

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org April 2006

Major Breakthrough In Racing Portapoddies

editor

Finally, while sitting on the portapoddy and listening to the cars on the track going through the gears, you can shift along with them until you're able to return to trackside. Yes, this was found and photographed at the Goodwood Revival races, but we can only hope that this design will be seen at our local tracks in the future.

I, myself, was able to shift all the way up to fourth.....doesn't appear to have a 5th or 6th gear.....maybe in the next rev. Traction control whould be added too, I believe, knowing the potential for slippery floor conditions in these units.

Anyway, this does symbolize a technological breakthrough that can only hint at the possibilities that we may see in the future. As Nissan says: "SHIFT".

"Europa", A Fake In Lotus History

Most of us just take for granted that the Europa is a true Lotus car. Well, we've been dupped for all of these years by an unscrupulous band of con artists that are trying to raise the value of this simple kit car created and made at the University of Northern South Dakota. Do you really believe that the car below, at 'stated' concourse level, is a true Lotus.



I began to research this after seeing GGLC events where no 'Europas' would show up, even though they were listed as the most owned model of the Lotus cars

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April Meeting

Friday, April 21st, 7:30 PM

Host: Carol & Scott Whitman's

Calendar

April 21	GGLC Meeting	See Page 1
April 22	Autocross	Marina Airport
April 30	Dream Machines	Half Moon Bay
May 4-7	Marque Madness	Laguna Seca
May 6	Tech Session	Mike Ostrov's
May 13	Autocross	Marina Airport
May 18-21	Wes Coast Lotus Meet	Cambria, CA
June 16	GGLC Meeting	TBA

for more and up to date information these GGLC and other events check the GGLC website at www.gglotus.org

Europa Fakes *continued*

What I found was that all of the Europas I could find looked more like old kit cars, half finished, than a high quality manufactured Lotus car.



There can only be one answer. The 'Europa' is a home built kit car of dubiously quality and dubious lineage. As many have a Renault motor, this may indicate that this was an April Fools on the Brits by the French

Lotus Bytes:

True, sobering experience. While driving up 280 early Saturday morning there was a bad accident north bound near Los Altos. An M3 driver had lost control at high speed on wet roads. The car had gone up the berm on the left and hit the wall on the top hard enough to leave its bumper and other parts on the southbound lanes. The car then came flying down and back on to the road. The driver and passenger were in serious condition. The car completely demolished with not a panel untouched. Even a 'cool' car won't help stop a driver from making serious mistakes such as high speed on wet roads, or driving while drunk.

If you've had two or three drinks, YOU are DRUNK; period, end of story. Don't go into denial, saying you're such a good driver that your skills will make-up for a 'slight' imparrity.....drive safe and have fun.

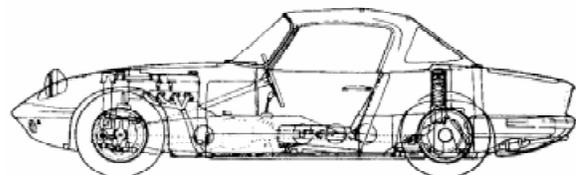
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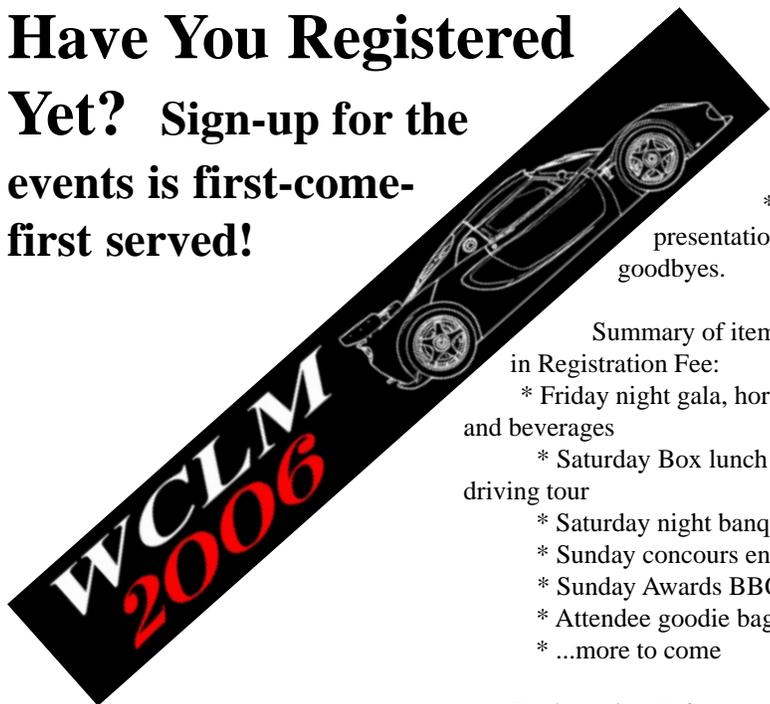


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Have You Registered Yet? Sign-up for the events is first-come-first served!



