The Chapman Report

Published by the Golden Gate Lotus Club www.gglotus.org July 2004

Concorso Siciliano

by jim mcclure, editor

I missed the Lotus Convention and the Wine Country Classic, as my job sent me to Sicily to perform three weeks of tech training. I did catch a concours, though, on the Piazza Il Duomo in Catania. An Alfa and Lancia below, next to the Duomo; and a beautiful Fiat Topolino (little mouse) to the right. Many other rare Fiat were there also.

Now, how to drive in Sicily. Ignore stop lights and stop signs, unless you are definetly going to hit a pedestrian head on and can't whip around him. Also stop if you would hit another car head on. If it looks clear, don't even lift off the throttle while going through the red light. For those who had to stop at a red light, all of the cars behind the lead cars must hit their horn as soon as the light turns green, as the front cars can't possibly be accelerating fast enough away from the intersection. Actually, if you are the first car in line, it often is hard to see the light because it is not in front of you but directly parallel to you and not very visible.

Roundabouts: There are no rules except "quien es mas macho". It is not uncommon for a driver on the inside of the roundabout to put his steering wheel in full right turn lock, across three lanes of cars, to get his exit. This is made even more interesting by the large numbers of motorcycles and scooters that make multiple lane changes without looking. Helmets are apparently required, but Italian laws are considered mere suggestions by the populace. Also, whether you're driving a car of bike, never look at any other drivers while changing lanes. The other driver will use that time to cut you off. The only time to look is when you are giving the local hand signals and yelling at another driver. The most important hand gesture is the "Horns of the Bull", which means that your wife is cheating on you. Luckly, guns are hard to get in Italy. There are damaged cars everywhere; about 80% had a ding or two. These guys think they are Yarno Trulli, but their driving is actually very poor. Oh, and in true Sicilian style, my rental car, with all of my luggage, was stolen just hours before I was to fly home.

July Meeting

Friday, July 16th, 7:30 pm

Host: James McClure

GGLC Calender

July 16	Monthly Meeting	Host: Jim McClure
July 20	GGLC Track Day	Thunderhill
July 31	Fiberglass Seminar	Mike Ostrov's
August 7	Picnic BBQ	Cupertino Park
August 13 to 15	Monterey Historics	Laguna Seca
August 20	Monthly Meeting	Host: John Zender
August 22nd	NASA Super 7 Race	Infineon Raceway
September 14	GGLC Track Day	Thunderhill
September 17	Monthly Meeting	Host: Mel Boss

Club111 & GGLC Picnic & Run

August 7th, at Stevens Creek Park - Cupertino

Directions: TBD (check GGLC website a week or so before the event)

To celebrate the arrival of the Elise in the US, the local branch of Club111, together with GGLC, would like to invite you to a picnic lunch on Saturday, August 7th, at Stevens Creek Park in Cupertino. This no-charge activity will be a 'bring your own picnic' event, though snack food will be provided free of charge. Since the event is still in the planning stages, we're not sure exactly how many Elises will be there, but expect to have at least a couple. Stop by to learn more about these amazing cars, and about Club111, the newly formed US Elise club. The picnic will conclude with a short Elise-led drive through the hills. Contact Matt at matt@eliseinfo.com for more details, or keep any eye on the regional threads over at EliseTalk.com or check the "Calendar" page at www.gglotus.org.

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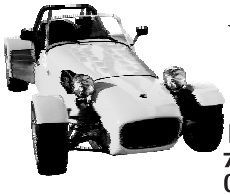

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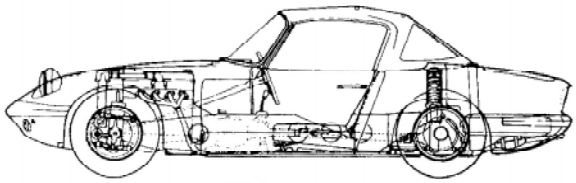


2004 Hayward Field Meet

by Jon Rosner

Puffy clouds drifted swiftly through the pastel blue skies and yielded a continuous and refreshing breeze that made this one of the most temperate Hayward Field Meet's in years.

Hordes of Minis, an invasion fleet, covered the most turf. Extraordinary ones ranged from radical orange with five gallon nitrous showpiece to built up twin-cammer, spanking new 200 h.p. John Cooper Works S and Mini-Moke. Morris Garages had a dozen representatives with the usual As and Bs. While Triumph had a French blue ex-Southern CA TR-4 racer in full trim, and the usual Spitfires and Austin-Healy had a few Sprites including a rare older supercharged car with high mileage on the clock. The few Rootes Group cars had nice patina and sat near a half dozen mostly well utilized short and long wheel base utility vehicles with one well-restored guards red 2000 TC hiding in the corner.

