

The Chapman Report



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

Lotus Returns to F1 Grid!

Breaking News

Makes a nice headline, to be sure; but as in so many promising enterprises, the familiar saying that “the devil is in the details” holds true here. Some of those key details are:

- the FIA has confirmed that the Lotus *name* will be returning to Formula One for the 2010 season;
- while the new team is not currently affiliated with Group Lotus, it will initially be based in Norfolk, UK;
- the team is backed by the Malaysian Government and a consortium of Malaysian entrepreneurs, and its future design, R&D, manufacturing and technical center will be purpose built at Malaysia’s Sepang International Circuit; and
- the powertrain for the race cars will be produced by Cosworth.

Here are some excerpts from the official FIA press release:
Following an intensive selection and due diligence process, the FIA has awarded the 13th entry in the 2010 FIA Formula One World Championship to the Lotus F1 Team.

(continued on p. 2)



October Meeting

**This is the club officer nominations meeting.
Remember the club motto:
“Be there or be nominated.”**

Friday, October 16, 7:30 pm

Site: Scott’s House (a.k.a. Stately Wayne Manor)

(cont'd from p. 1)

The FIA also received an impressive application from the BMW Sauber Team. However, given that BMW has announced it will withdraw its support in 2010, there are still uncertainties regarding the future ownership of the team.

Information about the new team confirmed to compete in the Championship from next year is summarized here:

- Company Name: *Malaysia F1 Team Sdn Bhd*
- Team Name: *Lotus F1 Team*
- Country: *Malaysia*
- Team Principal: *Tony Fernandes*

A partnership between the Malaysian Government and a

consortium of Malaysian entrepreneurs, *Malaysia F1 Team* returns the Lotus name as a constructor to Formula One for the first time since 1994. The team will initially be based at the RTN facility in Norfolk, UK, some 10 miles from the Lotus Cars factory. A 50,000 square foot fully equipped facility, RTN was built by Toyota for its initial Formula One program and then used by Bentley for its successful Le Mans program.

The team's future design, R&D, manufacturing and technical centre will be purpose built at Malaysia's Sepang International Circuit.

Team Principal Tony Fernandes

is the founder and CEO of the Malaysian-based Tune Group, owner of the Air Asia airline. The team's Technical Director Mike Gascoyne has over 20 years of experience in Formula One having previously performed the same role for the Force India, Toyota, Renault and Jordan Formula One teams.

As part of its application to compete in the 2010 FIA Formula One World Championship the team has agreed to an engine supply deal with Cosworth and a wide variety of technical partnerships including Xtrac and FondTech.

It will, indeed, be a very interesting 2010 season in Formula One!

Calendar

Oct. 10	N. Bay Run/BBQ	Sebas-topol
Oct. 17	Autocross (points) Season Final	Santa Clara
Oct. 17/18	CA Autumn Classic	Morgan Hill
Nov. 5-9	2009 WCLM	Las Vegas

For more and updated information about these GGLC and other events check the GGLC website



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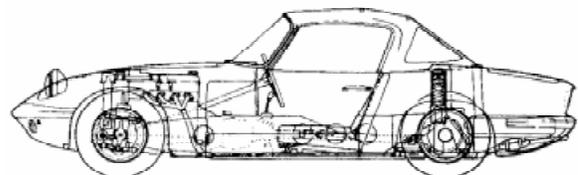
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Shelly on her way to a Super Stock Ladies class win. *Photo Credit: Norcalturbo*

GGLC Drivers Excel at SCCA National AutoX Runoffs

From the Chapman Report Online

It is great to report that GGLC club members Shelly Monfort and Ben Martinez won their classes at the 2009 Tire Rack SCCA Solo National Championship held at the Lincoln, NB, Airpark.

With nearly 1,200 drivers competing this year, the SCCA Solo National Runoffs is the largest motorsports competition event on the planet.

For Shelly it was her 3rd national championship win in the Super Stock Ladies class. She drove her Lotus Elise to victory while fighting off some serious competition from several Corvette drivers.

Ben took the D Street Prepared class in his Merkur XR4 Ti.

In addition, club member Jesus Villarreal was the

runner-up in C Prepared, and local autocross series regular Elise Sias finished 3rd in the Street Modified Ladies class.

Congratulations from the club to one and all!



