

The Chapman Report



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

Room at the Top

from the Chapman Report Online

The most significant Lotus-related news of the last month is that Mike Kimberley, the CEO of Group Lotus, announced he will soon step down from his position due to a chronic back problem. An Executive Committee comprising current Group Lotus board members supported by the shareholder, Proton Holdings Bhd, will assume day-to-day control of the business until a successor is appointed.

We want to join with all of Mike's friends and supporters in wishing him well in his retirement.



August Meeting

Friday, August 21, 7:30 pm

Hosts: David and Judy Anderson

North Bay Event

First Announcement

GGLC members Greg Tatarian ('71 Elan S4) and John Kenner ('66 Elan S2), who live in the North Bay, are planning a North Bay Lotus Event for the club on **Saturday, October 10, 2009.**

This event will feature a 1 1/2 – 2 hour scenic tour/drive that ends with a BBQ at John's place in Sebastopol. The drive will start at a location near Rohnert Park (off of 101), and it will wind around some of our great Sonoma roads before ending in Sebastopol for the

BBQ. As an extra added attraction, John will open the doors of his unique "Lotus Barn" for self-guided tours.

So keep October 10th open on your calendars, and get ready for a fun day in the North Bay. Final details will be in September's C/R.

T'Hill Track

Day-- July 14, 2009

by David Anderson

July in Willows, CA, means it's going to be a hot track day. At 8 am the temperature was 88°; then 99° at 11 am; and finally 106° by 4 pm!

Yet it turned out to be a great day that was enjoyed by just about everyone who could be there. There was a full complement of 60+ entrants. Eight, or so, were Elise/Exige, one Elan, a couple of Sevens, three Europas and a Lotus 18 formula car.

The set up was the Zender-standard of 2 classes (Novice and Advanced), but 3 groups (Novice, Intermediate and Advanced). The Novice group ran on-the-hour for 20 minutes, then 20 minutes each for the Intermediate and Advanced groups. The Novice class (which really just means restricted passing) could also run Intermediate. The Advanced class (which really means un-restricted passing) could also run Intermediate. It sounds confusing—or even impossible—but it works really well in practice.

Calendar

August 14-16	Monterey Historics	Laguna Seca
August 30	Autocross (Points)	Marina
August 30	Swap Meet/Show	Hayward
Sept. 3	Track Day	THill
Sept. 19	Autocross (Points)	Marina
Oct. 10	Run/BBQ	Sebastopol

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

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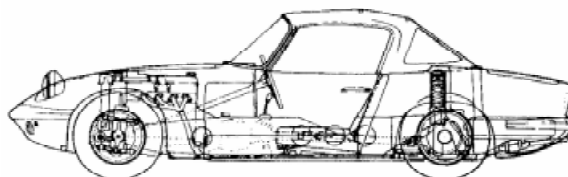
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The driver's meeting started 8:15 or 8:30, and by 9 am the first Novice session was on track. Sessions resumed after a 12-1 lunch break, and the last group of sessions began at 4 pm. Everything stayed on schedule all day, and the staff at Thunderhill (the flaggers were headed by 'Turbo' for the event) can definitely take some of the credit for a smooth running day. The drivers did well, too (although there were a few more spins than we like to see), and I think the track was only closed once or twice for brief periods. I also believe the infamous BOZO sign was not needed since there were no spins in the first sessions.

Long-time GGLC member, Jerry Bassler, brought an Elise he just finished reconstructing from a totaled car (the frame was fine, but everything in front of the frame was trashed). Jerry's creation featured a new front clamshell, which had not yet been painted to match the rest of the car.

Vern Neff brought his beautiful Lotus 18. He has had others drive the car in vintage races in the past, but today he drove it himself on the track for the first time!

Two Europas (myself and Dave Close) and a Superformance Seven were running 2.0L Zetec engines, and all 3 were using Megasquirt ECUs. No two engines were alike, though, as the owners' choices for cams, intakes, and more were different.

