

The Chapman Report



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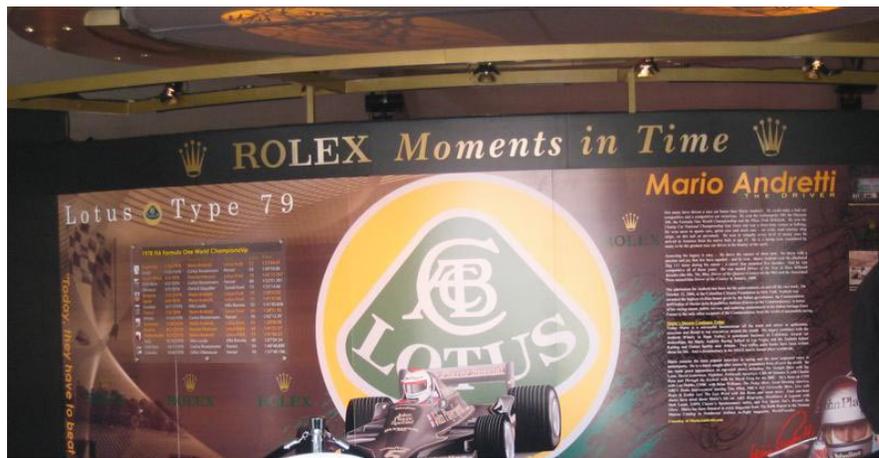
Get Ready for the Historics!

editor

Since the first weekend in August coincides with the first days of August, it may seem as if the Monterey Historics (always on the third weekend in August) is taking place a little early this year. But no, the dates really are August 14-16, and the featured marque is Porsche.

If you have never been to Monterey for this memorable weekend, be sure to plan ahead in order to maximize your exposure to some of the finest examples of automotive art and eye candy that you will likely see anywhere. Potential venues include not only the historic racetrack at Laguna Seca, but also the exclusive Quail Lodge, the Concorso Italiano at the Laguna Seca Golf Ranch, and the incomparable Pebble Beach Concours d'Elegance.

If you signed up before the deadline, thank you, because we again have met the quota to have a reserved Lotus-cars-only parking corral at Laguna for a very full race day on Saturday, August 15. Thanks to Kiyoshi for setting things up and for mailing out your tickets/passes. Be sure to get there early, though, so that you'll have plenty of time to cruise the paddock (there is always a good chance you'll spot Jay Leno or other celebrities) and be able to stake out some prime real estate for watching the hot competition after lunch.



July Meeting

Friday, July 17th, 7:30 pm

Hosts: Kiyoshi & Laura Hamai

Newsletter Delivery Options

by David Anderson

We are now up to about 59 % of members getting their Chapman Report by email (transmitted using a high-quality, full color PDF file). These folks not only see their newsletter somewhat sooner than those who get the printed version, they also help save the club postage money (and a few trees). We also should not forget that choosing the email option helps reduce the time and effort Tom and Cherie Carney put into the postal mailing process each and every month. On the other hand, if you really

want the newsletter to be delivered by the postal service, that's OK too.

If you want to change your Chapman Report delivery option (either way), you can email your request to gmail-at-gglotus.org or send a note to the GGLC PO Box.

Party Time!

editor

It is hard to imagine a better combination of fun run, outstanding hospitality and perfect weather for the club's annual summer Saturday meeting and BBQ at Mel and Darlene's place.

GGLC President, Rob Dietsch, and Jen led a group of about 6 cars from the South Bay (Santana Row)

to the East Bay, including a brief photo op stop at a Livermore winery.

Once we got to Mel and Darlene's in Danville (where the total number of Lotus cars making the scene grew to about 14!), we were greeted with an amazing assortment of food and drink aptly orchestrated by the Master of the Grill, Mel. Between the turkey, tri-tip, salad, veggies and stuffed portabellas, there was something to satisfy every taste. Then, to top things off, it just happened that long-time club member, Don Nester, was celebrating a significant birthday that we all got to share in via a super birthday cake.

Many thanks to one and all for making the Danville Run and BBQ a great success--as shown in the accompanying photos.

