

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org November 2005

To the right, a great scene from the CSRG race last month. Unfortunately, I couldn't talk either of these owners into bringing their car to the San Francisco Auto Show. Ofcourse, Pete lives in Washington state and that would have been a bit of a tow.

But we're going to have a display of some great and significant Lotuses, through history. We'll have a Lotus 11 from 1959, up to a Lotus Sport 190 from the year 2000. We're also going to have a general display on the history of Lotus and feature some of it's great drivers.

I really hope that many of you can attend, see our display and the rest of the show. None of our local bay area sports teams can win much, but I think we're going to show our pride in our club and the Lotus marque.

Also, Toy Rallye on December 4th. This has always been a fun event, which GGLC helps with volunteers.

Holiday Party? We have a very good restaurant with better cuisine than our usual venues. Keep checking the Website for upcoming info on pricing and RSVP reservations.

The Wine Tour is over, which I could not attend, but a full report on it will be in next month's newsletter.

A great year of car events is almost over but I think that next year will even surpass it. Especially if I can get my own race car to stop melting pistons.

editor



Pete Loveley and his Lotus 49B having a last minute discussion with his mechanic, as Chris Locke drives his Lotus 71 out for a practice session at the CSRG Charity Classic at Infineon Raceway

November Meeting

Friday, November 18th

Host: San Francisco Auto Show

Unfortunately, attendance is limited to those showing cars, show volunteers, and a few tickets remaining from our 50 ticket allotment from the show management.



To the left, one of our members having fun at a GGLC Track Day. OOps, the car appears to have lost contact with the road directions!

Calendar

November 18	GGLC Meeting	Host: SF Auto Show
	Complete details inside	
November 19-27	San Francisco Auto Show Moscone Convention Center	
December 4	Toy Rallye	Fremont
	Check the Website for complete details.....Great Fun!!!	
December 10	Annual Xmas Party	Capellini
	Ristorante, San Mateo Check the Website for complete information. Prices there soon.	
January 20	GGLC Meeting	Host: Tom & Cherie Carney; and Christmas Tree!
February 20	GGLC Track Day	Laguna Seca
	John Zender gets us there and will put on a great event, as usual!	

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

Remember:

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. Also make sure that your email accepts it, so it is not listed as SPAM. editor

Vote For Your Favorite Photo *by Kiyoshi*

Pick your favorite photos for the 2006 GGLC Lotus Calendar!

Over 50 photos were submitted and now is your chance to get your favorites into the 2006 GGLC Lotus Calendar.

Just visit the GGLC website at <http://www.gglotus.org/ggcalend/2006calendar/2006calendar.htm> and check out all the photos. Pick 12 of your favorite and the winners will be immortalized in the 2006 calendar. Voting is open throughout November. So, vote early and vote often! The calendar will go on sale in December.

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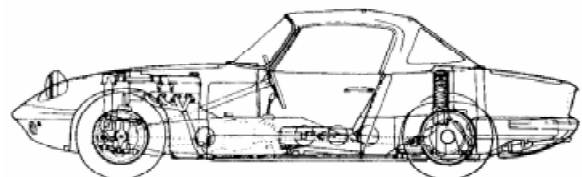
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CHEVY COBALT SS

press release

Lotus Engineering adds extra power to Chevrolet's latest 4-cylinder performance car

Led by GM Performance Division and Chevrolet, with help from Lotus Engineering among others, a new contender burst onto the scene this summer in the increasingly popular Time Attack competitions - the Chevrolet Cobalt SS Supercharged. Driven by John Heinricy in the Unlimited Class, the FWD Cobalt SS Supercharged beat the fastest times of the legendary AWD Nissan Skyline by seven seconds in Street Tuner Challenge's Time Attack event on July 21.

Now with some further modifications and added nitrous boost, the Cobalt SS Supercharged looks to make an even bigger splash on Tuesday, Nov. 8 in a return to California's Buttonwillow Raceway Park for the PRIMEDIA Time Attack, where it will seek to record the fastest time in the Unlimited Class as well as overall.

Working in partnership with GM Performance Division and other specialists, Lotus Engineering provided calibration and engineering expertise to help maximize the performance potential of the base supercharged 2.0L ECOTEC engine in the Cobalt SS. In race-ready trim, the nitrous oxide boosted engine delivers an impressive 344 horsepower and 350 lb.-ft. of torque.

