

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org May/June 2011



*Stawsh Murawski at speed during the Thunderhill track day (see story p. 5)
(Photo credit: Mel Boss)*

Get Ready for a Busy Season

editor

A variety of GGLC and Bay Area car club activities help fill the enthusiast's calendar for the Spring/Summer season. The club has both a track day at Thunderhill and a series AutoX at Great America in Santa Clara coming up in mid-May (17 and 21, respectively) and another series AutoX at the Marina airport scheduled for June 12.

Two car shows sponsored by local clubs are also coming up soon: May 15 will be the Marin/Sonoma Concours in Marin; and June 4 is the date of the 21st Annual Hayward Field Meet (featuring an all-British swap meet) at Cal State University, East Bay in Hayward.

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May/June Meetings

Friday, May 20, 2011 – 7:30 PM

Host: Clark Vineyard

SATURDAY, June 11, 2011 – 1:00 PM

Host: Mel and Darlene Boss

Two other special and fun events are happening in June: **Fun Run and BBQ at Mel and Darlene's, June 11**—

We all know how difficult it is to get to the East Bay for a club meeting on our traditional Friday night, so for June the club meeting will be *Saturday, June 11*, in Danville with the added attractions of Mel's fabulous BBQ and an optional fun run to Danville from Dietsch Werks at Club Auto Sport in San Jose. (Note that this annual event has been moved up a week this year from the third Saturday in June to the second to avoid conflicts with Father's Day.)

We can gather at Club Auto Sport (521 Charcot Ave., San Jose) starting at about 9:30 AM for coffee, donuts and car talk; then the fun run to Danville will start about 10:45. The run will feature a winery stop in Livermore along the route to re-group and refresh before continuing on to Danville.



Mel is always ready to BBQ!

The BBQ should get started about 1 PM—and a club meeting might happen a little later. A

contribution of a salad or dessert for the BBQ would be nice, but is not required. Please RSVP to Mel for the BBQ (darmel-at-sbcglobal.net) by June 8.

Driving options include going directly to Mel and Darlene's in Danville for the BBQ, or meeting the group at the winery at about 11:30 AM to finish out the run from Livermore to Danville. Contact me (chapmanreport-at-gglotus.org) for more details.

Corkscrew Mania at Laguna Seca, June 26—

This very special event is jointly presented by the GGLC, Lotus Cup USA (LCUSA) and Lotus Cars USA (LCU), and it will surely be the premier 2011 happening for Lotus enthusiasts in northern CA.

Corkscrew Mania will feature a full day of Lotusing that includes LCUSA racing, LCUSA time trialing, a VIP Hospitality Tent, a Lotus AutoX in the Laguna Seca paddock, a Lotus Tech Session covering track preparation and more. In addition, we are planning a VIP BBQ lunch, track rides around the famous 11-turns of Laguna Seca and a Lotus Corral.

The fun begins at 9 AM when registration opens in the Laguna Seca paddock. (Note: there is a \$10 fee to enter the paddock for this event.) The VIP Hospitality Tent and Lotus Corral parking will be available all day, and the AutoX will operate in the morning (9:30

to 12N) and afternoon (2:30 to 4:30). Please bring a helmet if you plan to participate in the AutoX (a few loaners will be available). The BBQ lunch at the VIP tent will be available between 11:45 and 1:30 PM, and the Tech Session is scheduled for an 11:00 to 12N time slot. LCUSA racing is scheduled for 1:30-2:30.

Participation in Corkscrew Mania **requires advance registration** since no "walk-ups" can be accommodated. Thanks to our event sponsors, Dietsch Werks



An Elise deftly negotiates the Corkscrew
(Photo credit: Nithya Nair)

and Exotic Autoworks, the registration fee for GGLC members for the entire event (including lunch) is only \$10 (the fee for non-members is \$25). Advance registration is open until June 20, and it can be accomplished via the club website: www.gglotus.org.

For those interested in participating in the LCUSA on-track time trials and race events, you can learn more about the organization from their website: www.lotuscupusa.us.

Questions? Contact Kiyoshi: webguy-at-gglotus.org, or Jen: prez-at-gglotus.org.

Two Track Days Kick Off 2011

by David Anderson

Laguna Seca— February 24, 2011

Although rain was predicted, it held off until late in the evening making this a very nice day indeed. It was a bit cool however, at about 50 °F, so getting everything (tires, engines, drivers) up to a good working temperature was a concern in each session.