Calendar

| | | |
|--------------|--------------------|-------------|
| July 14 | GGLC Track Day | THill |
| July 18 | GGLC Tech Day | Mike Ostrov |
| July 18 | Autocross (Points) | Marina |
| August 14-16 | Monterey Historics | Laguna Seca |

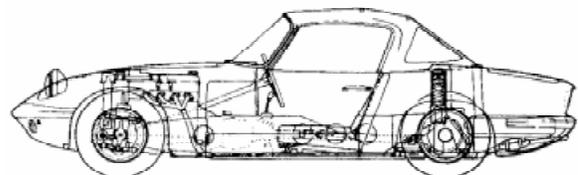
For more and updated information about these GGLC and other events check the GGLC website at www.gglotus.org

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Photos from Run & BBQ:

June 20, 2009

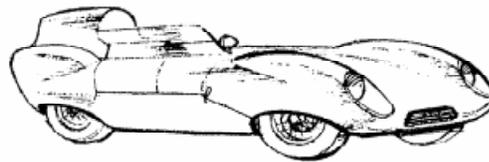


The Lotus Cars We Own

by David Anderson

The following table summarizes the current GGLC membership Lotus owner statistics per Lotus model (as of 06/10/2009). The list is ordered from few to many, according to the total number of member-owned cars of a particular type. Note that models listed with just a "type" number are race cars.

An interesting observation is that although the club's membership count has varied up and down over time (and it is currently about 100 higher than it was before Elise sales began), the average number of cars per Lotus-owning-member has not varied for years!



Mark 11

| Count | Model (type) |
|-------|--------------|
| 1 | (35) |
| 1 | (41) |
| 1 | (47) |
| 1 | (61) |
| 1 | (77) |
| 2 | (11) |
| 2 | (27) |
| 2 | (51) |
| 2 | Eclat |
| 3 | (18) |
| 4 | (23) |
| 5 | Elite-new |
| 6 | Elan-M100 |
| 11 | Esprit |
| 15 | Elan-Plus 2 |
| 17 | Exige |
| 21 | Elite-old |
| 24 | Cortina |
| 28 | Esprit-Turbo |

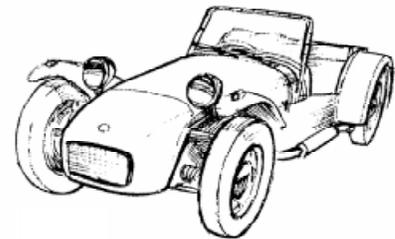
| Count | Model (type) |
|-------|--------------|
| 48 | Seven |
| 70 | Elan |
| 74 | Europa |
| 89 | Elise |

428 total Lotus Cars

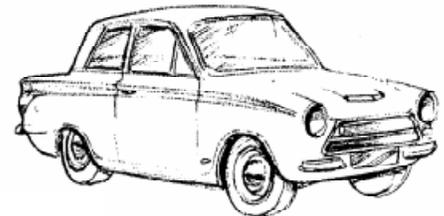
Number of members owning *at least one* Lotus: **284**

Number of Lotus cars per Lotus owner: **1.5**

Number of members *not* owning a Lotus: **192**



Mark 7



Mark 28

A Visit to the Henry Ford

Part 1 of 3

by Dick Ryan

If you find yourself in the Detroit area with some time available (or if you just want to go to a very good museum), I have just the thing for you. Head for The Henry Ford, which is a museum in Dearborn, MI that Henry Ford started in 1906 to preserve some of the things he built along with some of the things he collected.

The Henry Ford has two major parts, the Museum and Greenfield Village. The Museum celebrates the technology that Ford had a major hand in developing. Greenfield Village is a remembrance of American life before Ford's influence pushed it forward. It opened October 21, 1929.

Let's start at the Museum for the first installment of this three-part series. Ford designed and had it built as a museum from day one. All together, the Museum consists of 12 acres of fascinating "stuff" essentially under one roof. I figured that because it was built by Henry Ford, it must be a car museum. How wrong I was. It turns out that Ford liked to collect all kinds of things.

