

The Chapman Report



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"China Doll" editor

A 'B' movie from 1958, Victor Mature played an Air Force captain who buys the housekeeping services of a beautiful Chinese girl, then falls in love with her.



My China Doll is this period advertising poster I purchased in Singapore last week for \$10. An antique silver and ivory opium pipe was \$50. The practice of buying and selling servants lives on here and many cities in Asia, though they are now from such poorer countries as Viet Nam, Indonesia and the Phillipines.

Over a thousand women from the Phillipines meet in downtown Hong Kong on Sunday afternoons, their only time off from myriad servant jobs.

A tourist magazine in the



An Exige waits to race down Orchard Road in Singapore

hotel listed the top five attractions of Singapore. Number one was the 'women of Singapore'. For me, a half hour foot massage for \$20 was number one.

But there are also some nice cars here, even though the car tax is about 100%. One Exige, two Lambo's, 2 Ferraris and lots of Subarro STI's. The Exige cost the owner over \$100K. And why have a fast car? I don't know, as there is NO place to go. EXCEPT to be seen. Each of the 15 days I was at the Hilton, a Lambo parked at the entrance, stayed an hour, then made it's nice roar for one block, as it left.

The taxis are mostly a Toyota model we don't see here.

The locals are very excited about F1 coming next year. It's amazing that Bernie Eckelstone is having one here, as cigarette smoking is discouraged. Cigarettes and alcohol are heavily taxed. I paid almost \$10 for a pint

of imported beer. Hong Kong was much the same, nowhere to drive but you need to show that you are one of the many new rich with European Iron. These are dynamic cities that are 'on the move'.

Back to Lotus, it was in the local news in Singapore that VW and Proton were in their third round of talks. A news piece is in this issue.

Events last month include a track day, which is covered by Dave Anderson. There was also an autocross at Marina and a session at Mike Ostrov's. More events to come.

June Meeting

Friday, July 20th, 7:30 pm

Host: John Zender

June 5, 2007

Thunderhill Raceway Park
Willows, California
by David Anderson

John Zender and Scott Hogben put on another great track day. The weather was wonderful. Overcast, comfortable (not hot), and not windy. Till the very end of the day. At 4PM the rains came and it rained so hard the track folks decided it was not safe and shutdown the track for the day.

My Europa is out of service (engine bearing went at last track day) so I drove my Elan to the track day, but did

not drive on track as I did not want to chance having two broken Lotuses! Fortunately I left before 4PM and completely missed the rain (it takes 10 minutes to put up the Elan top, I would have gotten very wet).

We were fully subscribed with 60+entrants and some second drivers for some cars. My unofficial Lotus count was 10+ Elise, 1 Exige, 2 Turbo Esprit, 1 M100 Elan, 2 Europa, (and my Elan).

The overall organization was what has become standard for the GGLC:

there comprwere two groups of drivers (NI and IA) and 3 classes (novice, intermediate, and advanced). Each class had a 20 minute session per hour. The Novice group started at every hour (9,10,11,1,2,3,4), intermediate at 20 past and Advanced at 40 past. NI drivers chose either of novice/intermediate to drive (and could change as they wished). Similarly IA drivers chose intermediate or advanced



Calendar

July 20	GGLC Meeting	Zender's
July 28	Autocross	Marina
August 17	GGLC Meeting	TBD
August 17-19	Monterey Historics & Lotus	Corral

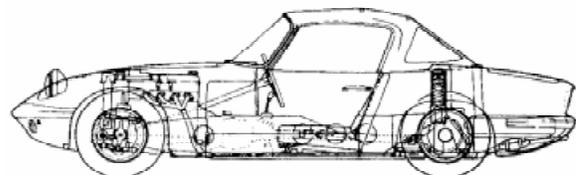
For more and up to date information on these GGLC and other events check the GGLC website at www.gglotus.org

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classes. The different classes had different passing rules: Novices the most restricted, Advanced hardly restrictions at all. We don't accept beginners on track: beginners (those without track experience) need to go to a driving course such as Hooked On Driving (taught at Thunderhill) to get instruction. See the www.gglotus.org web page on track days for references.

Anyone is welcome to attend a track day. There is no charge for spectators. You do have to sign a track waiver on entering and if you get a ride on-track you must sign the GGLC waiver as well. [A helmet is required for those going on-track].