There were two serious problems, though: a Porsche 944 that lost a head gasket and a 350Z that somehow cracked a rear suspension upright. Both unfortunately could only get home on tow trucks.

Scott Hogben's '73 Europa Special ran well, but a brake line rusted through. Fortunately, it happened while Scott was cruising in the paddock rather than driving hard on the track! He put the car on John Zender's trailer (to get it up in the air), removed the exhaust headers for access, found parts in town to cut out and replace the rusted section, and had it all back together in time for the last session—and then drove home. It's probably time to replace all of those original brake lines, Scott!

My Zetec Europa had a clutch slip problem at the last track day so I got a higher spec pressure plate and had it all back together just in time. Not enough time, though, for a proper clutch break in. MCE Racing (Garage # 16 at Thunderhill) dyno tuned my car, and after tuning we had

168HP and 139 foot-pounds of torque at the rear wheels. The tuner, Kevin Murphy, says he's measured enough cars to be confident that my drive system is taking 18HP. That means I likely have close to 190HP at the flywheel—and no clutch slip!

Keith Franck brought his green Elan. He's using original-looking skinny tires, and his pace on track is very impressive. Keith is the GGLC Weber Carb guru and he tells me he

has new theories about the emulsion tubes used in Webers (and how to make them right). He put his car on the dyno after mine, but I never did find out what HP he was showing in his TwinCam engine, and I never had time to hear his explanation of how to make better Weber emulsion tubes.



Thanks to John Zender and Scott Hogben for organizing another great track day!

The next track day will be September 3 at Thunderhill. Hope you can be there! Spectating is free and you can easily get a ride as a passenger (just bring a proper helmet: see the gglotus.org website for more information).

A Visit to the Henry Ford

Part 2 of 3

by Dick Ryan

Now let's take a look at some of the notable cars in the collection of the Henry Ford Museum. During his early years, Henry was personally involved in racing, and he even drove some of the early competition cars in the collection. Much later, though, his legacy is still evident in the collection's very special vehicles that he sadly never lived to see.

Open Wheel Racing:

1901 Ford "Sweepstakes"—Henry Ford drove this car to beat Alexander Winton (of Winton Automobiles) to win his first race. There are photos of this race that show Ford's riding mechanic hanging off the side of the running board. They think he was turning the ignition off and on to keep the Sweepstakes' engine running. Publicity from winning this race in Grosse Point, MI, helped Ford finance his second car company.

1902 Ford "999"—This is Henry Ford's second race car. It was first driven by Barney Oldfield. It helped create Oldfield's reputation and garnered more good publicity for Ford. Dan Gurney had a chance to drive "999" a few years ago, and he said it was his most memorable experience in a Ford.

1906 Locomobile "Old 16"—This car won the 1908 Vanderbilt Cup, the major American auto race of that era. Joe Tracy was the driver in the 1906 race, and George Robertson got the win in 1908. It is a rare, un-restored survivor, and it has been called The Mona Lisa of American Racing Cars.

1910 Ford "Kulick Car"—A Model T-based car that raced on various short dirt tracks is an ancestor of today's modern sprint cars. Driven by Ford employee

Frank Kulick.

1935 Miller-Ford—Not one of Harry Miller's most successful designs, but nevertheless illustrative of his superb workmanship and sheer artistry as a designer/builder. This particular car never made it to Indy, so it has no driver associated with it. However, since it was never raced, it is the most original Miller-Ford in existence.

1965 Lotus-Ford—Driven by Jimmy Clark, the first rear-engine car to win at Indy. This is truly one of the most significant cars in the history of American racing.

1984 March-Cosworth—A typical Indy car of the 1980s, this one was the fastest qualifier for the 1984 Indy 500 when driven by Tom Sneva.

Stock Car Racing:

1956 Chrysler 300—sponsored by Karl Kiekhaeffer. This is one of the team's cars that dominated the 1956 season. It was driven by early NASCAR stars (with a moonshine running background) like Tim Flock and Buck Baker. This is a real production car that was somewhat modified for racing.

