

The Chapman Report



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Photo Credit: Tom Carney

An impressive line up (one of three rows of WCLM participants' cars) on the lawn of the LeMay Auto Museum while posing for the official 2013 WCLM portrait.



Laurel and Adrian Cockcroft discuss on-the-road communications with Mike Velky (foreground) of Club Lotus Northwest at the start of the Pre-WCLM drive from Portland to Bellevue.

Sept/Oct Meetings

Friday, September 20, 2013 – 7:30 PM

Hosts: Rahul and Nithya Nair

Friday, October 18, 2013 – 7:30 PM

—Featuring Nominations for 2014 Club Officers—

Hosts: Rob, Jenni, Sebastian & Sullivan Dietsch

Message from the Prez: 2013 WCLM Follow-up

I would like to offer my personal thanks to all those who managed to attend the 2013 West Coast Lotus Meet in the Seattle area over the 4th of July weekend. As predicted, the event was a blast!

After all was said and done, our 35 GGLC members who attended the event made up the largest group of single-club attendees, while the group of 31 attendees from the Evergreen Lotus Car Club (ELCC) was a close second.

The dedication shown by many of the attendees can only be described as an amazingly fanatical obsession with the Lotus marque. There were people who travelled thousands of miles from Colorado and Arizona to attend the 2013 WCLM. The total attendance of 110, and show of 70+ Lotus cars, were nothing short of stellar!

It is because of the organizing dedication of members within our club

such as Kiyoshi Hamai, along with the fundraising efforts of Mel Boss, and the outstanding financial support of Jen and Rob of Dietsch Werks combined with the tremendous support of Doug Jackson and his ELCC team that this event was even possible. *(See Mel's article on page 6 to learn more about the importance of our WCLM sponsors—ed.)*

The above-and-beyond efforts of our members included: Jen driving from the Bay Area to Bellevue with baby Sullivan in a Sport Elise that had no radio and only a wimpy AC, and Rahul who did a two-day drive in his WCM Ultralite S2K with no top or AC in temperatures up to 115° F. This event just would not have been what it was without such examples of the undying love that we all share for Lotus.

It was especially great for me to meet many attendees from

other clubs and to connect our club with theirs. Indeed, these types of events are key to ensuring that the Lotus community gains strength. Through sharing experiences and spending time with each other, we manage to create the epoxy that holds us together.

Some of you may have heard rumors of a 2014 WCLM. **These rumors are nothing short of true!** We are indeed in the process of looking into our options for 2014, so the message is “stay tuned” and we will start filling in some details as they become more clear. The location is still TBD, but will most likely be not too far from our Bay Area home base this time. We hope that even more of you will be able to attend next year. I, for one, look forward with great anticipation to our next adventure!

Thank you again for empowering our *esprit de corps*.

With warm regards,
Daniel Katz

Sonoma Raceway Track Day August 3, 2013

by David Anderson

It has been a long time since the club was able to arrange a track day at Sonoma Raceway. (Probably the track was known as Sears Point the last time we were there, and then, of course, there was a long period when the track was called Infineon Raceway before it was recently re-named Sonoma Raceway.) In order to make this event possible

financially, we joined forces and shared track rental expenses with

the Shelby Club who had already booked the track for the week-



Photo Credit: Jenni Dietsch

John Zender holds an early-morning drivers' meeting while baby Sullivan naps.

end. Our understanding with the Shelby Club was that our Lotus cars would have dedicated track sessions during the day.

It turned out to be a fantastic day. A great turnout of about 35 Lotus cars: 2 Lotus 23's, 2 Europas, 4 Seven clones, and a bunch of Elise and Exige. Our club Weber carburetor guru, Keith Franck, was also on hand to help Mike Summers with the Webers on his 23.

The entire first hour after the track opened at 8 AM was ours. (It seems some of the Shelby folks like to sleep in!) After that, we had four Lotus-dedicated 20-minute sessions. It was enough time for me to log 140 on-track miles on my Europa!

