

# The Chapman Report



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## WCLM '05

by Jon Rosner

When we arrived we were greeted by multi-story maple-stained redwood buildings sporting large plate glass windows that seemed to have sprouted organically from the surrounding hills. Plus there was a heated pool, Jacuzzi, tennis courts and a windowed white ¼ football field size tent that had a Lotus Elise ribbed frame to keep it rigid. The tent was called the Pavillion and that was where we were headquartered for the weekend.

Thursday night's tasty bits reception was followed by registration where everyone signed their life away on the usual registration disclaimers and decided upon which tour to join or which restaurant to go to for Friday night. Marvelous Lotus factory and WCLM pins were packaged with fitted denim shirts and coordinated leather-trimmed WCLM 2005 baseball caps. Very complete schedules; instructions, nametags and meal tickets were handed out in packets.

Across the way William Taylor, his wife and future-top-salesperson daughter (of Coterie Press) had some marvelous books to sell such as the very engaging and hard to put down LOTUS, THE EARLY YEARS, by Peter Ross, to the marvelous Dennis Ortenburger THE LOTUS ELITE, as well as the LOTUS COLLECTABLES book, rare formula one books, signed pages along with cool posters and baseball caps. On the other side was Ron deVogel from British Motor Cars showing an elegant line of jackets and pullovers that those on the Registration Desk were betting on a few someones saying, "I'm not taking it off, how much is it?" (which happened at least twice.)

Participants were not allowed to meander for too long before the buffet in the middle of the pavilion was loaded up with variety salads, properly cooked vegetables, and choice stuffed chicken breast or baked paprika fish.

Friday was an oh-dark-thirty wake-

up for those who wanted to arrive at the Reno-Fernley Race Track in time for the driver's meeting. But for those less ambitious the breakfast Buffet was stocked-up and ready to go for 7:30 AM, still to early for civilized thinkers on holiday.

*continued p. 4*



### July Meeting

Friday, July 15th

Host: Kyoshi and Laura Hamai

## Calendar

July 9	Mt. Hamilton Drive	Host: Club 111
July 15	GGLC Meeting	Host: Kiyoshi Hamaii Palo Alto
July 16	Tune-up, Tech Session and Parts Swap at Mike Ostrov's	
July 27th	GGLC Track Day	Thunderhill
July 28 - 31	San Jose Grand Prix	Streets of San Jose
August 19th	GGLC Meeting	Host: Jim McClure Cupertino
August 19-21	Monterey Historics and Lotus Corral	Laguna Seca
August 27	Practice Autocross	Marina Airport

## Chapman Report by Email

by David Anderson

Join the folks getting the Chapman Report (CR) via email (pdf) instead of postal mail by sending a note requesting the CR via email to "ggmail@gglotus.org". Be sure to specify what email address it should be sent to. You will get your monthly Chapman Report sooner and the club saves expense. Of course this is your choice — unless you tell us to use email you will continue to get the CR via the postal service.

Keep us up to date on your change-of-address. Once in a while we lose a member because we don't get notification of a move so the CR gets returned to us "no forwarding order".

**P.S.: Those getting their CR by email will generally be getting it five to ten days prior to its postal delivery date. ed**

### NorCal - Club111 drive over Mt. Hamilton 7/9/05

Mark your calendars! We're planning a Club111 drive over Mt. Hamilton for Saturday, July 9th. We'll depart a little early in the morning, to arrive at The Junction for lunch. Then, north on Mines Road for a visit to ForcedFed's shop in Livermore!

While this is an official Club111 event, it is open to all Lotus owners (and GGLC or Club111 members), not just Elises. It's also open to those who have been members of EliseTalk for at least two months. If you do not fit one of these categories, please email me and I'll add you to the waiting list in case the turnout is low.

If you've never driven this route before, you owe it to yourself to check it out! It's a long drive, but a fantastic glimpse at what California used to be before all the people.

