

The Chapman Report



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Photo Credit: Jon Stern

Jon Stern learns how easy it is to stand on a wall while "under the influence" of the Santa Cruz Mystery Spot. (See related story on page 4.)



Photo Credit: Les Ellis

Ben Beames deftly negotiates the iconic Corkscrew turn at Laguna Seca during the club's February 11, 2013, trackday. (See related story on page 2.)

March/April Meetings

Friday, March 15, 2013 – 7:30 PM
(arrive as early as 5 PM for extra activities)*

Host: Stawsh Murawski

Friday, April 19, 2013 – 7:30 PM (6:30 PM for BBQ*)

Hosts: Adrian and Laurel Cockcroft

Laguna Seca Trackday (First Event of 2013) a Great Success

February 11, 2013

by David Anderson

This was an excellent day to be on the track at Laguna Seca. The weather was near perfect—sunny and in the 60s (°F).

The event was fully subscribed with 3 groups of 30 plus cars each running 20 minute sessions. Because of the strict limit the organization imposes on the number of cars on track at any given time, we have to insist that folks go out only in their assigned group. In this way, we know we are not exceeding the limit even without actually having to count who is on track.

Plenty of Lotus cars were on hand. Including 5 Seven-like cars (all with modern, high-power engines), 2 Europas, an Esprit, and a bunch of Elise/Exige models and an Evora. I estimate the total Elise/Exige count was about 20, but there probably were more.

Two or three sessions in the morning were cut short when folks got off course and needed to be brought back to the paddock on a truck. Some days al-

most no one gets stuck on course, but today was not one of those.

Ben Beames, our resident filmmaker (check out his tongue-in-cheek how-to video about applying GGLC stickers on gglo-tus.org), spun out in his Europa at one point and could not re-



start, so he had to be towed in. It seems the battery he uses in his car is indeed light weight (2 pounds, or something), and it therefore is certainly in the spirit of Colin Chapman, but it unfortunately comes up a little short when you have to re-start the car after a spin out and engine stall.

Dave Close, has been making some radical aerodynamic changes to his black Europa, and that always means some experimentation is in order. In general, one needs not only to add down-force but also get the right fore/aft balance, which is not easy to achieve. The look of his new diffuser, splitter, and rear wing is very professional, and beautifully done; and at well over 200HP at the rear wheels, he also has enough power to make things interesting.

Quite a wide variety of machinery was on hand for this trackday, ranging from a very-stripped little sedan all the way to a Ferrari F430. We look forward to seeing many of these entrants at the next track day, which will be at Laguna Seca on April 3, 2013.

Laguna is always a popular venue for a trackday, so sign up early to be sure to get a spot.



Go Digital for your Chapman Report!

by David Anderson

Currently, about 75% of you are receiving your bi-monthly issue of the *Chapman Report* electronically via your very own PDF file. This is great, and it goes a long way to reducing costs and waste, but that still leaves about 25% of the membership who continue to rely on hardcopy and snail mail to get their newsletters. We think we can do better; so we are engaged in a low-key, no-pressure effort to get the hardcopy folks who would be comfortable with a digital newsletter to sign up for the digital format.

Indeed, it is pretty clear that the digital edition works out better for most members. It saves

trees (no more paper), makes saving and searching individual newsletters easier than with the paper versions (i.e., by using your computer(s)), and the PDF file generally gets to you a week or two earlier than the paper edition. It also is obvious that going digital saves the GGLC some overhead cost as well as some time for our loyal volunteers.

Recognizing these advantages, we have made it very easy for you to switch your preference for receiving the newsletter. All you need to do is direct your browser to:

<http://www.gglotus.org/ggjoin/ggdigitalcr.htm>

and fill in the two lines on that page and click *Submit*.

If the email address you fill in is not one we already have on file for you, we will send a con-

fimation request by email or postal mail before actually making the change.

If circumstances change, and you need to revert to a postal newsletter, all you need to do is send a note to:

ggmail@gglotus.org or to the club PO Box and request a change.

With your help, we can get close to achieving our ultimate goal of going paperless!



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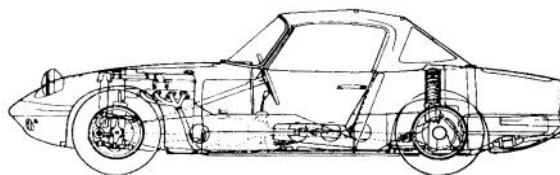
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The Anti-Football Drive

January 26, 2013

by Kiyoshi Hamai

First, a big Thank You to all those that attended! In this second of what may become an annual mid-winter alternative to football "overload" on the tube, we had over 20 cars and nearly 30 people come out to a wet, very British, misty start at the Starbucks in Los Gatos.

