

The Chapman Report



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Photo Credit: Jerry Bassler

Mike Ostrov shares his expertise in properly setting up wheel balance and alignment of his classic Elite during the May 19 shop day at his shop. Learn more about the mega-event from Jon Rosner's story on page 6.



Sue Ellis and John Zender can hardly wait to sample the fresh chocolate chip cookies that were just one of the super desserts at Mel and Darlene's fantastic GGLC club BBQ. Mel's succulent stuffed Portobello mushrooms were also featured at the BBQ, and Mel shares his recipe on page 10.

July/August Meetings

SATURDAY, July 21, 2018 — 10:00 AM

Hosts: John Zender and Kiya

SATURDAY, August 18, 2018 — 10:00 AM

Hosts: Stawsh and Marta Murawski

T'hill Track Day/ 5-Mile Circuit May 29, 2018

by David Anderson

Long before the track day date, the weather forecast for the Willows area indicated we were likely to have a warm day on the 29th. And, as the actual date approached, the forecast high temperature kept inching up. They were not wrong—by early afternoon at the track, it was 98°F in the shade.

Our starter, Turbo, reviewed the flags at the 8:15 AM drivers' meeting, and he requested strongly that if anyone did get 4-wheels off track that he/she should keep moving, if possible, to get back on track as soon as he/she could do it safely. The reason for this special request was that a hot, stopped car could easily start a fire in the dry grass adjacent to the track, and that, in turn, would require closing the track to allow the emergency crew to fight the fire. In the end, however, there were few off-track excursions, and no fires, at least by the time your scribe departed at 4PM..

Lotus cars on hand for the day included 12+ Elise/Exige, 1 Seven, 1 Europa and 1 Evora.

The Open Group had 30-minute sessions beginning at 9 AM and then on the hour, every hour for the rest of the day. In the Open Group, passing was allowed everywhere without a point-by, although a point-by from the passed car is always desirable.

The Restricted Group had 30-minute sessions beginning on each half hour. For the Re-



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stricted Group, the only passing without a point-by was on one of the longer straights (passing with a point-by was OK anywhere).

The track was closed between 1PM and 2PM for lunch. But by that time, a noticeable number of folks had already departed for cooler destinations.

The 3:30 Restricted Group was named as the final group, and the entire track was then opened; running Restricted passing rules until the track closed.

That is, there were no more session starts/finishes after 3:30 PM. Because of this policy, one entrant later reported getting a total of 3 on-track hours!

The next Thunderhill track day on September 27, 2018, will use the West track, and, if you do not mind, I would like to share a thought or two about that section of the track. For reference, take a look at the South end of the West track in the accompanying track map taken from the Thunderhill website.

What you cannot appreciate from 2-D maps (or Google Earth) is that when you are actually on the track you can see only part of it at any given time. This is due to some small hills that restrict your line-of-sight, which makes the 4W to 10W section of the West track seem more difficult to learn than it really is.

In fact, half of this area is easy to see on track, while the other half is kind of hidden until you get there. Think of the overview as: *heel* (4W), *heel* (6W), *toe* (7W), *toe* (10W) parts of a



human foot. The other turns you can see well enough on the ground. But unless you have a concept of the *heel, heel, toe, toe* layout of this section of the track you will likely feel lost. In my experience, I used to get confused a lot in that area, but no more after utilizing this visualization tool!

You should also pay particular attention to 4W. This is a decreasing radius turn, and you cannot see its narrow exit until you are there. Another hint is to watch for the cones that are normally placed at the corner apexes. In reality, you can see the

tops of some of these cones much sooner than you can see the actual apex of the turn.

Make your plans to be at Thunderhill September 27 to check out the West track yourself!

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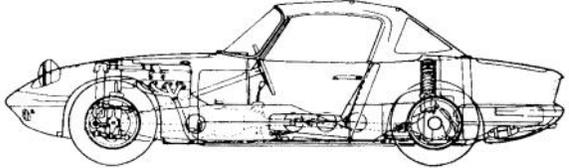
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Breaking News: The San Diego Lotus Club Forms a New Chapter of The Golden Gate Lotus Club

by Ron Schramm

San Diego is now home to the newest chapter of the Golden Gate Lotus Club. For those of us in the southern-most reaches of our fair state, this is indeed exciting news!

