

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org July/August 2010



Sharon Wardman raises the flag at the Infineon "Historics" — June 12-13, 2010. (Photo credit: Mel Boss)



Brandon Burke gathers the troops for the start of the run to Danville—June 19, 2010. (Photo credit: Kiyoshi Hamai)

July/August Meetings

Friday, July 16, 2010 – 7:30 PM *

Host: John Zender

** Come early for some extra socializing and food: John will start grilling burgers around 6. There will be beef and veggie burgers, condiments, chips, homemade CCCs (chocolate chip cookies), and drinks. If you want to bring your own specialty meat to share, feel free to throw it on the grill. Official GGLC meeting start time is the usual 7:30, but you should arrive early if you want to ensure yourself a meal. John's project S2/SE Esprit will be up on the lift to check out so you can tease him about the lack of progress. Note: John's place offers plenty of secure parking for your Lotus.*

Friday, August 20, 2010 – 7:30 PM

Host: David and Judy Anderson

Some Changes

editor

In addition to the added pages in this issue of the Chapman Report, those with sharp eyes will notice some format revisions. A change in the newsletter production software was required after I upgraded my computer and operating system from XP to Win7. New software always requires a period of adjustment, but, hopefully, you will not see any loss in quality in the PDF or printed versions of the newsletter.

One change that is easy to spot is the introduction of a consolidated event calendar (on page 5 in this issue) at the suggestion of Noni Richen. Noni has been carefully proofing these pages over the past months, and her contributions and suggestions are gratefully acknowledged.

Marina AutoX — June 5, 2010

by Kiyoshi Hamai (photos by Kiyoshi Hamai and Alexander Komlik)

The day started early—leaving the house by 5:15 am to meet co-chairs Alex and Colm at the Safeway in Morgan Hill. I was on “truck-duty” and was piloting the GGLC box van, now sporting new door decals and California environmental license plates. By the time I arrived, Colm and Alex had the grocery cart full with stuff from the 4 major food groups – you know, doughnuts, cookies, M&Ms and bagels!

Arrival & Set-Up: We arrived at the Marina Airport by 7 am and the set-up crew were already gathering. I must say Colm and Alex have the GGLC autocrosses running very efficiently. We dropped the ramp on the truck and started rolling off the racks and timing gear. Then it was time to start setting up the course.

The course was designed by Jason, and it featured an opening slalom that wrapped around a right-hander and continued with a 6-cone slalom that had a tricky compression at the last cone. That was followed by a big sweeping right into a right-left-right chicane. Next was a very tight right-hander that was taken in two parts, a quick bend to the right and then a left hander leading onto a fast portion of the course. The fast section was broken up by another chicane and then a big sweeping reducing radius left of nearly 270° and a 180° right into the finish.

It was sure to be a fun course that would require being clean, carrying momentum in places and being technical in others.

The Fun Begins! As we have seen in recent GGLC autocrosses,



Getting under way with a flourish

the event had its full complement of 65 drivers. The Lotus entrants included 22 drivers split between 4 Exige, 17 Elise and one '67 Lotus Elan S3.

The non-Lotus cars were populated by the ever popular Miata/MX-5, BMWs and Mitsubishi EVOs. Probably the BEST non-Lotus, but perhaps rightfully called pseudo-Lotus was the Superformance S1 (Seven-like) driven by Joe D.

Colm called a driver's meeting, and the first car out hit the course at just about 9 am. As is now common at GGLC Auto-crosses, the drivers are broken down into 4 groups. Group A goes first with Group C working, that's followed by Group B driving with Group D working, and so on. It's very effective and there's little down time between the groups. In the morning sessions, the drivers get 5 runs

each. The first run is typically used to figure out where the course goes and to see how well you figured out the driving line during the walk-through. With a short break for lunch, the afternoon sessions began, but with drivers getting 7 runs each. And, for those that hung around to the end, they were rewarded by getting another 5 or 6 fun runs each!

Times & Spins! The mid-slalom sweeper required just a tad of speed adjustment, not brakes, but a touch of lift throttle. This caught a few of the Elise/Exige drivers when they lifted just a bit too abruptly and quickly found themselves in the



Setting up the course means getting an early start!

best case a tank-slapper, but more often pointed in the wrong direction!