Matt Gawlowski

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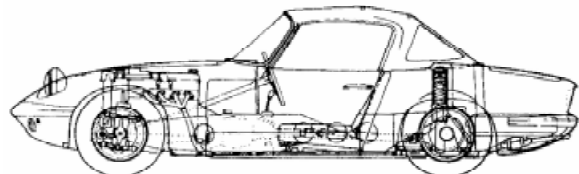
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# Lotus Circuit Car

News Release

The all new lightweight and performance track day Lotus The new Lotus "Circuit Car" was announced yesterday (Saturday, 11 June, 2005) by Kim Ogaard-Nielsen, CEO of Group Lotus, to privileged Lotus Club International members at the annual Lotus Club International Gala Dinner held at Norwich City Football Club. Based on the Lotus Elise Aluminium chassis, and weighing in at approximately 600kg, the single-seater car (with an option of two seats) has been designed and engineered solely for Track Day and Club Racing. The lightweight composite bodywork of the visually dramatic open-topped circuit car combines high downforce from cleverly engineered aerodynamics.

Part of its phenomenal performance is from a supercharged VVTL-i (Variable Valve Timing with Lift - intelligent) engine, and is estimated to achieve the 0 - 100 mph (160 km/h) sprint in a staggering 9.0 seconds. This exciting combination has allowed for a dynamic racing package producing higher performance to that of existing Elise-based products. An entry-level naturally-aspirated VVTL-i engine will also be available, powering the car from 0 - 62 mph in under 4 seconds. Tony Shute, Head of Product Development at Lotus Cars, explains what makes the Lotus "Circuit Car" a leading high performance track car: "The new product has allowed Lotus to once again apply its key "performance through lightweight" philosophy. This is in order to achieve an innovative product for the track day and club racing Lotus enthusiast whilst staying true to the key design attributes of the Elise and Exige products. They are considered to be amongst the finest existing road and track day cars by thousands of owners around the world, and the "Circuit Car" will build on this formidable reputation, helping to



further underline Lotus as the ultimate driver's choice."

The introduction of the new Lotus "Circuit Car" will generate additional exposure of the Lotus brand and provide Lotus with entry to further key market sectors, as Clive Dopson, Managing Director of Lotus Cars, explains "The introduction of this new model plays a key role in developing and enhancing the presence of Lotus Cars on the track, whilst providing the driver of today with a pure circuit car which thrives on the essential values of the Lotus brand. In addition, it will be yet another example of a high quality product to be built at our world class production facilities at Hethel." The Lotus "Circuit Car" is due to go into production at the Group Lotus Headquarters in Hethel, Norfolk, in December 2005, with scheduled

volume of approximately 100 units per annum.

Full specifications and price will be announced closer to the production date. Predicted Performance figures:  
Naturally Aspirated VVTL-i Engine:  
0 to 60 mph 4 seconds (approx.)  
0 to 100 mph < 11 seconds  
Super-charged VVTL-i Engine:  
0 to 60 mph 3.5 seconds (approx.)  
0 to 100 mph < 9.0 seconds  
ENDS.

For further details please contact:  
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Norfolk, UK, NR14 8EZ  
Tel: +44(0)1953 608264  
Fax: +44(0)1953 608111  
Email: [pr@lotuscars.co.uk](mailto:pr@lotuscars.co.uk)

end

Pete Richen, Tour-Meister, called a driver's meeting and handed out maps. Cars were asked to stay in groups of three to eight as cell-phone service was likely to be sporadic.

The first half of the run climbed up over the twisted mountain paths, through dense green sections and short sheer desolate rock-fall before beginning to drop down towards our BBQ meeting point at Reno-Fernley Race Track.

I could hear the flat-crank howl of an Esprit V-8 combined with the melodious thrum of the three buzzing Elises as they passed us at one short rest stop. We feared the worst and nearly stopped when we saw Lillie Jaffe sitting hang-dog on the passenger-sill of her green-striped yellow Elise surrounded by four of Nevada's finest

with the balance of her group parked a few feet forward, dead in the water. When Lillie and her troop arrived for lunch nearly 45 minutes after the previous last cars she was surrounded by worried WCLMers. What happened?

A woman in an red SUV had gotten bent way out of shape thinking that Lillie had cut her off and passed her poorly and illegally. Ten miles down the road the red SUV driver was trying to run Lillie off the road, Lillie high-tailed it and was on the phone with 911 just as the fashionably stick-thin madwoman caught up and screamed across the lane at Lillie. By the time Lillie and the troops reached the Reno outskirts Nevada's finest were waiting, wanting to hear Lillie's side of the story. Turned out the police were pretty cool and there was no one who

could verify the madwoman's story, while Lillie had the balance of her crew to vouch for her to the officers who were admiring the Lotus.