Several years ago, eight San Diego-area Lotus owners found each other by accident through the British Speed web forum. This intrepid group has been organizing road trips, *ad hoc* drives, participation in car shows and race meetings, as well as social events over the years. Most recently, this core group has been getting together informally on Saturday mornings at a cars & coffee-type event in San Diego's North County. Inevitably and repeatedly, the topic of forming a local Lotus club came up at these gatherings. But the thought of doing all of the donkey work needed to get a new organization off the ground just seemed daunting. It was easier to say that it simply was too much work to start from scratch. After all, just about everybody has work, family and home commitments to deal with: adding the set-up of a non-profit organization, establishing a DBA-name, getting a bank account, securing insurance, etc. just seemed like an overwhelming burden to add to our busy everyday lives.

But the thought of having our own local Lotus club just would not die! Eventually, the group got its act together and moved to action.



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
July 1	AutoX, Round #4	Marina
July 1	SDLC Back Country Drive	San Diego
July 14	Breakfast/LCoSC	LA
July 15	Track Day	Laguna Seca
July 21	Members' Social / Meeting, BBQ	Mountain View
July 28	AutoX, Round #5	Marina
August 11	Breakfast/LCoSC	LA
August 18	Members' Social / Meeting	Los Gatos
August 24-26	Motorsports Reunion	Monterey / Laguna Seca
August 26	AutoX, Round #6	Marina

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

To get the ball rolling, we contacted Kiyoshi Hamai. We traded some email with Kiyoshi on the subject, and ultimately had a late-night phone call. Kiyoshi pointed out that setting up a new GGLC chapter for our group would be easy—at least a lot easier than starting a new club from scratch.

Many things have happened in the few weeks since that initial discussion with Kiyoshi. First and foremost, with minimal experience, we set up a new San Diego Lotus Club website (SanDiegoLotusClub.org), and, more importantly, we have received full support of the GGLC.

From our perspective, we could not have gotten this effort off of the ground without their enthusiastic support and experience. Thank you all! Now we are off to the races, if not in fact, at least figuratively.

The SDLC Chapter is looking to build on its informal beginnings and tap into the experience, resources, good will and camaraderie offered by the GGLC and its sister chapters in Sacramento and Los Angeles.

The primary focus of the club is to provide San Diego County, Imperial County and the Temecula Valley area of Riverside County Lotus owners with a convenient local mechanism to promote Lotus-related activities. Initially, we will be organizing local drives. These Saturday or Sunday morning “fun runs” will usually include a social stop for breakfast or a snack along the way. Additionally, the club plans to participate in car shows, sponsor local tech seminars and social events.

In summary, the SDLC exists to promote interest in Lotus cars by bringing together current own-



Scan to get current GGLC calendar on your mobile device.

ers and other interested people in the San Diego Area to participate in automotive-related events. The club's inaugural gathering was Sunday, July 1, and it featured a drive into San Diego county's beautiful back country.

We look forward to meeting you at upcoming club events that will be announced on the SDLC website as they are organized.

Shop Day Plus at Mike's Attracts a Huge Turnout of Cars & Members May 19, 2018

by Jon Rosner

Photo Credits: Jerry Bassler

Not particularly promptly at 10:00 AM, the usual suspects began to roll in and place their Lotus cars into semi-designated slots in front of Mike's Shop. Multiple classic Elans, at least two Evoras, a lineup of Type 14 Elites, a few Elises and a very colorful Ford Pinto Wagon (sporting a bolt-in Thunderbird turbo motor) were on display.

While Keith Frank started to work his magic on a Weber side draft carburetor that was being cranky and had "issues," Mike was inside the shop with his maroon Elite. Nose up, and ready for the wheel spinner to make that puppy sail. He was testing for tire wobble and smoothness first, but later he also demonstrated how to check/set front toe in.

Yours truly, the BBQ Meister, was AWOL for just a few minutes and yup, the grill flared. Mel Boss quickly came to the rescue, and the chicken was saved. Thanks Mel!

El Presidente, Jackie Feakins, went over a few items as part of the informal gathering, and Jenni Dietsch came forward to talk to the group about her new BERM Designs business venture featuring cool Lotus/GGLC wearable gear such as hats, custom T-shirts and other items that are now available at

www.bermdesigns.com.

Jenni arrived with a pile of hats and T-shirts and was left with a pretty small stack by the end of the day—really the hit of the show!

Somewhere between 25 and 40 car buffs had been anticipated for the day's activities, but at the last count, the total came in at a very healthy 50!

