

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org September 2009

Autumn Fun Run and BBQ

GGLC Event Announcement

The date is Saturday, October 10, and we will meet starting at 9:30 am at the Sonoma Valley Bagel & Café, located at 350 Rohnert Park Expressway West, Rohnert Park. The target departure time from the Café is 10:00 am. Fill your tank before the start – there are plenty of stations nearby.

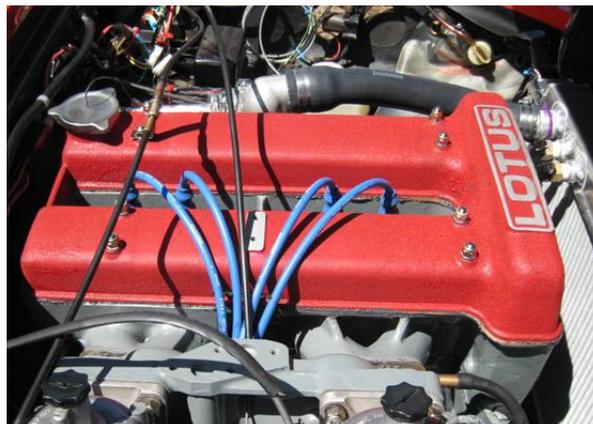
For anyone missing the start, or coming from further south to join us a little later, we have a scheduled stop at the Marin French Cheese Co., AKA The Petaluma Cheese Factory, AKA Rouge et Noir at around 10:45 where we'll stop for about 20 minutes before continuing on our route to John Kenner's place. The address of The Cheese Factory is: 7500 Red Hill Rd., Petaluma 94952; phone number (707) 762-6001.

After lunch at John's place, you can easily get back to Hwy 101, just 10 miles east, or take some more interesting route home.

The total drive time, including the rest stop, will be about 2.5 hours, so we should be at John Kenner's place at about 12:30 pm.

Greg Tatarian (1971 S4 DHC) designed the route and will lead

the drive. You can email Greg for an announcement flyer as well as the map and directions, or you can download a multi-page PDF-format map and directions from his website at:



<http://www.wildliferesearchassoc.com/LotusElan/GGLCEvent.pdf> and
<http://www.wildliferesearchassoc.com/LotusElan/GGLCEventMap.pdf>.

(continued on p. 2)

September Meeting

Friday, September 18, 7:30 pm

Host: Clark Vineyard

(cont'd from p. 1)

John's address is: 5190 Vine Hill Road, Sebastopol, where he will be serving excellent BBQ'd marinated chicken, along with potato salad and fresh vegetables from his garden at about 1 pm.

Bread, dessert, and beverages are potluck. If you don't eat chicken, bring something else. A refrigerator will be available. John also requests that you do not bring along any pets to his place.

As an extra treat, John will open his rustic Lotus (and Triumph) Barn for you to look around. Although it is not quite the scale of the Lotus Barn in Pennsylvania that has been discussed on LotusTalk lately, it is different and fun.

Please R.S.V.P. to John or Greg no later than October 7, so that John will know how many to cook for.

JOHN KENNER:
jkenner@tamcab.com
CELL: 415 806 2457

GREG TATARIAN:
gtwincams@gmail.com
CELL: 707-570-5808

Mark you calendars and enjoy!

British Car Show / S. Bay

Announcement

The 17th Annual California Autumn Classic, a weekend devoted to classic British cars, will be held in Morgan Hill October 17-18, 2009. More than 200 cars participated last year, and they are expecting even more this year. For the concours competition, cars are divided into 26 separate classes based on marque and model. Trophies are to be awarded in each class. Check out their site: <http://www.autumnclassic.100mregistry.com/> for the schedule and more info.

Calendar

Sept. 12/13	British Car Meet	Brisbane
Sept. 19	Autocross (points)	Marina
Oct. 10	Run/BBQ	Sebastopol
Oct. 17/18	CA Autumn Classic	Morgan Hill

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



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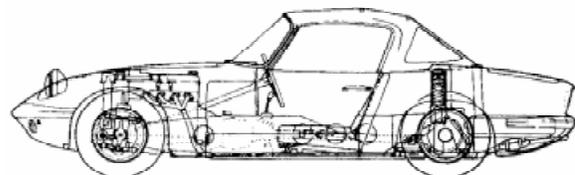
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News From Chapman Report Online: Autocar selects Evora as World's Best Driver's Car

The Lotus Evora shows its pedigree by fending off tough competition from the world's best driver's cars to become the Autocar favorite.