The BBQ lunch was well-done and quite filling with most of the Tour sticking around to watch the V-8s, the Elises, Joel Lipkin's Noble, a gaggle of M100s, the Zender Flamer, Tom Carney's burnt orange S2 Europa and an assortment of other entertaining stormers fly around the track at warp speeds.

There were a few large gusts of wind, but moderate temperatures held as the cars roared past start-finish at up to 130 mph, pushing rapidly over the gentle hills and dales of the long track. The only real problems encountered were Tom Smith's and Don Hogue's Type 47 that unfortunately and unexpectedly spun a bearing put it out of commission. Thousands of beautiful butterflies came in waves with many sadly ending up splattered on windshields and blocking radiator venting.

Friday Night was a "free night" and roving bands of Lotus owners broke off in groups, visiting everything from the Mickey D's to some of the swankiest of the posh restaurants. Rumors abounded that a few plunked down some serious palookas in the dens of iniquity (gambling that is ~ I was informed that the well-known houses of ill-repute were out-of-business, I guess that some things do go out of style!)

Saturday's options were Lake Tour II or the WCLM Autocross. The Tour was another perfect run led by Don Nester. The Autocross was another matter. While the

Registration Committee was doing the reception and most folks were gallivanting, Tom Carney and Kiyoshi Hamai were out laying out an autocross into the dark hours. That no one noticed that there was anything off is a tribute to these two working stiffs.

The Autocross was a blast. The speed limit was 5 mph except for those on the autocross and those taxiing aircraft, taking off or landing. In fact at one point it looked like one of the planes was getting in line to run the Autocross, but then declined. It has the



*An Esprit and an Elan M100 running the WCLM Autocross*



potential to take the fastest in the non-Lotus category, ah well.

Randy Chase really PUSHED the the Elise he was driving hard. Problem for the timers was that he and Robert Puertas had swapped Elises and proved the adage that you can go faster in someone else's car, with Robert in Randy's car taking top time of day by 7/1000s of a second. There were jokes about not being afraid go like heck in someone else's car, but we won't go into that here! Ron DeVogel also went fast in his Elise and Shinya Suzuki flew Esprit around the autocross.

No sooner had we returned from the Autocross and it was time to head to the National Auto Museum for a catered dinner. Those who arrive early were treated to a feast set up in four large rooms and several historic displays. The Brass Era cars were spectacular, with the original 1908 Thomas Flyer that was nationally famous for it's cross-country run. A blindingly handsome hand-formed copper-bodied Rolls Royce, a 1925 Julian with

Centered-front placed driver and two passengers. The engine was a large rear-mounted scaled-down Wright rotary type engine where the mass of the engine spun while running.

Other ultra-rare cars included the 1937 Aerodynamic Car with whale-

flipper rear bodywork and the sole remaining Buckminster Fuller Dymaxion.

The dinner was simply superb with well-prepared choices of fresh salads, perfect pasta, rice, crispy veggies, nice fish, tasty chicken, pork roast, roast beef and delicate desserts.

Tom Carney took the podium as the guests reached food saturation and satiation nirvana.

His first "thank-you" went to out to the two hard-working event chairs, Joe Lipkin and Mel Boss.

There were prizes for each class of vehicle from the Autocross. And in accepting his trophy for fastest time of day Robert Puertas walked up to the podium with a 12 inch orange rubber cone in hand. He found it jammed up against the diffuser. He said that it took him fifteen minutes to pull it down past the right-rear suspension. It was nice of him to return it and everyone had a laugh.

The rest of the event chairs were thanked, but not before the generous sponsors were recognized and cheered. By 10 PM it was time to go back to the Granlibakken, many with great prizes donated by the WCLM sponsors.

On Sunday morning getting from the hotel to the site for the Concours we truddled along at slow speeds watching out for the swarms of bicyclists, 3,000 in all, on the "Most Beautiful Ride in America." Right lane, close to the edge with right turn signal on and turning slowly ~ one cyclist still insisted on passing me on the right. I felt like yelling "o.k. you, out of the gene pool." But the guarantee of unfavorable TV coverage for the WCLM made me clam up. Still the scenery was stunning and the location a superb choice.