On hand were Rick and his wife Teresa who came all the way from Sacramento. Chris and Amy Hampton joined us along with Jon and Linda Stern in their Elise. Dave Ellis and GGLC president Daniel Katz drove their red M100 Elans. The Cockcrofts were in their S1 "Sun" Elise and Chris Hobbs and Joel Lipkin had their Evoras with them. Ben Beames also joined us in his classic S2 Europa. Let's not forget Scott Sul (Exige), Alan Austin (Elise), Jackie Feakins (Mini), Kevin Enderby (Ferrari), Doug Merrell, Stelios, Vasileios, Norm Chow and Richard Linsdall. In addition, we were fortunate to be joined by professional photographer Michelle Geer who was able to capture some dramatic car and scenery combinations during the



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
March 9	AutoX	Marina
March 10	Car Club Kart Challenge	Fremont
March 15	Social/Club Meeting	Los Gatos
March 18	WCLM Early Reg. Closes	Seattle
March 30	Sierra Foot- hills Drive	Grass Valley
April 3	Track Day	Laguna Seca
April 6	AutoX	Marina
April 6/7	Lotus Cup USA	Buttonwillow
April 19	Social/Club Meeting	Los Gatos
See www.gglotus.org for additional information about upcoming events.		

drive. Some of her images are included here, and you can find them all at: <http://shellimagery.com/gglotus>.

The Drive and The Route

From the Starbucks parking lot, we headed south on Highway 17 towards Santa Cruz and then exited at the Bear Creek. We then back tracked to Alma Bridge Road and followed it around the Lexington Reservoir. Fortunately, the rain had stopped, but the roads were still damp as we could see the mist lifting.

We joined Old Santa Cruz Highway and wandered up toward the summit through the mossy Redwoods. As we turned left onto Summit Road, the sun was peeking out.

We had to up the pace a bit as we had a hard arrival time of 11:26 AM for our reserved tour at the Santa Cruz Mystery Spot, and we had about 15 miles to go as we approached the turn toward Aptos at Soquel-San Jose Road. We followed Soquel-San Jose to Laurel Glen and joined Branciforte Drive for the last leg to the Mystery Spot, our final destination in the morning, which we reached with about 7 minutes to spare.

Mystery Spot Tour

We've all seen the bumper stickers advertising the Mystery Spot. And, perhaps you like me figured it was just another silly, cheesy tourist trap. The GGLC had a drive decades ago that stopped there, so maybe it was



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time we dropped the pretenses and played tourist again. So as part of this drive we booked a tour at this attraction, where it is claimed that a gravitational anomaly exists that is about 150-feet in diameter inside of which the laws of physics and gravity have gone haywire.

(continued on p. 6)

(cont'd. from p. 5)

Our group of 25 was led by one of the Mystery Spot guides, Anna. Anna gave us a brief introduction to the Mystery Spot and then led us up a steep hill and gave us the first crazy demonstration where water flowed, and balls seem to roll, up hill.

Then we were led into the main attraction, a very tilted shack where you could stand on the walls, pendulums swung at odd angles, and even walking in a straight line was problematic!

Once out of the shack, we learned how Joel at 5'7" could seemingly grow to 6'3" simply by standing on the other end of a wood plank. The tour took about 45 minutes and far exceeded our expectations. It was more than entertaining and fun, and our guide Anna was a gem!

Anna's last bit was a group quiz with questions about the

Mystery Spot. How big is it? Why were the trees growing so oddly? All of which our group easily answered. And then came her final, stumper question: What is my name? There was brief silence and I blurted out "Anna". She almost seemed surprised, and our "prize" for getting the answers right was a generous handful of "Mystery Spot" bumper stickers, thus solving the age-old mystery of why so many people have Mystery Spot bumper stickers on their cars!

On to Bruno's BBQ

We then got back into our cars and headed to lunch. Again using mostly back roads, within minutes we were in Scott's Valley at Bruno's BBQ where ended the drive and

enjoyed BBQ ribs, sandwiches, salads and more.

It was a fun and casual event. The drive wasn't too long, the stop at the Mystery Spot exceeded expectations, the food at Bruno's was yummy and no football got in the way (although a few un-named people were spotted checking scores on their smart phones)!



