

The Chapman Report



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Happy Holidays, And Hello to '05 *by jim mcclure, editor*

A new year, new club officers and a plethora of events are planned for '05. It has been a very good year for the club and local motoring events. The same can not be said for some of the tragic events that occurred in the world in '04. Asia and the Middle East, specifically, have had great losses and turmoil. We can only hope that the new year will bring a better life for all of the people of the world.

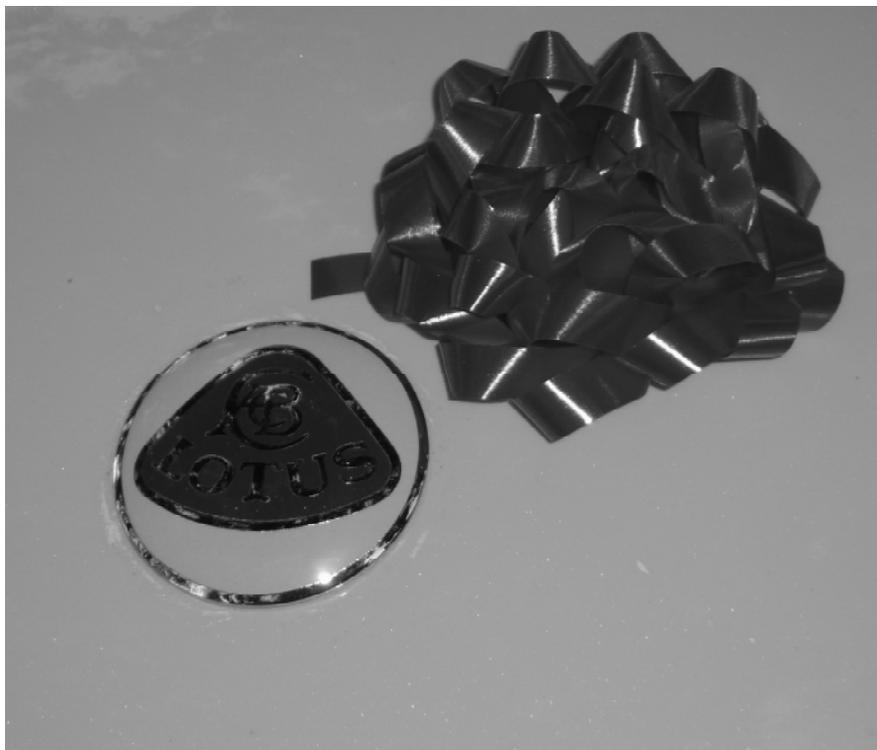
A return to the shores of Lake Tahoe has already been confirmed, for June 2nd through 5th. The following is a tentative calendar of events:

Thurs 6/2 WCLM Registration & Welcome dinner

Fri 6/3 WCLM Tour or Track Day (optional) and WCLM Cocktail/Dinner

Sat 6/4 WCLM Autocross and WCLM Banquet

Sun 6/5 WCLM Concours & BBQ/Awards



The elections for the 2005 GGLC Officers were held Friday evening, November 19th at the home of Kiyoshi & Laura. There were no controversies of hanging chads or even a need for a recount. The winners were announced at the end of the meeting. Congratulations go to:

2005 GGLC President - Roy Nakamura

Vice-President - Scott Hogben

Secretary - Jon Rosner

Events Chairperson - John Zender

Treasurer - Laura Hamai

Membership Chairman - David Anderson

Chapman Report Staff - Jim McClure, Editor; Tom & Cherie Carney, Distribution

Attendance Chairman - Faisal Khan

January Meeting

Friday, January 21st, 7:30 pm

Host: Tom and Cherrie Carney

Calendar

January	Monthly Meeting (w/ Xmas tree)	Host: Tom & Sherie Carney Belmont
March 22	GGLC Track Day	Thunderhill
April 23	GGLC Track Day	Buttonwillow
June 3 - 5	Back to Tahoe ??	(tentative)
June 3	GGLC Track Day	Reno - Fernley

Lotus Bytes

From Kiyoshi: "The 1st US Elise delivered is going to be going up for sale shortly by the owner (in Georgia). The are is Ardent Red w/ Biscuit interior, w/ a touring pack & std suspension. About 4 Kmiles. He's planning on putting it on Ebay after the 1st."