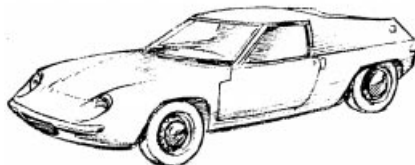
Tim Holland, director of Powertrain Engineering at Lotus' USA office in Michigan, commented: "Handling the calibration aspect of the supercharged 2.0-liter ECOTEC engine was a very rewarding job. Lotus Engineering had already been involved in the development of the standard production engine; therefore being given the chance to make it even more powerful was fantastic. By adding nitrous oxide the engine can now deliver a conservative 344 horsepower in short bursts. I can't wait to see the

race for myself on November 8."

Time Attack racing has been popular in Japan for some time, and finally made its way to America in 2003. Taking cues from the Japanese competitions, Time Attack races feature street-based cars on ordinary street tires trying to complete the fastest flying lap time possible on a given track.

Those looking to catch a glimpse of the Time Attack Cobalt SS Supercharged before the Nov. 8 race can catch the car on display Nov. 1-4 in the General Motors stand at the Speciality Equipment Manufacturers Association (SEMA) Show in Las Vegas. For more information on the show, please visit www.semashow.com <<http://www.semashow.com>>.

end



Mark 46

Lotus Watch: by David Anderson, GGLC Membership

As of July, 2005, the club has about 340 members and members own, in aggregate, over 400 Lotuses.

Car Count:

Europa	80
Elan	65
Seven, clones	57
Esprit	52
Elise	47
Elite(old)	26
Lotus Cortina	21
Elan +2	18
Elan M100	8
Elite(new)	6
Lotus 23, clones	5
Lotus 11	3
Lotus 41	3
Eclat	3
Lotus 18	2
Lotus 27	2
Lotus 47	2
Lotus 51	2
Lotus 61	2
Lotus 35	1
Lotus 77	1

Club Officer Nominees for 2006

Re: 2006 GGLC Officer Election Time
GGLC 2006 Officers Nominated!

The elections for the 2006 GGLC Officers are open. Members are welcome to vote at the November Membership Meeting or can email their selections to ggmail@gglotus.org (by Nov 17th). The lucky souls are:

OFFICE

President & VP (runner-up is VP)

Secretary

Events Co-Chairs (Select 2)

Autocross Chair

Treasurer

Membership Chairman

Chapman Report Staff

NOMINEES

Clark Vineyard

Scott Hogben

Dave Ellis

Chris Spencer

Jon Rosner

John Zender

Scott Hogben

Larry Bisares

Laura Hamai

David Anderson

Jim McClure, Editor; Tom &

Cherie Carney, Distribution

Driving Lights in a “Non-PreWired”

Elise *By Tim Mullen*

<http://members.cox.net/elans4/>

I installed the Factory Driving Lights on my Elise over the weekend.

First my car is one of the early non-prewired cars. This is a misnomer. The car is prewired for the driving lights, it does not have the wiring for the switch that goes under the regular head/parking light switches. The driving lights will come on whenever the high beams are on - which is exactly what I wanted anyway (it would be nice to have an off switch, but I really can't see a reason I'd ever

nut inserts, but I made the mistake of attempting to install one - several hours later, I managed to finally get the spinning insert out of the hole. I used the nylock nut and washer instead.

The instructions that came with the kit was pretty useless - they pretty much say to attach the lights to the previous installed mounting bracket, then go into great detail about installing the switch in the light switch panel and installing the relay (which wasn't used/needed in my “non-prewired” car. There is no detail as to how to mount the brackets or the lights to the bracket.