Across the way were about a dozen Jaguars with some lovely E-Type Coupes and rag tops, newer large sedans and a smattering of Chevy V-8 conversions, on with a Camaro 350 with six speed manual ! An early white Elan with dellorto carbs and redesigned cooling system hid behind Mike Ostrov's maroon twin cam powered automatic Elite

Other fun cars included two Jensen-Healys, an early 1900's military green Ford racer on spindle wheels and an elegant little two tone black and red Morris Minor pick-up.

As usual the Ministry of Food was slinging tasty tubular fare, but with only five vendors parts pickins were quite slim. All in all it was a fine show and well worth puttering over to on a quiet Father's Day 2004.

Did the Minis outnumber all of the other marques put together?

Mike Ostrov with his beautiful Elite, and sitting on it as usual! He says it's his driver but I'm going to bring some finishing and polishing material to his seminar, anyway

Attention To Detail

by Matt Zakarian and Mike Lee of Detailing Dynamics

The Six Biggest Mistakes People Make When Detailing Your Lotus

1. Using the wrong tools: I'm sure you've heard of "the right tool for the job" and detailing your Lotus is no exception to the rule. For example, I see many people using the sponge/wash mitt you washed your car with to clean the wheels, instead of using a wheel brush; or using some old rag to remove wax off your paint instead of using a diaper/microfiber. These "shortcuts" not only affect the quality of your job, but will also cost you a lot of extra work later on. You ask how? Well, suppose that sponge you used on your wheels picked up some brake dust, which did not rinse out but then wound up scratching your hood the next time you washed your Lotus. I can see you cringe by the way. How long would it take to polish that scratch out? Do you want to take that chance?

2. Not giving the chemicals enough time to work: This is called "dwell time." Many chemicals need time to work because their effectiveness is based on a chemical reaction, not a physical one (as in a compound). Some of the chemicals that fall into this category include tar removers (as well as other solvent based chemicals) and leather conditioners. How do you know how much time is enough? Read the directions (usually). Most often, the directions are accurate, but I have noticed that on some products the directions seem to have been written by a marketing or technical writer, rather than by someone who actually used them. This is another case where hurrying and taking off the chemical costs you more time in the end, because you have to reapply it again.

3. Not letting the chemical do the work: I've seen many people resort to using pressure, when the chemical they're using doesn't seem to work. For example, when they're washing their cars and the shampoo doesn't remove the spot, they press harder and harder on the sponge (probably scratching the paint) instead of realizing the shampoo was not made to remove that spot and maybe they should try a chemical that was. Remember that usually there is a correct chemical solution for every problem. If you don't know what that chemical is, you can inquire online at http://www.detailingdynamics.com/tech.html or call Detailing Dynamics at 1-866-DET-DyNA (1-866-338-3962). But practicing on your Lotus isn't the wise thing to do.

4. Not using window towels on windows: The #1 problem most of the people seem to have is getting windows truly clean. And while the cleaner you use is important, it still won't work properly without using the proper towel. Trust me on this one! I know; you're saying that you use newspaper (by the way, ever since they switched to water based ink on newspapers, all it will do is dirty your hands), paper towels or expensive disposable wipes you purchased from that pretty catalog. I'm telling you that I've tried them all and come back to these DyNA Clarity Glass Towels or equivalent window microfiber suedes for only one reason; they work best. You want to have a set of window towels that are dedicated for that purpose only and nothing else. And make sure you wash them properly. (I describe how to do this in my website.)

5. Using vinyl dressing on leather: One of the things that drives me absolutely nuts is the directions on vinyl dressings. They almost always say to use them on vinyl and leather. No, no, no! Think about it; have you seen any shiny cows walking around like they've been drinking Armor All®? This is one of those times when you should not follow the directions. Not only does the dressing make the leather shiny and slippery, but it also closes the pores in the leather. How the vinyl protectant manufacturers can get away with this amazes me. I've seen more than enough cars where Armor All® has been applied to leather seats and allowed to bake in the sun, thus ruining the leather beyond repair. I'm sure the manufacturers of the vinyl dressings know this, yet continue to include that in their directions in order to increase sales.

