

# The Chapman Report



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*Photo Credit: David Anderson*

*Spotted at the recent Sonoma Raceway track event. Stawsh Murawski takes advantage of his multi-purpose Lotus Seven nose cone's pillow function for an afternoon respite. Looks relaxing!*



*Rita Satulovsky (aka the Prez) prepares some goodies and greets the many guests who attended the July 18, 2015, BBQ and socializer in San Jose. It was a fun event.*

## ***Sept/Oct Meetings***

**Friday, Sept 18, 2015 – 7:30 PM**

**Hosts:** Dave and Susan Ellis

**Friday, October 16, 2015 – 7:30 PM**

**Hosts:** Joe and Mary Ficarra

# LotusCup Round 4 Laguna Seca June 27-29, 2015

by David Anderson

It was another perfect Laguna Seca weekend with cool mornings and slightly warmer afternoons that included plenty of sunshine.



Round 4 was carried out in the now-usual LotusCupUSA ([www.lotuscupusa.us](http://www.lotuscupusa.us)) format: two practice sessions in the morning, a qualifying session in the early afternoon, and then a race. Doing it all again Sunday. All four classes (Trophy, Sports, Cup, and Production) practice and race together.

The Production Class race result featured all GGLC members on the podium both days. (A total of nine entries were in this class of normally aspirated Exige/Elise cars.) Kevin Woods captured first place; Ross Jaffe took second place; and Patrice Gautier finished third. Congratulations to all three!

Eric Gauthier and crew ([www.suspensionperformance.com](http://www.suspensionperformance.com)) were there with his big red transporter (supporting Kevin and others). Rob Dietsch ([www.dietschmotorsports.com](http://www.dietschmotorsports.com))

was also there with his crew supporting Ross, Patrice, and your scribe.

Your scribe had some bad luck this weekend, though: Saturday #313 Exige's engine had serious internal difficulties and totally gave up during qualifying. The power plant went from four, to three, to two, to one cylinder, and I ended up with a very

sick car between turns 2 and 5. Unfortunately, the car could not get back to the garages under its own power, so we were towed into the paddock.

I was able to switch to #127 for Saturday. However, that did not help much. During the Saturday race, #127 went into limp mode so I pulled off at the turn 5 exit to avoid being a mobile chicane on the track. I then motored slowly back to the paddock and

garage number 3 via the track entry road.

Rob diagnosed that a fuse with a microcrack pushed the engine into limp mode.

On Sunday--with the fuse replaced--#127 was running fine, but a panel came loose during the race so I came into the hot pits (where Rob removed the offending panel), and I returned to the race but the pit stop left me well back of the pack; too far back to catch anyone. Ah well, that's racing.

Round 5 of LotusCupUSA race series was at Thunderhill over the August 29-30 weekend.



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# Thunderhill West Track Day

July 6, 2015

by David Anderson

So you enter the Thunderhill facility by the usual gate, and you sign the usual Thunderhill waiver. But instead of proceeding straight into the paddock from there, you have to turn left and follow the road past the skidpad area and past the concrete posts with "Thunderhill West" on them to go over the hill to a second paddock at the new west track.

The new clubhouse there has air conditioning, and the long and slightly narrow paddock has a reasonably large amount of room. The thirty, or so, cars that participated in this track day were spread out over much less than half of the available paddock space.

The new clubhouse has a big room facing the front straight plus some nice bathrooms and showers. There are no food facilities, however, so you have to go back over the hill to the

Thunderhill Grill in the original paddock area for lunch.

John and Scott ran this track day using two groups: limited passing, and open passing. Each had 30 minutes of each hour beginning at 9 AM through to 4:30 PM (with an hour break at noon). That should have been enough track time for just about anyone.

The temperature started at 65 °F but by 3 PM it was ~100 °F so it was not too surprising that some of the attendees decided by mid-afternoon that they had enough for one day, and they headed home.

