

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org November 2009

Nominees for 2010 Officers

As per the club's bylaws, selecting nominees for the 2010 club officer positions was the principal business of last month's meeting at Scott's place.

The nominees are:

For President/Vice President
(first and second place, respectively) in alphabetical order--

Rob Dietsch
Dave Ellis
Richard Mink
Rahul Nair
Chris Spencer

For Secretary

Scott Hogben

For Treasurer

Laura Hamai

For Event Co-Chairs

John Zender
Scott Hogben

Be sure to vote for your choices at this month's meeting!



2009 Holiday Party

Sign up by December 4 for the gala GGLC Holiday Celebration December 12 at Ristorante Don Giovanni in Mt. View. Don't miss out on the wine, food, door prizes, and, of course, the Annual GGLC White Elephant Gift Exchange!

GGLC Gift Exchange

Everyone attending is invited to participate in the Annual GGLC White Elephant Gift Exchange. In order to participate, bring a

wrapped, unwanted "gift" item from your garage. If you bring a "gift" you will have an opportunity to exchange it for another.

Ristorante Don Giovanni

235 Castro St
Mountain View

Saturday, December 12
6:30 pm Cocktails (no-host bar)
7:30 pm Dinner

Cost: \$35.00 per person

Important: RSVP by Friday December 4 (please order on-line at www.gglotus.org)

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November Meeting

**Club officers will be elected at this meeting.
Be there to have your voice heard!**

Friday, November 20, 7:30 pm

Host: John Zender

Menu:

Don Giovanni's classic **Appetizer** and **Salad, plus**

Entrée (choice of)

Saute Chicken Scallopini -

Chicken Breast with mushrooms in a Marsala wine sauce.

Grilled Pork Chop - Thick chop with applesauce

Fresh Grilled Salmon - In a dill mustard sauce

Penne Pomodoro & Eggplant - Pasta in a fresh-diced tomato & basil sauce with eggplant, *and*

Dessert (choice of)

Chocolate Mousse

Vanilla Ice Cream

Questions? Send a note to

webguy@gglotus.org

Shop Day at Mike's Place

Nov. 14 at 10 AM

by *Mike Ostrov*

Think of it as an open house at my shop where we can tackle some projects you've been putting off for too long. We can look at engine tune-ups (leak down, compression, etc) or anything else of interest. Maybe you would like some Weber instruction from Keith Franck? Keith promises to be there with his Elan to show off his new Weber jetting scheme that produces huge improvements in driveability and performance. We can also have lunch at the local deli or watch some enjoyable old Lotus

videos on my Beta Sony machine or even get really "dirty" with a bit of glass fibre repair (bring your own project).

We will start around 10 AM at: 4119 Santa Rita Road, El Sobrante. Please RSVP to: mikeostrov@webtv.net or (510) 232-7764.



Calendar

Nov. 5-9	2009 WCLM	Las Vegas
Nov. 14	Shop Day	Mike's Place
Dec. 5	Toy Rallye	Mt. View
Dec. 12	GGLC Holiday Party	Mt. View

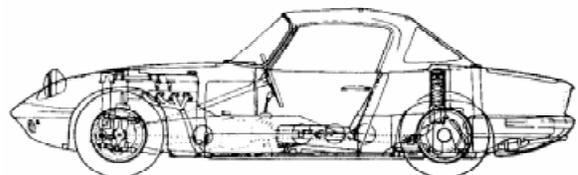
For more and updated information about these GGLC and other events check the GGLC website at www.gglotus.org

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Successful Conclusion to '09 AutoX Season

by Larry Bisares and Alex Komlik

The final event of the GGLC '09 AutoX season was held October 17, 2009, at the Centennial parking lot of Great America in Santa Clara. We had a grand total of eight events during the season—one every month from March through October. The first two events were a practice and a clinic. Participants were then able to score points for the season-long competition in the next six events. We used results from a participant's best four finishes in the six events to compute final standings for the season. The maximum any driver could earn was 400 points.

Special thanks go to our sponsor, Silicon Valley Autogroup (Lotus of Los Gatos) who have been with us from the start. They generously provided goodies we gave away early in the year and the outstanding BBQ for our final event as well as the awards to the class winners. Many thanks also go to all the participants and, of course, congratulations to the class winners!

A tabulation of the final results for the season is given below.

