

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org February 2007

Tracks, Cracks and Flames *editor*

The depths of our cold winter are here, but some events have been hot. I combined the December and January newsletters, as there was little to report then. That's not as true this month.

Now we've had hotrods at the Cow Palace and cars racing too hot down the hill at Laguna. We also had car shows in San Francisco and San Jose, but no interesting news from them.

The Roadster Show is always great to see, with cars and bikes built just to be works of art. I love it just for the craftsmanship of the paint and body work, and can only imagine how many hours have been invested in them.

There was more excitement at the first track day of the year, at Laguna. An Elise, on the first lap, lost control coming through turn nine and into ten. It only got uglier from there, with full impact into a wall that's quite a distance from the line.

Autocrosses, trackdays, car shows and racing are near, as Spring tries to decide if it's here or not. The birds think so. They've started building nests and bombing my cars already!



Totaled!

February Meeting

Friday, February 16th, 7:30 pm

Host: Jim McClure





Webers on a Chevy small block. Roadster Show

Calendar

- February 16 GGLC Meeting Host: Jim McClure
- March 16 Club Meeting Host: TBA
- March 24-25 CSRG Vintage Infineon Rcw Races
- March 27 Track Day THil
- April 14 Autocross Marina Airport
- April 29 Dream Machines Half Moon Bay

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

Concours Invitation

Press Release

I am the registration chairman for the Palo Alto Concours d'Elegance. We are always looking for top quality concours level cars for our show. We use SCCA judging, so we are looking for cars built prior to 1978.

If you or any of your members have a concours level car and might be interested in showing their car on June 24, 2007 at Stanford University, have them send their snail mail address to me and I will make sure they receive an application.

Thank you for your help.

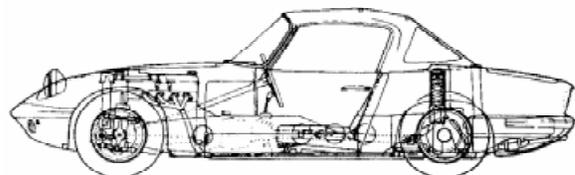
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Member Profile *David Anderson.*

Joel Farber and Dan Wardman are the folks behind the **Evil Twins Racing Team**. Long time members of the GGLC, they've been vintage racing for years and have several cars in their stable. One of which is the Series 1 Lotus Europa they brought to the January 2, 2007 GGLC trackday at Mazda Laguna Seca Raceway.

This is a far-from-stock Series 1 Europa. The body and frame are new, constructed by Banks Europa in England to the team's specifications. Everything about it is beautifully constructed and clean enough to eat off.

As an example of the attention to detail, there are no external door handles (such would cause aerodynamic drag). Instead a small opening in the plastic non-openable door windows gives access to a door latch on top of the armrest.

The gloss-black roll cage is beautifully integrated and so closely fitted it's impossible to see clearly. The rear of the cage connects to the rear suspension pickups and so is at least easily visible there!



Dan Wardman advising Joel Farber: "Remember, keep the arrow pointed in the direction of the traffic flow."



A clean engine bay, just needs a V8 stuffed in there! But CSRG, the major vintage race group in northern California, frowns on such improvements.

Pacific Coast Dream Machines

Show *Press Release*

HALF MOON BAY, CALIFORNIA — Celebrating 100 years of mechanical ingenuity, power and style, a remarkable showcase of motor vehicles from throughout the 20th and 21st centuries will be on display at the 17th Annual Pacific Coast Dream Machines Show, on Sunday, April 29, 2007 in Half Moon Bay, California, and your club is invited to be a part of the festivities.

Among the west coast's biggest shows, some 1,500 automobiles will be on display. Antique, vintage and classic cars will represent the early days with horseless carriages and Ford Model T's, among others, alongside fanciful touring and luxury cars like the Bentley, Packard, and Rolls Royce. Flash and speed will be represented by an array of fabulous sports cars like the T-Bird, Jaguar, Cobra, Triumph, and Model-T roadster. Custom street rods will show off their beauty and amazing detail, while muscle cars like the Mustang, GTO, and Camaro

will flaunt their machismo and power. And an awesome collection of race cars will be displayed, with a bone-chilling assortment of dragsters, funny cars, gassers and jet cars firing up throughout the day. All vehicles are welcome.