The competition included rigorous road and track assessment, using the stunning roads around the South Downs in the UK and the fantastic high speed corners at the Goodwood race circuit. The competition included cars from Aston Martin, Nissan, Porsche, Audi, Lamborghini and Jaguar.

placing the Evora first. This contest is about finding a car that is not only technically capable, but also thrilling and engaging wherever you drive it, and the Lotus nails those criteria”.

The unique mid-engined 2+2 Lotus Evora combines a super stiff extruded and bonded Aluminum chassis with decades of vehicle dynamics knowledge employed to tune its race car derived double wishbone suspension. The result is a great driver's car that offers

nized this by giving the Evora this accolade. The Evora offers the great Lotus driving experience in a very comfortable, practical, refined and efficient package, and with only 205 g/km of CO2 it shows that the Evora is a supercar for the 21st century.”

Luke Bennett, Director of Lotus Cars commented, “We are really pleased to win this title as it not only demonstrates the engineering expertise and brilliant manufacturing at Lotus, but also asserts our position in this very exclusive and competitive sector.”



Chas Hallet, Autocar Editor said about the Evora, “The best here. Brilliant on the track. Nimble, delicate and forgiving. Even better on the road.”

Autocar magazine in summing up the competition added, “Decisions don't come much more clear cut than this, with nine out of 10 judges

exceptionally high levels of ultimate grip, with performance and braking to match.

Roger Becker, Vehicle Engineering Director said, “The dynamic ability and driving experience of the Evora were the foundation of the engineering process, and we are delighted that Autocar has recog-



A Visit to the Henry Ford

Part 3 of 3

by Dick Ryan

We spent the second day of our visit to the museum (you really need two days to see it all) touring Greenfield Village. This site covers about 80 acres total, but it is separated into various areas.

Henry Ford bought more than 80 historic buildings over the latter part of his life. These buildings were shipped to Greenfield Village where they were rebuilt and restored.

We started with the train ride around the whole shebang so we could get the lay of the land. We left the train and visited the railroad round house to look at several locomotives in the process of restoration. Then we went to the small village power-

house. They have two water-tube boilers that feed steam to a number of steam engine-driven generators. The powerhouse came from New York City where it was one of the first Edison stations.

Then we went to the Wright Brothers' bicycle shop that was moved here from Dayton, Ohio. This is the exact building where they built their first gliders and the first powered aircraft that flew. Ford also bought the Wright Brothers' house and moved it to Greenfield Village. In addition, Ford had a number of Edison's Menlo Park, NJ, and Ft. Meyer, FL, buildings and labs moved and set up in the village. Then there is Luther Burbank's office, Noah Webster's house, Robert Frost's house, George

Washington Carver's cabin, and many other historically significant houses and buildings.

I enjoyed the turn of the century machine shop. In the original shop, a steam engine or waterwheel was used as a source of power for all the machines. Today an electric motor drives the line shafting using a series of leather belts. Then each machine (lathe, mill, drop forge, saw, etc.) is driven off the line shafting by its own belt. You really need to watch your long hair or loose clothes from getting caught in all the shives and belts!

One of the really fun things to do in Greenfield Village is to go for a ride in many different kinds of transportation. You can get a ride in a vintage Model T. There weren't a lot of people there when we visited, so they only had about 10 or 12 different years and types of Model Ts running around to give people rides.





Then we tried out a Ford Model AA bus and a horse-drawn omnibus, in addition to the train.

We ate period-style food for lunch in the tavern of a 1850s road house. The staff was dressed in period clothes and they talked as if it was the mid-1800s. The inn keeper's wife told us they sell baths for 25 cents on Saturday night, and that we did not have to worry because they changed the bath water every 5 bathers!

Later that afternoon we drove a few miles and toured the Henry Ford Estate called Fair Lane. It is now a 72-acre National Historic Landmark owned by the University of Michigan in Dearborn. Henry and Clara Ford did not have opulent tastes, but they did have a strong love of nature, and their 1914 design reflected a very natural setting.

The main house has 56 rooms on 3 floors. Henry also built his own powerhouse on site so that Fair Lane would be self-sufficient. Two boilers in the powerhouse supplied steam for 2 electric generators as well as supplying heat for the entire complex and the swimming pool.

The Fords lived at Fair Lane for over 30 years. This visit was a very nice way to finish up our tour around Dearborn and we recommend stopping there as part of your visit.

If you look back over this 3-part series, I think you will agree that a visit to the Henry Ford Museum provides a rare opportunity to get a glimpse not only of U.S. automotive and racing history but also of America's industrial revolution and its giants of innovation.



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Lotus Dealer Report

2010 Lotus Evora--Pure Driving Bliss-- Arriving February 2010

by Andrew McDonald, Service Manager, Silicon Valley Auto Group

Hopefully, by now you have had the opportunity to read up on or watch one of the many online video reviews about the 2010 Lotus Evora.