For my first surprise, as the famous Flash Racing, Ltd. team walked through the front door, we were greeted by a full-size replica of the Wright Flyer, the first powered aircraft. We will get to the museum's race cars in the next installment, but some of the other fascinating exhibits included furniture, stoves for heating your house,

violins, guns, working steam engines, farm equipment, trains, doll houses, power plants, and other examples of 1900's technology.

The biggest single exhibit is a huge Allegheny steam railroad locomotive and tender from 1941.



It seemed to be 25 feet tall and about a half mile long. The railroad exhibits include reproductions of many famous engines and many types of railroad cars.

Another exhibit area had the bus that Rosa Parks rode in Montgomery, AL and sparked the nation's social conscience. Two infamous items in the museum are grim reminders of the past. They are President John Kennedy's limousine from Dallas and the chair that

Lincoln was sitting in at Ford's Theater on that fateful night in 1865. (By the way, the namesake of that famous theater in Washington DC was a Ford who was not related to Henry.)

There is also an impressive aircraft exhibit; including a DC-3, both a Ford Tri-Motor and a Fokker Tri-Motor, a Lockheed Vega painted to look like Amelia Earhart's aircraft, and a reproduction of Lindbergh's "Sprit of St. Louis". Another interesting ex-



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ample of America's early love affair with "mobility" is an unrestored 1912 Thor motorcycle built by the Aurora Machine and Tool Company in Aurora, IL.

A separate area of the museum has photos and videos of Ford's famous assembly line process. To bring this idea home to kids visiting

sembles F-150 pick up trucks. Every half hour buses leave the museum to take you to the plant. Because we spent all day in The Henry Ford, we ran out of time to do that.

In next month's installment, we'll look at some of the notable race cars in the museum's collection.



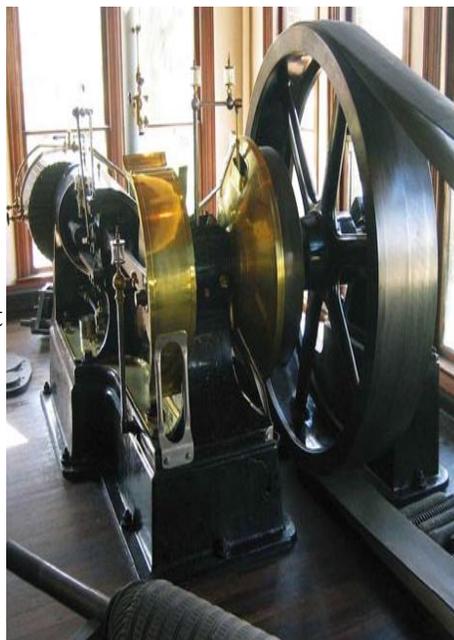
Club Decals

by Tom and Cherie Carney

We have a few more club decals available to show the world our affiliation to our great club. We originally sent these out to members last year until we ran out; but we kept records of people that didn't get them. Then we made a little discovery that our record keeping wasn't as perfect as hoped. Your circulation manager got distracted . . . that's my story and I'm sticking with it! So, the bottom line is, if you didn't get an official decal yet, there are two ways you can remedy the situation. You could e-mail me (europa7t-at-aol.com) and use "decal" as the "Subject", or you could call my home phone (650) 342-7203 (leave a message if necessary). Either way, give me an address for mailing them to you. (A third way would be to come to a meeting and perhaps I'll remember to bring a few, but no promises.) Because we have a limited number, please just ask for what you need. So, if you have 8 Lotus cars and only 2 run, then just ask for 2. Of course, if you get another car running then ask for another decal at that time. Thanks for being patient.

the museum, they set up a miniature assembly line for the kids to assemble wooden models of a Model T touring car. There are boxes of bodies, wheels, tops and other parts. One kid turns a handle that moves the model assembly line while others pick up a car, add their part to it, and put it back on the line so it moves to the next station for the next part. This is a terrific active display that shows the kids how things work in real life.

