

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) October 2007

## The Last Picture Show *editor*

No Max Car Participation Award? This was the last year for the All British Car Meet to be held at Stanford, and the first to not give an award to the club that brought the most cars, which was often won by Lotus. That's because we're the party of Inclusion, not the Party of Exclusion. We welcomed all Lotuses and even the clones, while some other clubs were splintered according to size, philosophy, whatever! We used to really beat the drums to get our cars there in numbers; sometimes over 50 would show. If the organizers keep this trophy in the trash, I think it will cost them. I, myself, didn't like the idea of paying \$25 to park my car there, anyway. \$10, maybe.

I'm not going to trash Stanford this month for pushing the two car events off of their turf. Done that, plus they made me happy by sticking it in the eye of USC this week.

Another article on LOG is included here. More photos of the ABCM will be in the November issue. Also info on the Brisbane FREE event and Mike Ostrov's tech session, this month. Keith Franck and Bob Groat will both be at the tech session.



*Elans in row at the ABCM.*

*This meeting will also be for nomination of 2008 club officers.*

### **October Meeting**

**Friday, October 19th, 7:30 pm**

**Host: Brandon & Susan Burke**

# Europa To LOG by John Lexau

> Reprinted from Europa mailing list with permission.

>

> I did just over 3000 miles total round trip, which is by far the furthest since I've gotten the car back together with the Zetec. I've gone a total of about 9500 miles now over the past 2+ years. Leaving from Beaverton, OR, my first stop was the bay area for work. I managed to drop in on the Golden Gate meeting on Friday night and the Monterey Historics on Saturday.

> Then off to Aspen. I left San Jose Tuesday night and spent the evening in Bakersfield. I think I just missed poor

Kiyoshi with his truck. The next day was spent in the heat of southern California, Nevada, and Utah. I do not understand how people can live there. The driver suffered, but the car ran fine. Coolant never got above 94 degrees, although the air intake temp hit 67, which is significantly higher than I've seen before.

> I stayed in Ridgefield, UT and then did the final leg to Aspen on Friday, arriving mid-afternoon. The car was running pretty badly at this point, even though I'd attempted to adjust for altitude. I spent most of the time in Aspen trying different things to get it to run better without

much success. It wasn't until about halfway home that I finally determined that the throttle position sensor had developed a "bad spot" between about 0 and 20% throttle, making it nearly impossible to drive at steady speeds on flat roads. Fortunately, there was some adjustment in the TPS and I could rotate it away from the bad zone for the remainder of the drive.

> But, troubles didn't end there. At the track day on Monday, I finally tracked down the annoying rattle from the engine bay. The exhaust pipe had cracked just before the muffler. Not wanting to miss track time, I wrapped it with the flexible heat shield from my fuel surge tank and a metal band clamp and made due for

## Calendar

October 5	HOD Track Day	T Hill
October 19	Club meeting	TBA
October 27	Tech session	Mike's
October 28	Marina Festival	Brisbane

For more and up to date information on these GGLC and other events check the GGLC website at [www.gglotus.org](http://www.gglotus.org)



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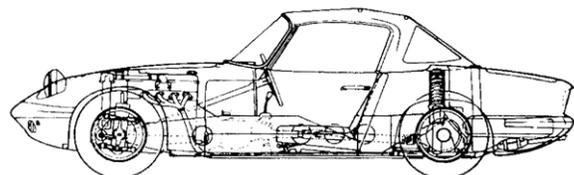
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the day. The Woody Creek track may be small, but it's still great fun. I did two sessions before my brake pedal all of a sudden went to the floor. Fortunately it was in a relatively safe spot and I managed slowly around the rest of the track to the paddock. We bled a little air out and the pedal came back fine. I've now switched to high-temp brake fluid to prevent that happening again.