<u>Class</u>	<u>Position</u>	<u>Driver</u>	<u>Car</u>	<u>Points</u>
Elise/R-Compound	1	Jason Sams	'05	400.00
	2	Shelly Monfort	'05	391.94
	3	Ken Mollenauer	'05	361.12
Elise/Street Tire	1	Michael Salo	'06	397.19
	2	Colm Gavin	'05	389.42
	3	Stephen Krome	'05	345.13
Open	1	Joshua Salvage	*	392.92
	2	Craig Northcutt	**	375.14
	3	Eric Lam	***	368.31

* '06 Mitsubishi Evolution IX

** '90 Mazda Miata

*** '97 Mazda Miata M Edition

Top Overall Lotus Driver:

Jason Sams, '05 Elise



Lotus Dealer Report

Preventive Maintenance

by Andrew McDonald, Service Manager,
Silicon Valley Auto Group



In a recent email I received from Joel Lipkin, The Chapman Report editor, he suggested I write an article on the topic of *common maintenance/failure items on higher mileage vehicles*. That's a good idea, I thought to myself. However, as I started to go over in my mind some of the commonly seen complaints we as a dealer hear from our customers I struggled to come up with a common item, or even a few maintenance items, that we have seen appear as miles increase.

The highest mileage Elise we service as per Lotus servicing guidelines had over 80,000 miles at the time of its last service. This particular customer has had us perform every single service required by the manufacturer on time and without fail. The reward for this diligent commitment to preventive maintenance has given this customer an extremely enjoyable, trouble-free 80,000 miles of driving.

Aside from the required 6-month, 7500-mile service that includes an engine oil and filter change as well as an inspection of several vehicle fluids and safety related items, we also must connect the Lotus Scan Tool to the engine control unit to ensure that the latest ECU program levels are installed in the vehicle. In addition to the 6-month, 7500-mile service, however, there are

some items frequently overlooked on the maintenance schedule provided by Lotus, due in part to their being a little more difficult to perform as an owner and usually requiring a dealership to perform. These items include the replacement of:

*Brake Fluid-Every Year,
Engine Coolant-Every 4 Years,
Sparkplugs-Every 6 years or
30,000miles.*

Also worth mentioning, if you perform service on your own vehicle, it is recommended that you take it to a Lotus dealership for a service at least once a year. The dealership will have the experience and equipment required to ensure that nothing has been overlooked.

We see situations all too often where an owner has been performing their own maintenance and something has been overlooked—maybe just because they were not able to see it lying on floor in their own garage. Frequently, these overlooked items would be covered under the warranty, and if they are ignored they could develop into a bigger problem later in the vehicle's life.

Following the Service Schedule recommended for your vehicle will ensure that you have many miles of trouble-free motoring, and that diligence, in turn, will protect your investment for many years to come.

Finally, as promised, the exciting Lotus Evora will be with us for you to view in December.

***You are Invited--
Be among the first in North
America to see the significant
achievements in design and
advanced automotive engineer-
ing of the Lotus Evora.***

***December 11 - 12, 2009
Lotus Los Gatos
66 East Main Street
Los Gatos, CA 95032
For inquiries and to RSVP
contact me by email:
andrew@siliconvalleyautogroup.com***

Should you have any questions regarding the ownership experience of your Lotus please do not hesitate to contact me or Jordan Bean at 408-358-7777. Also be sure to check out www.siliconvalleyautogroup.com for a complete list of factory offered accessories or to schedule your next service appointment.

Happy Lotusing!

New Life for the Classic Lotus Europa

by David Anderson

The November 2009 issue of *Classic & SportsCar* magazine has a 4-page Buyers Guide focused on the classic Lotus Europa. Their buying guides always include a “One to Buy” selection from the classifieds, so this issue does too—it’s a TwinCam model in near perfect condition offered for £14,995.

After a seemingly accurate review of weak points and comments about the fine handling, the article winds up with a verdict that the best policy is to find an example that has the body and chassis restoration work done already.

Their summary is:

For:

Revolutionary concept in its day; but still striking.
Lively performer as standard, very fast if tuned.
Galvanized chassis eliminates rot worries.
Prices are rising fast.

Against:

Damage to glass fibre is expensive to repair.
Uncomfortable for tall or less comfortable drivers.
Never much fun to drive in the wet.

The article also features some very nice Europa pictures. I suggest that you find a copy of the magazine if you have any interest in the Europa as it will likely be a worthy addition to your Europa book collection, whether or not you agree with their analysis!



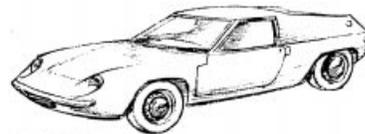
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N. Bay Fun Run and BBQ

by Greg Tatarian

Maybe it's a tribal thing—a basic human urge since the dawn of time. Sometimes you just want to hang out with members of your own clan. In this case, we're talking about Lotus cars and their drivers.

My friend, John Kenner, and I are both classic Elan owners and members of a mixed-marque North Bay British car club that meets twice a month for drives. Even though we are active participants and enjoy meeting and driving with Jags, MGs, Triumphs or the occasional Sunbeam or Daimler, we both were jonesing for some serious drive time and socializing with fellow GGLC members. Neither of us attend the usual GGLC events in the South or East Bay locations because, well, our Elans are 40+ years old, and the long freeway drives and potential for traffic just don't hold much appeal.