West Coast Lotus Meet

July 4-7, 2013 -- Seattle, Washington

4 Glorious Days of Lotusing in the scenic Pacific Northwest!

www.westcoastlotusmeet.com

Hosted by the Evergreen Lotus Car Club

For the first time, the West Coast Lotus Meet, comes to Seattle on July 4-7, 2013. Hosted by the Evergreen Lotus Car Club, the 4-day event includes:

- Thursday**
- WCLM High Performance Driving Event at Pacific Raceways (optional)
 - WCLM Registration & Opening Reception
 - WCLM Welcome Dinner
 - WCLM Fireworks Viewing
- Friday**
- WCLM Scenic Drive to Paine Field Airport
 - WCLM Tour of the Flying Heritage Collection
 - WCLM Lunch
 - WCLM Scenic Drive to Snoqualmie
 - WCLM Autocross
 - WCLM Dinner at Snoqualmie Casino
- Saturday**
- WCLM Lotus Corral at the Pacific Northwest Historic Races
 - WCLM Lotus Parade laps of the Pacific Raceways
 - WCLM Picnic Lunch
 - Watch the Pacific Northwest Historic Races
 - WCLM Scenic Drive to Tacoma
 - WCLM Tour of the LeMay America's Car Museum
 - WCLM Banquet at the LeMay America's Car Museum
- Sunday**
- WCLM Scenic Drive to Griot's Garage
 - WCLM Lotus Car Show & Concours at Griot's Garage
 - WCLM BarBQue at Griot's Garage
 - WCLM Awards

Don't miss this amazing 4-day Lotus event. The all-in-one registration is now open. Go to www.westcoastlotusmeet.com for details and to register.

Registration Type/Deadline	Club Member	Non-Members
Early-Bird Registration (by March 18, 2013)	\$225	\$250
Regular Registration (by June 4, 2013)	\$275	\$300
Late Registration (by June 23, 2013)	\$325	\$350

Note: If you are a member of any Lotus club you qualify for the "Club Member" registration fee. Registration fee includes 2 dinners, 1 banquet, 2 lunches, 1 BBQ, LeMay Museum, Flying Heritage Collection, Historic Races, Autocross, 3 scenic drives, WCLM concours and more!



sector 111

Mike's Workshop Spoon Tip: How NOT to Find TDC

by Lee Cohee

Although I recently fit a new head gasket to my '71 +2S in an effort to remedy low compression on two adjacent cylinders, those two cylinders were still reading about 20-25 psi lower than the other two. Thinking that I could get some insight about the problem and some help determining what to do about it, I drove the car from Jackson to Mike Ostrov's shop day last September.

Mike suggested a leak-down test to determine where the cylinders were losing compression. A leak-down test requires that a cylinder be pressurized with air while the piston is at top dead center (TDC) on its firing (i.e., compression) stroke so that both valves are closed. This project attracted several of the other workshop attendees who gathered at the rear of Mike's shop while other projects were underway elsewhere.

We started our test with cylinder #1. Finding TDC on #1 is easily accomplished by simply turning the crankshaft pulley bolt with a 5/8" wrench until the notch in the pulley lines up with the TDC mark on the block. Then by peeking through the cam cover oil-filler hole, you can verify that the #4 lobe of the exhaust cam is in a "rocking" position. The leak-down test revealed that cylinder #1 was losing pressure past the rings and also through the exhaust valve.

Next, we moved to cylinder #2. Mike suggested we find

TDC by inserting a long-handle wooden spoon into the spark plug hole and resting it on top of the piston so we could watch the piston's rise and fall. Applying wrench to pulley bolt, we turned the engine over until the spoon was standing tall. We pressurized the cylinder, but quickly realized by the rapid loss of pressure that we were at the end of the "blow" phase of the four stroke cycle rather than at the end of the "squeeze" phase (i.e., both valves were not closed).

Even though all spark plugs had been removed, it was still quite difficult to rotate the engine by wrenching on the pulley bolt because there is very little room between the bolt and the back of the radiator. In an effort to speed up the task of getting the piston to TDC on the correct stroke—and unbeknownst to Mike who had begun helping others with their projects—I de-

cided to pulse the engine with the starter solenoid.

This is where the day began to go badly. With the spoon sitting on top of the piston I hit the starter button and all of a sudden that spoon got a whole lot shorter. In fact, over two inches shorter, and that two-inch long piece of wood was now lying on top of the piston!