Tuesday was time to leave. The car was still running pretty rough (I still hadn't found the TPS problem), but I made my way to Grand Junction where I'd selected a small exhaust shop to see if they would fix my crack. No problem - one of the younger guys did it for me in their parking lot and only charged me \$10. 30 mins later, I was on my way again. It was later this day that I sorted out the TPS and thought I would have an easy time the rest of the way home. But it was not to be. I woke Wednesday morning in Mountain Home, ID to find a huge puddle of transmission fluid under the car. One of the output shaft seals was leaking yet again. I brought spares, but didn't really have all the tools (or desired) needed to change one on the spot, so I bought some extra fluid from the gas station across the street and topped it off, figuring I would check at rest stops to see how it was doing. Well, by eastern Oregon, it wasn't doing well at all. I lost over 1/2 pt in the time it took to run to the bathroom and back. So, I decided to stop in La Grande, OR and look for help. I

tried several shops, but no one was particularly interested, so I headed back to the Schuck's Auto Parts near the freeway to see what I could rent from them. I found a very helpful guy there, and although he couldn't rent me a jack, he sold me a small screw-type jack that I figured I could squeeze into the already very full car. I moved to the far end of the parking lot, as much out of sight as possible. I forgot any kind of drift, so had to bang the roll pin out with an allen wrench and a crescent wrench (aka a hammer). Got the adjuster nut out and found the seal in 3 pieces - no wonder fluid was pouring out. I tool the adjuster and a new seal back into Schuck's and we changed it with the help of a rental bearing seal press kit (which didn't charge me for the use of). Put everything back together and filled it up - no leaks. Oh, did I mention that it was about 95 degrees and I was wearing my coveralls to stay clean. Another place I wouldn't want to live. Ha ha! The rest of the trip home was pretty uneventful. When the TPS was working properly,

I was seeing 35-37 mpg. Oh, that reminds me of Jim's gas story. I also ran out of gas, about 9 miles from Green River, UT. For those who don't know, that's the last town before 110 miles of absolutely nothing (they have a billboard to warn you of this). The gauge still read 1/4 tank, but as Jim says, that don't mean much. I had just started walking when an older guy in a truck (which I'm pretty sure he lived in) stopped and offered me a ride to town. I bought gas and a can (yet more to cram into the car) and he gave me a lift back to my car. With a few gallons in the tank, it was happy to start up. Somebody was definitely watching out for me that day.

OK, that's a little longer than I'd planned, but I want to add one more comment on how great I thought the LOG was. I've never been to one before, but the dinners, speakers, great people, .... all made it a wonderful 3 days. Like Jim, I was hardly ever able to leave my car, especially at the concourse, so didn't have as much time as I might have liked to look at other cars, but that's fine.



*The Lexau Europa. And, yes, he plans to paint it..*

# Mike's Place

The GGLC Fall Finale Shop Day is: Saturday, Oct 27. 10 am start time at: 4119 Santa Rita Road, El Sobrante, CA 94803. Shop phone: (510) 222-6437.

> RSVP please, to: Mike Ostrov at: [mikeostrov@webtv.net](mailto:mikeostrov@webtv.net) or (510) 232-7764

> Agenda; Keith Franck, our Weber guru will be offering tune up instruction and Bob Groat, Lotus painting wizard will be on site for advice and council. Other fun stull can include. glass fiber repaire, compression and leak down testing, air fuel examination and more.

> Hope you can pop up Cheers. Mike.

**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.

# Brisbane Marina Festival

Sunday, October 28, 2007, 10am-4pm

If you are receiving this for the first time, then you are being invited to participate! This Festival is by invitation only and those who are invited have been reviewed by the Festival Committee. There is no cost to participate or enjoy the Festival, this is a City event, sponsored by the City and generous sponsors.

Those of you who are non-profits, educational, clubs etc. will again be provided with a 10' X 10' tent, table and 2 chairs. If you have NOT RSVP'd please do so now as we will be ordering the equipment.

Those of you who will be selling art, crafts or other goods and have been invited will be provided with a space to set up a tent or display. The are will be reserved for 10' X 10'. If you have NOT RSVP'd please do so now as we are developing a site map. If you need a larger footprint please advise us NOW.

The Golden Gate Street Machines Unlimited will direct the car show. We're also happy to report that we will be giving FREE (I love that word) dash plaques to the first 100 cars, first come first serve. We'll have room for about 220 cars. And remember car show participants, the entry is FREE. Please arrive around 9am to display your ride.

The in-the-water displays will be focused on early sailing and motorboats of San Francisco Bay and will be quite a history lesson not to mention the other unusual and unique water craft at the docks and open to the public.