* Awards presentation and goodbyes.

Summary of items included in Registration Fee:

- * Friday night gala, hors d'oeuvres and beverages
- * Saturday Box lunch for driving tour
- * Saturday night banquet dinner
- * Sunday concours entry
- * Sunday Awards BBQ lunch
- * Attendee goodie bag and gifts
- * ...more to come

Registration Info

General registration

Now - April 8th: \$130 for members / \$150 non-members

April 9th - May 18th: \$150 for members / \$170 non-members

Register here.

Buttonwillow track day

\$135 for WCLM entrants and members / \$155 otherwise.

Register at <http://www.motorsportreg.com/>

Lodging information:

Track Day -

We suggest staying at Motel 6 inside Buttonwillow.

<http://www.motel6.com/reservations/>

<http://www.club111.com/>

Rest of the weekend -

For convenience, Club111 has arranged special rates for WCLM attendees that choose the Inn at Morro Bay. Please contact them for rates and room descriptions. Let them know you are

attending the West Coast Lotus Meet. Special rates end April 3, 2006, after which, entrants will be subject to availability.

Inn at Morro Bay
1-800-321-9566
<http://www.innatmorrobay.com/>

Entrants are not required to stay at the Inn at Morro Bay and are responsible for making their own lodging arrangements.

Winery Experience

Friday, May 19th. Those joining us early before the weekend's official kickoff will enjoy touring Eberle Winery in Paso Robles for a tour of the facility, a tasting with our resident wine expert and winery staff, and a lunch on the winery's patio. \$25/person. Please sign up for the winery experience when registering for WCLM.

Hearst Castle tour

Saturday, May 20th. The tour times are 1:00 PM, 1:10 PM, and 1:50 PM. There are spots for 156 WCLM attendees. The cost is \$22 for each person. Please sign up for the tour when registering for WCLM.

Contact Info:

WCLM Chairmen:

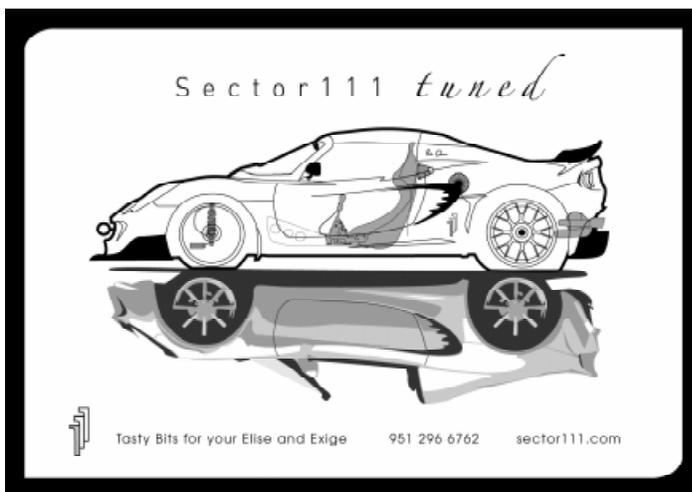
Randy Chase:
president@club111.net
Justin Singh:
secretary@club111.net

Thursday (May 18)
* Buttonwillow track day, OPTIONAL
* Those ending the track day early may head towards Morro Bay or their hotel.

Friday (May 19)
* Morning drive from Buttonwillow to Paso Robles for track day attendees.
* Early arrivers meet in Paso Robles for wine tasting and lunch at winery, OPTIONAL.
* Welcome Gala, Inn at Morro Bay

Saturday (May 20)
* Big Sur drive, Hwy. 1 and surrounding area
* Box lunch provided for driving tourers
* Meet at Hearst Castle for tours, OPTIONAL.
* Those not participating in the Hearst Castle tour may continue towards Carmel, or tour at their leisure.
* Banquet dinner, Inn at Morro Bay, 7PM.

Sunday (May 21)
* Concours at Avila Beach Resort.
* Santa Maria style BBQ provided



A Formula Junior car, which has some claim to fame in the US is returning to California shortly. The car is a Lotus 22 and is Chassis Number 22-J-19. It was in this car that Chris Ball, a Brit living in Canada in the 'eighties, won the US Formula Junior Championship.