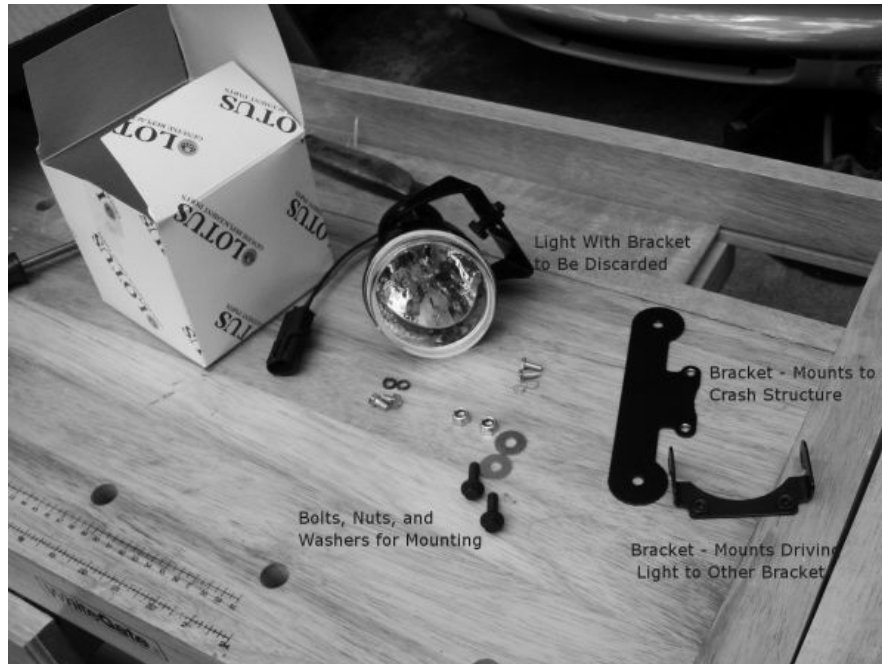
mounting bracket.

Easily seen in this out of focus picture:

Then came the mounting of the bracket to the crash structure. You have to remove the grill to get to the “inside” mounting hole. The other one is under the turn signal assembly. Removing the turn signal assembly is both easy and difficult - if you push with the tool in the right place, it pops right out - feeling for and pushing at the right place can take a long time.

Once the assembly is out of the way, you can see the “outside” mounting hole, and you can reach in and find the connector for the driving lights (I had to pull one loose from the tape that was wrapped around the connector and harness to keep it from flopping around). The following photos show the opening, and a close up of the turn signal opening and finally, the opening in the upper corner of the grill (all photos are of the right side of the car):

Mounting the bracket involved inserting the bracket from the grill. I slipped it in between the body and the crash structure until it was sticking up above the crash structure above the “outside” hole. Then the bolt was



use it.

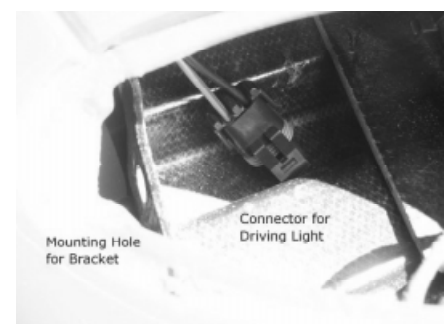
One other difference between the early cars and the later cars is that the later cars are supposed to come with the mounting bracket installed on the crash structure - I had to install the brackets on mine.

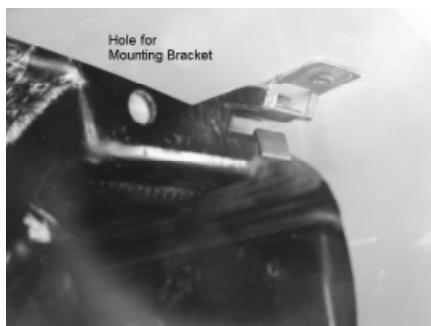
The kit came with lots of parts, and many aren't used (but I think that sometime in the future, the switch may become useful as a “hidden” power switch if I ever install a concealed radar detector). The kit includes some

I started by putting the car up on RhinoRamps to make things easier to work on (I use the cardboard as a disposable “pad” to insulate me from the hot blacktop, and to keep some of the dirt off of me):

The parts to install one side are shown below (forgive me, some of the photos didn't focus properly - my camera doesn't like close up shots):

First thing necessary was to remove the existing bracket on the fog light and replace it with the bracket necessary to mount it to the Elise





inserted into the hole on the bracket, and I lowered the bracket down until the bolt was lined up with the hole in the crash structure. Then the bolt was pushed into the hole. I applied some down force to the bracket to wedge the bolt in position so it wouldn't fall out (I had the under tray off for another reason so when I dropped the bolt/nuts/washer they would fall through and drop on the ground. However, one managed to fall into a rectangular "tube" in the structure and it took some finesse with a magnet tied to a string and a bent coat hanger to coax it back out - *don't drop anything*).

