

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) March/April 2014



*Photo Credit: Kiyoshi Hamai*

*The world famous Blackhawk Museum offers a dramatic backdrop for a display of Lotus cars on its front plaza. See story page 4.*



*Photo Credit: Daniel Katz*

*Prez Daniel Katz enjoys the sights while on a working visit to Baku, Azerbaijan. Learn more about his trip on page 2.*

## ***March/April Meetings***

**Friday, March 21, 2014 – 7:30 PM**

**Hosts:** Kiyoshi and Laura Hamai

**Friday, April 18, 2014 – 7:30 PM**

**Hosts:** Tom and Cherie Carney

## The Prez's Message And Travel Diary

by Daniel Katz

I would like to thank all of you who voted and helped to reelect me to office for a second term as GGLC President. In addition, we have a new Vice President, Jackie Feakins, this year who will be helping out as my second in command. Meanwhile, Rahul Nair is focusing on plans for a 2014 West Coast Lotus Meet. The details of this upcoming fabulous weekend of Lotusing will be available soon along with many of the other fun events and activities we are planning for 2014.

As many of you know, I was out of the country in December, and, unfortunately, I had to miss the Holiday Dinner. I hope that all attendees enjoyed the event and venue. I would be more than happy to receive any comments you have on your impressions/experience as part of the planning process for next year.

The place I spent most of the month of December was my birthplace: Baku, Azerbaijan. I was invited to shoot a reality TV series there, and it was an unforgettable, life-changing experience. I had not been back since moving to the U.S. at the age of four, so this was truly an opportunity I could not miss.

I have summarized a few observations from my travel below and via the accompanying photos.

For those who don't know about Azerbaijan, it is located on the crossroads of Europe, Asia and the Middle East. It borders Russia to the North, Georgia, Armenia and Turkey to the East, and Iran to the south. It sits on the beautiful Caspian Sea, the world's largest enclosed inland body of water by area (truly a cross between a lake and a sea). The Caspian Sea actually accounts for over 40% of the lake waters in the world.

Azerbaijan is known as the Land of Fire due to the natural

oil and gas reserves that produce flames that have been burning there for millennia. It has a rich history of oil exploration dating back to the Noble brothers who settled in the capital of Baku and helped transform the city into an international player. At the turn of the 20<sup>th</sup> Century, Azerbaijan was producing over half the world's oil supply.

From 1918-1920, Azerbaijan became the first democratic and secular republic in the Muslim world. Azerbaijan even preceded the UK and U.S. in granting women suffrage.

The city of Baku is most beautiful at night, and it is well known for its nightlife. It's even been rated in the top 10 cities for Night Life according to a Reuters Life ranking.

Overall, Baku is a very safe and enjoyable place to take a mini vacation if you get the chance. From its ancient walled city, to the late 19<sup>th</sup> century buildings, to the beautiful skyscrapers and futuristic looking

buildings, Baku is a city of contrasts. It presents a changing landscape making it an exciting place to visit.

Check out the accompanying photos to get some of the flavor of the city. I enjoyed my time there thoroughly: from the generosity and hospitality of the people, to the amazing culinary flavors. I would not hesitate to go back.





This is a traditional Azerbaijani dish called Qutabi. It's a kind of grilled dough filled with minced lamb or greens and served with Sumac and Yoghurt.

Azerbaijani carpets in wool and silk are among the best in the world and have been hand woven for centuries. Each of these masterpieces takes 6 months or more to complete.



The Nizami Museum of Azerbaijani Literature glows at night. Located in the heart of Baku, the building dates from 1850 and has housed the museum since 1939.



The only Lotus I found in all of Baku was the one depicted on this parking advertisement. It doesn't seem that Lotus has a market yet in Azerbaijan

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# 2014 Anti-football Drive February 1, 2014

by Kiyoshi Hamai

As it becomes more and more of an annual event, the 2014 version of the club's Anti-football Drive was entertaining, fun and memorable.

The group gathered at Peet's Coffee & Tea in Fremont. Consistent with the drought conditions that we have been experiencing of late, the sun was brightly shining, and the air was brisk. After a few cups of coffee, some chatter, some car checking and a brief drivers' meeting to pass out a route description and a few casual instructions, the group lined up and headed out.



In line were Scott and Tanya in a black Exige, Liyan, Oliver, Jackie, Alexander, Dave, Javier, Jon, John and Eunice, Stelios, Alan and Gaoder, and Justin (all in Elises). Richard was in his Exige, Joe in his Eclat, Daniel and Mel were driving their

M100s and Rahul had his Ultralight 7. Then there was Rob in a Porsche and Brandon in a classic BMW 3.0 CSL. In total, over 20 cars and 30 people, which made for an entertaining and colorful string of cars.