It was notable that *nobody* spun in the entire first hour. I guess John Zender's threat to put a BOZO-sign on anyone that did spin in that hour was effective!



Group carefully negotiates legendary turn 11 at Sonoma Raceway.

However, one Exige rather smashed up its right rear against a wall.

The Shelby folks were great to work with in that they did not impinge on the Lotus track time except to help with excellent session announcements and to keep things pretty much on schedule.

Dito Milian was there to take photos. DeutschWerks had a big group of rent-a-racer customers trying out cars, and Suspension-Performance also supported a number of customers driving their own cars in the Lotus group.

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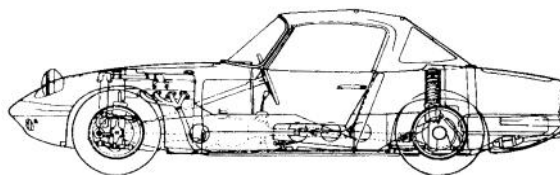
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Special AutoX at the Daly City Cow Palace June 22, 2013

by Daniel Katz

Photos: Tom Carney

For this event, we teamed with the Triumph Travelers Sports Car Club to create a *British Car Autocross*, which featured many classic British marques (e.g., MG, TVR, Triumph and Lotus), as well as a few non-British cars.

The special venue and wide advertising in advance of the event meant there were quite a few first time autocrossers, including a gentleman with his '73 Alfa GTV (a car I owned before purchasing my Lotus). Among the GGLC members participating; Dan Wise brought his Formula Ford, and Rahul Nair as always ripped the course up with his WCM Ul-tralite.



Although the course was tight and short, it seemed to reward fun driving rather than skilled driving. This was a great departure from most courses where you have room to maneuver into a corner, going from the outside of a straight to the inside of a turn. On the Cow Palace course, there was little room for such maneuvers, and you were left with a huge grin on your face, rather than being stressed that you screwed up on that last corner. Kicking the back end out was easy to do, at least once, especially on the long, roundabout like corner at the end.

This event was the most thrilling and exciting time I have ever had in my M100. The steep inclines, bumps, gravel, and super tight turns made for a challenging but extremely entertaining course. I didn't have to worry about understeer, in fact my car seemed fairly loose on almost every run, and I never



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even reached speeds high enough to shift up to third. Overall, this course was more about leaving you laughing with a permanent smile, rather than trying to get the best track time possible.

The parking lot at the Cow Palace, however small and uneven it may be, is a fantastic place to hold such events. We are extremely grateful to the Triumph Travelers for organizing the event. We plan to hold more exciting autocrosses at the Cow



<i>Calendar</i>		
<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept 12	Track Day	Thunderhill
Sept 14-15	British Car Show	Morgan Hill
Sept 20	Meeting/Social	Daly City
Sept 21-22	Lotus Cup	Sonoma
Sept 22	AutoX	Marina
Sept 27	Private Showing of <i>Rush</i>	Mountain View
Oct 18	Meeting/Social	San Jose
Oct 19-20	Sierra Foothills Weekend Drive	San Andreas
Oct 26	AutoX	Marina
Nov 15	Meeting/Social	TBD

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



Scan to get current GGLC calendar on your mobile device.

Palace in the future, and I hope you can join us.



Sponsors, Sponsors . . . We Love our Sponsors!

by Mel Boss

It is safe to say that July's West Coast Lotus Meet (WCLM) based in Bellevue, WA, was a good and exciting time for all who attended. I also believe that even those who were unable to attend for some very good reasons had a great time and some vicarious enjoyment by just checking out the numerous online photos of the event and the various accounts of all the festivities.

For many, the treks to and from the Emerald City were part of the fun and adventure. The road trips spanned various neighboring states and beyond like Colorado, Oregon, Montana, Arizona, California and more. There was also a good-sized contingent of very friendly enthusiasts from British Columbia, Canada who came to share a good time. Most of the enthusiasts arrived in their Lotus cars. Some travelled in air conditioned comfort while others endured the triple digit road temperatures in their Europas, Elans and Sevens. You know who you are, and you're crazy, but we love that about you.