While attending the McCall's Event recently at the Monterey Jet Center (the unofficial kick off for the many events taking place around Pebble Beach during August), I had my first opportunity to take a close look at this highly anticipated vehicle from Lotus Cars. I was very impressed on many levels and found the car to be stunning from all angles, especially when seated with the steering wheel in hand!

In a recent press release, Lotus had the following to say about the Evora: "Because one of the roles of the Evora is to attract new customers to the Lotus brand, much attention has been paid to its ease of use. Wider, taller door apertures and narrower sills make getting in and out of the cabin a less athletic undertaking than it is in Lotus's smaller sports cars."

The wider, taller door opening made this Lotus extremely easy to get in and out. Once seated behind the steering wheel, there was a feeling of luxury and comfort.

Having read many driving reviews by those more fortunate than myself, I am confident that the driving experience coupled with the comfort and functionality of the interior will be thrilling.

The first 150 vehicles coming to North America will be equipped

identically with the Premium, Technology and Sports Package and a Reversing Camera.

Here are just a few of the standard options for the North America Specifications 2010 Evora: mid engine, rear wheel drive 276bhp 3.5 liter V-6 Engine with VVT-1, 6-speed manual transmission, true two-seater or 2+2 seating arrangement, Bi-Xenon headlamps with washer system, full speed I-pod connector, adjustable Recaro leather sports seats and 18" (front) 19" (rear) Silver cast alloy wheels. For a complete list of available standard and optional equipment packages don't hesitate to give us a call at (408) 358-7777.

Silicon Valley Auto Group placed orders for our demo vehicles this month, and we anticipate having them in February 2010. We expect to receive only 6 vehicles in the first year; currently at least two of those have been presold. Silicon Valley Auto Group is also arranging a sneak preview of the Evora at our showroom located in downtown Los Gatos this fall. Drop me an email:

andrew@siliconvalleyautogroup.com if you are interested in attending.

Should you have any questions regarding the ownership experience of your Lotus please do not hesitate to contact me or Jordan Bean at 408-358-7777. Also be sure to check out our website:

www.siliconvalleyautogroup.com for a complete list of factory offered accessories or to schedule your next service appointment.

Happy Lotusing!

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 at (415) 806-2457; jkenner-at-tamcab.com.

For Sale: 1980 Esprit Engine with transaxle. Transaxle in poor condition. Engine fully rebuilt; then 1-hour on engine before transaxle failure. Crank: 0.010 under, pistons: 0.030 over, 777 cams, all new valves, and more. \$7500 firm. Engine and TA in North Port, FL. Contact Stewart Prince at (941) 429-4850; prince6360-at-verizon.net

For Sale: 1967 Lotus Super 7 Series II. 1600cc crossflow engine rebuilt by professional Formula Ford race shop. It has only been run on the dyno. The frame is fully triangulated and a "racing" roll bar was added. The body has been re-skinned by a professional race shop. Comes with: fuel cell, brand new wheels, and rebuilt dash with brand new instruments. It needs shocks, brakes and final assembly. Garage space limitations mean it's time to sell for the best offer. Contact Dick Ryan at (510) 886-1581 (h); (650) 312-4022 (w); rryan-at-frk.com

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; (650) 593-6335.

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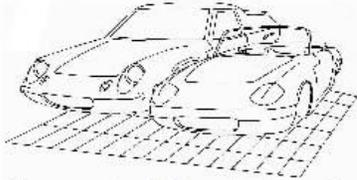
For Sale: Fully race-prepared 395 transaxle from my "Europa" race car. Ultra-close ratio: 3.14 to 1.25. Many improvements, including Quaife LSD. Package includes bell housing, second case, and second modified rear cover. Lots of extra parts, including gear blanks and input shaft blank made from the best material available, 9310VAR. Almost enough parts to build a second tranny. No reverse gear, but can be added. I have drawings for all mods. This is a serious track-only tranny. Asking \$5000. Contact Mike Schlicht at (408) 891-5833; mikeohm7-at-earthlink.net

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

Wanted: Lotus 7. S 1 or LHD S 2. Any condition considered. Contact Rick: number32-at-mindspring.com; (973) 331-9570.

Want to Trade: My Elan S4 body shell (including doors and lids) with no major fiberglass damage—but needs stripping and re-painting—for your Elan S2 body shell in similar condition. If condition varies, some sort of deal can be worked out. Contact: John Kenner at (415) 806-2457; jkenner-at-tamcab.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@ggilotus.org in MS Word, rtf or ASCII text.

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