Heading out of Fremont, we took Hwy 84, (Niles Canyon Rd.) east and then veered off onto Palomares Road, which is a twisting 2-lane road that is a favorite of cyclists and motorcyclists as well as sports car enthusiasts like us! Unfortunately, the group did not know that Rahul had encountered electrical problems at the start and never made it out of Fremont, but he eventually fixed the problem and joined us later at the restaurant.

Palomares Road took us north and into Castro Valley where we continued onto Crow Canyon



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## Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Mar 14	Track Day	Laguna Seca
Mar 15	Track Day	Laguna Seca
Mar 19	Dinner/Meeting	Sacramento Group
Mar 21	Meeting/Social	Palo Alto
Mar 29	AutoX	Marina
Apr 16	Dinner/Meeting	Sacramento Group
Apr 18	Meeting/Social	Burlingame
Apr 27	AutoX	Marina
May 14	Dinner/Meeting	Sacramento Group
May 16	Meeting/Social	TBA

See [www.gglotus.org](http://www.gglotus.org) for additional information about upcoming events.

Road, which is a popular short-cut between San Ramon and Hayward. Here we encountered typical pedestrian-pace traffic, so we turned off onto Norris Canyon Road, which gave us a traffic-free road to Bollinger Canyon Road. Eventually, we met up again with Crow Canyon Road in Danville and made our way to Blackhawk Plaza.

Once at the Plaza, we wound our way to the back of the parking lot and through the “secret” passage to the plaza area directly in front of the striking façade of the Blackhawk Auto Museum.

“Let the car show begin!” Needless to say, the arrival of 20+ brightly colored Lotus cars



Scan to get current GGLC calendar on your mobile device.

attracted some attention from the locals and the museum guests.

Time for a few photos and then it was off to a restaurant in the plaza for lunch.

After lunch, we got back to the Museum where we were greeted by two docents, John and Bob. Our group split into

(continued on p. 6)

two, with half following John upstairs to the main gallery while Bob led his half to the lower floor.

The next two hours flew by, as John and Bob shared not only their knowledge of some of the amazing cars in the collection, but also told us entertaining and enlightening stories about the designers, drivers, owners and builders.



The Blackhawk collection is highlighted by an amazing Hispano Suiza H6C bodied in Tulipwood, three of the amazing B.A.T Alfa Romeos, along with some one-of-kind Dussenbergs, Ferraris and Dodge concept cars.

What a FANTASTIC day, perfect weather, fun roads and amazing people to share a lot of memories.



# A Busy 2014 Planned for the GGLC

by Kiyoshi Hamai

Have you checked the GGLC Events calendar at

[www.gglotus.org](http://www.gglotus.org) lately?

There are 6 Track Days, 8 Autocrosses, some drives, meets and even the first GGLC Camping Trip! (See a summary below.)

(Some dates subject to change.)

Plus we plan to host the 2014 West Coast Lotus Meet, which

means more drives, an autocross and likely another track day.

To finish off the year, we will have another fun and entertaining Holiday Dinner Party!

So now we need YOU! Add these dates to your own calendar, and start planning to make at least one event per month. If you are unable to do that, maybe you

can aim for 2 events by the end of June.

What will you find at a GGLC event? How about other Lotus-nuts that love to drive, cool cars and an opportunity to meet other car crazies. So make a promise to yourself to pick out a couple of GGLC events and then you'll be hooked, too.

Date	Location	Notes
<b>GGLC Track Days</b>		
March 14 & 15	Mazda Raceway Laguna Seca, Monterey, CA	groups by experience, restricted passing
May 27	Thunderhill Raceway Park, Willows, CA	groups by experience, restricted passing
June 26	Thunderhill Raceway Park, Willows, CA	groups by experience, restricted passing
Sept 11	Thunderhill Raceway Park, Willows, CA	groups by experience, restricted passing
Nov 6	Mazda Raceway Laguna Seca, Monterey, CA	groups by experience, restricted passing
<b>GGLC Autocross</b>		
March 29	Marina Airport, Marina	points event
April 27	Marina Airport, Marina	points event
May 25	Marina Airport, Marina	points event
June 14 (tentative)	Cow Palace, Daly City	practice event
June 29	Marina Airport, Marina	points event
July 26	Marina Airport, Marina	points event
Aug 10	Marina Airport, Marina	points event
Sept 13	Marina Airport, Marina	points event
Oct 18	Marina Airport, Marina	points event
<b>Near-Term GGLC Monthly Meetings &amp; Get Togethers</b>		
March 19	Dinner Meeting, Elk Grove	dinner meeting
March 21	Kiyoshi & Laura – Palo Alto	membership meeting, meet, greet, socialize
April 16	Dinner Meeting, Elk Grove	dinner meeting
April 18	Tom & Cherie – Burlingame	membership meeting, meet, greet, socialize
<b>GGLC Tours, Drives &amp; Shows</b>		
May 23-26	GGLC Sierra Camping Trip & Drive	camping plus memorable drives on Sierra roads
June 7	East Bay Drive & BBQ	GGLC Drive

