

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) March/April 2010

## Fun Run, BBQ Hosted by Dietsch Werks March 13, 2010

editor

That's right, Rob Dietsch and Jen Vizcardo are hosting an open house and BBQ for GGLC members and friends at Dietsch Werks in Santa Clara in just a few weeks, and they have several things to celebrate. It will be first-born Sebastian's first birthday (always a special event for a little one, and a good excuse for the parents to party, too). In addition, Rob recently closed a deal and took possession of a car he has been anxious to get his hands on—an S1 Elise with a very special history. He plans to build up the car and campaign it in various track/autocross events. We'll hear more about the car and Rob's plans at the party.



(continued on p. 2)

### March/April Meetings

**Friday, March 19, 2010 -- 7:30 PM**

**Hosts:** Brandon and Susan Burke

**Friday, April 16, 2010 -- 7:30 PM**

**Hosts:** Jim and Elinora McClure

# AutoX and Track Days Scheduled for 2010 (Mark Your Calendars):

Here are the details:

**Date:** Saturday, March 13, 2010

**Meet for fun run to Dietsch**

**Werks\*:** Santana Row, San Jose (get there anytime, but plan on the run starting at about 10 AM)

**Meet at Dietsch Werks for**

**Open House/BBQ:** 1:00 PM (5191 Lafayette St., Santa Clara, 95054)

\*execution of the fun run will depend on the weather—it will be cancelled if the weather is stormy and wet.

Please RSVP to Jen if you plan to attend the Open House/BBQ.

Email: [jen-at-dietschwerks.com](mailto:jen-at-dietschwerks.com).

## AutoX

Saturday, April 10

Saturday, May 1 (GGLC/BMW AutoX School)

Sunday, May 2 (GGLC/BMW AutoX School)

Saturday, May 15

Saturday, June 5

Saturday, June 26 (GGLC/BMW AutoX School)

Sunday, June 27 (GGLC/BMW AutoX School)

Saturday, July 31

Sunday, August 8

Sunday, September 19

Plus one more in October at Great America—TBA

## Track Days

Tuesday, March 23 - Laguna Seca

Tuesday, May 18 - Thunderhill

Tuesday, July 13 - Thunderhill

Tuesday, Sept 28 - Thunderhill

## Calendar

Mar. 23	Track Day	Laguna Seca
Apr. 10	AutoX	Marina
Apr. 25	P. Coast Dream Machines	H. Moon Bay

For more and updated information about these GGLC and other events check the GGLC website at [www.gglotus.org](http://www.gglotus.org)



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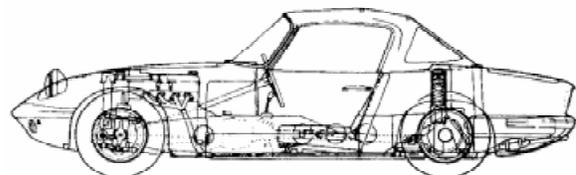
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# Europa Makeover Saga (part 2)

by David Anderson

As of May 2009, the 2.0L Zetec engine was running in my 1972 Europa TwinCam, and, as of now, it seems to be running well. But it took a while to get to this point!

The first minor disaster was the locating screw for the transaxle output shaft nut came loose. As a result, the output-shaft was no longer held in place properly, and there were nasty noises coming from the transaxle. I made it home, removed the transaxle and cleaned it. Fortunately, other than a couple of aluminum flakes, nothing was wrong, so I was able to reassemble and reinstall the transaxle.

On the first tentative track day for the car, I noticed clutch slip at high power. The fix for this was a new CenterForce high-pressure clutch pressure plate. Again, the transaxle had to come out for this job, and a bit of rework of the clutch throwout bearing was also necessary.

The key to getting good, safe power was visiting the MCE Racing dyno at Thunderhill Raceway. Kevin Murphy helped me get the right mixture strength from 3000 to 7600 rpm at full throttle. Fortunately, it's really easy to modify things on an electronically controlled engine—a few taps on a laptop is all it takes.

Knowing that the high-rpm setting was good, and knowing that the low-power settings were also good (from testing on local streets), it was easy to fill in the rest of the fuel-map table; and a bit of on-track data logging refined the fuel map nicely.



Of course, even that is not as simple as it sounds. Between May and November, I created 110 different Megasquirt ECU (Engine Control Unit) tables. It took anywhere from five minutes to an hour to generate each table when you include the test-drive time to figure out what to change and then actually make the changes using the laptop.