The total included two generations of the Gjerman family (Hal coming in from "way up there" in Red Bluff, with his son, Mace, driving in from Santa Rosa as did Ken Landache). In addition, we were happy to see Barry Spencer out of Rhonert Park, John DeHaan out of Vallejo, and huge dollops of folks from the East Bay and the Peninsula.

Because of the somewhat unexpected crowd, We ran out of chairs, Tom Menzie's chips, Scott Yturria's potato salad, Adam and Shirley Rodnitzky's veggie plate, John Stice's green and bean salads, Rita Satulovsky's veggie dish and a big pile of BBQ chicken!

Fortunately, Mark Alexander had made a HUGE pot of his Damn Fine Chili, which was drawn down to near the bottom of his supply. Bonus points also go to Robe Esser for providing lots of paper plates, napkins and cups, and to Adam and Scott for bringing emergency supplies of extra chocolate desserts and saving the day.

Once again, the fire department was not needed, and everyone had a splendid time as shown in the accompanying photo gallery graciously provided by Jerry Bassler.





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Loose Nuts Break Butts!

A Tech Tip

by Shinoo Mapleton

We all love Lotus for the feeling we get when driving them. This feeling is thanks in no small part to the focus Lotus engineers have traditionally put on lightweight design.

I sometimes joke that a Lotus design will use a single bolt compared to 3 bolts that Porsche would use in the same application. This design decision/philosophy means that Lotus cars may have fewer fasteners than other cars. Key fasteners may also be smaller on a Lotus due to the reduced weight of its chassis components. Both of these factors make it important for owners to inspect their car's fasteners for tightness more frequently than might be the case for other marques.

This article covers areas like bolt torque as well as techniques you can use to ensure your Lotus stays tight and safe for a long time.

Proper Bolt Torque is Key:

Generally, the purpose of a bolt is to clamp two, or more, parts together. The clamping force needed for each application is produced when a bolt is tightened to produce an internal tensile strain. When a bolt is torqued, it stretches slightly, and the female and male threads create an ever tightening interference fit. The stretched bolt exerts a clamping force on the joint that is intended to prevent the parts from moving relative to each other, which, in turn,

keeps the bolt from backing out.

The magnitude of the strain (stretching) in the bolt is the critical value that determines how much to tighten a bolt. Unfortunately, this strain is difficult to measure directly.

It is possible to calculate the strain produced in a bolt using the torque applied to it, but the amount of friction between the bolt and nut threads (directly related to the torque required to produce a given strain) depends on the thread class, lubrication use, materials, and plating.

A number of tabulations are available from various sources that give the recommended torques for a given size and class of bolt; and

a few of these account for some additional details about the condition of the bolt/nut. These tables are generally a good guide, but you should be aware that the tabulated value may not necessarily apply to your specific application. Nevertheless, you should try to torque bolts to the manufacturer's recommended value.

A properly torqued bolt is not only much less likely to come loose; it also will likely have a much longer fatigue life than one that is not tightened enough. It is often true that bolts break not from a one-time overload but rather from cyclic fatigue during every-day driving. The net result is that torquing bolts to their specific values and keeping them tight will go a long way toward ensuring that your vehicle continues to provide good service.

Paint Markers and Thread locker Can Help:

Sometimes properly torquing a bolt is not enough to keep it from coming loose. The first step to keeping a bolt tight is to inspect it at reasonable intervals.

The easiest way to inspect a bolt is to paint a line using a



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paint marker on the head of the bolt and the part it is screwed into (see accompanying figure). Regular visual inspections will then quickly tell you if there has been any relative motion between the bolt and the clamped part. Such relative motion indicates that the bolt is backing off its torque setting.

A thread locker, like the commercial product, Loctite, is also a common way to buy some time before your fasteners come loose. The most common ones used in our applications are a medium-strength compound and a high-strength compound.