There were 3 groups: Novice, Intermediate and Advanced, and the passing rules were specific to each group. The main differences being (by way of example) that the Advanced group allowed passing anywhere without a pointby and the Novice group only allowed passing without a



pointby on the main straights.

Sessions started at 9 AM sharp, and, except for a 40-minute break at noon, they rotated through the groups with 20 minutes on track per session. Several of the last sessions were extended just a few minutes, and action ended when the track closed at 4:30 PM. By the end of

the day, this schedule gave every group potentially at least 140 minutes of track time. Since the organizers at Laguna Seca strictly limit the total number of cars on track in any one session, switching between groups was not allowed (as long as you had

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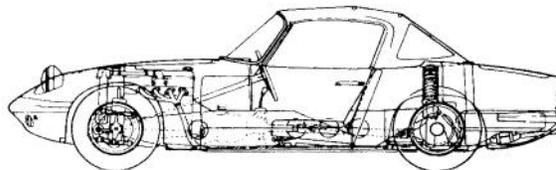
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(cont'd from p. 3)

the correct sticker for the group on track at a given time, the track folks could be sure the car count was within the allowed limit).

Lotus counts were: 5 Europas, 1 Elan, 1 Elite (1960), 1 Lotus 23B, 3 Exige, and 4 Elise. In addition, up to 3 Skip Barber (the driving school folks at Laguna Seca) Lotus Evoras were on track at times.



It was a treat to see Mike Summers' #44 Lotus 23B at the track since the car has a long racing history and is absolutely stunning. Thanks for bringing it out so we could see it in action, Mike.

The fifth Europa was a very rare Type 47. It has been owned by Don Hogue for many years but Don only just finished restoring it. He is hoping to do more track days and some vintage racing in this beautifully prepared track-only car. Keith Franck helped out with Weber advice for Don's 170HP BRM version of the Lotus TwinCam. Although Don was a bit concerned about some gear noise from the



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
May 15	Marin/Sonoma Concours	Marin
May 17	Track Day	Thunderhill
May 20	Social/Club Meeting	Palo Alto
June 11	Fun Run/ BBQ	San Jose/ Danville
June 12	AutoX	Marina
June 26	Corkscrew Mania	Laguna Seca
July 15	Social/Club Meeting	Mountain View

See www.gglotus.org for additional information about upcoming events.

FT200 gearbox, there were no apparent on-track problems.

Four Lotus cars did experience some difficulties, however: An Exige stopped on track in an early session, requiring the tow truck. Dave Close (Zetec/Europa) burned out an original-style fuse (one of four), so a couple gauges and his tail/stop lights stopped working until he found a new one. Rob Dietsch found oil on his Elise clutch after lunch, so he was done early. Scott Hogben had the right rear wheel bearing retaining bolt of his Europa loosen up (again) at the end of day, but he was able to tighten it for the drive home.

Keith Franck did not bring a Lotus to drive at this event because his shoulder was too painful to use a full harness, but he

did bring his latest design of Weber carburetor jet assemblies which he tested on a couple of Lotuses. These jet assemblies promise to allow cars equipped with Weber carbs to have both lean cruising and full power at all RPMs and throttle openings with no flat spots. That is the holy grail for Weber users.

A larger-than-normal number of people got black-flagged for exceeding the 92 dB noise limit (including me!). This was a surprise to many, and the scuttlebutt was the low-clouds that day were making the sound seem louder. However, folks were able to adjust to the situation one way or another so that they could get back on track.

As always, the event was rounded out by a collection of

non-Lotus cars, including Corvette, Porsche, Mazda, BMW, Fiat, and other marques, including a Lola Sports2000 spec racer. We thank them all as the GGLC could not afford to rent the track without their participation.

Many thanks also to John and Scott for organizing a great opening track day for the 2011.

Thunderhill— March 31, 2011

The weather was perfect—comfortably warm, sunny, and very little wind. Long-time GGLC member Dan Wise remarked that he had spent the previous weekend racing at Thunderhill when it was, in contrast, very wet and very cold. Needless

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to say, he was enjoying the fine track day weather at our event. Incidentally, Dan brought his Zink Formula Ford car to this event, leaving his Elan at home.