All of this effort was motivated by the November 8 track day at Pahrump, NV (part of the 2009 WCLM). In the end, however, I was pretty confident the time was being well spent and that the car would be fine. Indeed it was--no problems at the track day--but now it is time to concentrate on driving!

Naturally, there is always more to do. For example, I have a



stronger transaxle sitting in the garage waiting to be installed (NG3/NG9). However, using it will mean revamping the rear transmission mount, and since the Europa is designed around its rear transmission mount, it will not be a simple change. I also want to get the in-car heating system working again (for those cold days), and adding an adjustable brake bias valve along with disk brakes in the rear would be very nice, too.

# Changes for the Historics

by Kiyoshi Hamai

Now under new management, the fabled Monterey Historics race weekend at Laguna Seca in August 2010 has undergone a name change and a few rule changes.

The event will now be known as the *Monterey Motorsports Reunion*. However, the good news is that the GGLC has once again arranged for an exclusive Lotus Corral for preferred parking and socializing at the Laguna Seca Raceway on August 13-15, 2010. And, best of all, you can purchase your entry ticket to the Monterey Motorsports Reunion along with a Lotus Corral Pass from the GGLC for a discount. As in the past, the GGLC must sell at least 25 tickets to get the discount and ensure the status of the Corral, but this year the **deadline for sales through the club is May 25, 2010.**

Please order early and reserve your spot in the Corral. GGLC membership is NOT required, but you must drive your Lotus to the event to park in the GGLC Lotus Corral.

A few procedural things have also changed since last year.

- The exclusive GGLC/Lotus Corral will be available all 3 days!
- A Corral Pass must be purchased for \$10, but it will be good for all 3 days.
- You must purchase ticket(s) from the GGLC to be able to purchase your GGLC Lotus Corral Pass.

These new rules are based upon the new policies from the Monterey Motorsports Reunion organizers.

Please use the [www.gglotus.org](http://www.gglotus.org) website to purchase your tickets for the Monterey Motorsports Reunion.



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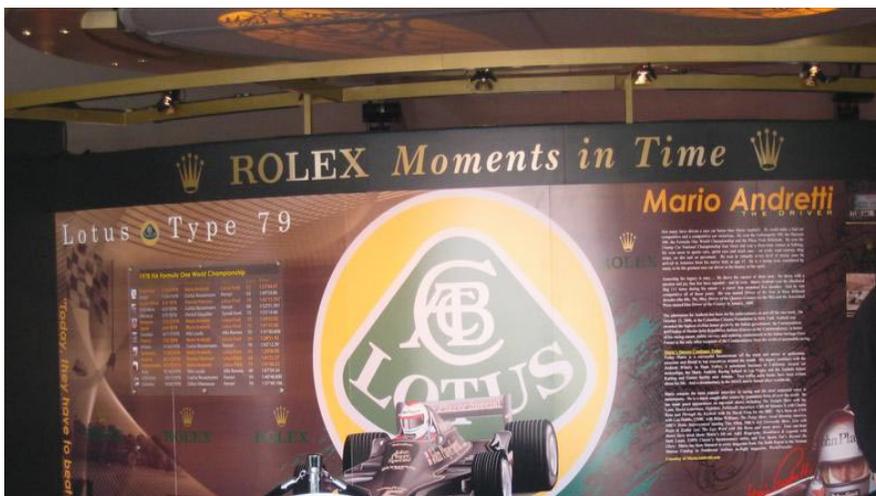
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Typically, the event organizers send purchased tickets to the GGLC 2-3 weeks prior to the event, and we will then immediately distribute them to you. Expect to get your ticket(s) and Corral pass(es) approximately one week prior to the event.

**Remember—it is especially important to plan early this year since the deadline to purchase event tickets and Corral passes is MAY 25, 2010.**

**You will not be able to get tickets and Corral passes through the GGLC after this date!**



## This & That Lotus news from the Chapman Re- port online

### Supermodel helps develop unique Evora for Haiti charity

Naomi Campbell partnered with Lotus and Design Director Donato Coco to produce eight “Naomi for Haiti” Evoras. The special edition vehicles include a paint scheme that features the colors of the Haitian flag, and they were auctioned off in February. Proceeds from the very successful sale of the Evoras were donated to relief efforts in Haiti.

During her visit to Lotus, Naomi met the designers and production teams responsible for bringing this very special project together. They donated their time and expertise to the project, and Naomi was keen to thank all involved for their generosity.

### Evora hybrid concept

An Evora hybrid concept was recently unveiled at the Geneva Motor Show. This innovative concept is a high-performance technology demonstrator that incorporates a plug-in series hybrid drive system and new technologies for enhanced driver involvement.