Lots and lots of pictures were taken at the Concours and a few folks came over to check out the cars. It was not surprising to find that most of the

back row was made up of Elises, with only two Europas and one early Elite present. The Concours Winners were:

Elite - Jess and Eddie Marker

Elan S1/S2 - Roberta and Dave

Bean

Elan S3/S4 - Sarto Rocheleau

M100 Elan - Tie - trophy awarded by coin toss to Kevin Metz and Mariana Pickering with second place to Mel and Darlene Boss

Europa - Keith and Laura Work

Esprit (Pre-V8) - Roy Nakamura

Esprit V8 - Allan and Becky

Zacharda

Elise 1<sup>st</sup> - Laura and Kiyoshi

Hamai

Elise 2<sup>nd</sup> - Tie - trophy awarded to Lillie "Spin" Jaffe by a coin toss

Elise 3<sup>rd</sup> - Dennis Fleming (loser of the coin toss)

Wildest Lotus - Shinoo Mapleton of Sector 111

Lotus Race Car - Lillie "Spin" Jaffe

Non-Lotus - Joel Lipkin for the Noble

Favorite in Show - Jess and Eddie Marker with their original Elite

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The Chairs:

Mel Boss, Joel Lipkin, Kiyoshi Hamai, Tom Carney, Don Nestor, Justin Gross, Pete Richins, Barry Spencer, John Zender, Bard Wilmar, Robert Greene, Jon Rosner, and the Registration Volunteers, Cherie Carney, Laura Hamai and Judy Anderson.

It was a great show and an absolutely superb West Coast Lotus Meet.

## GGLC Autocross School

By Kiyoshi

Over the past 8 months the Elise has been arriving and getting into the hands of new owners. While it's been somewhat of a shock, it's been a delight to welcome many new Elise owners to the GGLC fold.

One delightful affect of these new Elise owners is that they bring with them an infectious refreshing energy and excitement that has re-energized the GGLC. It's invigorating, but delightfully not so different from a time with Europas and Elans were new. As Europa and Elan owners discovered a Lotus is best enjoyed from behind the wheel and so it is today with the new Elise owner, their Elise is best enjoyed driving!

And like the Europas and Elans the Elise BEGS to be driven and driven hard. So, it came to be that the GGLC's newest members wanted to learn about Autocrossing.

One such member, Larry Bisares approached me a few months ago about autocrossing. It was a simple question, "I want to learn how to drive my Elise better. Are there any autocross schools?" "Well, not really..." I said. Larry then queried, "Can the club do an autocross? How hard is it?" I said, "Sure, we've done plenty in the past. It's not that hard... We just need someone to chair the event." "Well, how about me?" said Larry. And with that the GGLC had an Autocross!

In fact the GGLC not only has an Autocross, but an Autocross School and two follow-up events all because of Larry!

### GGLC Autocross School - June 18, 2005

Larry contact and secured the Marina Airport for an Autocross School on June 18, 2005. The Marina site is the site used for the 2002 WCLM Autocross.

We contacted the Lockheed-Martin Sports Car Club to make the dates joint events. The GGLC and Club111 would secure and rent the site and LMSSC would contribute the use of their autocross equipment, an equitable arrangement that works perfectly for

the three clubs.

The Autocross School had 39 drivers, 12 from LMSSC and the remainder from the GGLC and Club111. These drivers were in-

structed by 13 experienced autocrossers, Michael Sands, Jim McClure and myself from the GGLC, Randy Chase and Robert Puertas from Club111, 4 from LMSSC and the remainder from the SCCA.

#### Drills & Skills

The morning sessions focused on building skills at a few basic autocross course elements. Two courses were set up, Course #1 focused upon slaloms and Course #2 on various types of corner elements and situations. Half of the drivers and instructors took to each course. Then as small groups the instructors led their drivers on a walk-through of the course pointing out the driving line and talking about what to expect on course.