1987 Ford Thunderbird—A typical NASCAR "stock car" of the era that bears only a passing resemblance to the Thunderbird that you could buy at your local Ford dealer. This car won the 1987 Talladega 500 with Bill Elliott at the wheel.

Drag Racing:

1960 Slingshot Dragster—Typical home-built slingshot, using a Chassis Research frame and a highly modified Ford flathead V8. It was raced by two amateurs from the Rockford, IL, area, Bob Thompson and Sam Buck.





1965 Goldenrod—Bob Summers' paradigm-shifting streamliner that held the land speed record for wheel-driven cars for 26 years. Powered by four Chrysler 426 hemis, the Goldenrod was restored by Mike Cook, a former president of the SCCA.

Next month we will wrap up the series and our visit by taking a look at the fascinating memorabilia housed at the Greenfield Village, which is the other major part of the museum.

1933 Willys Gasser—One of the most famous drag cars of all time, winner of multiple national championships. It was built and driven by George Montgomery, one of the first drivers who actually made a living drag racing.

Sports Car Racing:

1967 Ford Mark IV—One of the great racing sports cars of the 1960s. Its big American V8 carried it to victory over Ferrari at LeMans in 1967, piloted by Dan Gurney and A.J. Foyt.

Land Speed Record Racing:

1901 Riker Electric Torpedo—An early land speed racer that was built to break the record for electric cars. Designed and driven by A.L. Riker, who later designed "Old 16" and who became the first president of the Society of Automotive Engineers. (This car is in storage and is not on exhibit.)

1907 Ford "666"—Henry Ford intended for this car, powered by the big six-cylinder engine from the Ford Model K, to set the land speed record, but it did not. Ford later used the car in oval track races, and his favorite driver, Frank Kulick, was nearly killed when the car crashed. (This car is in storage and is not on exhibit.)



Track worthy is an understatement

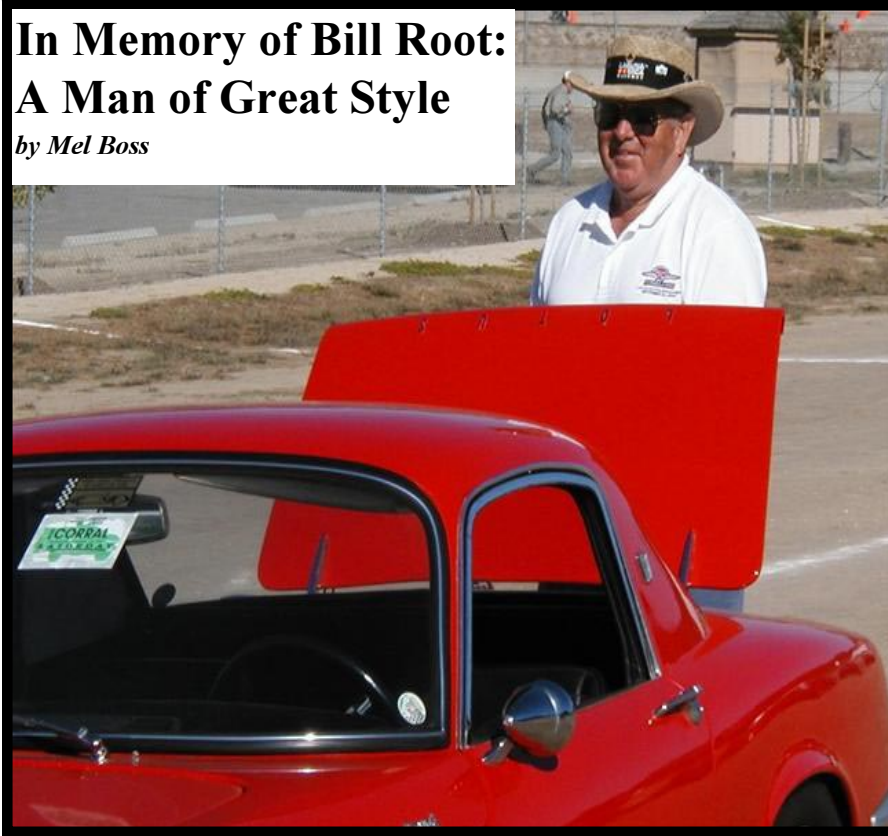


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In Memory of Bill Root: A Man of Great Style