The Lotus Evora 414E Hybrid, so-named because it produces 414 PS (306 kW) of power, promises breathtaking performance. The concept also demonstrates the adaptability of the Lotus Versatile Vehicle Architecture and a dramatic new roof system and interior

concept from Lotus Design highlighting the exceptional ability of Lotus Engineering to develop and integrate advanced technologies for exciting, efficient, high-performance niche vehicles.

The range-extended electric drive of the Evora 414E Hybrid consists of two electric motors driving each of the rear wheels independently via a single-speed geartrain integrated into a common transmission housing, thus enabling torque vectoring for stability control of the vehicle. Electric power is stored in a lithium polymer battery pack, and additional range is provided by a unique Lotus Range Extender engine designed specifically for series hybrid vehicles. The drivetrain is designed to combine astonishing performance with efficient, low-emissions driving. The Evora 414E Hybrid highlights Lotus’ innovative electric and hybrid vehicle technology without distracting from the pure sportscar character of the Evora.



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# Lotus F1 Introduces T127 and Begins Testing in Spain

*Abstracted from Lotus Press Release*

February 2010 proved to be an exciting and rewarding month for the Lotus F1 team. Not only was the new car--the Lotus Cosworth T127--introduced with its stunning livery, but the team also completed a successful 4-day test session under variable weather conditions at the Jerez circuit in Spain.

On the first day of testing, test driver Fairuz Fauri completed 76 trouble-free laps in wet conditions--acquiring enough seat time to earn his FIA Super License. On the second day, (also wet) team driver Heikki Kovalainen had his first chance in the car. Unfortunately, an



early off and some damage to the car ended the day. The third and fourth days saw the weather clear, and both Heikki and teammate Jarno Trulli completed a total of over 200 laps under dry conditions. Overall, the teammates had high praise for the car, which clearly demonstrated its reliability, and for the team that operated smoothly throughout the session.

Further testing in Barcelona is planned for the end of the month.

# Classifieds

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

**For Sale:** '65 S2 Elan 1600. BRG, with 20K miles. This car is like new and has never seen weather other than summer showers. In mint running and 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.

**Wanted:** Dry sump pan and/or pump (with rubber seals) for a Lotus Twincam motor. Contact: Don Hogue at (831) 639-9445, donhogue-at-charter.net

**Wanted:** Twin Dell'Orto carbs and manifold for my '76 Elite. Contact: John Steggles (Canada) at (519) 223-0330; johnsteggles-at-rogers.com

**Sharing Transport?** Does anyone know of any transports going to and from Barber Motorsports Park for Bobby Rahal's vintage race this May; one that could accommodate a Lotus and share the cost? Contact: Don Hogue at (831) 639-9445, donhogue-at-charter.net



(continued on p. 8)

## Spencer's Motorsports

I'm excited about the reopening of Spencer's Motorsports as of January 1, 2010. After being closed for several years, I have truly missed the friendships I established with my customers and vendors.

Thank You , *Barry Spencer*



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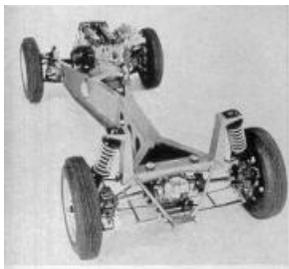
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# Classifieds

(cont'd from p. 7)

**For Sale:** Chassis for Lotus Elan. Suitable for S1 through S4 models. Powder coated in black and in great condition. Chassis is located in Sebastopol, CA. Asking \$1200.00 if no shipping is involved. Can also offer delivery in the Bay Area for an extra charge. Contact: John Kenner at (415) 806-2457; jkenner-at-tamcab.com.



**For Sale:** Wheels from a '73 Europa S. Four available, size 5 1/2 J x 13, alloy, 4-bolt. No damage, but some corrosion. Need to be refurbished. Located in Santa Rosa, CA. Asking \$200 OBO. Contact: Dave Weir at (310) 212-5211 (days); dhwh-at-dynres.com.

**Wanted:** Lotus Seven. Old Lotus guy looking for that special S1 or S2 LHD Seven. Completely restored preferred, but any condition (and S2 RHD) considered. Top dollar paid for impeccable example with chassis plate and frame numbers documented with the Historic Lotus Register. Contact: Rick in NJ at (973) 331-9570; number32-at-mindspring.com.

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Submissions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport@ggglotus.org in MS Word, rtf or ASCII text.

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