The "Classic-class" was led by the oldest car; a 47 year old Royce finished the day in the S3 Elan with a greatly improved 54.5 second run. The next oldest car was a '87 BMW 325is driven by Timothy with a 48.3.

(continued on p.4)



Tight quarters

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(cont'd. from p. 3)

The Elise/Exige drivers started putting down some competitive times straight away; most dipping under the 50 second threshold.

When the day was over, the fastest of the Elise/Exige drivers was Jason S. with a very quick 43.0. That stood as the fastest time of the day for cars, but TTOD went to Art M. in a 125cc shifter kart with a remarkable 39.8!

As for the women, Shelly and Linda traded best times with Shelly emerging with a 45.077 to Linda's 45.374.

The most popular of the Elise/Exige cars are those that are naturally aspirated and stock with either the standard tire/wheel set-up or with the Sport Pack with the "R" tires and wider wheels. The Sport group was led by Alfonso C. in his '05 Red Elise with a 47.038. Alfonso was closely followed by Michael S., '06 Elise, 47.330, then Alex, '06 Elise, 47.931, then Michelle followed by Steve.

The drivers with standard equipment were headed by Colm in his '05 Yellow Elise with a 48.2 second run. Colm was fol-

lowed by Cappy's 48.9, and Jeff with a 50.5.

Other notable times were Carlos in his '05 Elise doing a very quick 46.646. Brian T pulled down a 46.382, Mark S in his black '06 Exige putting down an amazing 43.857. Ken M. did a 44.961 in his red '05 Elise, Pascal followed with a 46.217 and then there was Hiroshi in his orange '06 Exige doing a very nice 47.638.

Since I was a truck "driver" for the day, Colm was kind enough to let me use his Elise to take a few fun-runs. Joining me was long-time GGLC member Don Denhard who literally FLEW in from his home near Sonora. Don made the trip to the Marina Airport in a scant 45

minutes! Okay, he didn't drive, he piloted his Long Easy. Anyway, to my surprise Don arrived a bit before noon. It was a delight visiting with him during the afternoon runs. Don took the passenger seat in Colm's car for a few runs.



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It was Don's first real ride in an Elise. I think it is safe to say he was impressed with the car's capabilities. I was able to get around in 49 flat with Don as my co-pilot; after he hopped out I took one last run and did a 47.9. I'll leave the commentary about Don's weight to the readers! Just kidding Don!

Conclusion: Needless to say, it was another fantastic day of autocrossing, and it is easy to see why the GGLC autocross events continue to draw 60+ drivers and sell-out. Simply put, our GGLC events are known for their high quality, and that means the drivers get real value for their entry fee investment.

So come on out and have some fun at the next GGLC autocross scheduled for Saturday, July 31, 2010, at Marina.



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
July 13	Track Day	Thunderhill
July 16	Social/Club Meeting	Mountain View
July 31	AutoX	Marina
August 8	AutoX	Marina
August 13-15	Monterey Reunion (Lotus Corral)	Laguna Seca
August 20	Social/Club Meeting	Hillsborough
September 17	Social/Club Meeting	TBA

T'Hill Track Day - May 18, 2010

by David Anderson

While rain had been predicted for Tuesday, May 18, it turned out that the only rain in the area was some light showers the day before, and Tuesday turned out to be partly cloudy and just about perfect track day weather. There was little wind and the high temperature was 76 °F at 4 pm.

The day was fully subscribed. Lotus entries included 4 Europas, one Seven Series 4, one Lotus type 14 Elite, two Exige, and six Elise. The rest were a mix of cars including an ex-pro-racing BMW, a Ferrari, some Porsches, a new Mini, and assorted others.

While there were no spins during the first sessions; later in the day a Miata spoiled the record and spun twice in one session, earning the dreaded "double bozo" sign.

Dito Milian of Got-BlueMilk.com was on hand taking pictures of everyone on track and making CDs or prints for purchase. John Zender set this day up running the Cyclone turn (over the hill) while running the track in the standard direction.

Aside from a very small number of spins and an off-course excursion, everything went well. Drivers are watched closely, and dangerous driving is not toler-



ated. If someone comes up behind you on track, you let him/her by because the car is faster than you even if he/she is driving a tiny Fiat. This is not a race!