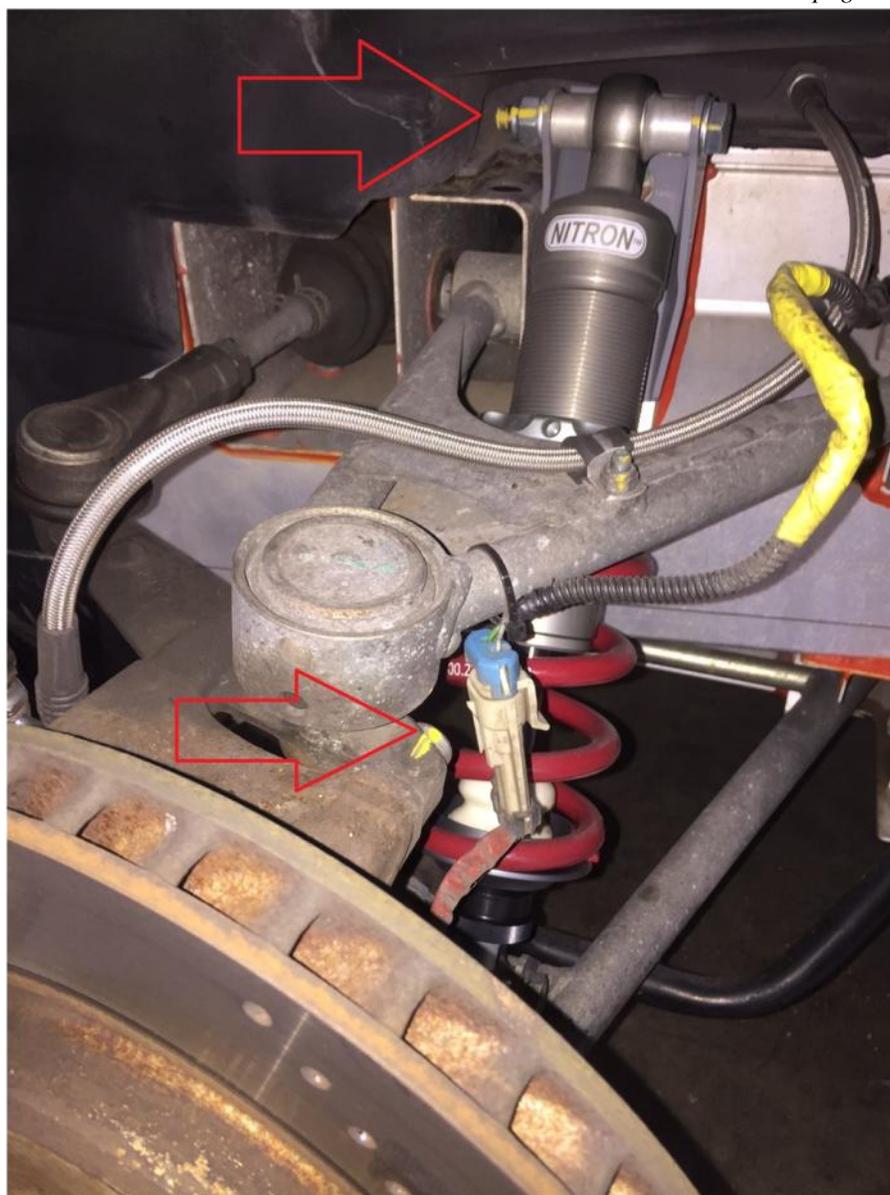
Before using a thread locker, make sure both surfaces are clean, and remember that *more* is not necessarily *better*. Usually, a little dab will do just fine.

One last tip is to beware of using a high-strength compound on the threads of small bolts. However, in race car applications, you can use that locker with no fear—just be ready to apply some external heat before trying to separate bolts that have used a high-strength locking compound.

Use Checklists:

Checklists are something we like to yell from the mountain tops.

There are several areas that should be inspected when going through a routine examination of your car, and for this reason we developed a Checklist we call the 60pt Prep Sheet. This Checklist can be downloaded for free on InoKinetic's website in the Tech References section. Grab a copy for yourself or ask



your mechanic if he uses a similar checklist.

This article borrows from Blog entries that I, Joe Tralongo, and others have written in the past. We know there are great resources out on the internet and at your local Lotus Specialist.

As a final note: sometimes you might hear that LOTUS stands for "Lots Of Trouble, Usually Serious", but this not something I believe. In fact, I believe the opposite.

Just remember to keep those fluids fresh, while you also keep critical nuts/bolts tight, and you will be able to keep your butt intact as you enjoy thousands of miles of smiles while staying out of the weeds.

Anyone Ready for Another Round of Stuffed Portobellos?