Once the bolt was in the hole, the washer and nylock nut could be threaded onto the back side. The "inside" bolt was relatively easier - the bolt is easy to insert, and if you have small hands, you can reach into the hole and install the washer and nut. If you attempt to do this install, I *highly* recommend a set of GearWrenches - I'm not sure I could have fit even the smallest ratchet down inside to the rear of the "inside" hole, and the "swing arc" was way too small for tightening by hand.

Here's another bad picture of my wrench in on the "inside" nut (the other wrench was down in the grill area and easy to use):

Once the mounting bracket was installed on the crash structure, the bracket that was installed on the driving light is connected to the newly installed bracket. The driving light bracket is placed behind the mounting bracket, and the two small screws are inserted through the mounting bracket and into the bracket attached to the driving light (the nuts are welded to the bracket on the driving lights). Tighten down the bolts and plug in the



connectos (that hand down from above the crash structure, and finally, a completed, installed Driving Light:

The next step involved driving the car to a nearby underground parking garage to align everything. I removed the fender liners and head light covers (I had previously aligned the head light on my garage door, but it wasn't a very good job)

I pulled the car up very close to the wall, and marked the bright spots of the low beams with some tape on the wall. Then I push the car back quite a distance and to a level spot (the floor is

"up and down" for water drainage. I then lined up the head lights according to the tape marks on the wall. Then came the high beams, and the driving lights. The lights that were not be adjusted at the time were covered with a town taped to the body (would have been nice to have the on/off switch for the driving lights for this step). Once everything was adjusted, I drove the 2 miles home and reinstalled the covers and the fender liners and installed the new grill that came as part of the kit. I actually forgot to take a photo of the completed project.

end

Auto Show

Press Release

From: Paul Diamond
San Francisco International Auto Show
300 Valley St., Suite 303
Sausalito, CA 94965

Dear Lotus Club Members and Owners,

The San Francisco International Auto Show is asking the Golden Gate Lotus Club to participate in a Lotus exhibit for the 2006 San Francisco International Auto Show, November 19-27, 2005 at Moscone Convention Center.

We believe an exhibit featuring classic Lotus race cars and vintage cars from the past will be one of the highlights of this year's show. Therefore, the special Lotus exhibit will be included in our extensive advertising campaign, featured on the KRON-TV Preview show and highlighted in the numerous newspaper and magazine special sections.

The San Francisco International Auto Show will provide all materials needed to produce a quality exhibit including, but not limited to space, carpet, drapery plus plant and floral arrangements. We will also provide 24-hour security to insure the safety of the cars.

In appreciation of your participation in the Lotus exhibition at this year's San Francisco International Auto Show, each car owner will receive an invitation (good for two people each) to the VIP/Media Preview, two weeklong VIP passes and ten single day individual passes good anytime during the entire run of the show.

With over 400,000 spectators expected at this year's show, the San Francisco International Auto Show is the largest exposition of any kind held in northern California and the second largest auto show held in the western United States. It is the only auto show held in northern California that is supported by the major manufacturers and features their top displays.

EBay Watch:



This Esprit Turbo didn't meet it's reserve price. Amazing, considering all of the added accessories.

"2000 Lotus 340R -
Roadster, 120 HP inline-4 cylinder engine by Rover, 5-speed manual, Blue cloth & aluminum Interior, Silver Exterior

Tilt steering, rollcage incorporated into the body / chassis, fire extinguisher, headlights and taillights

Weighing about 1,500 pounds dry, this little car will really scoot! Please note that the 340 is not certified for road use in CA, and is intended as a track car only.

No Warranty

We will consider trades and can offer very competitive financing and leasing programs.

If this car is purchased by a California resident or is being driven away in person, we must collect sales tax on behalf of the CA DMV." Hit \$43K, that wasn't the reserve. I thought these had more than 120 hp.