So we thought why not host a club event in our neck of the woods? Surely there must be fellow members in our area who also feel the need to stay closer to

home, and don't make many of the other club activities. So that's just what we did. John graciously agreed to host members for a BBQ at the lovely Sebastopol home he shares with his wife Julia, four dogs, two horses, and of course multiple cars. I designed a drive that would take us from our starting point in Rohnert Park (with easy access to gas, coffee,

Marshall, then up the Coast Highway through Tomales, east of Bodega north through more farmlands then east through Occidental and Graton, on a mix of: tight, twisty roads; long, sweeping turns; and coastal scenic beauty.

A little more than two hours after the start, we reached Sebastopol for a little R&R viewing John's Lotus/Triumph barn, Julia's horses,



food and facilities) southwest through the rolling hills of Cotati, Petaluma and Two Rock to a brief stop at the Rouge et Noir Cheese Factory. This intermediate stop allowed a few additional club members (who wanted to sleep in for some reason!) to catch up with the group, which already totaled about 14 cars.

The cheese factory is a nice meeting place and rest stop, with food, facilities, picnic area, good parking, and great view. Also, it

members cars, and a delicious BBQ prepared by John's friends Cindy and Daniel (both trained chefs). Together with the potluck items contributed by those who joined us on the drive, we had an excellent lunch in a beautiful setting, surrounded by 16 Lotus cars--from early Elites to Esprits to Elans (both classic and "new"), not to mention the Elises and Exiges. There were also a couple of non-Lotus interlopers who, of course, were quite welcome.



doesn't hurt that it's surrounded by some great country roads with destinations in Marin or Sonoma counties.

The next leg of our drive took us west out Marshall-Petaluma Road to

Trish, my wife and map-reader for the day, and I very much enjoyed meeting for the first time all of those who attended, and catching up with several friends. Leading this huge pack of Lotus cars on the road was a blast. However, my one disappointment of the day was a malfunctioning rear-facing digital video camera



that would have captured some amazing views of all those cars snaking through the windy roads behind us.

We'd like to make this an annual event (*I'll vote for that!, ed.*), and we'd also like to host other drives for those members who either live in the North Bay or

are willing to make the drive up here to enjoy some great roads in Marin, Sonoma, and Napa Counties. New and old Lotus cars are welcome, however it would be especially nice if some of the classic cars would shake the dust off and attend in the future.

I've also held a few tech sessions for our local club, and some

John and I were not alone in the organizing of this enjoyable day; Cindy and Daniel spent the day preparing the food and picnic area, then cleaning up, while Joel, Kiyoshi and Rahul put in a lot of effort to post the event in the Chapman Report and on the blog. They also helped by generating interest at the meetings. John and I want to thank all of you for supporting this event and for contributing to its success, and we also thank everyone who attended—it was great meeting, driving and talking with all of you.

Let's gather the Lotus clan together again soon!



Welcome to John and Julia's place!

GGLC members even attended one of them that featured the Ford 2000E gearbox. I would be willing to hold more such sessions if there is any interest. My expertise is with older Lotus cars, however, so these sessions may not appeal to owners of current cars.



One of the projects in John's "barn"



Lotus Notes

Abstracted from recent press releases

Engineering Award

The British Engineering Excellence Awards recognize the design engineering excellence of industry, and they show the world the depth and variety of engineering design innovation throughout the UK. This year, Lotus Engineering, the world-renowned automotive consultancy division of Lotus, received the Judges' Special Award, and it was also named "Highly Commended" in the Consultancy of the Year category.

The Judges' Special Award was presented to acknowledge a company that epitomizes the aim of the British Engineering Excellence Awards by being recognized globally as a world leader in engineering.

Paul Newsome, Managing Director of Lotus Engineering said: "We are delighted by this recognition from the British Engineering Excellence Awards, a testament to the hard work of our talented, visionary work force. Lotus Engineering is revered for innovation, outstanding driving dynamics, exciting niche vehicles and efficient performance engineering; and it continues to offer a unique blend of technical expertise and proven ability to create successful products that stand out in the market place. Lotus Engineering has seen a 23% sales increase over the last financial year, an incredible achievement in what is a challenging market, firmly reinforcing our position as one of

the world's leading automotive consultancies."

The judges looked at recent projects and assessed how Lotus Engineering has been able to diversify its knowledge base and to deliver world class engineering solutions. They were impressed that the company had continued to thrive despite the recent economic problems experienced by the sector.

In summing up the achievements of Lotus Engineering, the panel of Judges said: "Most of its business is derived from engineering services, and it is even more impressive when you think about the size of some of the companies that have gone to Lotus for its help. Lotus is a truly excellent organization and an obvious flag bearer for all that is good in UK engineering."

