The Chapman Report

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Lovely Elisa, Meter Maid

editor

It was Forty Years Ago Today? June 1, 1967, Sergeant Pepper's band started to play. What a ride that was!

Speaking of metering, or measurement of motoring efficiency, I didn't intend for my Elise to be my daily-driver, but it's turned out that way. And why not? My commute mileage is 30 mpg. I think that this car has to be looked at as the most enjoyable, currently produced car to drive that also is very fuel efficient. That's right there with it's predecessors, the Elite and Elan. The Elite won the Le Mans "Index of performance" six times. More than forty years ago.

I forgot to mention in the last issue, the address of this Sunday's event in Danville. If you wish to go or apply, please check their website: auto-affair.com.

Also, this Sunday, the Mini Owners of America, San Fran, will have the Hayward Meet at the CSU Hayward campus.

Also, here's a request from a member: "I am involved in raising funds for the education programs for the Napa Valley Symphony so that kids in the Napa area can have the opportunity to experience a full-blown, live symphonic concert. To that end, we are raffling a 2007 Elise, to be signed by Mario Andretti and the prize includes two HOD track days!

We also have an online auction at www.napavalleysymphony.cmarket.com with an amazing dinner at Club Sportiva in San Francisco.

Tim Hanni MW, CEO, Napa Seasoning Company LLC"

June Meeting

Friday, June 15th, 7:30 pm

Host: Joel Lipkin

LOG by Scott Hogben

This is just a gentle reminder that LOG 27 is approaching fast. For anyone who is interested in shipping their Lotus to LOG, please contact me sooner rather than later.

As I stated last month, the number of people who sign up for this arrangement will determine its fate. In order to avoid hassles for everyone involved, we are setting a deadline of July 15th to signup. If we do not have the correct number of cars to fill the trailer, we will cancel the trailer and you will be responsible for making alternative arrangements to get to Aspen.

Cars will be departing from John Zender's house in Mountain View on Tuesday, August 21st (the Tuesday prior to the event) and will be dropped off at the hotel in Aspen on Thursday the 23rd. You should plan to drop off your car on Monday the 20th, or by 9 AM on the 21st at John Zender's house. The plan is to have a GGLC member there at the hotel parking lot to help the driver of the truck with any unloading. You will be responsible for picking your car up on Thursday, or having someone pick the car up at that time at the Silvertree Hotel. Due to the size of the truck and the road into the hotel, the trailer will drop the cars off in the "Rodeo Lot" which is about 2-miles away from the hotel and close to the main road. The hotel will provide a shuttle for people from the hotel to the parking lot.

Return from Aspen will be similar. You must have your car at the Rodeo Lot of the Silvertree Hotel on the Monday after the event for pickup. Approximately 48hrs later, you will need to arrange pick-up of the car from John Zender's house in Mountain View.

Please be aware that this is non-refundable. If by chance, you have signed up and are suddenly unable to go AFTER the deadline has passed, you will be committed to paying the full amount as we will be financially obligated to the transportation company.

If you are considering this option, please let me know as quickly as possible by emailing me at events@gglotus.org. Cost so far is $1225 per car but this cost could vary a little based on cost of fuel in August.

Calendar

June 9	Tech Session Mike Ostrov's	
June 10	Hayward Field Meet	Hayward
June 10	Auto Affair Show	Danville
June 23	Autocross	Marina
June 24	Palo Alto Concours	

For more and up to date information on these GGLC and other events check the GGLC website at www.gglotus.org

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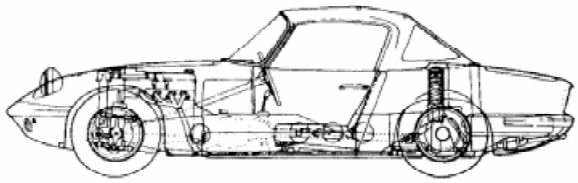

Track Day

by Clark Vineyard

Ever since I got a Lotus, I've wanted to take it to a track. On April 20th, my dream came true. As soon as I heard about the Hooked on Driving program that was going to be at Thunderhill Raceway, I knew what I was going to be doing that day. Normally on a Friday I would go to a US History lecture then my film class discussion. On this Friday, I was going to be driving like I had never driven before. Hooked on Driving offers a great program for drivers new to track driving, including a ride-along coach and driver's meetings after every session. The planets aligned, my parents approved and I had the money, so I signed myself up and asked Kiyoshi to be my coach. Kiyoshi had helped arrange and promote the event with the GGLC, so he was going to be there and agreed to coach me. Before I knew it, the day was upon us.

The day before the event, my dad was nice enough to drive our 1980 Esprit S2, fresh from a mechanic's inspection, up to UC Davis. He picked me up at 5:30 in the morning, a time when college students are not usually awake. We arrived at the track, got signed in and met up with Kiyoshi for the first talk. After learning about the flags, passing zones and some other basics, we were told to grid up.