"Chequered Flag
International is pleased to offer this immaculate restored lotus 7 in British Racing green & Yellow with black vinyl seating. Freshly rebuilt engine, trans and rear end. New paint and upholstery. right hand drive,

quick release steering wheel, panaspport racing rims. Sold on a SCCA log book & not registered for road use (which should not be a big deal). What a blast. Inspections encouraged. Subject to prior sale. All E Bay sales AS-IS." Photos look like a Caterham to me. One of two that didn't sell and didn't look like the real thing, either.

Track Days Photos From The Year

by David Anderson, and it was a great year at the track.



Lotus Bytes: *editor, et al*



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From Kiyoshi

These guys plotted the route used in Rendezvous measured/calculated the distances, noted the times and did a plot of time and speed. How does 132 mph sound?!?! GOTO:

<http://hypertextbook.com/facts/2005/Rendezvous.shtml>

TRUE STORY, though not dar related: Regis Philbin and Donald Trump sing a duet on a new CD.



The latest Elise variations, due out this month; at least in the U.K. U.S availability unknown.

More Classifieds

Wanted: I am looking for a Lotus Elan from 1963 to 1973 to purchase.

Convertible. Please email photos, details and price. Thank you. JOHN J. GARVEY, jgarvey2@cox.net, 405-760-3883, 1724 Dorchester Place, Oklahoma City, OK 73120

FOR SALE: Lotus 7 A. New reinforced chrome moly frame, new suspension and Spax shocks, all new hydraulics, 2 rib cage transmissions, close ratio gear set, 2 BMC 1100 blocks and cranks, new APT prepared cylinder head with valves and springs, 2 Triumph 10 rear axle housings(one with no cracks), Wingard tail lights, original radiator and fuel tank, proper red upholstery material from England, etc., etc. Needs aluminum skin and hood.Assembly required. Will not separate. \$8000 firm. Locater in Templeton, CA (805)434-2980

For Sale: 1977 Lotus Sprint (Eclat) been sitting in garage for 20 years. \$4000. Contact Chuck Nelson hansel@aol.com

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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 S2 Europa \$1500 or best offer. 64k miles on engine. New water pump, battery, and hoses. Ran last month but then the starter died. Has some body damage to rear. Almost all original. This is a good project car or a great parts car. Please call Cody at 925-356-6965.

For sale: four minilite (genuine) wheels, bolt on 31/4x4, 13x5 with mounted set of avon 5:00x13's includes lug nuts(7/16&1/2). both wheel and tires brand new, never run. correct offset for lotus elan and spitfire. for info call Joel Mauser 209 477 4198 or email mauserja@aol.com (8/05)

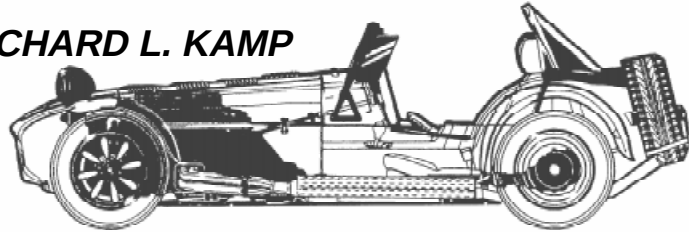
For Sale: We are selling our 1993 DeDion Caterham. I have had the car since 1994 and purchased it thru 7's & Elans. It has the 1700 Super Sprint, oil cooler, limited slip, adjustable seats, heater. The car has the original optional 16" tires and wheels and also a set of 13" wheels w/Avon tires. \$27,500. contact Gene: phone 530-722-9127, fax 530-722-9119, email bbg@c-zone.net.

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FOR SALE: 1. Elan Series One body only. Needs some glass fibre remodeling and attention to the rear lamp panel. No title. 2. Elan FHC Series 4. Almost complete. missing a few mechanical bits: ie engine tranny, backbone chassis, suspension, diff. Great project or starter car. Title available. 3. Elan knock off (4), bolt on steel wheels (4) and one set (4) Europa factory alloy wheels. Sensible offers considered. All items FOB El Sobrante, CA. Mike Ostrov (510) 232-7764 or mikeostrov@webtv.net

For Sale: 1977 Esprit S1, nearly flawless interior, top half engine rebuilt, new radiator, new tires, etc. Receipts for all work done. Located in Walnut Creek, CA. Contact Paul Aichele 510-752-3204/ aichele@pixar.com (9/05)

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

First Class Mail

The Golden Gate Lotus Club
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