Ben at speed. *Photo Credit: Norcalturbo*

T'Hill Track

Day-- Sept. 3, 2009

by David Anderson

This was the final GGLC track day for 2009, and it turned out to be a great day. The weather cooperated: it was cool in the morning, and by late afternoon it was *only* 97°F in the shade. Turnout was light: just 50 drivers (plus a few second-drivers) were on hand for the 8:20 driver's meeting. Since John Zender was off doing his thing in the NV desert at Burning Man, Scott Hogben ran the event.



With so few cars vying for track time, Scott changed the setup so that there were only two run groups, and each group had a 30-minute session. The Restricted Passing group ran on the hour, and the Open Passing group ran on the half hour. We began with the Restricted Passing group at 9 AM and rotated on schedule until track closing at 5 PM (with a one hour break for lunch).

As a little extra treat, Dito Milian (GotBlueMilk.com) was on hand taking pictures of all the cars on track for those who wished to purchase pictures of themselves.

Thunderhill is a great venue for many reasons. The track is interesting and there is almost nothing there one could run into if one makes a mistake. There are covered areas in the paddock with room for most of the entrants to keep their car out of the sun. The main building is open so spectators can get into air-conditioned shade and still have a view of the track. There are flush toilets, and the canteen has burgers (even garden

burgers for the vegetarians among us!), smoothies and more for sale.

Lotus cars were well represented for the day, with 1 Esprit, 3 Europas, 1 Seven, 4 Elise and 4 Exige. And for some extra excitement, we ran the track 'backwards' (clockwise) this day and used the bypass.

Fast drivers know

that taking the inside line over the bypass while going reasonably fast means getting a bit of air (aka going airborne)—but not everyone really wanted to get their car off the ground. We learned from the Thunderhill staff that clubs only run the track backwards a couple times a year so for just about everyone the track felt completely new. That meant that everyone had to not only learn the 'new'

track, but also had to find their own apexes, as the berms and (the few) marker cones out there are set up for driving in the normal direction. This made the blind corners even more of a challenge!

Dave Platt was, as usual, very fast indeed in his S4s Esprit. He'd had his dampers (shock absorbers) rebuilt since the last track day, and he initially had excessive oversteer; but decreasing the stiffness setting in the rear shocks returned the car to its normal excellent handling.

The only car that suffered some damage was a BMW. The driver shifted into second gear when he really wanted (and needed) to be in fourth since he was at maximum RPM in third at the time. The engine did not like being over-revved that much, and the unfortunate result was some serious engine damage. The car had arrived on a trailer, so at least getting home was not a problem.

Dennis Barnedt got his grey Elise very very dirty inside and out when he spun off into the dirt after the bypass.

Overall, though, there were very few spins all day since drivers were honoring their (and their car's) limits as Scott had instructed at the driver's meeting. As a result, everyone drove home with a big smile. The folks I talked to had a great time and all the track time they wanted.



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So if you start planning now, you can look forward to bringing your Lotus to a GGLC track day in 2010!

Track days are lots of fun, but most of the GGLC track days do not allow first-time drivers. So if you are thinking about driving in one, you should get the training you need from the folks at hookedondriving.com or at one of the commercial driving schools like those run by Jim Russell or Skip Barber (see the www.gglotus.org track day 'INFO' link for specific links to these schools). With that training under your belt, you can safely participate in a GGLC track day.

Track worthy is an understatement



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N. Bay Run/ BBQ

Reminder

The North Bay fun run and BBQ featuring the backroads of Sonoma County is scheduled for Saturday, October 10.

We will meet at 9:30 AM at the Sonoma Valley Bagel & Café, located at 350 Rohnert Park Expressway West, Rohnert Park, and the scheduled departure time is about 10. If you can't make the start, you will have a chance to meet the group at a scheduled stop at the Marin French Cheese Co. (aka the Petaluma Cheese Factory) at around 10:45 where we'll be stopping for about 20 minutes before continuing on our route to John Kenner's place in Sebastopol.

Total drive time with one stop will be about 2.5 hours, so we end up at John's place at about 12:30 for the BBQ. John's address is: 5190 Vine Hill Road, Sebastopol. For the BBQ, John will be serving excellent marinated chicken, potato salad and fresh vegetables from his garden. Bread, dessert and beverages are potluck. If you don't eat chicken, bring something else. A refrigerator will be available.