6. Listening to their neighbor/friend who details on the side: Now this is my personal favorite. Of all the six mistakes, this one is the most widespread. It seems that almost every other person I meet has a buddy who "details" (and is more than willing to share his vast arsenal of knowledge with you). But as one of my best customers (who is a dentist) said, "Just because you brush your teeth, it doesn't make you a dentist". I've seen people wash their car with a Brillo® pad because their neighbor Bob told them it would remove the road tar (well he was right, it did along with the clear coat) as well as other "Oops" maneuvers.

Well, there you go; a short list of lessons I have personally learned the hard way and hope you won't have to. As always, should you have any questions or comments, please feel free to contact me at 1-866-DET-DyNA (1-866-338-3962) or email me at tech@detailingdynamics.com. May the wind be always at your back and may you achieve your pursuit of detailing perfection!

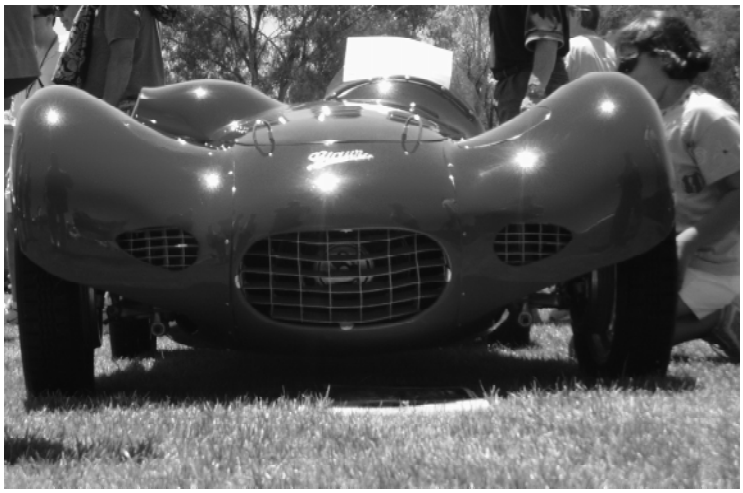
EBay Watch:

Another option to buy an '04 Elise. Sold for $7k.

A '74 Elite in the U.K. was for sale, requested starting bid of £4,500.00. Owner stated he had invested £6,000.00 in its restoration. No bids. Duh!! What was this guy thinking?

And finally, a '98 Europa from Rhode Island is selling for only $1500! Good reason: very rough and needs a complete restoration. Has one of those 'Frenchie' engines in it, anyway.

Palo Alto Concours



GGLC Web Site Report

By Kiyoshi

The GGLC website continues to attract visitors from around the world. www.gglotus.org has been booked marked by hundreds.

We received comments like, *"You guys have an absolutely great website and I imagine club as well."*

Here are some stats from the first half of 2004, January through the end of June.

Site Visitors
Total 127,000
Avg per Day 700
Total number of Hits over 1,000,000
Total number of Pages Served over 220,000

As expected most visitors are from the US and have either a .com or .net email address. Not surprising is that outside the US most visitors come from the UK, followed by Australia.

European visitors are well represented by Germany, France, Belgium, Switzerland, Italy and the Netherlands. Brazilian visitors lead Latin America.

From Asia are visitors from China, Japan, Malaysia, Hong Kong, Thailand and Singapore.

And we have gotten a handful of visitors from places like Namibia, Belarus, Fiji, Sri Lanka, Aruba, Qatar and even Nepal!

Wine Country Classic *by the editor*

I missed the event but will squeeze in the following members' cars attending: Harlan Halsey's '62 Elite (hi Harlan, Lam had me in Catania, Sicily), Stewart Smith's Eleven, Chris Locke's 23B and 27 F Jr, Gary Horskorta's 23B, Jack Fitzpatrick's 18 F Jr. No Sevens! Sorry of any omissions, working off the last unupdated roster. The one complaint that I heard was that much paddock space was taken up by the Jaguars, doing their demo drives. Also some of the Jags running had current advertising on their cars. This has always been disallowed as inapropriate to the spirit of vintage racing. Money talks, old rules walk !!

Big Noise Class takes off

Infineon: 76 out, Sunoco in

BOSSES PONDER SECOND US GRAND PRIX *from Sporting Life.com*

Formula One team bosses have given their blessing to suggestions the United States could hold a second grand prix - but warned the calendar cannot be stretched much further.

The US held two races in the 1970s - one in the east, one in the west - but interest in Formula One waned and the 2000 grand prix at Indianapolis marked the country's return to the calendar after a nine-year absence.

The US represents a major untapped market for Formula One in terms of sponsorship and television audiences, with team bosses desperate to raise awareness of the sport in a crowded American market.

Formula One supremo Bernie Ecclestone has mooted the idea of a New York Grand Prix, but realistically a second race on the west coast - potentially a return to Long Beach - is more likely.