All told, the Lotus car-count exceeded 70, and the attendees count was over 110. Most of whom were graciously accommodated at the event headquarters Red Lion hotel that provided a large and secure, private parking area (with an adjacent car washing stall!), comfortable rooms, a good, complimentary breakfast, and easy logistics all at a reasonable rate.

All of this fun, adventure and celebration—every bit of it—would have been untenable financially without the support of our generous sponsors and advertisers. I had the pleasure of working with our host and event coordinator, Doug Jackson of the Evergreen Lotus Car

Club and GGLC's very own Kiyoshi Hamai in twisting a few willing arms to help us out. For the most part, it wasn't a difficult job because our sponsors were happy to sign up and commit to our goal.

Platinum sponsor Dietsch Werks was particularly willing and supportive. Business Manager, Head of Marketing and Advertisement, fitness trainer, Lotus cheerleader and Mom, Jenni Dietsch, was first to commit even before we had finalized our official Sponsor Package! Over and beyond the Platinum Sponsorship level, Jen and Rob committed to providing those wonderful swag bags (no small expense), and they transported two of their Lotus Cup racers plus two attendees' cars from the Bay Area to Bellevue. Rob also provided some on-site (and on the road) repairs for some grateful attendees in need, and Jen drove one of the racecars via Route 5 in the sizzling heat (not fun). After all that, a clerical error resulted in our leaving their business card off the sponsor/advertisers sheets included in the swag bags! Sorry Jen and Rob.

Our Silver Sponsor level included some very familiar names. I've only been with GGLC for 29 years, but Dave and Roberta Bean have been sponsoring our events even before I joined. Unfortunately, Dave and Roberta were unable to attend the WCLM this year and join us in our fun. We missed you.

BRG, British Racing Group and Lotus Garage also committed to a Silver Sponsorship level, and I communicated many times with owner Robert Konick who truly wanted to attend from his East coast location, but, for health reasons, Robert had to forego attending at

the last minute. We will see you next time, Robert, when you are more up to it. Feel better soon!

It's hard to believe that Sector 111 has been supporting Lotus and the GGLC for nearly ten years, but Shinoo Mapleton and his crew will celebrate their tenth anniversary later this year. Shinoo was eager to attend our gathering, but the 10-day commitment away from his San Diego business was too difficult at this busy time. Again, we hope to see you at the next WCLM!

Silver Sponsor, Sports Car World is a respected supplier of Lotus/Jensen parts based in the Dallas, Texas area. Nine years ago, I worked with a great guy at SCW—its owner and president, Frank Bertrang—on WCLM 2004, held at Lake Tahoe, CA. I was saddened to learn that Frank passed away a few years ago. This year, I had the pleasure of working with Dave, Rusty and Peter.

In addition, to our Official Event Sponsors, a number of advertisers also contributed to our bottom line, and we enclosed a listing of their business cards in each swag bag. They are (in no particular order): Hagerty Insurance, JAE, Spencer's European Motorworks, Lotus of Portland and Beaverton, Oregon, Brooklands British Cars, Griot's Garage, ProFormance Racing School, DeLorean Motor Company, 425 Motorsports, Coterie Press, British-European Ltd., Randall Fehr Restorations, Ben Remak of Specialized Insurance Understanding.

We could not put on an event like the 2013 WCLM without the support of our sponsors and friends. Please think of them when you need parts and services by supporting their businesses.

2013 WCLM— How it Happened

by Kiyoshi Hamai

Photos: Tom Carney and as noted

Back in the late spring of 2012, someone asked me if there was going to be a 2013 West Coast Lotus Meet (WCLM). I scratched my head and said, *"I don't think so. No one is interested in hosting one."* I guess it could have ended there, but then I heard there was a new track in the Seattle area and there were also lots of articles and photos online and in print about a fabulous new auto museum in Tacoma, WA, called LeMay – America's Auto Museum.