Efforts to remove that spoon fragment were monumental, and continued for the better part of two hours. Several ideas were tried—including tweezers, hemostats, and compressed air—but none were successful. It was impossible to raise the tip of the wood chunk at the proper angle that would allow it to be withdrawn through the spark plug hole. It was a minor victory just to move the fragment so you could see it. It was truly maddening to raise it to the bottom of the hole, lose your grip, and then hear that piece of wood bounce off the top of the piston. Other ideas such as trying to split the fragment with a chisel were rejected as not worth the risk of



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damaging the piston. Removing the head was a non-starter as we didn't have a spare head gasket and I didn't want to spend the weekend in El Sobrante. Perhaps a vacuum cleaner would have worked if it had an attachment capable of insertion into the spark plug hole, but such an item was not available.

Mike then proposed that acetone be poured into the cylinder and ignited to incinerate the spoon fragment. An experiment then ensued whereby Mike poured a couple ounces of acetone into a small crucible on the floor of the workshop and then ignited it. It flared up with such ferocity that it burnt the hair off Mike's right arm and threatened his shirt, which got everyone hopping about briskly trying to put it out. Someone opined that it would be even a greater adventure to pour the acetone into a confined space and drop a match in on top of it. Needless to say, no one volunteered for this duty!

Finally, as afternoon shadows were lengthening, Mike suggested that the engine be turned over a couple revolutions manually to make sure there was no obstruction and then started. Once it was determined that the engine was revolving freely, the plugs were fitted, the distributor to coil wire was replaced, and the key turned. Burnt wood never smelled so sweet! After enduring hours of our failed efforts at removing the wayward spoon fragment, the twin cam rid itself of the foreign body in moments, and it never missed a beat all the way back to Jackson.

However, I now owe Mike a new wooden spoon.

The Joy of Driving a Lotus

A Message from the Prez, Daniel Katz

Ever since buying my 1991 M100 Elan, my life has completely changed. It hasn't been just the pure driving pleasure of owning a Lotus. It has been much more than that, something that is intangible. A feeling or an emotion that you get from the knowledge that you own a car that was hand built in England by craftsmen spending days, not just a few hours, to put together a piece of engineering beauty.

Driving a Lotus is a feeling unlike any other. If I don't drive for a week, I start to feel as if I am having withdrawal symptoms. It is an experience that just keeps rewarding whoever may be driving. From their sublime handling, to the beautiful styling, our cars are all very special.

Lotus is a company that wants to give a somewhat affordable exotic experience to its clients and, while taking certain short-cuts and financial hits, it is a company that still believes in what it does, more than just financial gain. When one buys a Lotus, he/she is buying a future experience and something that is unique.

However, more than anything else, the strongest and best part of owning a Lotus is our small and tightly knit community. In the last decade of owning various cars, I have never before come across such a caring, gen-

erous and overall nice group of people. Whether it's selling much needed and hard-to-find parts, getting help with work on a car, or even supporting each other through times of personal hardship, the Lotus community is always there for one another.

Our meets and events are not just times to have fun with our cars, but they are also bonding experiences. These are times and places where we meet and befriend many enthusiasts who share the same passions we do. In fact, most of the friendships I have gained these past 18 months have been through our community, and I am deeply indebted to it for all it has done for me.

All of our events are there to foster good memories and enrich our lives with fun and friendship. As part of those events, I am looking forward to meeting as many of you as I can throughout the next year.

Thank you for all you do and for making our community so strong!



New Rules for Corral Parking at Rolex Monterey Reunion

by Kiyoshi Hamai

I recently heard from the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) about changes in their Rolex Monterey Reunion car corral program. The Reunion this year features the Chevrolet Corvette, and the corral changes SCRAMP is instituting are part of an evolutionary process as the organization puts its own stamp on the event.

These changes include:

1) Over a 3-year phase-in period, the Car Corral Pass prices will go from \$25 in 2013, to \$35 in 2014 and finally \$50 in 2015. (Note that corral parking is similar to VIP parking at the track, which is priced at \$75.)

2) SCRAMP will sell and distribute race tickets and corral passes from their webstore:
<https://oss.ticketmaster.com/aps/laguna/EN/buy/quickbuy/178>
You can go to the site now to purchase tickets and corral

passes. The final date for pre-purchase is August 12, 2013. This eliminates the GGLC from pre-selling tickets, ordering them in bulk and then distributing them. SCRAMP provides us with a weekly report of sales.

3) Hospitality "stuff" (tent, tables, chairs) for a corral is available from SCRAMP.

4) SCRAMP will have more personnel to manage the corrals this year. In the past, there has been staff at the corral area "gate" simply to monitor who gets into the area, but after that it was up to the drivers and clubs to figure out where and how to park.

5) SCRAMP will promote the car corrals in their advertising.