by Mel Boss



I am so glad Dar and I attended Bill Root's memorial services in Walnut Creek. His family members anticipated a crowd of forty, and they were surprised when nearly a hundred were there, including fellow GGLC members Jon Rosner and Dan Wise, to pay their respects and to trade fond memories of a dear friend. His racing-friends, golf-friends, friends from his work in the food industry and friends from casual relationships all gathered with his family to console one another and to honor Bill's memory.

I knew Bill for his love of motorsports, racing, the Lotus marque, Jim Clark and excellent single malt scotch; but there was much more about Bill that made him so loved by his many friends. He and Jill were husband and wife, partners in life, and they had many occasions to lean on one another in their 51 years of marriage. We got a glimpse of Bill as devoted husband, beloved father and granddad from his children.

Bill attacked every goal in life with the same enthusiasm and gusto he employed on the track in the seat of his formidable tan Elan roadster. From his time in the Air Force and the beginnings of his career in the food industry, Bill forged strong friendships that endured a lifetime. The same descriptive terms appeared in one tribute after another: integrity, fairness, honesty, seriousness and dignity.

I knew that Bill "liked" the game of golf, but I had no idea that his passion for the game was so deep as to rival his love for motorsports. In both sports, he involved himself in the administrative aspects as well as the sport itself as a steward for many years.

And so it is with people of great integrity: they achieve a kind of immortality in the style that they live, and in our memories they live on.



Club Decals

by Tom and Cherie Carney

We have a few more club decals available to show the world our affiliation to our great club. We originally sent these out to members last year until we ran out; but we kept records of people that didn't get them. Then we made a little discovery that our record keeping wasn't as perfect as hoped. Your circulation manager got distracted . . . that's my story and I'm sticking with it!

So, the bottom line is, if you didn't get an official decal yet, there are two ways you can remedy the situation. You could e-mail me (europa7t-at-aol.com) and use "decal" as the "Subject", or you could call my home phone (650) 342-7203 (leave a message if necessary). Either way, give me an address for mailing them to you. (A third way would be to come to a meeting and perhaps I'll remember to bring a few, but no promises.) Because we have a limited number, please just ask for what you need. So, if you have 8 Lotus cars and only 2 run, then just ask for 2. Of course, if you get another car running then ask for another decal at that time. Thanks for being patient.

Driving Personalities

Survey results from TomTom Inc.

America is a country that prides itself on its unique cultural composition, varying geography and diverse ideals. Regardless of these differences, one thing affects nearly all Americans: the everyday hassles of traffic and commuting. Almost everyone has a story to tell of a frustrating—or even embarrassing—driving experience. Since TomTom Inc. is a company determined to understand various driving habits and road behaviors, they conducted a nation-wide survey to find out more about our distinctive driving personalities.

Drivers in seven cities were surveyed in the study: Atlanta, Boston, Chicago, Houston, Los Angeles, Minneapolis, and New York. These drivers candidly shared the interesting driving habits and routines that revealed their driving personalities. Survey respondents fell into three “driving personality” categories:

Diligent Driver—Extremely conscientious drivers who consistently stick to the rules of the road.

Neutral Navigator—A milder breed of drivers who take a steady, “middle-of-the-road” approach to driving and typically go with the flow.

Courageous Commuter—Bold drivers who do what it takes to overcome the obstacles and complexities of daily driving.