So, on a lark, I sent an email to ex-GGLCER and current Evergreen Lotus Car Club (ELCC) member, Alan Perry. *"Hey Alan, what do you think about the ELCC hosting the 2013 WCLM?"* I was sort expecting him to either ignore my note or to come back with: *"Do you think anyone is that crazy?"* Instead, Alan shared my message with Doug Jackson,

ELCC Chairman, and in early June 2012 Doug wrote back:

"Hello Kiyoshi:

I really like the idea of the Evergreen Lotus Car Club (ELCC) being the host of the West Coast Lotus Meet (WCLM) in 2013.

I've read about the previous WCLMs you've held in the Chapman Report newsletters, and I'm pretty sure that the ELCC members would really enjoy taking part in something like this."



Jenni and Sullivan Dietsch check out the Red Lion parking lot.

As with anything great, the idea needs time to meld and mix and bubble a bit, and in mid-September Doug reported that the ELCC was completely on board. In addition, he had already contacted both Ridge Motorsports Park and Pacific Raceways, and spoken with the LeMay

Museum and Griot's Garage, so some of the big pieces of the puzzle were starting to fall into place!

But, when would it be best to hold the 2013 WCLM? Doug suggested either the 4th of July weekend because SOVERN would be presenting the Pacific Northwest Historic Races, or later in July to

coincide with the "All British Field Meet" in Bellevue, Washington.

By the end of September, Doug had an awesome "Plan-A" that was slated for July 4-7 and included the Historic Races, LeMay, Paul Allen's Flying Heritage Collection and Griot's Garage. I recall thinking that this was going to a fabulous event!

With Doug's encouragement, the two of us started reaching out to the other western U.S. and Canadian Lotus clubs.

Another key element to a successful event is getting early sponsorship commitments. In that regard, GGLCER Mel Boss started contacting a select group of potential sponsors to let them know that there would be a 2013 WCLM in the Seattle, WA area. The news was greeted with overwhelming approval!

In mid-October, Doug, with the assistance of ELCCER, Tim, added a dinner at the Snoqualmie Casino and we started putting together a planning budget and putting deposits in place. Doug was also in full-out hotel search mode, and we had begun to design a logo.

In late October, Doug had tapped ELCCER Chris to head up track day arrangements at Pacific Raceways. The WCLM logo was finalized, and the initial announcement was written and distributed to other Lotus clubs at about the same time. The headquarters hotel, the Red Lion Inn in Bellevue, WA, was selected after Doug spent a few days driving around the Seattle area looking for an optimum location and negotiating with several hotels.

Meanwhile, Doug had started conversations with Mark Velky of Club Lotus Northwest (Portland, OR), and together they started put-

(continued on p. 8)



Doug Jackson points the way while Kiyoshi reviews his notes.

(cont'd from p. 7)

ting together a Pre-WCLM dinner in Portland and a drive from Portland to Bellevue on July 4.

Doug was also hard at work trying to find a suitable location for the WCLM Autocross. Originally, it was hoped the folks at the Flying Heritage Collection could assist to identify a location at Paine Field in Everett, WA, but it seemed that every spare inch of the facility was being taken up by the builds for Boeing's 888 Dreamliner. Then came a lead that there was a concrete area at the DirtFish Rally School and that seemed to fit the bill.

In the meantime, we were preparing the 2013 WCLM website, getting registration set-up on Motorsportsreg.com and putting the final touches on the sponsorship program.

November 2012 was a busy, busy planning month for the 2013 WCLM: the WCLM website was constructed and went live; a Facebook page for the WCLM was started; contracts were signed and deposits made with the LeMay and Red Lion; and Doug had nailed down Pre- and Post-WCLM events with Club Lotus Northwest in Portland and Lotus Car Club of British Columbia, Canada, respectively.

By the end of December, all of the "big" pieces were in place, but as has been said all too often, the hard work is in the details, and that meant Doug and the ELCCers heading up the various WCLM activities were quickly tying down all the little things that would ultimately make the WCLM run smoothly.