You can also take a tour of Ford's Rouge Factory not far away. This plant currently as-



Turmoil in Formula 1

editor

If you have been following the Formula 1 circus over the last few months, you know that the off-track happenings and behind-the-scenes deal making have been rampant and historic. In short, it appears that a new era is about to begin. Many ideas were discussed, including a breakaway of key teams to form a competing championship series--two world champions?--and the imposition of budget caps leading to an "us" versus "them" series. Long story short, things now seem to be settled with the return of a unified series in 2010 and the departure of one of the major protagonists of the sport, controversial FIA President, Max Mosley.

During all the back-and-forth, though, one of the more interesting rumors that surfaced last month was the return of Team Lotus to F1--sort of. It seems a successful UK F3 team, Litespeed, made a bid to join the F1 ranks in 2010, and the founders of Litespeed (who are former Lotus engineers) got permission to use the Team Lotus name for their new team from the owner of that venerable name, David Hunt (brother of James Hunt). As might be expected, a bit of controversy arose over the idea--including



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a somewhat vague, but relatively negative statement from Group Lotus. The issue turned out to be moot, however, when the new team (along with 11 other applicants) was judged "not ready" for F1.

Three new teams did make the cut, however, including a U.S.-based team called US F1, with

well known TV commentator Peter Windsor as Team Director. Maybe even more exciting is that all the new teams will be using Cosworth power. This will be the first time the legendary engine builder (with strong Lotus ties) will be competing in F1 since 2006.

It should be an exciting season!

Autox Season Is Underway

by Larry Bisares & Alex Komlik

The third GGLC Autocross Points event of the season will be held July 18 (Saturday) at the Marina, CA Municipal Airport. Online registration is open until July 15; see the www.gglotus.org site for sign-up info.

We will count your best finishing positions in 4 of the total of 6 events to compute your final points tally for the season. If you are participating in the series, please make sure your vehicle details are up to date.

2009 WCLM

Reminder

by Kiyoshi Hamai

“It’s Vegas, Baby!!!”

WCLM 2009 is the Las Vegas WEST COAST Lotus Meet headquartered at the newest Ultra Hip Red Rock Hotel and Casino over the weekend of November 5-9, 2009.

The Lotus Car Club of Southern Nevada will host the 4-day event with assistance from other Lotus clubs on the West Coast.

EVENTS

Drive, Play, Party. WCLM 2009 in Vegas has a sampling of the best car events and the most outrageous recreational events Vegas has to offer, as inspired by the old and the new Sin City.

Friday and Saturday will offer drives to Lake Las Vegas, Lake Mead, Hoover Dam, Red Rock Canyon or Valley of Fire and the WCLM Autocross and Lotus Car Show (Concours). Sunday is the track event (optional) in Pahrump, NV.

The schedule is currently tentative, but it looks like this: (note that the SEMA trade show ends 11/5)

Thursday 11/5 - check-in - reserved area around the pool for relaxing & cocktails - evening open

Friday 11/6 - check-in - afternoon autocross (tentative - still working on this)

6-8 informal meet n’ greet cocktail buffet in the VIP reception area

8-10 Lotus Challenge Bowling Bash

10 + whatever

Saturday 11/7 - 10-12 Car Show (Casual Concours)

2-5 Lake Mead Cruise

7-8 Cocktails and entertainment

8-9:30 Dinner, Awards, etc.

9:30 + whatever - (Just remember: “8 hours Bottle-to-Throttle”)

Sunday 11/8 - all day track event at Spring Mountain Motorsports Ranch in Pahrump, NV.

HOTEL

The Red Rock Hotel & Casino - Step inside and be completely immersed in the “Happy Endings” ambiance of ultra hip architecture, design and flavor of the Red Rock Hotel and Casino while playing or relaxing. Enjoy cocktails by the luxurious pool! Hot times in the nightclub! Win at the Tables! Relax in the Spa!

TRACK DAY (optional)

Take your Lotus out on a track with challenges for the most advanced drivers and expert instruction for beginners. Never been

on a racetrack before? We will have coaches ride with you to get you acquainted with the track and help you with high-speed driving techniques, all with safety in mind.