It all went very smoothly. We did have one emergency, a Mazda Miata with a super-charger twisted the blower-drive right off the front of the crankshaft destroying a good deal of the front of the engine but fortunately the large oil deposit was left off-track on an exit lane. Your reporter (definitely not a metallurgist) took a look at the twisted

remains and the Miata crankshaft nose sure looks too thin to take the loads of a super-charger... But note this is an aftermarket supercharger: Miata engines as sold by Mazda and even modified for track use seem totally reliable.

Mark Alloy had the rear wheels off his M100 Elan for an adjustment in the morning: he'd switched to non-stock adjustable rear struts and the tires were touching the body at left-rear on right hand corners. The price of an adjustable component is partly all the adjustment required!

Dave Platt was back with his Esprit S4s (last track day he'd brought a Jaguar as the Esprit was broken). Dave is a very quick driver in a very strong Esprit: I thoroughly enjoyed a ride I took with him during a morning session.

I noticed Nick Racic (black 2006 Elise) passed Dave Platt during my ride with Dave. While passing is easy (we have a firm rule that if someone catches you you get over and let off the gas a little to let them by)

Nick is clearly a fine driver as catching Platt is not easy and I watched Nick for a lap or so after he passed (Nick did not get very far ahead of Dave till Dave stopped in the Hot Pit lane to drop me off).

Aside from the Lotus cars I'll mention 3 non-Lotus that were on-track. Lamborghini (new one, sort of stubby, model not known to Your Correspondent), Ferrari F430 Challenge (JC Gauthier's latest race car: no locks, no keys) and a 2003 Radical R3 (English-built pure race car, Hayabusa powered, no doors to put a key in). The Radical driven by Eric Shahoian. As always we're grateful to all the non-Lotus drivers who enter: without them we could not afford to rent the track.

The Ferrari front brake discs were very large diameter indeed, stunningly so, and made of carbon-metal-matrix. JC gave me a ride in the Ferrari for a few laps and while acceleration and cornering grip are at very high levels the braking power is astonishing. Thanks for the fine ride, JC! [JC once drove an Esprit S4s but went over to Ferrari a few years ago — still a GGLC member though]

Willows, CA (6 miles from the track) is a quiet little Glenn County town 80 miles north of Sacramento with a few motels, a few restaurants, and a small theatre that never seems to have more than 5-10 people watching any given movie (when I've been there). I've never seen much foot traffic or vehicle traffic either (drive a 2 mile loop

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thru the main streets and you might see 3 moving cars and 3 moving people). Maybe it's busy when a big SCCA amateur race is going on at the track (San Francisco Region SCCA built and owns the racetrack). There are a few boarded-up store fronts. A bunch of new houses have

been built in the last year. Pat & Larry's is ok for dinner. Common Grounds is wonderful for breakfast/lunch/coffee, very contemporary California. I think Willows is a great place, reminds me of small towns 40-50 years ago. I imagine all the teenagers living there think it's terribly boring <grin>.

Eating outside Willows (Yr Crspndt usually trailers his 1972 Lotus Europa to a trackday, thus the mention of trailers below): Maxwell's (20 miles south of Willows in Maxwell) is nice, but you need a reservation at night as it can be crowded (it is not cheap). Granzella's in Williams (even farther away) has decent food at fairly low prices (Italian country style) and good parking for trailers/RVs. When headed to/from the Bay Area, the Buckhorn restaurant in the Winters historic district (just off Interstate 505) is very good indeed, and a bit more expensive than



Maxwell's. Finding street parking with a trailer in tow is not a problem in Winters.



NOTE: The 2007 Palo Alto British Meet date is set (September 8th & 9th) but there are some aspects of it that are still being worked out. This will probably will be our last year at El Camino Park because the city is going to be building something on our traditional venue. We recieved a letter from our friends at Park and Rec early this year with full assurance that they would find us a similar spot somewhere in Palo Alto for the following year and beyond. There also is the possibility that there will be a long planning and zoning process that could give us an additional year at the old spot but this will have to be seen

There is a good possibility that the Saturday All-British Swap Meet will return this year hosted by our wonderful Bay Area MG Owners Club details and location are still being worked out

- - Rick Feibusch

Mike's Damn Drive and the Hayward Car Meet

editor

A nice drive around the San Pablo Reservoir with Mike Ostrov and friends. We had two Elites, two Elises's and one Elan. Pulled off and watched two horse-power being unloaded for their own run in the hills.