It was at this point, helmet on about to drive to the grid, that the nervousness hit me. I was about to enter the unknown, a place with hard turns and no speed limit. As I sat in the grid, I eyed my fellow drivers and cars. There were maybe a dozen Elises running in the beginner group, along with some American power, a beastly Corvette Z06 and a very intimidating Ford GT. Cars started moving, and the official was waving us onto the track. Soon it was my turn so I pressed down the accelerator and made my one goal of the day to keep all 4 wheels on the pavement.

The first session was mostly getting a feel for the track, and with my cautious speeds, I developed quite a "following". During the second session I was more familiar with the track and knew that the blind crests of turns 5 and 9 scared the hell out of me. Although I couldn't nail those turns yet, or get my speed right through turn 11, I worked on finding my lines. By the third and fourth sessions, I was getting consistent enough with my lines that I could now focus on my problem corners, and although I was improving, I was still giving plenty of point bys as the oldest car in the group (with the youngest driver). However, I got to experience their point of view when Kiyoshi took me along for a few laps in his stock Elise. I had no idea you could take the track that fast! It was amazing! I could only hope to match his precision, as opposed to his speed in my older car. I came pretty close during the fifth and final session, my best one of the day. Kiyoshi didn't say much until I went into a turn too hot, but got my speed down in time. After we pulled back into the paddock, Kiyoshi signed me off for solo driving.

The track day was one of the most fun things I've done for a long time, and hopefully it won't be a long time before I do another one! The Esprit performed flawlessly and did everything I asked it to. It even waited until the drive home to foul a spark plug instead of on-track! Hooked on Driving has a great program, the instructors really know their stuff and how to communicate it effectively.

Also, a huge thanks to Kiyoshi for coaching me and for his wise suggestions that I "Brake brake brake!" And a big thanks to my dad for going with me, taking pictures, and letting both of his investments (the car and myself) out on the track.

GG Lotus Run 5/12/07: Santana Row, East Bay Back Roads, and Danville

by Dave Ellis

On Saturday May 12 a number of us Lotus drivers met at the informal car meet at Santana Row in San Jose. This is an ad hoc gathering of people who like cars and like to show off their shining babies. On this day there were some Ferraris, Lamborghinis, Porsches, a couple of Vipers and even 2 classic Minis.

And of course there were us Lotus people: 5 M100s, 6 Elise, 1 Noble, and 1 Mitsubishi Lancer Evolution driven by Doug of Lotus Elan Central website fame. Doug is in-between Lotuses right now, and the Evo is apparently providing for his need for speed. (I test drove one recently and it is extremely quick.)

We stood around and traded bits of news and technical tips and inspected each other's latest mods and projects until at 10:30 Joel Lipkin, our organizer for the day, gathered us for a brief drivers meeting, mentioning the blind curves and probable presence of bicyclists sharing the road with us going over Palomares Rd in the East Bay Hills.

Then we started our engines. Compared to some of the heavily modded 'Vettes and newer Italian exotics which sounded like a giant was ripping 1" plywood sheets when they pulled in, our 1.6 and 2 liter engines settled into their usual quick idles and civilized buzzing hums as we pulled away and drove along the Santana Row shopping boutique street. One pedestrian asked light-heartedly, "Is it a Lotus parade?" It was and we were happy.

Then it was right onto Stevens Creek, over 880 and then right again onto the on ramp for 880 North, where we had to thread our way through a thick stream of cars exiting for the shopping center.

Now, you have to understand something: this was my first Lotus run and in my mind the word "run" connoted a carefree, wind-in-your-hair, pleasant drive with relaxed people winding our way along the scenic route. And what did I hear as we got to the freeway? One Lotus after another burst into snarling acceleration as the driver got a clear shot at the straight on-ramp leading to the freeway. In quick succession they each revved through their gears (raaaa! raaaa! raaaa!) and disappeared up the road. I thought, "I'll never see them again!", but I did catch them in the first bit of congestion. When we hit some slower traffic on the left I saw the right lane was open and thought, ok, now I'll go right…too late! There goes Marie taking the lane! And Doug! And a yellow Elise! And there I was at the end of the pack for the rest of the day.

We enjoyed a quick drive up 880, exited at Newark and wended our way across Newark to Niles Canyon Road and turned East into the hills. Shortly, we turned left and up onto Palomares Rd and the real driving began, where we were whipping our way up the canyon at high revs and satisfying boost. I'm happy to say I was able to pace a yellow Elise for several twisting uphill miles and felt really good about the M100's handling and how well the engine was spinning (my lovely toy is now 16 years old and the engine technology dates from the late 80's).

Finally we started reeling in the day's crop of bicyclists and we had to turn polite and cautious again. While I was passing one bunch quietly I lost the Elise and didn't see him again until the winery. (I'm a cyclist too and really appreciate it when a car goes by quietly giving me lots of room so I do the same.)

I found 8 or more additional groups of cyclists soon after and the drive toned down quite a bit, but by then I was down at Dublin Canyon Road and heading east paralleling 580 towards Dublin where I picked up Foothill Rd and head back south and started catching Lotuses that had gotten into traffic. After a while we swung to the right back onto Niles Canyon Rd and then right again onto Kilkare Rd and drove a few more minutes up to the Elliston Vineyards winery located in a beautiful two-story stone house. On a map you can see that Kilkare Rd parallels Palomare Rd and is not quite 2 miles to the east; we had driven a long loop from Niles Canyon Rd north to Dublin and back south on very

enjoyable roads through nice scenery. (I never get used to the way that in the Bay Area you can be in the middle of intense congestion one minute and then with 15 minutes of driving you can find yourself up an isolated valley surrounded by hills with only hawks for company.)