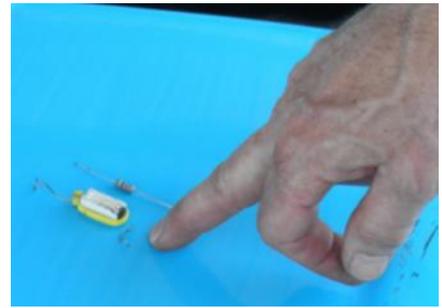
Early morning arrival

When the weather showed signs of improving a few days before the track day, there were a few last-minute entries that brought the final count up to about 65 drivers. Lotus cars in the mix were: 2 Europa, 2 Elan, 1 Evora, 3 Seven, 2 Esprit, 9 Elise/Exige.

As usual there were 3 groups, each group starting at the same time of the hour and running for 20 minutes on track. In addition, drivers were eligible for 2 of the three groups so lots and lots of track time was available.

There was a mid-morning interruption to the regular flow of the event when one car dropped some fluids on the track between turns 8 and 9. The clean up took about 20 minutes out of the schedule. But chief flagger, "Turbo", and the rest of the track staff shortened several of the following sessions and got things back to the full session-times fairly quickly.

John Zender brought the "Flamer" Europa and discovered that there are consequences to running out of oil: serious engine noises in his 2.3 liter Ford Duratec engine. After disassembly a few days later, John discovered a



Stawsh's pesky resistor

the Kawasaki radiator needs to be cleaned out.

Dito Milian was on hand taking professional pictures of everyone on track. The photos were available for viewing and purchase in his large and comfortable-in-any-weather trailer parked in the paddock.

The event was rounded out by folks driving Corvette, Porsche, Nissan, BMW, Fiat and other marques. In addition, GGLC member Mike Prentice brought out his very quick Noble M400 for the day. There were also several SportsRacers and formula cars (Radical and others) taking advantage of the relatively inexpensive track time. It is always good to have these folks participate in our events because we could not afford track rental fees and insurance without their help.

Thanks again, of course, to John and Scott for another great event!

piston had broken into pieces.

Stawsh Murawski brought the Elise S1 (Kawasaki power) again and though he had trouble with the crankcase vent he did verify that the newly modified (and quite unique) differential setup works well. He also had a repeat of the problems with a resistor (also unique to his Elise). Although the car runs without the resistor it will not start without it. This time the wires to the resistor broke twice—once after just a few laps. He also seemed to have some cooling problems—possibly indicating that



John's flamer Europa ran until it didn't

This & That

News abstracted from the Chapman Report online and other places

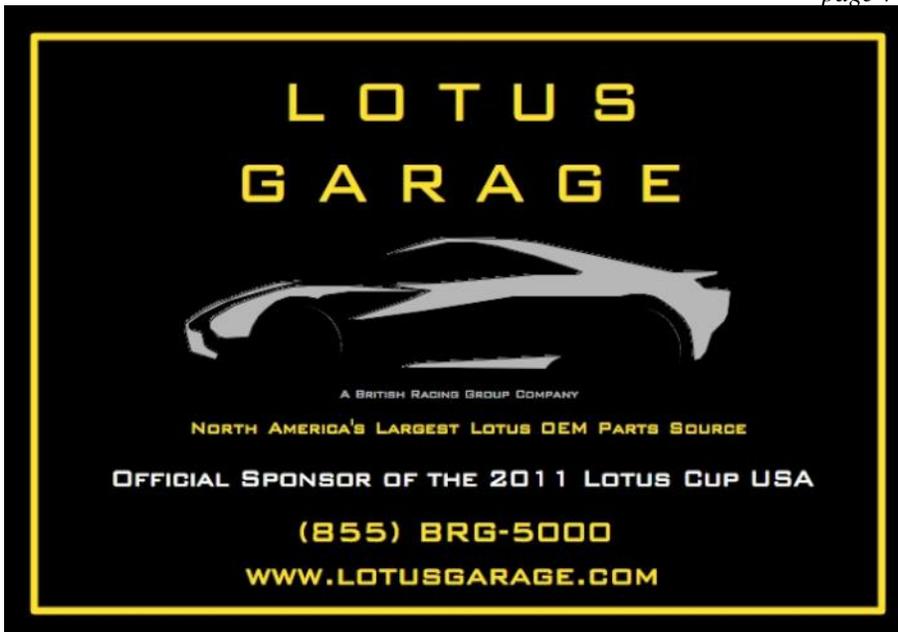
Formula 1 Team Lotus buys Caterham Cars:

On April 27, 2011, Team Lotus Enterprise announced the purchase of British sportscar maker Caterham Cars.

The acquisition by Tony Fernandes, Kamarudin Meranun and SM Nasarudin, the men behind the Team Lotus Formula 1 squad will see the legendary lightweight sportscar manufacturer expand its brand profile and product family.