The groups then broke into three, with one group of drivers driving with their instructors, another working the course and the third observing. As the drivers progressed through their runs you could see their confidence and speed growing. Each successive run was faster, cleaner, smoother and more precise.

#### Merge and Practice

During the lunch break the two smaller courses were merged together into a full course that provided a great opportunity for the drivers to try out their newly learned lessons on a full course that had all the elements learned in the morning sessions.

Again each driver had his or her instructor available to ride or drive on each run. The course was challenging with an opening slalom followed by a short straight and then a right-hander that needed to be taken with a late



apex. A 3-cone slalom followed then a left and a longish straight into a nice 180. Using a nice wide entry into the 180 helped you finish off the turn with a late apex, followed by a shortish straight. Next was a technical bit, the next right-hander was take wide in order to get a nice wide sweeping arc leading onto the longest straight. By staying wide on the right-hander you were able to get on the throttle early and blast down the straight.

Coming off the straight was another right, a short straight, a quick left-right leading into another right that put you into the final slalom.

After the drivers had their runs on the full course the instructors got to play. Giving rides to their drivers the instructors put on a show! Lots of smooth fast lines, wonderful to watch drifts and times that illustrated what lots of practice and experience does.







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## Mike's Place

Just a reminder that another GGLC Lotus day at my shop in El Sobrante. 10 am start time. 1) Swap meet to clean out your 30 year stash of parts 2) tech stuff where we can do: compression testing, leak down tests, camber, castor, corner weighing, etc. 3) Will also have a boot or bonnet lid freshly painted, so the lads can try their hand (s) at colour sanding and polishing back the gloss. A rsvp would be appreciated at: (510) 232-7764 or [mikeostrov@webtv.net](mailto:mikeostrov@webtv.net) Can you please do a note for the GGLC Calendar? Hope you can pop up. Cheers. Mike.

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Call Don at (650) 347-0572 or email [7lotus7@prodigy.net](mailto:7lotus7@prodigy.net)

**For Sale:** 74 Europa. Yellow with creme cloth interior. Low mileage car. Not running, bent valves trying to replace pulley seal. Head redone and ready. I didn't install for obvious reasons. Can send pictures to interested members. I live in Moorpark, Ca. (Ventura Area). Contact at 310 4660421 day cell or evenings at 805 5290544. E mail [allis99@earthlink.net](mailto:allis99@earthlink.net) Reasonable offers accepted for immediate sale. (3/05)

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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.

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# Classifieds

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

**For Sale:** 1979 Esprit S2.

Commemorative Edition #100 (last one). Black with gold stripes (like all of that series Esprit).

Very good condition. Well cared for. Reliable. Previously owned by David Anderson (GGLC). Chuck is 3rd owner. \$10000 Call Chuck: 707-875-3728 (2/05)

**For sale:** open trailer ,pro built

custom,15' bed,73" between fenders, fulldeck with Recessed D ring tie downs.Tandem dropped axles with full spring suspension,surge brake,new tires with new chrome wheels.less than 1500 miles on trailer.built for lotus elan and Jag xke.nice light towing trailer.

Also have lotus twin cam L block,perfect weber cyl head,omega 11:75 pistons, steel crank, carillo rods,genuine set minilites with both sets of lug nuts.all lotus components are brand new including wheels. contact Joel Mauser 209 477 4198 or 209 482 5351cell.located in Stockton,calif.

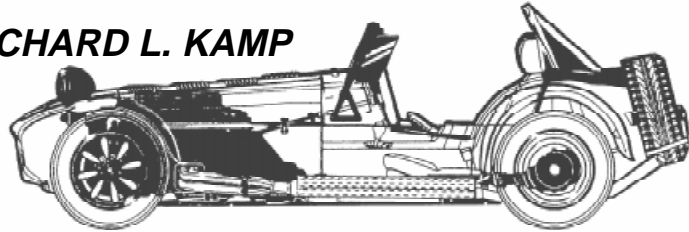
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**For Sale:** 1969 Lotus Elan +2 vintage race project car comes with Spyder chassis, Cosmics, limited slip dif, Koni's, steel brake lines. Extra set of widened steel wheels. Have Weber head to be installed with mild cams. \$4800.00 George at 831-648-9064 (3/05)

**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](mailto:darmel@sbcglobal.net).

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