# Lotus on Laughing Gas

by Ben Beames

You better sit down for this: I installed a nitrous oxide system on a 1970 Lotus Europa. Now, before I explain the details, we will need a disclaimer since I don't want to be responsible for an epidemic of local cars burning holes in their pistons. I am not trying to sell this to anyone, and I am not an expert. So read on at your own risk, as the story may inspire you to do something crazy.

If you don't know, nitrous oxide (NO<sub>2</sub>) works as an oxygen provider. The NO<sub>2</sub> molecule breaks down when exposed to heat, releasing oxygen atoms, which are now "free" to take part in combustion.

Adding just NO<sub>2</sub> to your engine won't enable it to make

more power. (But it can lean out your mixture enough to melt your engine!) However, when you add NO<sub>2</sub>, you can also add more fuel and thus make more power while, hopefully, maintaining a safe air/fuel mixture. Think of it as a way of chemically turbo charging an engine.

The system I chose is known as a "wet" system. This means the nitrous nozzle sprays both fuel and NO<sub>2</sub> into the intake manifold. I chose this system because, like me, it was cheap and simple.



set of switches. First is a master switch, which disables the system when not wanted and, of course, looks cool in your car. Next, is a switch that only allows the nitrous to be activated if the car is at full throttle. Finally, there is a "window switch", which only allows the system to operate inside a given RPM range deemed safe for your particular engine.

Having my system activate this way means its operation is hands-free so that I can use it while autocrossing when my hands are usually too busy doing other things to be pushing buttons. Using this set up also means that the NO<sub>2</sub> does not affect the general drivability of the car. I only get more power when I ask for it at full throttle.

The amount of extra power is controlled by the size of the aforementioned jets. So being of little faith in the quality of my install, I started out with a small, +15 bhp, combination of fuel and NO<sub>2</sub>. I took the car to a stretch of empty road. . . I mean a closed track. . . turned the system on, got into 4th gear and punched the throttle like I needed to pass someone on a narrow road.

It works by using two solenoids, one for NO<sub>2</sub> and one for fuel, which feed an atomizing nozzle between the air cleaner and throttle body. This mixture, therefore, feeds directly into the engine. The amount of NO<sub>2</sub> and fuel is controlled by small, calibrated brass jets in the nozzle, which are easily changed to tune the system.

The system is controlled by a

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At first there was nothing, and I figured something wasn't wired correctly. But the delay was just due to the air left in the line getting pushed out. Then all of a sudden, I felt a little kick. Honestly, it felt a lot like a turbo spooling up, and it was just a *little* kick.

Here's where it gets potentially dangerous, and this is why people always relate stories of someone they know blowing up an engine because of an NO2 addition. All you have to do to get more power is swap out the jets for bigger ones, and that is a huge temptation to fight.



from the start. Operation is pretty cheap, too, as I've found that a 2.5 lb bottle of NO2 will last a couple days of auto-crossing and only costs \$10 to re-fill.

I am really happy with the

system at this point. When I do finally rebuild the engine, I plan on doing some strengthening of the internals that will safely allow for more nitrous in the future. Right now, it is just enough "crazy" that it puts a smile on my face every time I use it. And I have to admit that I enjoy the stunned look I get from people when I mention that I did it to a *vin-tage* Lotus

So I moved up to a +25 bhp combination. Got a little more kick. Then +30 bhp. A little more. I'm currently at +35 bhp and holding as it provides plenty of entertainment without being the kind of horsepower increase that would necessitate titanium connecting rods and high-strength ARP bolts. On the plus side, I have no problems to report—just a lot of fun!