I don't think that the people that really want to own an Elise will have to wait as long as was hinted at. There will be many on the list who are just speculating on a possible profit. Also, some new owners will realise that the Elise is not the car for them and will sell them after little use. It is not a 'luxury' cruiser. It's not a Porsche Boxter, or a 350Z or an S2000. It's a Lotus. It's going to demand that you drive it and take care of it. Probably even require you to make reliability upgrades and modifications, as the Lotuses of old. Do these things and it will reward you with a great driving experience. The owners that just wanted the 'latest cool car' will soon be disenchanted and on their way to the Porsche or BMW dealership for a trade. I think they should go to the nearest Buick or Pontiac dealer, as I doubt they would really be aware of the driving difference. Us 'Lotus drivers' will remain a deviant minority in the automotive community. Amen (ed)

GGLC Holiday Dinner by Kiyoshi



The Holiday Dinner was a hit at the Macaroni Grill. The restaurant did not have a separate room for us but it made no difference, as our group was smaller than some previous years. They had not planned a special 'set-price' meal for us, so each attendee was able to choose any entree from their menu. No rubber chicken this time! Faisal, as seen above was in good spirits. Possible glad to hand over the stressful job of President to Roy Nakamura, at far left.

The highlight of the 'White Elephant' gift exchange was the set of Elan smog crossover pipes, which have changed hands often in previous years. Kiyoshi had turned them into a work of art, a lamp. As seen on the right, the lamp was won by Hal but highly coveted by Naomi Richen. Though the pipes have now become a work of art, they may still be seen at the next dinner, I expect.



20,000th Elise Rolls Out

Production of the Elise reaches landmark figure, making it the most popular Lotus ever. Desirability of the multi-award winning Elise is proving to be phenomenal, with Lotus' production facilities working hard to satisfy demand for the most successful model in the marque's history. The 20,000th Lotus Elise is a UK specification 111R in Saffron Yellow, which has already been delivered to the UK Lotus dealer network prior to being passed to the customer. The Elise was launched to great critical acclaim in September 1995 and has continued to evolve throughout its life picking up awards with remarkable frequency. The uncompromising Lotus brand philosophy has given the Elise strong attributes: performance through lightweight, fun to drive, great ride and handling, and innovation, all of which have made the Lotus Elise a winning formula.

The key Lotus philosophy is performance through lightweight. The Lotus Elise weighs roughly half that of a family saloon car* which contributes to the phenomenal driving experience that has been honed over decades of road and racecar development. The Elise has been available in many guises since its launch, from the 120 bhp base model to the latest 111R. The 111R with a 189 bhp engine offers serious performance with a 4.9 seconds 0-60 mph time (0-100km/h in 5.2 seconds) and a top speed of 150 mph (241km/h). As with all Lotus cars, the Elise offers precision handling and beautiful balance ensuring that the supercar performance can be exploited to the full.

Throughout its history, Lotus has produced over 70,000 cars and the Elise production contributes 20,000 to this figure, illustrating the significance of the car to the brand. Annual production at Lotus' manufacturing facility in Norfolk is running at 4,500 units and the Elise is sold in about 40 countries around the world. Production Manager, Luke Bennett said, "Looking to the future, many more production landmarks are likely to be exceeded with the continued popularity of the Elise". Manufacturing Director, Clive Dopson said "The hand built Elise has grown from strength to strength with rates of production of the car increasing, coinciding with increases in quality and efficiency. The advances in production are very pleasing and are due to the magnificent culture and modern facilities at Lotus". Adding "credit for the achievements of the Elise has to rest with the engineers and technicians in Lotus Engineering and Manufacturing, their determination and hard work have made the Elise the success it is today".

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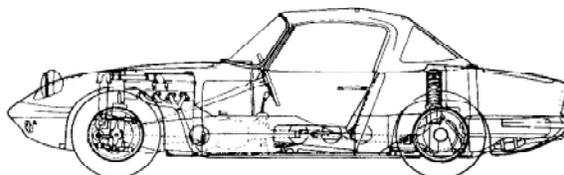
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Toy Rally

by Jon Rosner

December 5th was day for brisk breezes, clear crisp air and pale blue skies. The perfect day for the Annual Toy Rallye.

>From the earliest days of the Golden Gate Lotus Club Washington Township has invited car enthusiasts to join in on the fun.

The price of admission is a toy valued at over \$15.00 that will be given to a child in need.

