

The Chapman Report



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A Busy Season Begins

editor

A variety of GGLC and Bay Area car club activities help fill the calendar for the Spring/Summer season. The club has both a series AutoX at the Marina airport and a track day at Thunderhill in mid-May (15 and 18, respectively), and another series AutoX June 5, followed by the June 25, 26 AutoX school at Great America.

Another important date approaching rapidly is May 25, which is the deadline for ordering your entry ticket(s) and Lotus Corral pass(es) for the Rolex Monterey Motorsports Reunion, August 13-15 (see story p. 6).

There are two other great events happening in June:

All British Car/Swap Meet,

Saturday, June 5—For those of you not attending the AutoX, this is the 20th anniversary of this great show and swap meet. The event begins at 9 AM, and the setting on the lawn of Cal State University, East Bay is especially nice. There is a \$20.00 advance registration fee to show your car or to be a vendor at the swap meet (\$30.00 on the day of the event)--spectators are free. More info from Nick Becker, email: becker2226-at-astound.net.

(continued on p. 2)

May/June Meetings

Friday, May 21, 2010 -- 7:30 PM

Hosts: Dave and Susan Ellis

SATURDAY, June 19, 2010 -- 1:00 PM

Hosts: Mel and Darlene

Fun run and BBQ at Mel and Darlene's, June 19—We all know how difficult it is to get to the East Bay for a club meeting on a Friday night, so for June the club meeting will be *Saturday*, June 19, in Danville with the extra added attractions of Mel's fabulous BBQ and an optional fun run to Danville from Santana Row. The fun run will start around 10:45 AM, and the BBQ will begin around 1 PM (and who knows when the meeting will begin!). A contribution of a salad or dessert for the BBQ would be nice, but is not required.

Please RSVP to Mel (email: darmel-at-sbcglobal.net) by June 16.

AutoX and Track Days Scheduled for 2010 (Mark Your Calendars):

AutoX

- Saturday, May 15
- Saturday, June 5
- Saturday, June 26 (GGLC/BMW AutoX School)
- Sunday, June 27 (GGLC/BMW AutoX School)
- Saturday, July 31
- Sunday, August 8
- Sunday, September 19
- Plus one more in October at Great America—TBA

Track Days

- Tuesday, May 18 - Thunderhill
- Tuesday, July 13 - Thunderhill
- Tuesday, Sept. 28 - Thunderhill
- Thursday, Nov. 11 - Thunderhill

Calendar

May 15	AutoX	Marina
May 18	Track Day	T'Hill
June 5	AutoX British Car Meet	Marina Hayward
June 19	Run/BBQ	Danville

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



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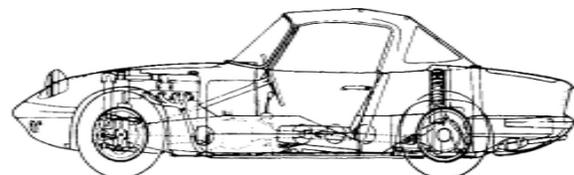
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A Fine Day At Dietsch Werks

editor

The skies cleared after several stormy days in March, and we were treated to near perfect conditions for the March 13 fun run and BBQ sponsored by Dietsch Werks. Kiyoshi led a hardy group of about 15 cars on a run that started at Santana Row and featured a great photo op at the coast.

Rob and Jen were perfect hosts offering super food and fun things to see in the shop. And to top it all off, son Sebastian had a very special 1st birthday party. The adjacent photos tell the story pretty well—thanks to everyone for sharing the day!



Rob instructs Sebastian on the fine points of Lotus parking.



Kiyoshi's fun run reaches the beach (Photo credit: Rahul Nair).



A Full House at the shop!



Sebastian tests his lungs on his first candle.