This acquisition not only signals the continued development of the legendary Seven, but it will provide Caterham with the platform to apply its philosophy of ‘adding lightness’ to exciting new models for the 21st Century.

In this exciting new era, Caterham will be led by the company's existing management team, headed up by Caterham Cars Managing Director Ansar Ali. Ansar's direction has been responsible for energizing Caterham's export prowess during the



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last five years, creating the iconic Superlight R500—Top Gear's Car of the Year for 2008—and Caterham's first brand new model in 15 years, the stunning SP/300.R sports prototype racer.

As custodians of Colin Chapman's two-seater Seven since 1973, Caterham has been responsible for the evolution of a car originally conceived as a ‘fit for purpose’ race-car for the road in 1957.

Today, the Seven is arguably the benchmark for the perfect balance between power and intuitive, user-friendly handling, and, in spite of its years, it remains one of the most raced cars in the world. It has also been the inspiration for the recently-launched Caterham-Lola SP/300.R for the race and track day community.

Tony Fernandes said: “Caterham has a unique place

at the heart of the motoring world. As well as being proudly and staunchly British, it has an enviable and uniquely unblemished reputation within the industry for performance, handling and engineering excellence.

“Caterham Cars has remained wholly faithful to Colin Chapman's philosophy of ‘less is more’, and the DNA of the original Seven can be traced to the newest additions to Caterham's product offering.

“It is already a successful business with sales across Europe, Japan, Australia and the Middle East, and under the guidance of the existing management team, we now have all the ingredients and the launch pad to further evolve that spirit and take Caterham to new exciting horizons with innovative products and greater global brand exposure.”

Caterham Cars, Managing Director, Ansar Ali, added:

“This is yet another exciting chapter in the Caterham story. Until now, the resources Cater-

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Heikki Kovalainen tries out a Caterham Seven

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ham has had at its disposal have, naturally, limited the exposure of the Caterham experience and the legendary Seven has had to rely almost entirely on its remarkable reputation and legacy.

“We will remain entirely true to the philosophy that we, as custodians of one man's motor-ing concept, have protected for nearly 40 years.

“However, the acquisition of the company by Team Lotus Enterprise will allow our existing

management team to take Caterham's core spirit of pure driving enjoyment to a hitherto un-served audience.

“While the Seven will now have the global springboard it deserves and will continue to be evolved yet further, we also have the opportunity to expand the Caterham family beyond the Seven and SP/300.R and breathe new life into our uniquely re-spected brand and mature it into a truly global business.”

Lotus ends production of Elise/Exige models equipped with 2ZZ-GE engines:

Lotus has notified U.S. dealers that model year 2011 will bring an end to the production run of Elise/Exige models fitted with the Toyota-sourced 2ZZ-GE engine. Current stockpiles of the discontinued power plant will be depleted in July 2011.

A very limited number of three “Final Edition” models will arrive at dealers in the U.S. and Canada by August 2011. These models include: Exige S260 (production run of 30 cars), Elise SC (production run of 25 cars) and Exige S260 - Matte Black (production run of 25 cars). The limited numbers and the special equipment included on these cars should make them highly desirable in the Lotus community.

Classifieds

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

For Sale: 89 Esprit SE Moving to Idaho from CA, and I can't take her with me. 65K miles and runs well, interior and exterior in good condition. Compression good and even across all cylinders. New plugs and wires and engine sensors. New catalytic converter (passes smog easily). New Toyo 888 tires and S4 springs with adjustable shocks from UK. New front rotors; racing brake pads on all four corners. Racing belts for both seats, quick-release steering wheel and all console hardware moved to the dash. New ECU with #6 racing chip (stock S4 chip also included). Charge cooler pump works. Asking \$15,500, serious



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For Sale: Elan Parts: Hardtop, original rubber and rear window, \$1,200; Lucas Voltage Regulator (RB340,37563) new in box, \$40; six Cosmic Wheel Center Hub Covers, new to very good condition, \$10/each; two Cast Aluminum Grills for Elan +2 and S4 Coupe, good condition, \$40/each. Contact – Tom Minnich: (562) 697-0547; mminni2-at-yahoo.com.