In early January, registration officially opened, and Lowell Klaisner was the first official entrant! But, then in late January we heard from one of the DirtFish instructors and avid autocrosser, who told us the concrete pad area at the DirtFish facility wasn't suitable for an autocross. OH NO!



Doug was in a panic, but was determined not to give up and started contacting local clubs and autocross organizations about possible alternatives. I tried to help by scanning Google maps, but it was Doug's days of driving through dozens of cities checking parks,

schools, business and other potential sites in the dead of winter (and during one of the wettest seasons in western Washington history) that finally paid off when he located the best possible alternative at nearby Bellevue Community College. By mid-March he had good news: the site was found and secured!

It was April, and just 3 months to go! Registrations were growing. The Red Lion reported that 31 rooms had been booked. Alan Perry was working on purchasing tickets and getting the car corral settled with Pacific Raceways for the Historic Races. Doug was settling menus at the hotel and LeMay. Mel was lining up the last of the sponsors and looking for a sponsor to

provide swag bags for registration. Dietsch Werks who was already a Platinum sponsor stepped up and further committed to finding and providing the bags we needed to hold registration materials for participants. We can't express how grateful

we are to Jen and Rob at Dietsch Werks for going far beyond what we normally expect from a sponsor.

As July 4th grew closer and closer, Doug and his team had to kick it into the next gear to final-

ize all of the remaining tiny details including: ordering WCLM trophies; ordering WCLM shirts (I'm wearing mine now!); ordering box lunches and figuring out the logistics of getting them to the Flying Heritage Collection and the track; finding judges for the car show; and

finalizing arrangements for the guest speaker, Dominic Dobson, at the closing banquet; and more.

Laura and I left Palo Alto on July 2nd and arrived at the Red Lion mid-afternoon of the 3rd. There were already a number of Lotus cars parked in the reserved parking area and I remember thinking, "It's really happening!"

The rest, as they say, is history. The 2013 WCLM was one of the best EVER (and maybe our first International WCLM)! We met some awesome people from across the country. We got to see and experience some things that happen once in a lifetime. And, without question, it was due to the hard work, determination, creativity and passion of Doug Jackson!



whelming expression of gratitude for putting on such a great event. People were busy from morning to night and still not able to do everything. Track day and autocross events were great fun. Aircraft and auto museums were fantastic sites.

Please forward this to your Clubs.

Thanks

Ron Solomon Pres.
LCCBC



Photo Credit: Jon Stern

Best of all was meeting such great people and talking about Lotus cars.

Thanks to all the clubs, organizers and the many volunteers who made it such a great event.



WCLM Feedback From the Editor's Inbox

July 25, 2013

Subject: WCLM Thank You

Doug, Kiyoshi, Mark, Daniel etc,
etc

On behalf of LCCBC, we would like to thank everyone involved in putting on such a great event. The feedback received from all our members and non members from BC and Alberta was an over-

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Book Review: *Road Trip!*

By Ross S. Robbins

Reviewed by Kiyoshi Hamai

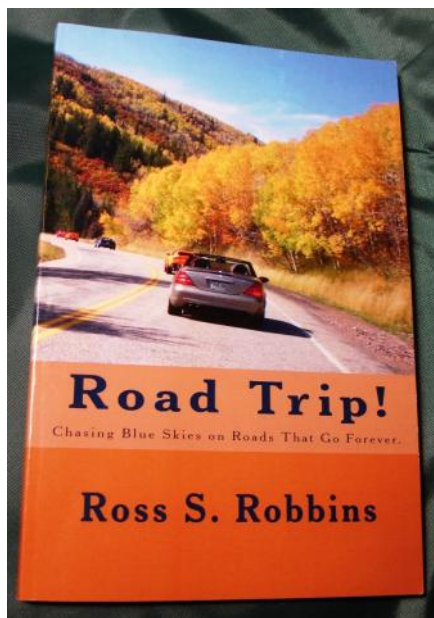
Let's start out by saying Ross Robbins is a Lotus-guy, but not just any ol' Lotus-guy, he built his current home with an 11-car garage and 2 bedrooms. If that ratio seems right to you then you'll enjoy Ross' book, *Road Trip! – Chasing Blue Skies on Roads That Go Forever*.