When Chris returned to the UK he took the car with him and raced in Europe for a few seasons before parting with it to go on to bigger fish (a Hesketh F1 car for one!).

The car's history is not confined to the US and it might be interesting to recount its earlier history.

The car was a standard production Lotus 22, purchased by Malcolm Templeton, the Lotus Agent in Northern Ireland, together with 22-J-13. Mick Mooney bought the car and it was driven in Formula Junior events by local driver Tommy Reid. The team was known as Irish Racing Cars, Mooney also running a team called Irish Motor Cycles and it was run from the garage from his home.

Tommy campaigned the car in Formula Junior and Formula Libre events but had a record of unreliability. The car was raced throughout the 1962 season against Malcolm Templeton's sister car, but in 1963 Malcolm Templeton fitted a 1600cc Lotus Twin Cam engine to his car and Tommy Reid concentrated on Formula Junior, becoming the Irish Formula Junior Champion. For 1964 Formula Junior came to an end and a 1498cc Lotus Twin Cam engine was fitted for libre events..

In 1965 the car was sold to Richie Heeley who drove the car in Irish Formula Libre events. Heeley suffered from mechanical unreliability and for 1965 fitted a 1500cc Ford pushrod engine for racing and hill climbing. When used for hill climbing a supercharger was fitted and Heeley won the Walter Sexton Trophy for best driver in the Irish Republic in the car. The car continued to be campaigned by Heeley and its last event in his hands was the Rothmans Dublin Grand Prix held at Mondello Park. The race was for Formula 5000 cars, but as the grid was a bit thin the local organisers invited some Irish cars to the event. The Lotus had by now acquired a 1650cc Ford engine and it finished ninth overall in the two heats.

The car was then sold to Tom Osborne, who was the local Duckhams Oil agent, and painted the car first yellow, then gold. The car was raced in local events, taking part in the Phoenix Park events until 1974.. Some time after this the car was sold to Declan Reardon in around 1979.

The car's last owner in Ireland was Simon Thomas who after some detective work traced the car and bought it from Declan in 1985. The car was by now plumbed for a Formula Ford 2000 engine but still retained the Hewland Mk 5 gearbox. The expense of restoring it persuaded him to sell it and it went to Jonathan Bradbourne in England.

Jonathan was a dealer of the time and the car had some restoration work done by Peter Denty, a well known Lotus restorer in the UK and the car then passed to Chris Ball, who at that time worked and lived in Canada and had competed in a Lotus 20/22 in the US series during 1986.

The organisers of the series were not, it appears, happy with the Lotus 20/22 and insisted that the car be converted back to Lotus 20 specification. For the 1987 season Chris used 22-J-19, now converted back to full Formula Junior specification, but with one of the earliest Geoff Richardson engines. Chris clinched the title for that year and sometime during 1989 or 90 returned to the UK bringing the car with him. The car was run in Europe for a couple of seasons before being sold to George Dudley whose son drove it in a few events before passing it on to David Stevenson. David ran it for a couple of seasons but decided to concentrate on front engined cars and it is now owned by Californian Landscaper Patrick Moran who plans to run it in Formula Junior events in the US.

There can be few cars which have so full a history and are still competing. It is to be hoped that Patrick will enjoy every success with the car.

Alan Putt
22nd June 2005



There was also an Irish Racing Motor Bike Team owned and funded by Mick Mooney, this is at Bishopscourt where the car also used the fifteen inch rear wheels.



Tommy Reid in 1964.

MarqueMADNESS

fueled by  **Shell V-Power**

May 4th through 7th at Laguna Seca

The second annual MarqueMadness "all marque" (make) car festival will be held in conjunction with Grand American Rolex Sports Car Series presented by Crown Royal Special Reserve at Mazda Raceway Laguna Seca May 4-7, 2006. Providing events in virtually all areas of interest for automotive enthusiasts, MarqueMadness makes every car owner a participant rather than just a spectator during the race weekend. There will be activities for the whole family to enjoy. So, don't miss out on the rallies, car shows, special events and your own on-track experience.



SHOWS/EVENTS

- * MarqueMadness Mixer—A unique social gathering for all participants with special VIP guests from the motorsports world, including professional drivers from the Rolex Series.
- * Marque Club Corrals—Special parking areas for each of the attending Marques. Park amongst your fellow car owners, swap stories and watch the crowds ogle your car.
- * Funcours—The focus is on fun rather than perfection at this car show. Participants themselves will vote on which "car that looks the fastest standing still," "car I'd want most to drive," and other unique categories.
- * MarqueMadness Central—An exclusive trackside VIP viewing area that includes live TV feed of the Rolex Series with available food and drink that will be accessible only to MarqueMadness participants during the race weekend.
- * Leadership Forum—Current and future leaders of marque clubs will gather together in a professionally-led symposium to share ideas, successes and trends for the health and welfare of their clubs.