For Sale: 1971 Europa S2. I bought this project car in 2002. It's basically done, but since acquiring a new Ariel Atom 3 in 2008, I can't find the enthusiasm to finish bleeding the brakes and replacing a leaking rear transaxle shift seal (I have two replacement seals waiting). This is my second S2 project. The first was transformed into a successful SCCA EP/DP racecar. My goal with the second car was to improve on the first by using a Renault hemi engine and 5-speed, combined with enhanced down force.

The car includes: freshly rebuilt 140 bhp Renault 807 hemi cross-flow w/twin side-draft 40mm Webers, new 10:1 forged pistons, new forged con rods, new valve gear, and rebuilt Ducellier distributor; Type 365 5-speed transaxle; aluminum finned valve cover/large capacity sump; new one-wire mini-alternator innovatively mounted low on right side of engine; aluminum fuel tank (with sender) mounted on right; integral fender-flares to accommodate wider wheels/tires; BRE front spoiler (with

spare); polycarbonate rear decklid spoiler extension; decklid vents added to improve rear spoiler effectiveness; mono-chrome painted trim to update appearance.

Associated upgrades include: body-off rebuild with powder-coated frame and suspension components; Scirocco-style aluminum radiator with outlet in bonnet and electric fan; all original wiring replaced with simple minimum requirements harness; instruments replaced in OEM configuration with Autometer light series; 15x7 Axis aluminum 4-spoke wheels w/ 205 front/225 rear tires; side windows and rear window replaced with polycarbonate (manual operation on side windows); new springs and suspension bushings front and rear; u-joints replaced; heim joints on lower rear suspension link (strengthened mounting bracket. Spares include: Four 13" Panasport wheels and tires; Original steel spare wheel and tire; new OEM dash panel cover; misc spare engine pieces
The car is located in Reno, NV.



Asking price is \$15,000 for someone who will appreciate it and use it as intended.

Contact – Tim King: (775) 972-5225; thekings89506-at-charter.net.

For Sale: 2000 Birkin S3 (replica of a 1967 Lotus S7). Manufactured at the Birkin plant and imported by Texas Motor Works. (Texas Motor Works is owned and operated by Dick Brink and is the official Birkin importer.) The drivetrain was installed by the dealer before the completed car was shipped to the original owner. I am the second owner. The original MSO, purchase documents and assembly receipts are included. The car is fully street legal, but it was built and used for auto cross/time trials for the first 2K miles. My use has mainly been weekend jaunts on the local mountain roads. Current mileage is ~ 4.4K. Licensed in California under SB 100.

Engine is stock 1999 Ford Zetec (4.8K miles when installed) with corresponding ancillaries from Birkin: aluminum radiator, lightweight alternator, aluminum bell housing, Raceline aluminum sump, aluminum sump guard, low-resistance air filter, special clutch, 4 into 1 header, stainless steel muffler, rear exit exhaust. Ford T-9 (Sierra) five speed. Birkin live axle, 4 adjustable trailing arms, adjustable panhard rod, 4:11 open differential, AVO coilovers, adjustable ride height, adjustable front anti-roll bar. Four wheel disk brakes, dual circuit adjustable front/rear bias brake cylinder. Five 2-piece

(continued on p.10)

Classifieds

(Continued)

Panasport racing wheels (13x7). Five Yokohama A32, P215/50/13--fronts 40% remaining; rears 60% remaining--plus spare and rear mount for spare. Hella A4 halogen head lights with full time running lights. Aluminum skin over tubular space frame, fiber glass fenders and nose cone. Custom two color paint. Paint is in good condition with typical rear fender marks, a few blemishes on hood. Cloth bucket seats, four point harnesses, heater, adjustable pedal box, full VDO instrumentation, dash mounted Shift-I adjustable shift light, removable steering wheel, 12V outlet, master cut off switch, roll bar with third brake light, wind screen side deflectors, heated wind screen with spray wash and wipers. Full weather gear: roof, left/right side curtains, tonneau cover. Sale includes Kirkey aluminum racing seat, single driver side Brooklands Screen with racing mirrors.



Offered at \$18,650; as is, where is (car is located approximately 75 miles NE of Sacramento). Contact – Edward Klaner: (530) 262-4771; eklaner-at-succeed.net.

For Sale: Elan +2 steel wheels and trim rings. Four original wheels (13x5.5), powder coated black, and five polished aluminum trim rings (rim embellishers). All in very good condition. Can be sold separately or together. Wheels for \$450 and trim rings for \$100—plus shipping cost from Jackson, CA. Photos available on request. Contact — Lee Cohee: (209) 223-1502; vancoh-at-volcano.net.

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club, and it 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.

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

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