The GGLC-standard arrangement was followed, with three 20-minute sessions per hour. Novices at the hour, followed by

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Team Europa shows its wheels at Thunderhill

(cont'd from p. 5)

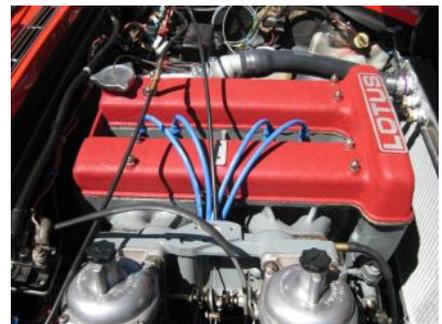
Intermediates and then by the Advanced group. And, as usual, the signups were for Novice or Advanced, with either allowed to run in Intermediate. It sounds confusing, but is simple in practice and works well (you have to be there and hear John Zender explain it).

The first session began at 9 am. It's therefore possible for a driver to drive 40 minutes per hour in each of 7 hours, but, not surprisingly, nobody does that!

While most of the entries had no issues during the day, a few

people did encounter some car problems. Stawsh Murawsky (with his Series 4 Seven) had some expensive noises in his Twin Cam motor after lunch, so he put the car on his truck. Scott Whitman had problems with his Elise, the engine developed serious problems in cylinders 1, 2 and 3 (the engine is significantly modified, not stock), and Scott needed a flat-bed tow truck to get home.

By the last hour of the day, almost everyone had left or was packing up. As a result, the few cars still circulating had a fun time on a mostly clear track.



History of the Lotus Twin Cam

Abstracted from an article by Ben Doon, www.ppcmag.co.uk

The Lotus/Ford twin-cam story starts with a meeting between Colin Chapman and Ford PR chief Walter Hayes. Chapman wanted the upcoming Elan to have a more reliable engine than the Elite's temperamental Coventry Climax; Hayes wanted a younger, more sporting image for Ford. The result was the now legendary Lotus Twin Cam engine and the Lotus/Ford Cortina.

Chapman decided to use a stock Ford block for reliability, and he commissioned Harry Mundy (ex-Coventry Climax and then tech editor at *Autocar*) to sketch up a twin cam head. It was then up to Richard Ansdale, Steve Sanville and, finally, Keith



Stawsh Murawsky ponders his mystery

Duckworth to finesse the design and make it into a production reality.

Work started on Ford's 1340cc 109E engine in 1961. But the game soon moved on when Ford introduced the 1498cc 116E engine.

JA Prestwich was contracted to build the production engines, and the team had their work cut out to meet the demand generated when the stunning Elan was unveiled at the 1962 British Motor Show. The introduction of the Lotus Cortina early the next year only added to the demand.

In the end, however, only eleven twin cam motors based on Ford's 1498cc block were ever produced—and they were all fitted to examples of early Elans and Lotus 23 sports racers. True mass production was only achieved when the 1558cc version of the Ford block was introduced. The horsepower output of these early motors ranged from 100 bhp to 126 bhp.

Twin Cam production was moved to the Lotus Hethel HQ facility when JA Prestwich went into liquidation. It is generally believed that the engines made at Hethel between 1967 and 1975 are the best examples of the venerable Lotus Twin Cam.

In total, there were 32,600 Twin Cam engines produced and fitted to Lotus Cortinas, Europas, Elans and Sevens plus the Escort Twin Cam. Engines produced at the Hethel facility accounted for 25,500 of the total production.

Tech Seminar at Suspension Performance

by Shinoo Mapleton, Sector111

Sector111 and Suspension Performance held a joint event at Suspension Performance's Mountain View shop on June 12, 2010. This event was an Open House plus a Tech Seminar on engine calibration given by our partner, Steve Carlson, Principal at Secant Vehicles. Over 75 Lotus enthusiasts came out to enjoy great food, an interesting array of cars and an informative presentation on performance tuning.