There is a track diagram on [www.thunderhill.com/track-map](http://www.thunderhill.com/track-map) but that map does not show elevation changes. It turns out that there are lots of blind corners and elevation and camber changes that require careful attention everywhere. Other than the start-finish straight and the downhill run to turn 3W, there simply are no

straight places on the track. One is always turning.

This track day, however, was a great opportunity to learn the West track, and your scribe definitely took advantage of the day to do just that.

My S4 Elan on street tires, while a fine car for learning the track, was slower than most of the other cars I was with, so I had to keep a close eye on the rear-view mirror!

We had five Elise/Exige, one Evora, three Sevens, and two Elans on track. Plus Rob Dietsch brought three Elise cars in LotusCupUSA race trim.

A west-only day like this is simply the best way to learn the west track. Thanks to John and Scott for making it happen. And thanks also to the many non-Lotus drivers who participated since we could not afford to run track days like this without you.

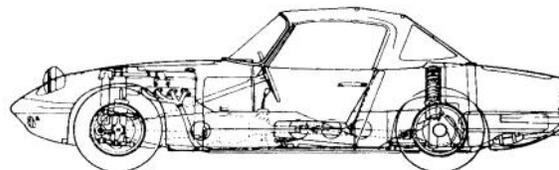


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# Whom do we Call Now?

by Kiyoshi Hamai

As shared in the July-August issue of the *Chapman Report*, Lotus Cars USA (LCU) has moved from Lawrenceville, Georgia, in order to co-locate with Lotus Engineering in Ann Arbor, Michigan.

Just a few of the Lawrenceville LCU team made the transition to Ann Arbor. In place now are new District Sales Managers (East and West) and a new LCU head (read on to learn more about this).

We have learned that LCU is housed in one of the buildings at Lotus Engineering in Ann Arbor, and it has room for parts, office space for LCU and very limited storage space for car inventory.

By far the biggest fallout of this relocation, however, is the loss of Arnie Johnson through retirement. Arnie has been with Lotus in some capacity since joining the East Coast Lotus Distributor in 1971. Arnie was able to stay with Lotus through the Rolls Royce, GM and Bugatti ownership eras. He had a significant role in getting the Esprit X180R built in 1991 (as well as keeping the Esprit alive to the very end of production), and he tirelessly worked with the product folks at Hethel for nearly 10 years to get sign-off for the federalized Elise.

From 1994 up to when the first US cars were in design and testing, Arnie lobbied Lotus management and worked behind the scenes with Roger Becker and Tony Shute to find a fitting federally approved engine and have prototypes built. It can be said without exaggeration that there would be no Elise in the US without Arnie. I'll go even further to say there would be no Lotus in North America without Arnie. He has been the too-often underappreciated foundation and rock that kept Lotus in the game in North America.



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## Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept 10	Track Day	Thunderhill
Sept 16	Dinner/Meeting	Sacramento Chapter
Sept 18	Meeting/Social	Redwood City
Sept 19	All British Car Meet	Blackhawk
Sept 20	AutoX/Round 7	Marina
Sept 26	Shop Day/Swap Meet/BBQ	El Sobrante
Oct 10	AutoX/Round 8	Crows Landing
Oct 16	Meeting/Social	Hillsborough
Oct 17-18	Fall Sierra Tour	San Andreas
Oct 21	Dinner/Meeting	Sacramento Chapter
Oct 24	TracSpec Event	Fremont

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

There are many stories of customers calling LCU for support only to get passed over to Arnie who would then bend over backwards to help.

The dealers love Arnie, customers love Arnie, and we Lotus North American Lotus enthusiasts should give him a long, long, long standing ovation!

When Lotus made the decision to move LCU to Ann Arbor Arnie made the decision to retire. So as LCU launches the Evora 400 there will be no more Arnie at auto shows and big Lotus gatherings, and there is no doubt his wisdom and experience with the North American market will be deeply missed.