The survey addressed typical driving situations, such as what drivers do when about to miss an exit, how much time they typically leave before an appointment, and how they react to being tailgated and cut off. The results provide a break down of the cities’ personalities:

Diligent Drivers: Los Angeles, Houston

Neutral Navigators: Chicago, New York

Courageous Commuters: Atlanta, Boston, Minneapolis

Some national statistics provided by the survey include:

61.3% travel 5-10 mph over the speed limit; High Score: Atlanta, 66.2%

71.2% change their route depending on the time of day to reach their destination the fastest way possible; High Score: Los Angeles, 78.3%

19.8% lean on their horns when someone cuts them off; High Score: Boston, 27.6%

10.7% curse or gesture crudely when someone cuts them off; High Score: Atlanta, 14.4%

21.6% slam on their brakes or slow down when being tailgated; High Score: Atlanta, 26.4%

13.1% stick to the speed limit; High Score: Minneapolis, 20%

34.5% sing and dance in the car; High Score: Los Angeles, 37.4%

You can discover your own driving personality by taking TomTom’s short quiz, at <http://www.survey.com/tomtom>.



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AutoX Season Is Underway

by Larry Bisares & Alex Komlik

We are half way through the season. The fourth GGLC Autocross Points event will be held August 30 (Sunday) at the Marina, CA Municipal Airport. Online registration is open until August 27; 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.

Lotus Dealer Report

Lotus Factory Supercharger-- Now Available!

by Andrew McDonald, Service Manager, Silicon Valley Auto Group

Silicon Valley Auto Group is pleased to announce the arrival of the Lotus Sport Supercharger Kit available only through Lotus Cars USA. While the arrival of the kit had been delayed due to California Air Resource Board (CARB) certification, it has now passed that hurdle and is fully approved. With the CARB certification and a 12 month / 12,000 mile Factory Warranty for dealer-installed kits, this supercharger is definitely a more attractive solution than any its aftermarket forced induction competitors.

The Supercharger Kit uses the same supercharger unit fitted to the Elise SC and can be fitted to any normally aspirated Elise or Exige with the 2ZZGE Toyota engine. The compact supercharger and integrated inlet manifold along with high fuel flow injectors and re-mapped engine management programming increase power output from 190 BHP to approximately 220 BHP. In addition, torque is increased from 181 NM to approximately 210 NM.

In preparation for the arrival of the Supercharger Kit, Lotus Silicon Valley sent our lead technician back to the Lotus USA HQ in Duluth, GA, in January to attend a two-day installation class offered to authorized Lotus Dealers. Due to the nature of this accessory, Lotus strongly recommends that fitting of the supercharger be carried out by a Lotus-approved technician.

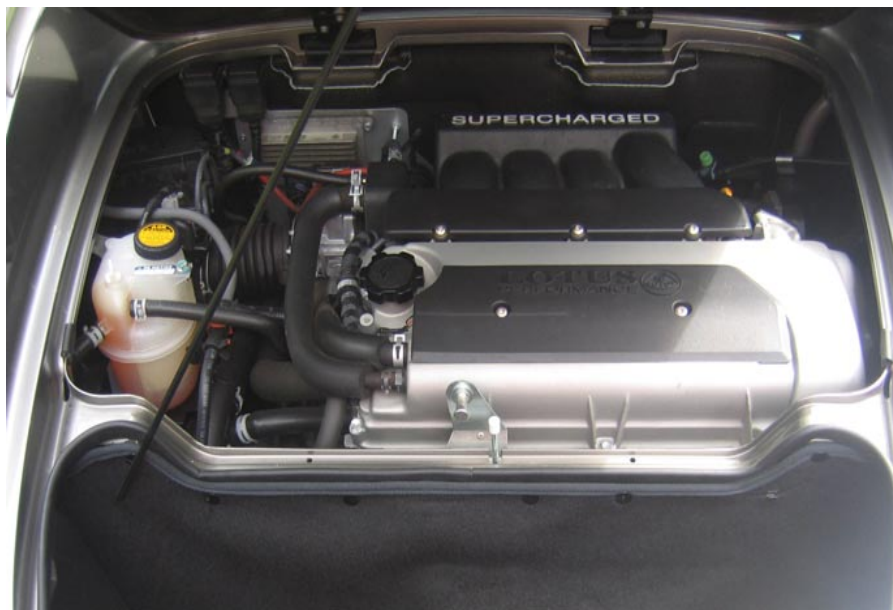
Prior to the upgrade, Lotus Car's USA requires a printed engine history report and an engine compression test. This information is recorded on the installation certificate. A copy of the certificate is then forwarded to the Lotus factory so that it can be added to the vehicle build documents file held by the manufacturer.