All-in-all, I spent about \$600 on this adventure, although I could have done it for less if I had known what I was doing

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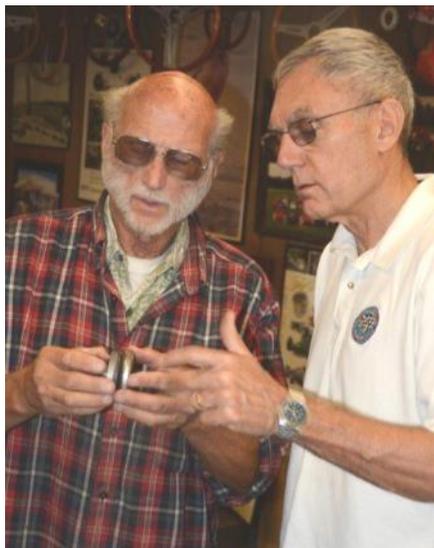
# Looking Back: Photos From August 2013 Shop Day at Mike Ostrov's

by Jerry Bassler

*Editor's Note: Here are a few great photos from Jerry that highlight the fun at one of Mike's Shop Days last year. Space limitations in previous Chapman Report issues have delayed their publication until now.*



*Jackie provides some much-needed transport in her Elise for an emergency motorcycle tire repair.*



*Mike and Stawsh discuss some fine points.*



*John Sealy checks out Sarto's immaculate Elan.*



*Sarto teaches a class.*

# Kampena Motors / Then and Now

by Rich Kamp

Kampena Motors has recently relocated to a new shop that is close to downtown Sonoma. As for me, I continue to work on and restore Lotus Elans, Europas and Super 7s as I have for 44 years now. It is a work of passion that always drew me to these very special cars. There is not a day that I am not excited and pleased to come to work.

As a Lotus owner and enthusiast—and general Lotus snob—I find equal pleasure in jobs ranging from an original restoration, to engine swaps or even troubleshooting wiring problems. The elegance of these cars and the unique appeal they hold for their owners have been sources of fascination for me since the day I first drove a friend's 1969 Élan S4 in 1969. In some magical way, that drive transported me to what seemed like another sports car dimension, and I have not looked back (or at many other cars) since.



Twelve years ago I was appointed the Northern California Caterham Super 7 dealer. In the

back to the early Sevens), while also offering cars all the way up to a 310 bhp supercharged 620R that has heart-stopping performance.

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intervening years I have sold, built, repaired and restored many examples of these amazing cars.

Caterhams, while the true successors to the Lotus Super 7 that ended production in 1973, are, in fact, a modern day super car. While they retain the look and appeal of a small, light, responsive car, their performance in all the categories that matter to a sports car (acceleration, handling and braking) is off the charts. I own a Caterham Superlight and will never be without one.

Starting January 1, 2014, a new distributor for Caterham took over importing these fabulous cars. They have big plans for new models and a revamped purchase plan. Caterhams will be offered as a factory-built rolling chassis with only the necessity of fitting the motor and transmission either by the owner or by an authorized installation facility. The motors will be factory built by Caterham UK. A new owner will also have the option of purchasing the Caterham as a kit.

Needless to say, it is an exciting time for Caterham as it introduces a new, back-to-basics, 3-cylinder, 80 bhp Suzuki turbo-charged minimalist car (harking



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# Classifieds

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

**For Sale:** 1972 Lotus Europa (2341R, Twincam)—minus the engine block and timing chest. (These parts were needed for my Lotus 47.) The car has the standard duct-tape interior upholstery, peeling veneer dash and stress cracked fading exterior paint. On the plus side, it has the larger GT-6 uprights, spindles, and brakes. Also it has a set of Callaway exhaust headers and a 5-speed transaxle. (Note: this Europa was running before I dissected the engine many years ago.) Buy this beautiful beast now and receive at no additional cost lots of spares, including: a 1973 Europa T/C Special body/frame/suspension (very rough, but not crashed), a set of wheels painted Lotus green, miscellaneous interior pieces, a four-speed transmission and much more. All for \$4,000.00. Contact: Don Hogue at 831-638-9445 or don-hogue-at-charter.net.

**For Sale:** 1999 Esprit. Metallic silver (new Aluminum) with black interior. This car is pristine throughout, including the undercarriage. It has not been used as a daily driver, nor driven in the rain, and it is always covered when parked. Many extra parts are also available, including a nearly new Lotus Torque Biasing transaxle, new half-shaft, and a lot more. Photos available on request. Contact: Larry at 707-964-9393 or keatley-at-mcn.org.

**For Sale:** 1962 Lotus Super 7. Black and polished alloy body, red interior. Chassis # SB1527 fully restored in 1997 and subsequently stored in the Reno area. Less than 500 miles since restoration. Car is now located in Eugene, OR. Dry sump Cosworth/Ford 116E engine, 11.5 gal fuel cell, SCCA approved rollbar, Panasport wheels, much more. Vintage race ready and road legal. Contact: Paul at 541-731-2821 or lotus11tolotus23-at-gmail.com.

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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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