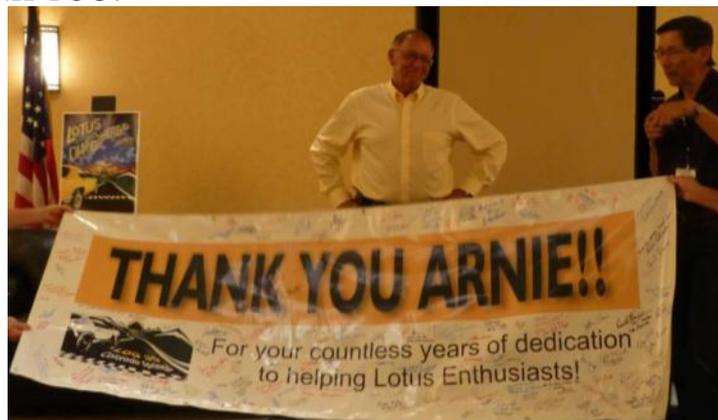
At the Lotus Owners Gathering (LOG) last month in Colorado Springs, the GGLC was

asked, and we provided, 2 large banners to honor Arnie. The largest "Thank You Arnie" banner was 25 feet long, and it was placed in the group photo shot. Then at the Sunday banquet, I had the honor of presenting a second, smaller, memento banner to Arnie that had been signed by LOG entrants.

God Bless you Arnie, and THANK YOU!



Scan to get current GGLC calendar on your mobile device.



# Coast Tour Attracts a Big Group June 27-28, 2015

by Rick Bouonassisi with photos by Rick and Rita Satulovsky

On the magnificent morning of June 27, 2015, a group of GGLC members coming from the San Francisco Bay area and the Sacramento region met in Marina, CA. This was the start of a combined journey to the Hearst Castle museum that also featured an overnight stay in Cambria, CA.

proceeded a few more miles south to the famous Hearst Castle for our much-anticipated tour.

Following the Hearst Castle tour, we continued on to the Mariners Hotel for a brief rest before a group dinner at Linn's Restaurant in the tiny town of Cambria, CA. (Although Linn's

On Sunday, the GGLC members decided to divide into several groups, choosing to leave at different times and to use different routes to get back to the San Francisco Bay area and the Sacramento region. One group took a leisurely drive North on Highway 101, while another group confronted the twisty Nacimiento-Fergusson road. Generally speaking, everyone on the tour had a memorable time, with an extra added bonus of having an opportunity to meet some fellow GGLC members for the first time.

Check out the accompanying photos to see some of the highlights of the weekend.



The group taking to the road included 14 Lotus cars, 1 Porsche, and 3 other vehicles, all in an array of colors. We traveled South on Highway 1 making scenic stops along the way to take advantage of the day's picture-perfect weather.

The first stop was a photo opportunity at the striking and beautifully designed, Bixby Bridge. The group then continued traveling along the smooth twists and turns of Highway 1 that are favored by many motorists.

Our second stop was at the San Simeon rest stop for a lunch break that meshed nicely with a chance to observe the San Simeon elephant seals. We then



Restaurant is the largest diner in Cambria, it could only accommodate a group of 26 individuals, so we ended up making multiple dinner time arrangements.)



# Windshield Replacement Process for an Early Elan

by Pete Richen

I am currently restoring a 1965 Lotus Elan S2 Roadster. Unfortunately, the windshield had a large crack. So after getting the car repainted, Mike Ostrov and friends helped me replace the windshield. This article is a brief recap of what we did and what I learned.

To begin with, you don't do stupid stuff that will crack your windshield. When I first got the car, the windshield did have a small crack that I probably could have lived with, but I made the crack much worse by grabbing the windshield frame when crawling in and out of the car while I was engaged in some projects under the dash. This is not an issue if your car has a

hardtop (i.e., a Fixed Head Coupe), but on a roadster (a Drop Head Coupe) the windshield frame is really flimsy, and it does not protect the glass from stresses you create when you grab onto it.