The show will be held at Half Moon Bay Airport on Sunday, April 29, 2007. Hours are 10 a.m. to 4 p.m. To show a car, the registration fee is \$30 (\$35 for entries postmarked after April 15) which includes a dash plaque and admission for two people. Spectator admission is \$20

(adults), \$10 (age 11-17 and 65+), and free (age 10 and under). Half Moon Bay Airport is located on Highway 1, 20 miles south of San Francisco and 5 miles north of Highway 92. PROCEEDS BENEFIT THE COASTSIDE ADULT DAY HEALTH CENTER.

For information and registration forms, call 650-726-2328 and we'll send you as many registration forms as you request or download entry form at <http://www.miramarevents.com/dreammachines/entryform.pdf>



Track Day

by Dave Anderson

Track day organizers John Zender and Scott Hogben started off the 2007 GGLC trackday season January 2 at Mazda Laguna Seca Raceway, Monterey California.

The day was bright and cool, perfect trackday weather (it could have been raining...).

Because the course has walls all around no novices were allowed. Only experienced drivers. The event was fully subscribed with 75 drivers, organized into 3 groups of 25 cars (the max the track allows at once). By allowing folks to run only 'in group' we knew we were honoring the track maximum without counting cars!

Each group had a 20 minute session and the groups rotated throughout the day (there was a 20 minute track closure at lunch time). With the PA system working and a published schedule that we kept to this meant it was easy for everyone to know whose session was on-track. It all progressed very smoothly.

The day began with a detailed review of the rules for the day, a review of the flags and a repeated plea to go slow in the first session. Regrettably Sunny Chu failed to go slow and destroyed an Elise in the first session, hitting the outside wall before turn 11. There were no further incidents, though John Zender over-adjusted his brakes on "the Flamer"

Europa once so they would not release, and your scribe had the screws holding the left rear taillight of his Europa unscrew themselves so the assembly was just hanging by its wires.

Lotus was well represented, with 5 Europas, 3 Esprits, 1 Elan, more than 12 Elise and at least 1 Exige.

Perhaps the most unusual car was a Mini (old style) with a Honda car engine where the rear

seat would usually be!

I personally did 107 miles on track in my blue Europa. Each car had the opportunity to be on track for about 140 minutes (seven sessions of 20 minutes each). So there was plenty of track time.

Watch the www.gglotus.org website for future track days!



Alan Copeland with the yellow Elise, speaking to Larry Bisaris, GGLC Autox event coordinator



Mel Boss probably has to put them all on at Laguna

Another Lotus-based Electric Car Business Week Article

Lotus Goes Electric

ZAP works with Lotus to create a new electric crossover with 155 mph, 644 bhp, all-wheel drive, a 10 minute re-charge and a 350 mile range

In a marriage seemingly well matched, electric automobile pioneer ZAP has chosen Lotus Engineering's platform and body structure design as the basis for the development of the high performance electric ZAP-X. The car is based on the advanced APX (Aluminium Performance Crossover) concept car and will be shown for the first time at the North American Dealers Association (NADA) exhibition which opens February 3rd. A combination of the lightweight aluminium vehicle architecture, a new efficient drive and advanced battery management systems is intended to enable a range of up to 350 miles between charges, with a rapid 10-minute recharging time. An auxiliary power unit is planned to support longer distance journeys. The good news for sports enthusiasts is the performance courtesy of a killer power-to-weight ratio. - four in-hub electric motors, deliver 161 bhp apiece, which add together for 644 horsepower in all wheel drive mode, and capable of powering the ZAP-X to a top speed of 155mph.

Steve Schneider, CEO of ZAP, said: "Lotus Engineering's APX technology demonstrator vehicle is a perfect fit for our plans to introduce a full product portfolio of electric cars. Due to

the initial design by Lotus, our cost and time to production will be significantly reduced. We believe that the ZAP-X will become the most advanced, most practical and most appealing flagship electric vehicle to date and will revolutionize the industry providing the driver with the enjoyment of a sports car and the practicality of an SUV."

Mike Kimberley, CEO of Group Lotus plc, said: "Lotus Engineering's APX is a world-class innovative concept and was developed to showcase real solutions to new challenges facing the automotive industry. So it's very satisfying that ZAP's proposed new model will make use of a great deal of the APX concept's advanced body structure and chassis technology. The bringing together of these next-generation vehicle technologies represents another significant step forward for automotive technology."