Enjoy an exciting day on the track at the most luxurious racetrack in the West. Spring Mountain has it all - 2.2 mile twisty track run from the lower paddock, luncheon at the Member’s Club House, observation tower, pool, spa, weight room, Jacuzzi, massage rooms and more. The optional track event is on Sunday, but if you want even more you can stay for another track day on Monday, November 9th that will use the 3.1 mile course!

For more and updated information about the 2009 WCLM visit the web site:

www.westcoastlotus.com

WCLM Contacts:

Cory Newberry (Southern Nevada Lotus Car Club)

zzyzxco@earthlink.net

Kiyoshi Hamai (Golden Gate Lotus Club)

webguy@gglotus.org



Classifieds

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

For Sale: Aftermarket A/C kit for an early '70s Lotus Europa T/C. Kit is made by COOLAIRE of FL. I believe this particular unit is from 1973. It has never been used, and it is still packed in the original boxes. With the exception of a compressor, this kit includes everything you'll need to add A/C to your Europa: condenser, ducts, pulleys, electrics and dash vents are all there. This was a popular kit in the day, and they are practically impossible to find now, especially unused. Asking \$1,500.00 plus shipping if you cannot pick it up in Sebastopol. Contact: John Kenner, email: jkenner-at-tamcab.com; (415) 806-2457

For Sale: 2001 Caterham Super Seven, 13k miles (first driven Dec 2001). CA SB-100 registration. Cycle Fenders, Wide Track Suspension, DeDion Rear suspension with Watts-linkage option. 1700cc Ford Crossflow, Aluminum Head with Dual Weber 40DCOE carbs, Side Exit 4 into 1 exhaust system, 140 BHP (1250 lbs), 5-Speed tranny with suretrac LSD. I also have the full 'spider' racing roll cage. The car has 14" road wheels and comes with a full set of 13" minilites with Avon ACB 10s. Photos at: <http://www.flickr.com/photos/hamiltonchris/sets/72157619150175878/> Contact: Chris Hamilton (SF) email: chris_c_hamilton-at-yahoo.com; (415) 377-9711

For Sale: Broken 2000cc Ford Focus SVT motor with all the conversion stuff (sump, clutch, flywheel, bell housing and sierra 5-speed tranny). The conversion kit costs about \$2000. I will sell it all for \$1000 plus \$300 for the engine core (long block) complete. A second running engine with the same kit is also available for a bit more money. These units are suitable for Cortina, 7, and perhaps other cars if there is enough room. I also have some parts for 1600cc motors including a set of 40mm Webers on a manifold, a couple of bell housings and other misc. stuff. Contact: Grant Larson, email: 2angiogrant-at-comcast.net; (560) 593 6335.



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(contd.)

For Sale: 1991 M-100 Elan. My wife says we have too many cars and one must go. A 1-owner car purchased in 1992 at Boardwalk Motors. At 105K miles, the car has been my daily driver and is in great condition. All the important stuff works, including motor, A/C, heater, power steering, power windows, etc. The paint is good (factory red). Located in Gilroy, CA. Asking \$7,000. Contact: Justin Gross (408)848-0072 or jjgross007-at-verizon.net

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Just too many Elites (two available: Lovely street Elite with 5 speed and my retired Vintage Elite Super 95), Seven parts and lots and lots of S2 and S4 FHC Elan stuff, including 6 inch Cosmic and Western wheels and a full set of stock Europa alloys. Contact: Mike Ostrov (510) 232-

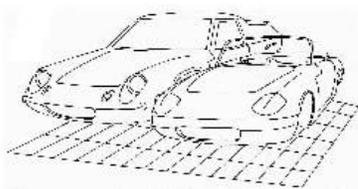
7764 or mikeostrov-at-webtv.net if I can help get your Lotus car back on the road.

For Sale: 1963 Lotus Seven, SB1503 frame # 1818 completely restored with only a few modifications, in beautiful condition. Contact: Tom at (408) 247-9741; Troderick4-at-comcast.net for pictures and information. I am asking \$18,000.

Wanted: Elan S2 removable factory hardtop. Contact: John Kenner: jkenner-at-tamcab.com; (415) 806-2457

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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.

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