If you like old British cars (especially Lotus cars), and you believe that cars are meant to be driven and not just trailered to car shows or hidden under car covers in a garage, then there is absolutely no doubt that you NEED to read *Road Trip!* And if, as you read *Road Trip!*, you find yourself saying: "I've done that", then you need to meet Ross and plan a road trip!

Ross is of the mindset that it is not the destination that counts, but how you get there. That may include driving from Colorado to Florida in an S2 Elan and refusing to put the top up even in sub-freezing weather; or finding a Seven to purchase in Seattle and buying a one-way ticket with the plan on driving it back to Colorado (1300 miles) in a car unfamiliar to you. Brave or foolhardy?

If you are like me, what will happen as you read through each chapter, aka adventure, at some point you find yourself thinking: "He's crazy", "I've done that", "I need to add this to my bucket list" or "I need to meet Ross."

For example, in Chapter 12, Ross' infatuation with the M100 Elan led him to search for a rare Norfolk Yellow car (53 were imported to the US in 1990-91). Ross reminds the reader that at least 5 examples of the yellow M100 were sold to Disney for the making of the film, "Honey, I Blew-Up the Kids".



The rarity of a Norfolk Yellow M100 Elan eventually leads him to another sight unseen purchase from Hawaii. He arranges to have the car shipped to Tacoma, WA, where he flies in and picks up the car at the Port of Tacoma. Of course, the car has barely enough fuel to get it out of the shipping yard, but he manages to get to the nearest service station and starts filling it. Soon Ross begins to think that the fill-up is taking too long, and about then he starts smelling fuel. Looking down, he finds himself standing in the middle of stream of fuel pouring out from under the car. And this is just the beginning of his drive back to Colorado! I'll let you read the book to discover if he makes it home or if he is flambéed *en route*.

In a nutshell, I think you should add this book to your reading list. It's a quick and light read, only 122 pages in paperback and available on Amazon for less than \$10. It is both entertaining and relatable, and don't be surprised if it reminds you of your own memorable Road Trip!

Events of Note

editor

Private showing of *Rush* September 27, 2013—

The GGLC and the SF F1 Group have arranged for a private showing of Ron Howard's widely anticipated new movie *Rush* on opening night. The festivities start with pizza and soda at John Zender's home next door to the movie theater, Century Cinemark in Mountain View. Tickets are \$20 and include a \$8.50 voucher that you can use at the theaters' concessions. Tickets must be purchased through the theater, see <http://gglotus.org/ggcalend/ggcalend.htm> for details and who to contact.

Fall Foothill Tour—

This is a reminder from Lee Cohee and Don Nester that it's time to sign up for the Fall Foothill Tour to be held over the weekend of October 19-20. The number of activities planned ensure this will be an enjoyable 2 days for both you and your Lotus.

We begin in San Andreas at Dave Bean Engineering, where Dave and Roberta will host an open house and offer a 10% discount on parts. Lunch will be in San Andreas, after which we will drive some of the best roads California has to offer to the historic towns of Sutter Creek and Volcano. Our optional overnight stay will be in Volcano. (Rooms are being held in historic hotels until October 1.)

Those joining the tour on Sunday morning will be delighted by the roads selected for the morning's drive to the town of Fairplay, including a visit to the Oakstone winery. We then motor on to the Shenandoah Valley for lunch at Andis, another excellent winery.

Whether you can join us for both days or just one, the Fall Foothill Tour is an event you won't want to miss. Detailed information can be found at <http://ggglotus.org/ggcalend/f13foothills.htm>.

