni's, steel brake lines. Extra set of widened steel wheels. Have Weber head to be installed with mild cams. \$6800.00 George at 831-648-9064 (3/04)

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**For Sale:** A set of 4 2002 OZ wheels from a Lotus Esprit with tires mounted. These are the stock wheels and have been used for only 1500 miles: Front- 17x8.5, Rear- 18x10 on Dunlop SP9000 Tires (Front- 235/40ZR17, Rear- 285/35ZR18). \$4000. I'll deliver within 500 mi of Medford, Oregon. Contact Andrew Gilchrist- 541 621-6490 or [gilchrist@charter.net](mailto:gilchrist@charter.net) (03/04)

**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)