A battle of the classics: David's Europa and Jerry Bassler's Type 14 Elite at Laguna Seca. (Photo © Dito Milian, www.GotBlueMilk.com)

Laguna Track Day--March 23, 2010

by David Anderson

This was a perfect trackday. It started out sunny in the mid 60s and rose to the mid 70s by the afternoon. Well, there was one glitch: John Zender, one of the GGLC track day impresarios, was laid up with pneumonia so could not attend (*ed. note:* John quickly recovered and is up to full strength again). So our co-impresario of track, Scott Hogben, took over all the tasks. In addition, James Madison helped out at registration, and, as an extra plus, he provided really cool looking run-group stickers for the entrants.

Scott began the drivers' meeting promptly at 8:15 AM, and by 9 AM the Advanced group was on the track. The Intermediate group then took over at 9:30 and the groups continued to alternate

throughout the day (except for a 30-minute break for lunch). This schedule gave everyone lots of track time, as usual. The rules at Laguna Seca prohibit cross-group running, so folks had to stay in their assigned group.

Lotus entries included 4 (!) Europas, 2 Sevens, an Eleven, a Lotus 18, a Lotus Elite (Type 14), and at least 10 Elise/Exige examples (it's a little hard to count all the Elise/Exige entries—they move about so fast!).

Scott made it very clear to everyone at the drivers' meeting: be very careful out there, this track can bite you! The drivers obviously paid attention as there were only a very few spins and nobody hit a wall.

Dave Platt got stuck at the corkscrew: the brakes on his Esprit S4s locked up and would not release. Of course, in true Lotus fashion, by the time he was dropped off by the tow truck in the paddock

his brakes had unlocked themselves. Dave had recently completely removed and replaced the braking system, so one suggestion was the master cylinder brake rod now had too little play, so the brakes did not quite release; and a few bubbles showed up on when he bled the system.

Rahul Nair was having some issues with his WCM Ultralite S2K (Seven clone)—the wheels or suspension were hitting limits and upsetting the handling.

Scott Hogben's Europa was having some issues after lunch: the engine was just not running right. In typical Lotus fashion, however, Scott pressed on regardless.



I also had trouble when the wire to the alternator post broke, and the blue Europa did not want to run too long on the battery alone. The engine finally quit at the corkscrew, so I coasted the half mile down into the paddock and almost all the way back to my paddock area. Scott and Jerry Rude were most insistent that I fix this right away, and they provided spare parts and assistance. With a bit of a push-start, I was then able to drive it onto the trailer.



Special mention goes to Jerry Bassler for running his Lotus Elite, Tom Gibson for running his immaculate Lotus 18 formula car, and Richard Goldsmith for running his beautiful Lotus Eleven. All three of these cars are fine examples of Lotus engineering from the memorable 60s era, and it is always a treat to see them on the track again.

The next trackday will be May 18 at Thunderhill.

Elise/Exige Tech Day at Boardwalk Lotus

editor



A great turnout of cars and people, tasty morning goodies, and a very informative tech session/discussion were featured at the April 24 GGLC Tech Day sponsored by Boardwalk Lotus. A group of about 20 eager enthusiasts were greeted by Tom Sutton, Boardwalk Volkswagen Internet Manager, David Horn, Boardwalk General Sales Manager for Lotus, and Carl Jackson, Lotus Cars USA Western Regional Sales and Marketing Executive.

After sampling the pastries and morning drinks, the group moved to the shop area to gather around an undressed 2010 Elise. Using the Elise as a backdrop and learning tool, we got to hear tech specialists Guy Gilbert and Daniel Gaiotto talk

about the fine points of the cars and their experiences with them. It was rare opportunity to look under the skin of these modern cars and to hear about some of the service issues and solutions that have been successfully addressed by the talented crew at Boardwalk. Guy and Daniel also graciously participated in an extended Q&A session to clear up any final points the group might have had.

The management at Boardwalk Lotus topped off the day with a take-home handy travel bag filled with a complimentary drink mug and some discount service coupons for everyone.

Many thanks to one and all at Boardwalk for a fun opportunity to learn more about our cars!