(Secrets of the Cook Revealed)

by Mel Boss

This is not exactly an automotive topic, but since some people have asked in the past, I thought I would share a few of the "secrets" of preparing a batch of my special stuffed Portobello mushrooms for the GGLC BBQ. First, gather the following ingredients:

Portobello Mushroom

Caps—fresh and firm
Stuffing (enough for 0.5 to 0.75 C / cap)

- Risotto
 - Sautéed mushrooms
 - Spinach (well-drained (squeeze tightly in a towel) and chopped)
 - Cheese (TJ's QuatroFromage is my choice)
 - Fresh Basil Leaves (optional) arrange on each cap prior to stuffing
- Seasoned Bread Crumbs

Starting with fresh Portobello mushrooms is key. They should be firm when you thump them with your finger. Firm mushrooms will not easily break apart when you clean them, which is likely to happen with "older" ones (those are still good, but fragile). I find that Costco is usually a good source.

Carefully break off the stem (they are really tough). Scrape the black veins out with a teaspoon, being careful not to break the cap. Brush the cap

lightly with a paper towel and repeat until all caps are cleaned.

Drizzle each cap with olive oil—but NO SALT! Grill them (they need to be well lubricated so that they won't stick, but you can also use a perforated sheet of aluminum foil). On a medium-heat grill, arrange each mushroom cap-side down first (some water will likely accumulate in the well of each cap). Flip and continue grilling for about 15 minutes total. The goal is to get some of that water out of the mushroom cap (note also that caps will shrink in size about 25% during this process). You can also do this step in a 350 °F oven. Keep in mind that the mushrooms will be cooked a second time after they are stuffed. Set aside grilled caps to cool while you work on your stuffing.

For the stuffing, I use more mushrooms (sautéed) + cheese (TJ's QuatroFromage is my choice) + risotto+ well-chopped spinach + a topping of seasoned breadcrumbs and parmesan. For the club BBQ. I use an organic, vegetarian risotto widely available (at Whole Foods and some Safeway stores).

Combine stuffing ingredients and assemble the Portobellos using at least 0.5 C of stuffing in each.

You can do all of this the day before, which is good because it takes some time. I usually make 20 stuffed mush-

rooms for the BBQ, and it takes me ~ 3hrs prep-time.

The last step is easy. Sprinkle bread crumb mixture on each cap and bake in a 350 °F oven for about 20 to 30 minutes (target an internal temperature of 130 °F for the mushrooms).

For non-vegetarian varieties, Italian sausage is an excellent addition. Crab and Gruyere are pretty awesome as well (even better with a Mornay sauce).

Just get creative, have fun and enjoy!



Classifieds

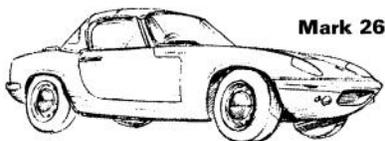
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Dave Bean's Personal Elan

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Mark 26

For Sale: 1965 Lotus S-7, race prepared. Dry sump, 1600cc Cortina cross flow engine. Tuned ceramic-coated exhaust. Quaife semi-close ratio 4-speed competition gearbox. Escort RS2000 rear axle w/Hewland limited slip diff. New, scuffed AVON A-37 tires. New AVO adjustable front struts. New Braille battery. Tuned and maintained by Loynings Engineering. Multiple SCCA VP-1 class winner. Also eligible for HMSA, SOVREN, VARA, and others. Consistent top 5 finisher. Includes all original street equipment and many spares. Enclosed and outfitted trailer with full-length E-track. Complete and ready to race. Car is located in Bend, OR. Pictures and listing of additional equip. available on request. \$32,000.00. Can deliver. Contact Don at (541) 317-9134 or madzoom -- at -- aol.com.

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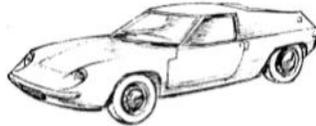
Classifieds

(Continued from p. 11)

For Sale: '13 Evora S IPS, 2+2 in Daly City. Ardent Red over Black. Premium, Tech and Sport Packs. Currently at 27K miles. Michelin PSS tires with less than 1K miles. Car has clean CA title, but originally had a "Rebuilt" FL title due to light front and rear damage (no frame/chassis damage). Asking \$42,000. Visit <https://bit.ly/2H3LVA2> for more info and photos or contact Rahul at (510) 439-7265 or evora -- at - rahulnair.net.

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units) along with assorted brake parts and wheels. Contact me for more details. Parts are located in San Bruno. Contact: Paul at (415) 706-5513 (call or text) or paulheld7 -- at -- gmail.com.



Mark 46

For Sale: OEM Federal Emission Parts for '74 Europa Special. These parts were removed from my car during restoration:

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