As for the new windshield, first make sure that you have the correct replacement part for the year and model of your car. This applies not only to the glass, but also to the gasket and locking strip.

You are going to need the tools and materials shown above.



Wash the preservative off the gasket and set it and the locking strip in the sun for an hour or so. The heat will help make the rubber more flexible and easier to handle. Next, lubricate all the grooves in the gasket with the water-soluble lubricant.

Remove the old windshield and fit the replacement gasket to the frame. It helps if you have a few friends to hold the gasket in

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## Lotus of West Covina



## Lotus of the Desert

the windshield frame.

The gasket comes with some extra length, of course, and you will need to cut it to fit the frame. The cut should be at the bottom center of the frame, with about a one-quarter to one-half inch overlap. This cut needs to be as square as possible. After cutting, you should be able to force the gasket ends together on the frame.

Next, set the windshield into the gasket and use the tools to force the glass into the gasket gap. Now you are ready for the locking strip. The picture below shows how the locking strip prevents the windshield from coming out of the gap in the gasket.

A special tool is needed to install this locking strip. Even with this tool, however, you will

need to take your time and force the strip in carefully, especially around the corners. You should start and finish at the center top of the windshield. Again, before cutting the locking strip, make sure that it overlaps about one-quarter to one-half inch.

After making a nice square cut, you should be able to force the end into the gap, which completes the windshield install process just in time to celebrate with some liquid refreshment, and to clean up whatever mess you made.

## Shop Day & BBQ At Mike's September 26, 2015

*editor*

It is time for another informative Tech Seminar on all things Lotus followed by a pot-luck BBQ at Mike Ostrov's place in El Sobrante. An added feature of this event will be an informal swap meet. So don't forget to bring your stuff to share, trade, or maybe even sell.

The venue is Mike's shop, 4119 Santa Rita Rd, El Sobrante. The action begins at 10 AM—RSVP to Mike at [mikeostrov-at-webtv.net](mailto:mikeostrov-at-webtv.net) or (510) 232-7764.

The BBQ should be turning out chicken and tri-tip under the watchful eyes of Jon Rosner and son Sam starting about 12 N. **Anyone interested in bringing a dish, a beverage or a dessert to share can contact Jon Rosner ([jon-at-roscotech.com](mailto:jon-at-roscotech.com)) to coordinate.** Entrées, dark chocolate, salad, appetizers, milk chocolate, beverages and of course, chocolate are welcome.



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# GGLC AutoX Series Round 5

## July 11, 2015

by David Anderson

The sun broke through early, and it actually continued bright and sunny all day, which made for some great autocross weather.

There was a full field of cars with a total of 72 entrants. The Lotus contingent was six Elise, two Exige, and one Elan.

Essentially all of the entrants are GGLC members and autocross regulars. This makes the event really a big get-together of friends with, of course, a bit of friendly competition thrown in.



Run times on this course were from about 40 seconds to about 60 seconds. In the morn-

ing, everyone in each of the three groups had six runs (the first five count toward the season championships); and in the afternoon, seven runs.

Anyone can try autocrossing. It's fun, and it is an instructive driving exercise to do while you also learn a lot about your car's dynamic behavior.

If you don't have a helmet (which is required), you can borrow one of the Club helmets for your runs.

If you run, you also have to

work the course (lots of easy jobs). You can select a work assignment when you sign up online at MotorsportReg.

But don't forget to sign up early as the fields tend to fill up quickly!

# Reminder: Sierra Fall Tour

## October 17-18, 2015

by Lee Cohee

If you missed driving the mountain roads as part of LOG 35 last month, the next road tour event on the Club's calendar will let you capture some of the flavor of those great Colorado roads.

The two-day Dave Bean Open House/Sierra Foothill Tour is scheduled for October 17-18, 2015. The activities we have planned are sure to make this an exciting weekend for both you and your Lotus.