McLaren boss Ron Dennis backs a second US race, but is concerned the strain on teams could be too much if the existing 18-race schedule is extended.

He said: "I think we'd all support it, providing it didn't increase the calendar size.

"But we are all feeling the strain of what is going to be an 18-race series this year."

Eddie Jordan believes the number of races in North America is only part of the solution, claiming US audiences will only embrace Formula One if the show is good enough.

"I think a west coast race would be very beneficial to the commercial interests of all of our teams and probably Formula One as a whole.

"The world championship must be that, and America and Canada are extremely important to our calendar.

"It obviously gives us the ability to attract some American investment into our sport, and we wouldn't want to see these races move off the calendar.

The Irishman said: "I remember not very long ago going to Barcelona to a handful of people, going to Canada to a handful of people, and they have turned out to be probably two of the best supported events on our calendar.

"So I'm quite certain things will turn around. We also have to get our act together.

"We do realize in an American context we are not close enough to the people. We must make sure that we think carefully about this.

"We understand we have technology and we have newfangled cars and stuff, but we have to reach out and make that extra effort, and that is part of the American culture, and it's not for them to change, it's for us to change."

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Mike's Place

Mike Ostrov, fiberglass seminar, Saturday, July 31st at Mike Ostrov's shop, 4ll9 Santa Rita Road, El Sobrante, CA 94803 . (5l0) 222-6437 . RSVP at: (5l0) 232-7764 or mikeostrov@webtv.net .l0:00 am start time. Finshed when last layup has cured. We all usually take a lunch break at one of the local sandwich shops. Remember to bring a folding chair along with any 'show & tell' piece or fiberglass offering you may want to bring. This event is not necessarily limited to experiences in plastic. If you have any suggestions or subjects you would like to see or contribute, just call Mike to discuss them.

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More Classifieds

For Sale: 2001 Caterham Super Seven de DionBritish racing Green, flared front wings,S-type black leather interior, red 4point Harnesses, full weather equipment, KN Minitor wheels, tonneau cover, luggage rack Hood bag, honey comb fuel tank protection, 150 bhp spec, 1700cc Cross flow engine w/Ford Sierra 5-speed. Location: San Francisco, CA Contact: Jan, Phone: 510-967-4142 jan@raybarnes.net $29,000

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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. Submissions may also be mailed to Jim McClure, 11238 Bubb Road, Cupertino, CA 95014.

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Classifieds

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

For Sale: 1997 CATERHAM SUPER 7 Live Axle, 1700 crossflow/ 150hp, Quaife 5-spd, Quaife LSD, 4 pt harness, Scholarship Adjustable Suspension, Clamshell Wings, Green/ Yellow/Aluminum, Tonneau cover, Some spares. www.unibrain.org/ forsale $ 25,000 negotiable. Contact Jim at 503-246-7541, forsale@unibrain.org (12/03)

For Sale: Ser. 3-4 Elan Frame. Measures square, no crash damage. $1000.
Call Jody @ 831-254-1299 or locortjody@earthlink.net.

For sale: 1969 Lotus Elan +2 vintage race project car comes with Spyder chassis, Cosmics, limited slip dif, Koni's, steel brake lines. Extra set of widened steel wheels. Have Weber head to be
installed with mild cams. $6800.00 George at 831-648-9064 (3/04)

For Sale: 1986 Caterham Seven, crossflow, Quaife LSD, modified front and rear suspension, find more information at
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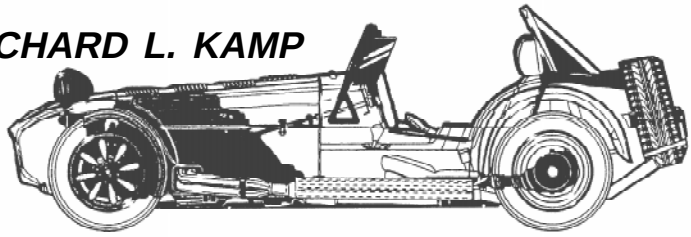

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For Sale: " 150 HP, 200 MPH Hayabusa engine. This type engine (Suzuki GSX 1300R), powered a streamliner to 315 MPH at Bonneville this year, 2000 model, the bike it came from had 800 miles on it before the kid (still alive) lost it. Also factory service manual. Has integral 6 speed gear box. Just waiting to power a great little race car. Call Peter in San Jose at 408/266-0116. $3,300 OBO." (12/03)

THE CHAPMAN REPORT

The Golden Gate Lotus Club
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