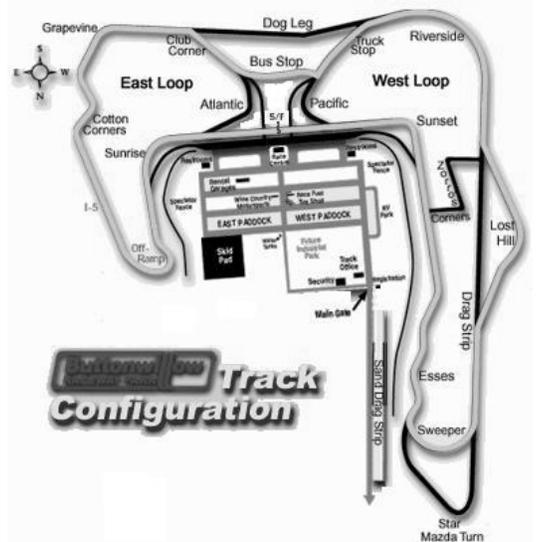
The real fun was had by the volunteers who ran the checkpoints and shared a great laugh with the the drivers, spotters, passengers and friends who participated in the event. Clues were earning points were mind-twisting and from first-time participant to master rallyist no one passed a check-point quite sure that they had it just so.

Extra cookies were given to anyone who reached the second checkpoint, which all the twenty-three cars reached. Extra credit was given to those who sang "you're a green man mr. grinch." And in spite of some severely off-key renditions no one lost points for trying.

In the end extra pizza was a nice reward for the volunteers and all those who completed the event, but the bigger prize is in knowing that a child who might not otherwise have received a gift this holiday season will be getting a very nice one.



Above, a varied Lotus collection at the rally, most of the owners there to man checkpoints as volunteers. Below, an Esprit enters checkpoint 2, manned by Jim McClure and Tom Carney.



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Last GGLC 2004 Track Day & LA Adventure

By Kiyoshi

The GGLC salutes John Zender and Scott Hogben as the co-chairs for the 2004 GGLC Track Day season. 6 very successful events were held at 3 different tracks. The last event was October 18th at Buttonwillow Raceway in conjunction with the newly formed Club111.

I had been waiting for our car (Elise) to arrive from Atlanta, as the days and weeks passed I became fairly certain the car wouldn't arrive in time for the last GGLC Track Day. But, then it was put on board a westbound truck on Friday October 8th and there was a glimmer of hope. It was the last car loaded that was EVEN better news; it would be the first car off. I won't comment on the legal hours a truck driver is supposed to operate, but the truck made it from Atlanta mid-day on Friday and delivered the car to Silicon Valley Auto Group on Tuesday evening!

SVAG called me on Wednesday, I asked them to do the 1,000 mile service and picked-up the car on Thursday afternoon. Track Day was ON!!

GGLC / CLUB111 TRACK DAY

I hooked up with Scott and John Monday morning at the Days Inn just off I5 at the Lost Hills exit. It was raining, but the forecast said it would start to break up by mid morning. By the time we got to Buttonwillow there were quite a few cars, at least 4-5 Mitsu Evo VIIIs and about 8 WRXs some of which were Sti's.

Promptly at 9am the "A" Group went out. It had stopped raining but the track was still wet. Scott and I climbed up to the observation deck and watched. Everyone seemed to be behaving, lots of water splashing, but no offs.

I decided to go out with the slower "B" group while I was learning the course that was selected. Buttonwillow is designed to allow different layouts and to be run in either direction. John and the Course Steward selected the



John Zender explains the rules and course information for track day.

"Race 13" configuration to be run in the counter-clockwise direction (see attached map).

Some of the lessons learned in this first outing in the Elise (with Sports Pack):

1) When cold the Yokohama A048s have limited grip. I tested this on the first lap of my 2nd session coming onto the front straight. I apexed a bit earlier and was running out of track on the exit. I lifted ever so slightly hoping to tighten my line, The rear rotated with lift throttle oversteer, I caught it but the rear came around the other way, and then the other way and then the other way! A tank slapper on my first lap!

2) The Yoko A048s are quite. They don't make a lot of noise as the breakaway. Much like a race tire there's no tire squeal.

3) The Sport Pack is very neutral, even in low speed corners with the right entry speed the Elise will turn-in.

4) The Sport Pack wheels and tires have a lot more grip than the Standard Yokohamas. Steering loads up in hard cornering and communicates exactly how much grip is being generated.

5) The brakes got better with heat.

6) Used 26/28 for tire pressures,

checked when cold. Only went up 2-4 lbs when hot due to cold track and ambient temps. There was no tread rollover even with hard steady state cornering. I may try dropping a couple pounds and got to 24/26 psi when hot.