Beginning in San Andreas at Dave Bean Engineering, Dave will host an open house, and he and Roberta will then join us for an al fresco local lunch. Following lunch, those wanting to continue the event will tour some of the best back roads California has to offer to our overnight destination of Mariposa, gateway to Yosemite.

Sunday's drive from Mariposa will follow historic Route 49 north to Murphys where the group will lunch in this colorful gold mining locale before departing for home.

This will be a fun, multi-faceted event you won't want to miss. Further information can be found on the Club's event website and in the last issue of the *Chapman Report*.

The signup deadlines are September 17 for Mariposa lodging and October 11 for either of the two lunches.

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# Lotus Elan (Early Series) Restoration Tech Seminar November 14, 2015

editor

Brian Buckland, author of *The Rebuilding of a Lotus Elan*, a highly acclaimed, 640 page book that details the appropriate procedures and provides many insights into the restoration of the early Lotus Elans will be visiting the Bay Area from the U.K. in November. Enthusiasts of the early Lotus Elan have gone so far as to dub Brian's book "The Lotus Elan Bible".



With the help of GGLC member Scott Yturria, we have arranged for Brian to present a seminar while he is here about the iconic Elan and the important Lotus restoration techniques he has developed and documented for these now classic cars. The seminar will be hosted by Scott at his home in San Ramon on Saturday, November 14, 2015, from 11:00 AM to 3:00 PM.

For more information and to RSVP, please email [prez@gglotus.org](mailto:prez@gglotus.org). Attendees

of the seminar can also submit relevant questions in advance that they would like Brian to address about the restoration process. In that way, they will be sure to get the answers they need from Brian.

# All British Car Meet Returns September 19, 2015

editor

After several years absence, the Mini Owners of America and the Blackhawk Museum have come together to present the 25th All British Car Meet at the museum. Check their site: <http://www.moasf.com/allbritishmeet/> for details.

Advertisement for 'ultra tasty' featuring a collage of car parts including suspension components, gears, wheels, and a car. The text 'ultra tasty' is written in a cursive font, with 'sector111.com' and '951.296.6762' below it.

Advertisement for Dietsch Motorsports, 'The Lotus Race Shop'. It features a collage of Lotus cars in various colors (yellow, red, purple) and a speedometer. The text includes the address: 1051 Aldridge Rd STE H, Vacaville, CA 95688, phone number 408-429-5918, website [www.lotusraceshop.com](http://www.lotusraceshop.com), and email [parts.service@lotusraceshop.com](mailto:parts.service@lotusraceshop.com). At the bottom, it says 'Lotus collision repair.parts.service.performance'.

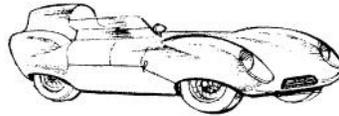
# Classifieds

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

**For Sale:** Elige Wheels/Tires. If you own a Lotus Elise or Exige, you know that it's built for both road and track. But for those special days at the track, you'll need a dedicated set of sticky tires and custom wheels. I have a set of **Rota** wheels and **Toyo R888** DOT-legal tires. The tires have great traction and longevity on the track, and can also be driven on the street. They have 2 track days (~ 200 track miles) on them. Tread is 4-5mm. Tire sizes: 225/45/16 rear and 205/50/15 front. Wheel sizes: 16x8" rear and 15x7" front. (These are wider and smaller diameter than stock, but they fit fine.) Wheels are round, straight, un-dented and reasonably clean. \$800 for the set. Pick up in Los Altos or ship on your own dime. Contact: Scott Chan, email scottch-at-sbcglobal-dot-net.



**Wanted:** Set of seat frames for 1969 Europa S2.  
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**Editor's Note:** There is a correction to Paul Haney's article in the July/August 2015 issue of the *Chapman Report*. In that article, Paul implied that Rich Kamp no longer sells parts at Kampeña Motors. That is not correct, parts for early Lotus and for Caterham cars are still available from Kampeña.

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

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