ON-TRACK

* Parade Laps—Drive in the parade lap with photos taken of each participants' car coming through the Corkscrew (limited supply of tickets - preference to early ticket purchasers).

* Loud & Proud Laps—A special Track Day event at Mazda Raceway Laguna Seca—interspersed with the Rolex Series test day, a rare unlimited sound day at MRLS.

* Autocross Shootout—Marque Club Driver Shootout Autocross at the Marina Airport. This event has classes for every type of car and level of preparation, on a challenging airport circuit.



**Two GGLC Lotuses
At Last Year's Event**

Go To marquemadness.com for full information and registration information

GGLC Track Day

by David Anderson

March 22, 2006

Thunderhill Raceway Park
Willows, California

The track day was a great success and was great fun for all attending. Over 60 registered for the event. The Lotus contingent was 8 Elises

(I did not get an exact count), 2 Esprits (Wayne Ellison, Dave Platt), 4 Sevens, 3 Europas (Scott Hogben, John Zender, David Anderson), and 1 Elan (Keith Franck, weber carb expert).

The weather was perfect: cool but not cold, dry, and the wind was minimal all day. Nearly everyone got all the track time they could deal with and by mid afternoon very few cars were on course, leading to lots of time on track with little or no traffic. The contrast with the previous Laguna Seca track day (where everyone seemed to want to run every session all day long) was striking. By the end of the day one could easily (if one wanted) have driven on-track for well in excess of 3 hours in 30 minute segments. Most chose not to stay on track that long.

The general approach of having the 'fast' group start on the hour and the 'slow' (ha!) group start at the half hour has proven to be popular and very effective.

We had about 5 drivers that had not driven on a race track before. While (as the web page says) we don't run a school we do have first-timers get an experienced driver to ride along in the first session to help them get acquainted with everything. When you really focus motion sickness does not get you even when riding as a passenger :-)

Having done this several times now I find coaching others quite interesting: folks really do differ and women really do make better students (they listen better). (My qualification: raced in Midwest Council (MWC) (Chicago) 1970-1976 and SCCA (San Francisco) 1976-1981, several season championships in MWC. Autocross season champion in Chicago a few times 1965-1970).

In the last session I drove (1972 Europa TC) I was improving my lap times by nearly a second a lap every lap. Wonderful fun.

The track staff emphasized that the dirt was soft and that on another organizations trackday in every session someone had gotten a wheel off on the entrance to the start/finish straightaway and the soft dirt sent them back across the track straight into the concrete wall. Many cars damaged in that other organization event. Everyone obviously listened well as all day long NOBODY spun off course into the mud in the GGLC event. The very few spins (2 I think) stayed on course. Well done, folks. The track staff really appreciated not having to retrieve cars from the mud...

There were a couple incidents. A Mitsubishi owner simply forgot to click his hood pins in place so the carbon-fibre hood flew up in the pit-lane before going on track and the hood was severely damaged (hood supports



and hood are write-offs).

A Lancia Stratos with engine recently upgraded from 220 to to 300 HP had a dry-sump failure and the consequent lack of oil pressure trashed the engine. Ken Haner had to be towed back to the pits and needed a flatbed truck to get himself and the car home.

Wayne Ellison (black Esprit V8) said last week at Thunderhill the wind was practically blowing at gale force making it freezing cold. He enjoyed the track time and the weather on our track day.

The most unusual car in the event was a brand new Ultima GTR. Bill Lackey (owner) reports it is about 2280 pounds with full fuel and gets 400 HP at the rear wheels. The vehicle is basically a modern race car (the plastic side windows don't open!) and truly striking in appearance. He was just breaking it in. Will we comment that can get 400 HP in an Elise (weighing less than 2000 pounds) from a local engine tuner? Yes we will (but I'm not sure that's measured at the rear wheels). Of the 4 Sevens, 2 were Caterham, 1 was Westfield, and one was a WCM Ultralight (made in Texas, S2000 engine, wide race tires: owner Frank Siebold). The non-Caterhams had enough appearance differences one instantly knew it was not a Caterham, but still it was in the same sort of design space. The owners much enjoyed the chance to drive their cars on-track.