I didn't take any lap times, my goal was to have some fun, learn the car and stay on the tarmac. From what I could see the Elise held its own against the WRXs and EVOs. John Zender in his Flamer Europa passed me. I know I left a TON of time on track because I was being really conservative (stayed hooked up 100% of the time, and feathered most of the straights). Call me a wimp if you like, but I really didn't want to have to make a call to Laura to explain breaking the new Lotus with only 1300 miles on it!

BUTTONWILLOW TO LOS ANGELES

I left the track around 3:30, I wanted to get down to Torrance via some backroads that I've heard about. So from the track I took I5 south to the next exit and went through the town of Buttonwillow and then followed the signs to Taft. I'd seen this area from planes before, but driving through the oil fields a stark contrast to the farmland in the valley.

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From Taft I got on Hwy 33 South, which took me over a scenic pass with sweeping high-speed corners. Hwy 33 turns left and separates from Hwy 166. The next 59 miles of Hwy 33 is MADE for a Lotus. The first 25-30 miles are most straight with a few sweeping turns, then the road climbs and gets tighter. A lot of the corners are marked 20 or 25 mph. I was finding I could do 40+ through them in 3rd.

This entertaining drive lasted for about 10 miles and then I got into some pretty serious rain and fog. A drop on one side and steep roadcuts on the other flank the road, the rain was causing rocks, small and LARGE to topple off the roadcuts onto the pavement. I'd come around a blind corner only to find sharp rocks and boulders. Needless to say I dropped my pace and finished the final miles into Ojai at sedate speed.

Hwy 33 joins Hwy 101 in Ventura, and another 50 miles or so to I405 and then into Torrance. I arrived around 7:30 pm at the hotel.

DINNER WITH ELISE GUYS

Tuesday night I hooked with some guys with Club111 and EliseTalk. Shinoo from Sector111, Iva, Justin, Neil and Robert met with me at a British Pub called the Olde Ship in Santa Fe. We spent the next couple of hours talking about cars, Lotus, the Elise and stuff. Iva has had his Elise for about a month and Shinoo and Robert should be seeing theirs in a few weeks.

THE DRIVE HOME

Wednesday afternoon Laura flew into LAX where I picked her up and we drove up to Pasadena to have dinner with Tamara (our youngest). After dinner it was a quick hour or so run up to Carpinteria (a few miles south of Santa Barbara) and a stop at a Holiday Inn.

The next morning we took a couple back roads and stopped at Mission Santa Barbara for a couple photos and then made our way to Hwy 154 and then made another stop at Solvang to pick up a couple of buckets of Olsen's Butter Cookies (YUM!!!). With the top in the boot, my briefcase and our bags

there was only enough room for a small bag of artichokes for our planned stop in Castroville.

We rejoined Hwy 101 and ran up through Pismo and into San Luis Obispo and jumped onto Hwy 1 and stopped in Cambria for lunch. I was well into the afternoon by the time we got to the sweet section of Hwy 1 between San Simeon and Carmel. Good news, we saw only 2 motorhomes, bad news... too many folks going 20-25 scared outta their shorts about turning the steering wheel. They wouldn't be so bad if they just politely pulled over at one of the numerous turnouts, but I think their mirrors were turned off. In the end we pulled off at some nice vistas, looked at the spectacular scenery, waited for the traffic to get well ahead and then enjoy the open stretch of road.

Let me say I wasn't pushing the Elise at all. Barely using the brakes, mostly using engine compression to slow using 4th and 5th gears and still I was easily going better than twice as

fast as the rest of the traffic. Passing in the Elise is a breeze, a quick drop to 4th or on a rare occasion to 3rd, push on the throttle and off you go and hitting 90-100 mph before you realize how quickly you're going.

Another stop in Carmel for a coffee break and then at one of favorite produce stands in Castroville for some field fresh artichokes – now the boot was FULL!

SUMMARY

About 1100 miles in 5 days, averaged about 30-32 mpg, including the track day, stop and go traffic in LA and highway cruising at 75-85 mph. In the first 2100 miles with the Elise I've been to Barber Motorsport Park and the Lotus Owners Gathering, the Great Smokey Mountains, driven the famous Tail of the Dragon, a GGLC run and meeting, a GGLC Track Day, met with a bunch of Club111 members, driven some scenic twisty roads in California that I've not driven in years and had too numerous of conversations about Lotus, the Elise and answered the age old question, "What is it?"

end





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EBay Watch: *editor*

'99 Elise For Sale in the U.K.: "I HAVE OWNED THIS CAR FOR 2 MONTHS AND NOW MY GIRLFRIEND HAS GONE AND GOT HERSELF PREGNANT AND I AM VERY RELUCTANTLY FORCED TO SELL (I AM UNDER ORDERS!!!). THE BODYWORK IS IN ABSOLUTELY IMMACULATE CONDITION, NO STONE CHIPS AS FOUND ON MOST ELISES. INTERIOR IS ALSO IN TOP CONDITION AND IT IS A GREAT DRIVE, EXCELLENT FUN. (I COULD KILL THE MISSUS!!)" Well, he did buy a 'babe' magnet! Oops, didn't sell.....