Since the availability of the supercharger kit in early June, Silicon Valley Auto Group has installed a total of four kits, and we have another two kits on order for patiently waiting customers. Customer responses have been excellent; they comment on how the vehicle has noticeably more mid-range torque as well as more power available throughout the entire power band. In addition, the new engine management system included with the kit provides a smooth power transition when the variable valve timing kicks in.

Silicon Valley Auto Group is offering the Supercharger Kit at an installed price of \$6799.00 plus tax. Please contact us for more details.

If 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!



Classifieds

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

For Sale: Aftermarket A/C kit for an early '70s Lotus Europa T/C. Kit is made by COOLAIRE of FL. I believe this particular unit is from 1973. It has never been used, and it is still packed in the original boxes. With the exception of a compressor, this kit includes everything you'll need to add A/C to your Europa: condenser, ducts, pulleys, electrics and dash vents are all there. This was a popular kit in the day, and they are practically impossible to find now, especially unused. Asking \$1,500.00 plus shipping if you cannot pick it up in Sebastopol. Contact: John Kenner, email: jkenner-at-tamcab.com; (415) 806-2457

For Sale: 2001 Caterham Super Seven, 13k miles (first driven Dec 2001). CA SB-100 registration. Cycle Fenders, Wide Track Suspension, DeDion Rear suspension with Watts-linkage option. 1700cc Ford Crossflow, Aluminum Head with Dual Weber 40DCOE carbs, Side Exit 4 into 1 exhaust system, 140 BHP (1250 lbs), 5-Speed tranny with suretrac LSD. I also have the full 'spider' racing roll cage. The car has 14" road wheels and comes with a full set of 13" minilites with Avon ACB 10s. Photos at: <http://www.flickr.com/photos/hamiltonchris/sets/72157619150175878/> Contact: Chris Hamilton (SF) email: chris_c_hamilton-at-yahoo.com; (415) 377-9711

For Sale: Broken 2000cc Ford Focus SVT motor with all the conversion stuff (sump, clutch, flywheel, bell housing and sierra 5-speed tranny). The conversion kit costs about \$2000. I will sell it all for \$1000 plus \$300 for the engine core (long block) complete. A second running engine with the same kit is also available for a bit more money. These units are suitable for Cortina, 7, and perhaps other cars if there is enough room. I also have some parts for 1600cc motors including a set of 40mm Webers on a manifold, a couple of bell housings and other misc. stuff. Contact: Grant Larson, email: 2angiogrant-at-comcast.net; (650) 593-6335.



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(contd.)

World's Largest Lotus Garage/ Parts/Car Sale

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Wanted: Elan S2 removable factory hardtop. Contact: John Kenner: jkenner-at-tamcab.com; (415) 806-2457

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

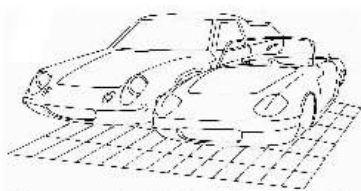
2009 WCLM Update

Registration for the 2009 WCLM, November 5-9, 2009, and the associated track day at Spring Mountain is now open. Registration for additional WCLM events in Las Vegas, NV, will open as details are finalized.

Check out the official website for more info:
<http://westcoastlotus.webstore.us.com/index.php?cPath=67>.

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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.

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