At the winery we tasted and bought some wine, refreshed ourselves, and the photographers in the crowd captured the cars in the bright sun along with a few of the drivers on the steps of the winery. One image shows 4 of the M100 drivers (I was the fifth and behind the camera.) See the GG Lotus website for some of the photos.

Then we got going again and hit the freeway (680) up to Danville where we all had an excellent lunch at Piatti Restaurant on Sycamore Valley Rd. Mel and Darlene Boss joined us there; Mel's M100 is sadly hors de combat for the time being and he couldn't join us for the driving. After lunch we wandered over to a boutique auto accessories store nearby and then we headed our separate ways home. I took a chance and went 580 back to Hayward to catch the San Mateo Bridge and found that the 238 connector was clogged as it often is. I got off in Castro Valley and trudged along on surface streets to get down to Foothill Blvd and thence to Jackson Street on my way to the bridge. There has to be more efficient way to do this and I have to find it—my favorite winery is now out in Livermore.

Thank you, Joel, for scouting out this run and getting us organized. It was particularly fun seeing other M100s.

BBQ & Tour To Sonora photos by Kiyoshi and Tom Carney

The road to the Nester house in Sonora and the May GGLC Meeting

Mike Ostrov's Fiberglass Repair Clinic, Saturday, May 26th El Sobrante, Ca.

By Mel Boss

Joel Lipkin and I strolled into Mike's shop in El Sobrante about eleven o'clock Saturday morning. Joel had provided me a demonstration on the backroads that skirt the San Pablo Reservoir of the newly-found Noble horsepower from a new, free-flowing exhaust system and a re-mapped ECU.

We were still grinning from the experience as we walked into class that was already in session and hard at work.

If you have not attended a Mike Ostrov workshop, you are missing an opportunity to learn a great deal about Lotus cars, their care, repair and lineage from an expert. Mike is a respected authority on vintage Elites and their restoration, and what you can take away from a day at his shop can help you in many ways as a Lotus owner regardless of its year or model.

Mike never holds back anything in sharing his knowledge and expertise. We worked on several fiberglass pieces in the morning including a motorcycle faring and some Elan parts - boot lid, headlamp housing and bonnet. We broke for lunch and returned to the shop to continue our work from the morning and also checked the front toe-in on Joel's Noble. Mike even had a Weber expert and friend on hand to help with tuning issues.

Mike will host another workshop on June 9th, and you might want to consider attending. Check the GGLC website and RSVP with Mike before your calendar fills up with "stuff." It's a great way to spend a Saturday and infinitely beats yard work at home!

Shop is at: 4ll9 Santa Rita Rd El Sobrante, CA 94803 (5l0) 222-6437. l0:00 am start time. The topics are open to suggestions. 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.

Directions Fom Highway 80: Exit at San Pablo Dam Road, bear right onto the Dam Road into El Sobrante (2 miles or so). Left turn onto Appian Way (Light controled and Olivers ACE Hardware store on the left).
First right onto Santa Rita Rd (Grocery store on the corner). Shop is third building on the left with gravel driveway.

Mike busy patching fiber in his shop, including a hanging Lotus 7.

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

Wanted: Lotus Cortina. Does not have to be running but a sound body would be best. Contact Kevin Enderby, enderby@mac.com (650) 364-6368. (4/07)

For Sale: Two Avon ACB10 tires size 245-45x13 or 8-22x13. More than 1/2 tread reamining, $20 each. Lower front control arms for Europa, very good condition with new bushings installed -$100 each. Rear corners for S1/S2 Esprit including hub carriers, hubs, axles, drive shafts yokes. Excellent condition, fully assembled with new U-joints and bearings ready to bolt-on for $600/corner, or I'll price the components separately if you like. John (650)283-9105 (2/07)

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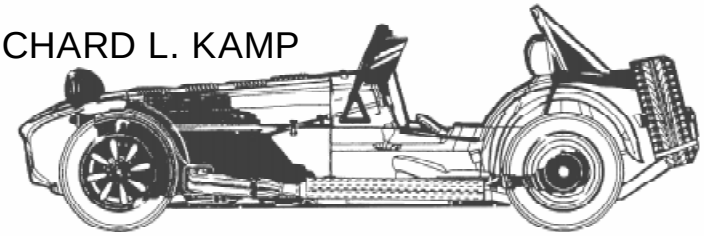

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Wanted: for Lotus Elan +2. Spyder chassis new or used. Good upper and lower front control arms, rear control arms, and "sills" under doors. Will pay to ship from anywhere in the country or if close enough will pick up. Steve Vukobratovich (southeastern Arizona) PH#520-378-4665 e-mail vukosj@msn.com (4/07)

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THE CHAPMAN REPORT

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