Evora Wins!

The Lotus Evora beat strong competition to win the title of Car Magazine's 2009 Performance Car of the Year. The prominent competition featured cars from some of the greatest marques in the world such as Lamborghini, Ferrari, Porsche and Aston Martin.

In total, thirty cars were included in this year's competition, which featured exhaustive subjective and objective testing on some of the greatest driving roads in Britain and at the Rockingham Motor Speedway.

Chris Chilton, Assistant Editor at Car Magazine was so taken with the Lotus Evora during the first drive activity in Scotland that he

said he would eat his Apple Mac if the Evora didn't win this year's Performance Car of the Year award.

In saving his Apple Mac, Chris commented, "There are executive saloons that don't ride this well, supercars that don't turn in so crisply, and surely no other car on the planet steers like this".

To further safeguard his constitution, Chris added, "Lotus has managed to transfer everything that we love about the Elise to a bigger, more refined, more grown up platform. It couldn't really be much better to drive—the Evora is nigh-on perfect. A winner on every conceivable level".

Roger Becker, Vehicle Engineering Director said that "It is very rewarding to win the well-established Car Magazine, Performance Car of the Year award against such tough competition. I am personally very pleased that Chris Chilton so accurately informs on the character and performance that we set out to achieve in the Evora. They are all you would expect from a modern everyday Lotus. The Evora is a great ownership proposition, offering the great Lotus driving experience in a very comfortable, practical, refined and efficient package."

He added "It is a great validation of the expertise at Lotus to win this title against incredible competition from such a highly regarded publication and very pleasing to continue Lotus' outstanding record in this competition".

Toy Rallye Needs Your Help

December 5, Mountain View

by Kiyoshi Hamai

The Rallye Club has scheduled this year's annual Toy Rallye for December 5. Registraton will begin at 12N at:

Larry's AutoWorks
2526 Leghorn Street
Mountain View.



This is a charity event featuring an A-B Gimmick Rallye using local roads, and the entry fee is a new, unwrapped toy (\$15-\$25) that will be donated to a local charity.

The GGLC traditionally co-sponsors this event each year by providing volunteer workers for the Rallye's check points.

GGLC members are welcome to participate, of course, but I also need a few members (6-8) to donate their time for this good cause by operating two of the event check points. Please contact me: webguy@gglotus.org for more information and if you can help.

Classifieds

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

For Sale: 1967 Lotus Super 7 Series II. 1600cc crossflow engine rebuilt by professional Formula Ford race shop. It has only been run on the dyno. The frame is fully triangulated and a "racing" roll bar was added. The body has been re-skinned by a professional race shop. Comes with: fuel cell, brand new wheels, and rebuilt dash with brand new instruments. It needs shocks, brakes and final assembly. Garage space limitations mean it's time to sell for the best offer. Contact Dick Ryan at (510) 886-1581 (h); (650) 312-4022 (w); rryan-at-frk.com

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Classifieds

(cont'd from p. 9)

For Sale: Fully race-prepared 395 transaxle from my "Europa" race car. Ultra-close ratio: 3.14 to 1.25. Many improvements, including Quaife LSD. Package includes bell housing, second case, and second modified rear cover. Lots of extra parts, including gear blanks and input shaft blank made from the best material available, 9310VAR. Almost enough parts to build a second tranny. No reverse gear, but can be added. I have drawings for all mods. This is a serious track-only tranny. Asking \$5000. Contact Mike Schlicht at (408) 891-5833; mikeohm7-at-earthlink.net

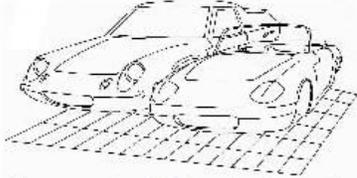
For Sale: 1980 Esprit Engine with transaxle. Transaxle in poor condition. Engine fully rebuilt; then 1-hour on engine before transaxle failure. Crank: 0.010 under, pistons: 0.030 over, 777 cams, all new valves, and more. \$7500 firm.

Engine and TA in North Port, FL. Contact Stewart Prince at (941) 429-4850; prince6360-at-verizon.net

Want to Trade: My Elan S4 body shell (including doors and lids) with no major fiberglass damage—but needs stripping and re-painting—for your Elan S2 body shell in similar condition. If condition varies, some sort of deal can be worked out. Contact: John Kenner at (415) 806-2457; jkenner-at-tamcab.com

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Opinions expressed in the Chapman Report are those of the authors and do not represent those of the GGLC or its officers.

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

2009 GGLC Officers are: President--Rob Dietsch, Vice President--David Ellis, Treasurer--Laura Hamai, Event Coordinators--John Zender & Scott Hogben, Membership Chairman--David Anderson, Secretary--Scott Hogben.

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