As an extra added treat, John will also have his rustic Lotus (and Triumph) Barn open for you to look around.

Please RSVP without fail to John (jkenner-at-tamcab.com) or Greg Tatarian (gtwincams-at-gmail.com) by October 7 to confirm your plans to be on the fun run and/or at the BBQ.

Season Finale AutoX

Announcement / New Site

The paperwork has been signed, and we will be trying out a new site just in time for the final event of the 2009 GGLC AutoX series on October 17. The venue is the Centennial parking lot at Great America in Santa Clara. (Where the 49ers hope to be playing in a few years.)

Courtesy of our sponsor, *Silicon Valley Auto Group*, we will have a nice BBQ cooked on site (tri-tip and chicken and garden burger for the veggies) along with all the trimmings, heck we'll even have chairs and tables so everyone can sit down and enjoy it! Also, thanks to SVAG, we will have trophies to give out to the season winners. Both Andrew and Jordan from SVAG will be there to see the fun. Please give them a nice "Thank You" for their great support throughout the year when you see them.

Online registration for this event is open until October 14; see the www.gglotus.org site for sign-up info.

We will count your best finishing positions in 4 of the total of 6 events to compute your final points tally for the season. If you are participating in the series, please make sure your vehicle details are up to date.

Future Events

2009 WCLM

Five days of Lotus fun happening Nov. 5-9, 2009 in Las Vegas, NV. Visit the event website: <http://www.westcoastlotus.com/> for info and registration.

The Toy Rallye



This year's annual Toy Rallye will be held Dec. 5. The starting point is in Mountain View (~11 AM). The Toy Rallye is a charity event featuring an A-B Gimmick Rallye using local roads, and the entry fee is a new toy that will be donated to a local charity.

A few GGLC members (6-8) are needed for this good cause to operate two of the event check points. More info in the next Chapman Report.

Holiday Dinner

This year's GGLC Holiday Dinner is set for Saturday, Dec. 12, at the same site as last year:

Ristorante Don Giovanni
235 Castro Street
Mountain View

More details in the next Chapman Report.

Exploring Yosemite / Elan Style

By Philip Mitchell

I had always planned to visit Yosemite in my '69 Elan S4 Coupe ever since I got it 7 years ago. This September I completed my goal. Fall is also a great time to explore Yosemite; perfect weather, fewer people and less congested roads.

I left San Jose Sunday morning and headed over the much improved Rt. 84 into Livermore and then over the Altamont Pass. The Elan kept up with the modern traffic with quick bursts to avoid semis and minivans. Cruising at 60-65 corresponded to 3200-3400 rpm and a steady 40 psi oil pressure. A straight shot across the Central Valley through Modesto ended up at Coulterville on Hwy 49. The drive south to Mariposa on smooth roads was exciting with many turns and grades--perfect Elan driving conditions. It was time to refuel the car and driver in Mariposa. I recommend the burgers at the Butterfly Café, and the Sugar Pine Café makes a great Club. On to Oakhurst and into Yosemite via the South Gate. Several visitors and Park rangers recognized the Elan and congratulated me for making

the trek. One even brought up his Emma Peel fantasy!

I stayed at the Wawona Hotel, an old stagecoach hotel close to the S. Gate and the Mariposa Sequoia Grove. The accommodations are simple and clean and include a great breakfast buffet. They also offer a free shuttle to the Mariposa Grove and Yosemite Valley. You can relax on the grounds, enjoy the warm pool and have a nice dinner. The Elan was an attention getter at the hotel, Mariposa Grove and other Yosemite stops. I spoke to visitors from across the U.S., Europe and Australia. I had to stop to get the

obligatory photos at the Yosemite vistas and El Capitan to prove all the Lotus skeptics wrong.

The trip home Tuesday via El Portal to Mariposa to the Pacheco Pass was uneventful except for the searing heat in the Central Valley. Note to anyone contemplating a similar trip: time your crossing of the Central Valley so that you hit it in the morning or late afternoon. If you doubt there is a drought in California, one drive across the Central Valley will convince you otherwise.

I returned home to San Jose tired but very pleased with the Elan's performance. I gave the car a well deserved wash and tucked it under its cover in the garage. Overall, I did 525 miles using 1 quart of oil in



the Elan and 12 bottles of water for me! The Elan managed the 90°F heat and 6000' elevations well, running strong and no overheating.