The APX showcases Lotus Engineering's Versatile Vehicle Architecture technology, combining lightweight aluminium vehicle architecture with exceptionally strong and stiff structural rigidity, as well as lower manufacturing investment requirements. Having first been shown to the world at the Geneva motor show in 2006, the APX concept has won the 2006 European Aluminium Awards in the "Transport and Automotive" category.

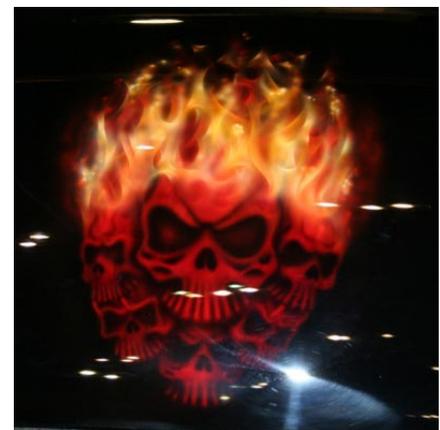
The innovative placement of the power train leaves the space



previously occupied by the conventional engine and drive train for additional battery capacity and amenities, making it a very consumer-oriented electric car concept. These design features will give the ZAP-X crossover the structural strength, and potentially storage and range that no electric vehicle has yet achieved publicly.

The development programme is proposed to be managed from a new centre of excellence for research and development of environmentally-friendly vehicle designs and technologies.

Engineering input will come from Lotus Engineering Inc, and the British technology consultancy's other R&D centres in the UK, Malaysia and China.



There can never be too many skulls at the Roadster Show.



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Ebay Watch: *editor*

Wow, the Eclat, below, didn't meet the reserve and is still available. It was bid up to almost \$700. I can't believe that anyone would be willing to pay that much, or the seller wouldn't take the money and run. Just a coat of paint and you're on the road!

The white M100 didn't hit its reserve at \$13k. The used-car dealer said there were only 15k miles, but those are "used-car-dealer-miles".



More Classifieds

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.

2006 GGLC Officers are: President: Clark Vineyard, Vice President: Clark Vineyard, 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.

Parts Wanted: Front and rear suspension parts for 1989 Esprit. I need all of the hard bits except for the rear upper suspension links. Contact Mike Griese (mike.griese@att.net). (10/06)

Classifieds

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

FOR SALE: 1966 Lotus Elan Coupe. Color BRG. Webers and Knock off wheels. Engine, Transmission and brakes rebuilt, with less than 2000 miles. Has +2 wheels and flared wheel wells. Body has usual F/G checking but looks and drives great. Ca black plate car, no rust. \$15000 925 484 1697 (11/06)

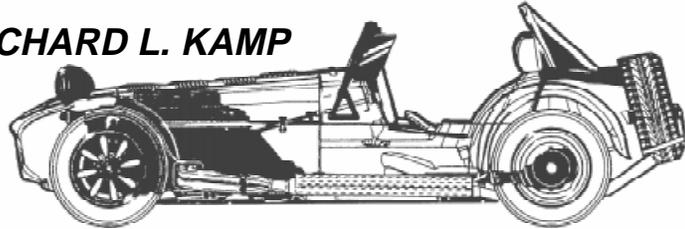
For Sale: Two Avon ACB10 tires size 245-45x13 or 8-22x13. More than 1/2 tread remaining, \$20 each. Lower front control arms for Europa, very good condition with new bushings installed -\$100 each. Rear corners for S1/S2 Esprit including hub carriers, hubs, axles, drive shafts yokes. Excellent condition, fully assembled with new U-joints and bearings ready to bolt-on for \$600/corner, or I'll price the components separately if you like. John (650)283-9105 (2/07)

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For Sale:

For Sale: 1970 Elan +2. Twin Cam, 40DCOE carbs, Knock Off Wheels. Has not run in several years, but was running when put away. Significant spare parts included. Ken Dusenberry <kadmad@swcp.com> (12/06)

FOR SALE: '69 S4 fixed head. please feel free to call me a 805-559-7772. thanks, david (9/06)

FOR SALE: 2005 Elise. Silver,Tan. 2000 miles, Sport&Touring. Argray exhaust \$40,000. Paul Camusi 530-343-0443 (10/06)

First Class Mail

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