I went to the Hayward event, sponsored by the Mini club, and there was Mike sitting on his Elite. This event is centrally located at Cal State Hayward (east bay?). We scoured for deals at the parts stalls and checked out the other British cars. I found two items to buy, and viewed ANOTHER Seven clone! The hope is that GGLC and MOAF (Mini Owners of America, San Fran) work together on this event next year. It would be nice to have a venue for a regular swap meet and informal show, as it appears that Stanford is slowly pushing out the two events held on their grounds.

The Danville event was also on this day but I couldn't make it and received no news on it.



Ebay Watch:

editor

Sold for \$44k, a "2001 Lotus Motorsport Elise, one of 15 factory race cars imported by Lotus USA. Full Honda K24 conversion. Larger, lighter aluminum hat rotors with front ducts. Converted back to pre-import, center drive, left hand shift factory configuration. Lightened body work, doors, interior - under 1500 lbs wet. Autorod cockpit control system with integrated Coolsuit cooler and controls. Upgraded firewall for increased fire protection and interior space. FIA certified Safety Devices roll cage. Safety Devices integral extinguisher system. 2006 Sabelt Racing harness. Kevlar fuel cell. Lightweight alternator and battery. 12 hours of track time on original Lotus motor. Less than 15 hours of track time on Honda K20A drivetrain. Newly installed Honda K24 with less than 1 hour track time. Over 300 man hours, \$125000.00 would cover the investment."



Sold for \$36.5k: 2006 Lotus : Elise
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Lotus News:

Malaysian carmaker Proton and German auto giant Volkswagen AG are cautiously edging towards a partnership after a second round of talks in Thailand, officials said Sunday.

"Negotiations between Proton and Volkswagen are ongoing," said Ahmad Shahizam, spokesperson with the government's investment arm, Khazanah Nasional. He declined to elaborate further.

The first round of talks was held in New York two weeks ago and the second round was held last week in neighbouring Thailand's capital, Bangkok.

Khazanah Nasional is the controlling shareholder in Proton, with a 42.74 percent stake in the company. State pension fund EPF and national oil firm Petronas own 12.07 percent and 8.84 percent respectively.

The remaining 36.35 percent is held by a mix of local and foreign companies.

Another official familiar with the talks said negotiations were centred on "working out a solution to allow Proton to have a strong foreign partner."

"The government is open to all positions. The idea is to make Proton a commercially viable company," the source told AFP on condition of anonymity.



"I suppose there will be several more rounds of discussions between the two parties. There is momentum set in place to form a partnership," the official added.

Asked if Volkswagen would be allowed to hold a majority stake in Proton, the official said: "That could happen. Nothing should be ruled out. Volkswagen could have a majority stake in Proton."

The Star newspaper Saturday reported that Volkswagen had indicated that "Proton should be run as a business concern, meaning that everything had to be evaluated from the quality, efficiency and commercial standpoint."

In the past, analysts have partly attributed difficulties in forging partnerships over the government's reluctance to cede control of a key national company to foreign hands.

Malaysia's government is under intense pressure to announce details of a partnership for Proton in a bid to provide it with expertise to stem a sharp decline in market share and cut financial losses.

A previous attempt at forging a deal with Volkswagen broke down in January 2006 after Proton rejected what it said were "inappropriate" plans by the German carmaker to exert control over the Malaysian firm.

Proton recently reported larger than expected net losses of 591.36 million ringgit (174 million dollars) for the year to March 2007.



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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.

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More Classifieds

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Classifieds

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

Wanted: Lotus Cortina. Does not have to be running but a sound body would be best. Contact Kevin Enderby, enderby@mac.com (650) 364-6368. (4/07)

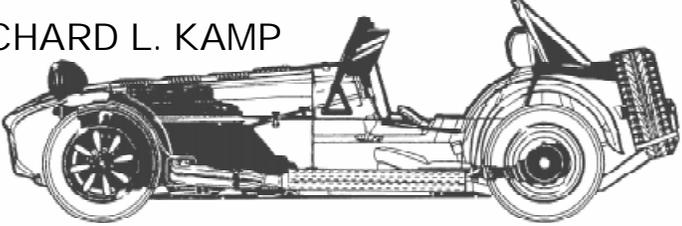
For Sale: Lotus Elan S4 1969 convertible, restoration project, with many extra parts. Needs some fiber body work and spot of rust on chassis. Car is in really good order, since it was driven into a lock up 10 years ago. I have put on 4 new tires. There is another set of wheels to go with car. The title is clean. Asking \$5000. Can send pictures of the car.

Roger Swales, 650 726 6965
rogerjswales@cs.com (7/07)

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