Rich Kamp Relocates—

Rich Kamp, owner of Kampeña Motors, and long-time Lotus guru/GGLC member has moved his business from Sonoma Raceway to the town of Sonoma. His new address can be found in his ad on page 3. Rich is also pleased to announce that he has been designated as the Northern CA Caterham Dealer. He currently is building an exciting, brand new Caterham CSR 260, so stop by to take a look and say hello if you are in the area.

Officer Nominations on the Agenda for October—

The October 18 GGLC meeting/social at the Dietschs' in San Jose will feature the nomination of a slate of club officers for 2014. Remember the club credo: Be There or Be Nominated!

Classifieds

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

For Sale: '73 Europa Twincam (chassis 3897R). Upgrades too numerous to list in detail but here is a sampling, starting at the front—AVO adjustable shock/spring assembly (small dia. springs); adjustable front sway bar (11/16" dia); Dave Bean tubular, adjustable lower A-arms w/heim joints, chromed; Triumph GT6 uprights with larger spindle (3/4"); Aluminum hubs with Coleman aluminum hats. 9.5" x 3/8" cross drilled, V grooved perimeter rotors; AP 4-piston calipers (5.5 lbs) w/Hawk pads; braided steel brake lines, Mo-

tul fluid; aluminum radiator; Deraele 10" fan with adjustable thermostat and manual switch. Moving to the rear—Adapted Eagle FF rear suspension; Eagle cast aluminum uprights (symmetrical) w/Volkswagen type III (411) half shafts, stub axles, bearings and hub (hub machined to fit ID of Wilwood aluminum hat); special CV joints lightened and relieved (Pegasus), aero boots, and trick ball bearings in CVs; Coleman 10.25"x 0.25" cross-drilled and V grooved solid rotors w/Wilwood aluminum hats and Wilwood 4-piston differential bore calipers and pads; steel braided

lines. Reversed lower A-arms with inboard ends attached to original lower link locations; upper tubular control arms (L&R-hand threaded for adjustability); significantly enhanced stiffness of rear chassis and pick up points.

Adjustable rear sway bar, 0.6" dia. and 10" arms (Lotus by Claudius). Possible to be replaced by a special machined and splined Schroder sway bar at 0.5" dia.

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Five speed transaxle rebuilt Aug. 2011. New throwout bearing in-



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Classifieds

(Continued)

stalled Sept. 2011. Revolution aluminum rims; Yokohama A008s. 185/60 front, 205/60 rear. Contact: Earl Beyer at (408) 356-0090 or earlbeyer-at-verizon.net for complete description of upgrades and car history.

For Sale: (1) Brian Hart TC cylinder head, race only, combustion chambers kidney shaped for higher compression ratio.

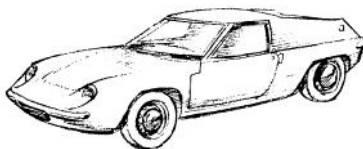
(2) Ford Duratec 2.3L HD motor. New, never run. Includes flywheel, clutch and starter.

(3) Honda S2000 motor, 17k miles, flywheel, clutch, starter, intake and exhaust.

(4) Many miscellaneous Lotus Europa bits and pieces.

(5) Large quantity of TC valve adjustment shims. Spread sheet of sizes available.

Contact: Earl Beyer at (408) 356-0090 or earlbeyer-at-verizon.net.



For Sale: 1973 Europa JPS #26. Original JPS roller project car with built performance twincam, AVO coil-overs. Project is 95% complete. Contact: Andrew at 415-516-0994 or andrew-at-synthesize.us

For Sale: Set of four Hoosier A70-13 Street TD S tires. Bought new, and never used

since they don't fit my Elan. I need the storage space, so a good deal for somebody: \$250, if you pick them up in Novato. Contact: Allen Gelder at (415) 893-9687 or allengelder-at-gmail.com.

Wanted: Lotus Elise (2005 – 2011). Clean, no damage, clear California DMV title. Price to reflect options, color, condition, etc. Will consider a clean Elise in need of an engine re-build. Quick, easy sale. Going to a good home. Contact: Marc at 530-217-9611 or S1.Elan.65-at-gmail.com.

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