May 25 Deadline for Motorsports Reunion

by Kiyoshi Hamai

Now under new management, the fabled Monterey Historics race weekend at Laguna Seca in August 2010 has undergone a name change and a few rule changes. The event is now known as the Rolex Monterey Motorsports Reunion. But the good news is that the GGLC has again arranged for an exclusive Lotus parking Corral at the Laguna Seca Raceway on August 13-15, 2010. And, best of all, you can purchase your entry ticket(s) to the weekend's festivities along with a Lotus Corral Pass from the GGLC for a discount. As in the past, the GGLC must sell at least 25 tickets to get the discount and ensure the status of the Corral, and the May 25, 2010, deadline for sales through the club is approaching fast.

Please order early and reserve your spot in the Corral. GGLC membership is NOT required, but you must

drive your Lotus to the event to park in the GGLC Lotus Corral.

A few procedures have also changed since last year:

- The exclusive GGLC/Lotus Corral will be available all 3 days!
- A Corral Pass must be purchased for \$10, but it will be good for all 3 days.
- You must purchase ticket(s) from the GGLC to be able to purchase your GGLC Lotus Corral Pass.

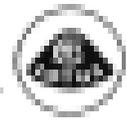
These new rules are based upon the new policies from the Monterey



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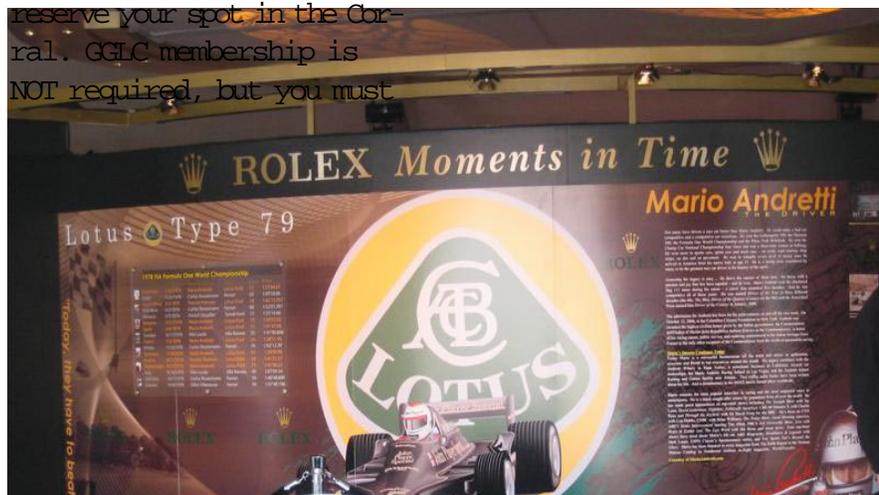
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Monterey Motorsports Reunion organizers.

Please use the www.gglotus.org website to purchase your tickets for the Monterey Motorsports Reunion. Typically, the event organizers send purchased tickets to the GGLC 2-3 weeks prior to the event, and we will then immediately distribute them to you. Expect to get your ticket(s) and Corral pass(es) approximately one week prior to the event.

This year the Rolex Monterey Motorsports Reunion celebrates 60 years of F1 history with special guest Dan Gurney and an impressive collection of 38 F1 machines



This & That Lotus news from the Chapman Re- port online

Successful Racing Debut for Exige S

Local Bay Area driver Tyler McQuarrie of Walnut Creek won the GTS class race of the Toyo Tires World Challenge at Long Beach April 17. Making his World Challenge debut, McQuarrie took the GTS pole after out qualifying the series points leader, and he cruised to a flag-to-flag victory in his LPL/DRS/Swincars/LCS/Dayco/M&T Lotus Exige S.

Tyler's win was made even more impressive by the fact that this race was also the World Challenge series debut for the Exige S. Indeed, the GTS win was the first time a Lotus had won a race of any kind at Long Beach since Mario Andretti won the 1977 Formula One race in a John Player Lotus.

"I had a great start and actually got by a couple of GT cars," McQuarrie said. "I didn't have a working radio in the race, so I didn't actually realize who was behind me. I looked up at the screen on the second lap and saw one of the Acuras head to the pits with the hood up. I dialed it back just a little bit when I felt I could."