After the group arrived following Larry Bisares' fun drive from the weekly Santana Row gathering, the parking lot at Suspension Performance was full of Lotus Elises, Exiges, Elans, Esprits, and our Ariel Atom 3 along with much more.



tends over 16 years, and it includes work for companies like Lotus Engineering, Bosch, Roush, and Dinan. He has won multiple Engine-of-the-Year awards, and his Exige with the LSJ Type I conversion was on display showing the level of engineering

(continued on p. 8)

Eric and Jeannine, owners of Suspension Performance, were able to show off their gorgeous, newly renovated shop, and lunch was served in fine European fashion.

Suspension Performance has been maintaining many track and street Lotus cars over the



detail executed by Secant. He described new re-flashes available for the normally aspirated Elise/Exige, 211 and Cup cars. The presentation—also available on our website and YouTube channel—covered the basics of engine calibration as well as the secret behind the smoothness of his tunes and what it takes to put a car through the rigorous CARB process.

Steve focuses on re-flash tunes that work smoothly under all driving situations. This approach produces calibrations that use a larger portion of the available maps than OEM tunes, and they therefore produce a high-resolution tune. The result is smooth response combined with low emissions, which makes the Katana2 clean enough to go through the CARB process.

Thanks to Larry, Steve, Eric, Jeannine and the Golden Gate Lotus Club for making this a successful event for Sector 111.

Reflections on the Classic Team Lotus Festival — June 20, 2010

by Michael Schrock, guest contributor

This was not just another Lotus meeting: it was much more. The gathering at the Snetterton, UK, circuit June 20, 2010, was a walk through more than 50 years of F1 history. It was above all a colorful presentation of what a single man—Colin Chapman—had started and developed with creativity, passion and a restless struggle to be the best. It was also a

demonstration of how dedicated the team at Classic Team Lotus and the owners of historic Lotus F1 vehicles are at creating and sustaining a memory that most of them would certainly call a legend.

Names flash up in your mind even without reading them on the cockpit walls while you move up the lines of the 35 Lotus F1 vehicles that were pre-



sent and neatly set up in chronological order. There is the 18 of Sir Stirling Moss, the one that won the first GP for Lotus. Jim Clark's unbeatable 25 and 33 and his beautiful 49 are there with the No. 5, recalling the historic win at Zandvoort in

1967. You also see Graham Hill's 63, Fittipaldi's 72, Andretti's 78 and 79. The cars of the first half of the 1980s in JPS livery driven by Nigel Mansell,



Colin and Hazel Chapman's son, Clive

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Elio de Angelis and Ayrton Senna. As you follow the line-up of striking machines, you are also treated to a lecture on the evolution of automotive engineering, design, material science and aerodynamics culminating with the T127—Lotus Racing’s current F1 competitor, which is respectfully displayed in its own booth.

The owners and many other helpful hands push the cars from their marquee to a parc fermé while the clouds are opening up. People are walking by: Mrs. Hazel Chapman, Clive Chapman, Bob Dance. An official grid photo will be taken from a camera lifted high above the track before thousands of spectators enjoy the sound of historic Lotus cars and watch



Type 49 (1967)

the T127 take on the Snetterton circuit.

gathering like this; and you wonder if you will ever witness one again.

It is then that you realize that never before has there been a



Type 16 (1958)



T127 (2010)



More from the June 2010 Events

editor

There were quite a few events that kept us busy in June, and many of them are described elsewhere in this Chapman Report. Some highlights from a few others are given below.

Infineon Historic Races— June 5-6: (Reported by Mel Boss) This gathering of vintage race cars represents an effort by Steve Earle to move the legendary Monterey Historics race weekend a little north, and it seems to have been a success as the event featured full fields and an impressive collection of spectator-pleasing cars.

Classic Lotus road and race cars were well represented in a number of featured races. In particular, long-time club members Dan and Sharon Wardman showed some team colors (see photo p. 1) with Dan driving his restored Europa and Sharon piloting her very special Rene Bonnet.



Meanwhile, Barry Spencer helped keep a number of Dave Vegher's customer cars on track, and their results included some impressive race showings.

Wind, Wine and Winding Roads BBQ — June 19: (Title courtesy of Bill Katz.) It was an unusually mild and breezy day for June and the East Bay, and we had great participation for this

annual event (this was the fourth year Mel and Darlene have graciously opened their home in Danville for a club BBQ).