The live music will consist of the Kathy Wall Quartet in the morning and then rock n' roll in the afternoon with Scott Porter and "The Hot Rods". There will be a special show at noon, but we're not going to tell you what it is, it will be a suprise!

The food and drink booths have been established and one of the restuarants will be selling commemorative glasses for the first time.

We will also be expanding the childrens activities a little more than in years past.

So please mark your calendars and let us know if you'll be with us for this FUN event!

Ted Warburton

Director of Marina Services & Festival Chair

Brisbane Marina

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**Wanted:** 1. Elan S2 side-window glass. Lotus Part Number 26B0090 (two hole finger-lift style) 2. Elan S1/2 door key-lock cylinder(s). Left side Appears to be Part No. 26B6013 LH 3. Steel centering from an Elan Plus-2 alloy wheel (are there any busted or bent Plus-2 alloy wheels out there?) Contact Marc Charonnat, [Cycling2003@comcast.net](mailto:Cycling2003@comcast.net), 530-217-9611 (cell)

**CORRECTION:**

> Correction on the LOG27 GGLC Concours winners. Here we list all the GGLC prize winners and their prize level. Elan S1-S2

- > 1st - Brandon Burke
- > 2nd - Kiyosh Hamai
- > Elan S3-Sprint
- > 2nd - Sarto Rocheleau
- > 3rd - David Anderson
- > Sorry about leaving Sarto out in the last issue.

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](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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## More Classifieds

**For Sale:** Livery Green 1986 Lotus Turbo Esprit HCI for sale Very Quick Car, Unfortunately, I no longer fit.... 86,000 Miles, Runs Beautifully, Smogs Easily 5000 miles since complete engine rebuild by Barry Spenser (\$10K) 6000 miles since body restoration by S.J. City Autobody (\$10K) \$20,000 or Best Offer Call Oliver at 408-718-8363

**For Sale:** 1973 Europa. Turbo charged, wide tires and wheel flares. Yellow with front to back wide black stripes. Only needs side mirrors and paint touch up. No stress cracks. Upgraded strong brakes. \$35,00.00 Joe at (916) 721-3324 or eve. (530) 886-0788. Joe Marman Day (916) 721-3324 > [marmanla@localnet.com](mailto:marmanla@localnet.com)

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

**For Sale:** Never installed, Double S polished stainless muffler for early Elan +2. Still has part sticker on it. Part No. LO 29. Current retail price 186 GBP. per Double S website. <http://www.stainlessstelexhausts.co.uk/> No mounting hardware incl. but has attached mounting bolts. Single exhaust outlet. Still shiny and undamaged. Dimensions are L 14in. W 6in. H 4in. approx wt. 18 lbs. 1.75" OD inlet. Asking \$180 USD + freight. Paypal only. Phil Mitchell 408-888-8159 San Jose CA. (8/07)

Wanted: Lotus Twin cam engine for Europa.

Call: Don Hogue at (650) 363-2221 (7/07)

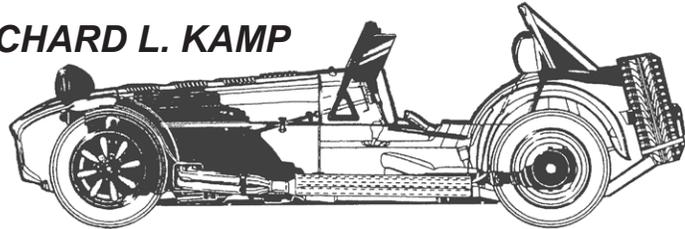
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**For Sale:** 1987 Lotus Turbo Esprit 38,897 miles. In storage since 1999. Body and interior outstanding. Motor problem: one piston has been installed backwards! Motor needs clean-up, new matched piston set, and reassembly. G uigario body, dark metallic blue.

**Grey leather int. \$6.5K**  
**Adrian 707.658.2098**

For Sale: Lotus Elan S4 1969 convertible, restoration project, with many parts. Needs body work. Car in good order, since driven into lock-up 10 years ago. 4 new tires. Another set of wheels to go with car. Title clean. \$5000. Can send pictures of the car.

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

## First Class Mail

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