New Elise takes Green Honors

The 2011 Lotus Elise has just been certified with an outstandingly low emissions figure of 149g of CO₂ / km,

which represents an emissions reduction of 16% over the previous Lotus Elise S. This means that the new Elise has the lowest CO₂ emissions for its performance level when compared with any gasoline sportscar in the world. Not only does this low emissions figure give a greener drive-with less guilt-but it also translates into reduced fuel

consumption. The new Elise turns in an impressive fuel mileage of 46.7 mpg (5.04 litres per 100 km) highway. This means that the Lotus Elise could travel 500 miles (800 km) on one tank of fuel. These world-leading emissions and economy figures are a direct result of Lotus commitment to its core values of performance through light weight and efficiency. Aerodynamics have also been improved by 4%, and, although



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Lotus F1 Effort Shows Promise in Away Races

Abstracted from Lotus Press Release

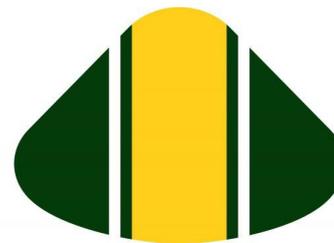
The F1 racing season always begins with the “away” races, so named because they are very far away for the traditional European home bases of the teams. This year there were four away races: Bahrain, Australia, Malaysia and China in March and April. Although the fledgling Lotus F1 team struggled a bit, they were generally delighted to bring at least one team car home in each race—usually ahead of cars fielded by the other new teams. Heikki’s best finish was 13 in Australia, and his best race was in China where he finished 14. Unfortunately, Jarno’s car experienced some persistent problems, forcing him to retire prematurely from two of the four races. It was,

however, disappointing to see that the race pace of the cars was significantly below that of the front runners in the field, especially in dry conditions.

Racing in Europe is about to begin with the first event in Spain May 9, and the team is excited about planned upgrades to the cars that promise to improve performance as the season goes on. Some comments from key team members after the race in China follow.

Mike Gascoyne, Chief Technical Officer: “Whilst I’m obviously pleased I want to say first how disappointed I am for Jarno. He’s had a lot of bad luck so far - it seems all our bad luck has been on

his car, so apologies to him, but it was a fantastic race from Heikki. We judged all the calls correctly and were on the right tyres all the way through, so congratulations to the whole team for that. I’m



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also very pleased to see our race pace was very good, especially at the end on the wet conditions. These first four races were always going to be tough, but we’ve achieved what we set out to and now we’re looking ahead to Barcelona and seeing how the updates we’ve been working on help us move forward.”

Tony Fernandes, Team

Principal: “I’m really happy today as we’ve accomplished what we said we’d do. We wanted to see at least one car cross the line for the first four races, and we’ve done that, but it’s kind of bitter sweet today. It’s obviously a great result for Heikki but a real shame for Jarno as he seems to take the brunt of the issues . . . The conditions today made it very tense out there and it’s very satisfying, and shows how we’re progressing, that today we were racing Williams, who we beat on track.”



Flash: Lotus Unveils its New 200 MPH Billboard

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Wanted: Dry sump pan and/or pump (with rubber seals) for a Lotus Twincam motor. Contact: Don Hogue at (831) 639-9445, donhogue-at-charter.net

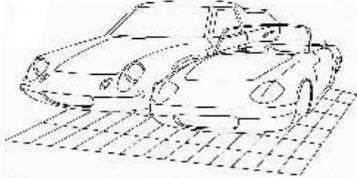
Wanted: Twin Dell'Orto carbs and manifold for my '76 Elite. Contact: John Steggles (Canada) at (519) 223-0330; johnsteggles-at-rogers.com

Sharing Transport? Does anyone know of any transports going to and from Barber Motorsports Park for Bobby Rahal's vintage race May 21-23 that could accommodate a Lotus and share the cost? Contact: Don Hogue at (831) 639-9445, donhogue-at-charter.net

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

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