I certainly plan to enjoy my Elan on future road trips to places like the Mendocino Coast and Kings Canyon National Park. Regular driving, trip preparation and preventative maintenance are critical to trouble-free motoring in the Elan. The more you drive an Elan, the better they perform and the more confident you become in their ability to tackle the great driving roads in California. Happy Lotusing!



New at the Top

Group Lotus Press Release

Dany T. Bahar has been appointed as the new CEO of Group Lotus effective 1st October 2009, replacing Michael J. Kimberley, who retired in July. Prior to this appointment, Dany Bahar was Senior Vice President, Commercial & Brand for Ferrari SpA where he was responsible for worldwide road car sales and after sales business, overall road car and F1 marketing activities, licensing, and merchandising business. Before joining Ferrari SpA, Dany Bahar was the Head of Corporate Projects Business in Red Bull GmbH. He was responsible for the overall corporate project business development, with emphasis on diversifying the business such as setting up their F1 strategy with Red Bull Racing and Scuderia Toro Rosso and the US based Nascar Team operations, acquiring football clubs in Salzburg, New York and Ghana for commercial purposes.

On his appointment, Dany Bahar said, "I am looking forward to taking on the challenges as CEO of this legendary and iconic company with a peerless motorsport history. Lotus has a worldwide reputation for innovative engineering and superb sportscars that lead the world in efficiency, design and dynamics. With the recent launch of the award-winning Evora, there is proof that Lotus is better placed than many to capitalize on the rapidly changing automotive market. I can't wait to get my plans underway in October."

In welcoming Dany Bahar, Dato' Mohd Nadzmi Mohd Salleh, the Chairman of Lotus Group, stated "With Dany's track record in motorsports and Ferrari, we strongly believe that we have found the right CEO to enhance the Lotus image, brand and reputation as a world class sportscar and engineering company. With a strong management team already in place, we are confident this objective can be attained."

Evora 124 Racer Revealed

From a Group Lotus Press Release

The Type 124 Endurance Racecar is the next step in the evolution of the Evora. The car will make its racing debut at the ADAC Nürburgring 24 Hours, which provides a great test for the Evora's performance, efficiency and durability under tough endurance race conditions.

At the heart of the Lotus Evora are fundamental racecar elements: mid-engine layout, high-tech and super-stiff extruded and bonded aluminium chassis and very strong lightweight forged aluminium wishbones. All of these elements mean that the race car is a natural evolution taking the Lotus Evora road car to a competitive endurance racer.

The Lotus Evora Type 124 Endurance Racecar has a race-tuned version of the mid-mounted Toyota V6 engine, and vehicle mass is expected to be reduced by up to 200 kg. Further changes for the Lotus Evora Type 124 Endurance Racecar include a six-speed sequential paddle shift racing gearbox, full FIA



specification roll cage, FIA-compliant 120 litre ATL fuel system, FIA fire extinguisher system, competition carbon fibre rear wing, diffuser and front splitter.

The car is fitted with AP Racing 6-piston callipers front and rear, with a race-tuned Bosch ABS system, 4-way adjustable dampers and adjustable anti-roll bars. The car uses 18" rims shod with Pirelli racing slicks, and the wheel widths have been increased to 9 1/2 J on the front and 11 J on the rear.

The aerodynamically efficient Lotus Evora Type 124 Endurance Racecar body design, made from lightweight composite and carbon fibre panels, remains predominantly unchanged from the road car, with the only modifications being to the lower sections of the front and rear clamshells and the side sills.

Classifieds

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

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

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-firk.com

(continued on p. 10)



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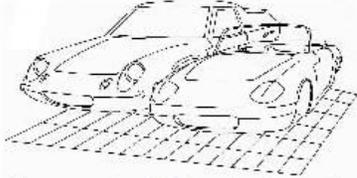
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Free!: Shop manual for a Lotus Elan +2. This manual is free to anyone who will either pick it up at my place or pay for shipping. It is complete, but used. Located in San Jose (Almaden Valley). Contact: Randy Kerth (408) 410-0480; couferee-at-yahoo.com

Wanted: Lotus 7. S 1 or LHD S 2. Any condition considered. Contact Rick: number32-at-mindspring.com; (973) 331-9570.

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

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