For Sale and asking almost \$24K ? "THIS IS A 1973 LOTUS EUROPA TWIN CAM. IT HAS UNDERGONE A COMPLETE RESTORATION. WE HAVE OVER \$30,000. IN RECEIPTS AND DOCUMENTATION. 1.6 TWIN-CAM ENGINE WITH A FOUR SPEED TRANSMISSION. A SHOW WINNER" Restored, but not to exact original specs! Lots-o-Luck

A couple of Elises sold. A sliver one with Touring and Sports packs in Arizona went for over \$47K. A green one, with 'biscuit' interior and the Touring pack sold for only \$1K less. Possibly because the green really looked nice.

Someone actually bid on someone's place in line for about \$3K, but thought they had bid on, and won, the real car ??????????????????

More Classifieds

For Sale: Cobra (1) sport seat. Adaptor bracket fits M100. Medium grey cloth. Like new. \$200 OBO. Mel 925-831-8834 or darmel@sbcglobal.net.

For Sale: 1974 Lotus Elite. Complete operating car and a small mountain of spare and maintenance parts. 80k, needs paint. Best offer. Allen (408)354-7645 or dubberley1@verizon.net

For Sale: 1967 Europa Series 1a
Perhaps the finest original example left in existence. This two owner car was used by Lotus for the 1967 Auto Show circuit and was sold off the floor at the LA Auto Show that year. It has won several awards and is in excellent condition. At less than 1400lbs the Series 1a is even more pure and light in the Chapman tradition than the later, more common and heavier S2. The car is garaged in the Seattle area. For more information go to: <http://www.galos.net/mike/CarsForSale>. (01/05)

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 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

Chapman Report Staff: Editor: Jim McClure, Circulation Manager: Tom Carney, Advertising Manager: Mel Boss.

Classifieds

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

For Sale: 1971 S-2 Europa. Very nice, original, unmodified car. 60,000 original miles. Weber DGV carb. Fresh motor, suspension, brakes, dash, master cylinder. Many, many new parts. Bahama yellow/black. Don't buy a project car, get the finished product. Needs nothing except radio. Call Mike for info (916) 373-1557. \$7,800. (8/04)

For sale: I am interested in selling my 1987 commemorative Lotus Esprit Turbo HC. I had a back injury and it is very difficult for me to drive it. I have not had very good luck on my own and was wondering if you had any suggestions. I am asking \$23,000 OBO. More info if you know of anyone. Please contact me at 650-270-7417. Bill Locke (10/04)

For Sale:

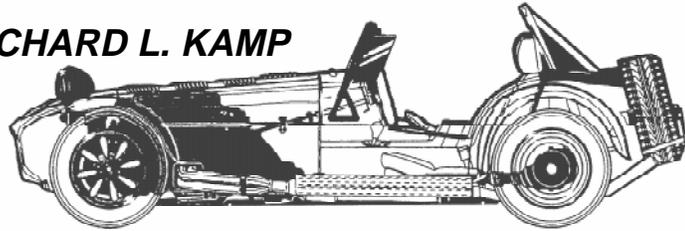
1991 Elan (M100) This car has been an amazingly reliable daily driver from the time I bought it until my Elise replaced it. It has less than 39,000 miles and is in very good shape. The car is in the Seattle area and can be seen at: <http://www.galos.net/mike/CarsForSale> (01/05)

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shipping. all located in Sunny San Jose, Ca Contact Joel via email farberjf@us.ibm.com (9/04)

For Sale: 1976 Eclat (Federal), custom Excel fenders by Barry spencer. Triple Black with Gold pinstripes, black/gold wheels. Custom black with gold leather interior. Euro cams, dual two barrel Dell'Ortos. Front/rear adjustable shocks, more. Ex-Barry spencer car. Must sell, best reasonable offer. Bob (650) 962-0451 (09/04)

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