Starting in the late morning, a group of about 15 cars ably led by Brandon Burke left Santana Row for a fun drive to Danville. Three folks from Los Gatos Luxury Cars who were driving some outstanding examples of the latest from Lotus joined the group for the first part of the drive. I met everyone at an intermediate stop at a friendly winery in Pleasanton to take them over the last leg of the route.

Needless to say, when we arrived we took over about all of the available street parking at Mel's place, but the neighbors didn't seem to mind having an array of brightly colored exotics decorating their neighborhood.

As usual, Mel and Darlene put out an impressive spread that included deep-fried turkey, BBQ tri-tips and Mel's specially prepared grilled/stuffed Portobello



mushrooms. Adding all the BBQ "fixings" and lots of talk with old and new friends made for an enjoyable afternoon.

Kiyoshi Hamai hosted a special guest at the BBQ. Tyler



McQuarrie, a pro driver getting some impressive SCCA World Challenge race results driving an Exige, provided some interesting insights on the series.

First Notice: Special School at Laguna Seca

editor

The British Racing Group (BRG) in conjunction with the GGLC and Skip Barber's driving school at Laguna Seca is offering a 1-day, professionally instructed car control school on **October 13, 2010**. The school will feature Elise SCs on Laguna's skid pad and autocross courses, and Skip Barber's Formula cars for laps on the full track. There will even be an opportunity for you to take your own car on the skid pads with the instructors to apply what you have learned.

BRG will also provide a chassis/suspension engineer at the event to assist participants setting up their cars. Everyone will have plenty of time to get their settings just right and to test them.

This day will be a unique experience that is not available as part of any retail Skip Barber program. The cost is \$1300.00.

GGLC members will receive a 10% discount. (Non-members will receive a complimentary 1-year GGLC membership.)

Look for more information coming soon.

Lotus F1 Achieves Historic Racing Landmark—500 GPs!

Abstracted from Lotus press release

The European Grand Prix in Valencia, Spain, June 27, 2010, was the ninth race of the 2010 F1 World Championship, and it marked the 500th Grand Prix competition for Lotus. Lotus Racing celebrated this incredible milestone with Colin Chapman's son Clive, who, with his family, represent one of the greatest names in F1 history.

On the Thursday evening prior to the race, Clive and the Lotus Racing team paid tribute to the legacy his father Colin created in single-seat racing when he launched the Type 12 in 1956 by showing this rare classic race car

alongside the 2010 challenger, the T127, in the Valencia pit-lane.

Indeed, Lotus Racing took note of the 500th race with various special activities spread across the race weekend. The T127 cars of Jarno Trulli and Heikki Kovalainen both carried a specially created "500" logo on their engine covers, and the team's garages displayed the same logo that celebrates their heritage. Specially designed memorabilia commemorating the occasion were also available.

Unfortunately, the Valencia



race result was disappointing for Lotus Racing. Heikki's car was severely damaged in a serious early-race shunt with Mark Webber's Red Bull machine (neither driver was injured); and, even though Jarno finished the race in 21st position, his car suffered wing damage and mechanical problems that required several pit stops early in the race.

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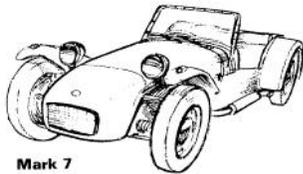


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Classifieds

(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

For Sale: '65 S2 Elan 1600. BRG, with 20K miles. This car is like new, never seen weather other than summer showers. In mint running, certified condition. Our tuner says he has never seen a nicer one. There are no body cracks or flaws; it has had a sheltered life. One owner--my father purchased this car from a dealer in the summer of 1965. Contact: Harry Horton (Canada) at (905) 333-6847.



Mark 7

Wanted: Lotus Super 7 S4 side curtains. New, used, or just frames. Condition not important. Contact: Vince DeSantis; sanvin8-at-comcast.net

For Sale: Lotus Europa Workshop Manual (X046T0327Z) dated Sept 1972. Covers both Twin Cam and Renault engines. Original owner. \$75.00 includes shipping. Contact: Van Overhouse; van_overhouse-at-yahoo.com

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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.

Contributions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport-at-ggplotus.org in MS Word, rtf or ASCII text.

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