Mike's Place

Saturday 6 May 10:00 start time, RSVP required to Mike at: mikeostrov@webtv.net or (510) 232-7764. Keith Franck will be available for Weber instruction. and consultation. We will do paint compounding and final polishing, GRP repair, leak down/compression testing, cylinder balance testing (neg ground only), etc etc. etc. or just show some movies.

Shop is at: 4119 Santa Rita Rd El Sobrante, CA 94803 (510) 222-6437. 10:00 am start time. The topics are open to suggestions. We all usually take a lunch break at one of the local sandwich shops. Remember to bring a folding chair along with any 'show & tell' piece or fiberglass offering you may want to bring.

Directions Fom Highway 80: Exit at San Pablo Dam Road, bear right onto the Dam Road into El Sobrante (2 miles or so). Left turn onto Appian Way (Light controled and Olivers ACE Hardware store on the left).

First right onto Santa Rita Rd (Grocery store on the corner). Shop is third building on the left with gravel driveway.



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More Classifieds

For Sale: 1971 Lotus Elan Series 4 Roadster, Body-off restoration in 1996 by Rich Kamp Kampeña Motors, Engine rebuilt to Big Valve specs- ~120HP, Beautiful bodywork and paint by Bob Groat, New vinyl top and tonneau, New upholstery, including door panels, Four-point racing seat belts and shoulder harnesses, New wiring harness, New African Rosewood dashboard, New dashboard rocker switches, Up-rated springs (30% stiffer than stock) w/adjustable perches, Adjustable shocks- Koni on rear, Spax on front, Rear shocks rebuilt in 2005, Photos of restoration process, Many original Elan road test reports, Reprint of the original Elan sales brochure, Many other

Lotus Elan books and Lotus memorabilia included., \$25,000 or make offer, Earl McCowen- 415-924-4280, emccowen@yahoo.com (3/06)

For Sale: Lotus Europa SP Race Car (#19). Unique car for someone who wants to learn to drive a fast mid engine car without the hassle of class rules. 2001 SFR Super Production champion. 1:35's at Laguna, 1:54's at Thunderhill. Motec injected Cosworth, all the right stuff but still a Lotus. Car is well sorted and documented. Some spares. Comes with lightweight custom single axle trailer. \$20k or best offer. Call Mike (408)891-5833 or email, mikeohm7@earthlink.net (3/06)

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: Lotus 907 engine and 4 Spd Transmission for sale from Jensen Healey. Located in Bend Oregon. \$500. Contact Lars @ 541-350-4961, or email to larsco2002@yahoo.com (private party) Many other JH parts. (12/05)

For Sale: '05 Elise, 25k miles fully loaded, premium alloy wheels Beautiful RED with Tan Leather, well cared for, Security system, asking \$39,000 East Bay Location, Jim Rose, call me at my cell (510) 390-1416 (12/05)

For Sale: '77 Esprit Wolfrace (original) Wheels for sale Very little use, as I bought the car new in '77, then, within months, got sponsorship from Compomotive Wheels for my 23, gaining a set for the Esprit also. No dings, but the clearcoat has flaked in spots. Offers in the \$300. range?

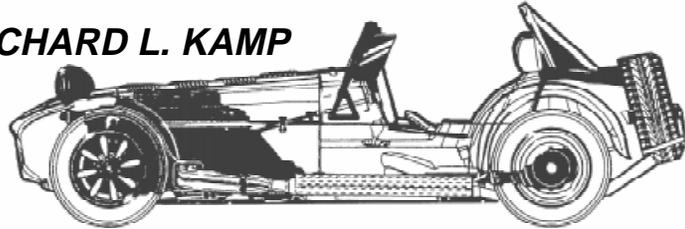
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WANTED: Lotus Elan+2. I am looking to buy a +2, would prefer Weber head car, that is all there. All cars considered. Projects, mechanical problems, needs to put together, needs paint or interior OK. Although would be nice to get a driver for once. I am in southeastern Arizona, better if car is in southwest but all cars considered. For right deal or car would ship. Thanks. vukosj@msn.com or phone 520-378-4665 ask for Steve. (3/06)

For Sale: '69 s4 fixed head. please feel free to call me a 805-559-7772. thanks, david

FOR SALE: Lotus Europa. Too many projects and zero time. S2 with 39,000 orig miles. The engine is dead. There are many xtra parts new brakes, calipers etc. new alum radiator - used 352 Twin Cam trans, Konis and very rare 8 spoke Sebring wheels (real mag). I'm asking \$3,000. Brett Mac Donald 626-339-0871 (3/06)

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