As of this writing, we have obtained permission to bring the club truck into the Lotus Corral on Saturday, August 17, 2013, where it will serve as a meeting spot with tent, tables/chairs, and a cooler of water bottles for the convenience of our members.



Photo Credit: Mel Boss

Notes on Meeting at Stawsh's Place March 15, 2013

editor

Stawsh built himself a new "Lotus Shop" last year (of course the town thinks it is just an ordinary 2-car garage), and he will be happy to show it off before the meeting. Stawsh expects that much of the group coming for the meeting will hang out around the shop and the nearby barbie before the meeting actually starts around 8:30 PM. Some coals will go on the barbie around 6 PM, so anyone who gets there early, and is interested in grilling, should bring along something to cook for dinner.

The shop/garage is located down and to the right of the house. Feel free to drive directly to that area to park. In addition, parking is available in the circular drive in front of the house. Note that the street is officially posted as "No Parking", but some of the neighbors have had parties from time to time and there never seem to be any tickets handed out. You can also park on Harwood Rd. around the corner at the end of the block.



Photo Credit: Mel Boss

Stawsh will also have his Kawasaki ZX-11-powered Lotus Elise S1 on display (see photo) for those who are curious. In addition, he is in the late stages of building up a new Lotus TC motor for his Se7en. This motor will feature a trick "DatFord" crank that was originally used in the Datsun 510 motor, but has been suitably modified to fit into our standard English Ford blocks.

Anyone interested in learning more about these projects should feel free to arrive as early as 5 PM.

Sierra Foothills Drive Planned by Sacto Group

By Reinhard Auf dem Venne

The GGLC Sacramento-based members are putting a drive together for Saturday, March 30. We invite input from Lotus enthusiasts especially in the Sacramento area to help assemble a group, but we are also encouraging drivers from the Bay Area to participate. Since the drive will generally be in the Sierra Foothills where we know it is not possible to control or predict the winter/early spring weather pattern, we have to be a little flexible with the exact route.

Here is our current route plan: After meeting at Penny's Diner in Grass Valley, we head to Bridgeport where we stop for maybe 20 minutes to check out the Bridgeport Bridge (as per Wikipedia: "the longest clear span of any surviving covered



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bridge in the world"). From there, we suggest proceeding via French Corral towards Hwy 49 to Downieville and, weather permitting, to Hwy 89 via Sierra to Truckee. From Truckee, we can simply use I-80 west to get back home. This long route should allow for some spirited driving, providing the road is clear and free of snow and ice.

As an alternative, we can back track on 49 from Downieville along the Yuba River to return to Nevada City. This op-

tion results in a much shorter trip.

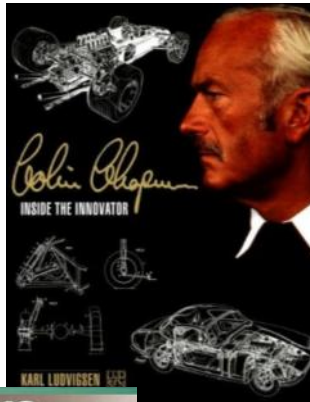
We reserve the right to change the entire route or even scrap it up until a couple of days prior to departure to make sure we all have a safe drive.

For questions and to RSVP send an email to:
Sacto-GGLC@gglotus.org

Classifieds

(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

For Sale: Two great Lotus books. (1) *Colin Chapman: Inside the Innovator*, by Karl Ludvigsen, is an insightful investigation of Chapman's forceful personality and a detailed, accurate assessment of Chapman's many innovations. The book includes many never before published photos and original sketches by Chapman. Hardback, 208 pages. As-new condition. \$28.00. (2) *Lotus Twin-Cam Engine*, by Miles Wilkins, is a comprehensive guide to the design, development, restoration, and maintenance of the Lotus-Ford twin-cam engine. You have probably seen this book, and if you want to work on a twin-cam you know you need it. Softbound, 223 pages. As-new condition. \$25.00. Contact: Rick DuPuy at (408) 248-5935; or rickdupuy@earthlink.net



Wanted: Elan S2 window lock (hold) mechanism This is the lever device, which when pushed towards the rear window channel, extends a tab while holding the window up. Actual parts, detail pictures, diagram or drawings will be appreciated. You can keep your parts, I'll make drawings for new parts.

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Wanted: Lotus related license plates, sales literature, press kits, Team Lotus racing items. Contact: Foster Cooperstein at (617) 965-2058; or fjc-at-totanelit.com

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

For 2013, the GGLC Officers are: President--Daniel Katz, Vice President--Rahul Nair, Treasurer--Laura Hamai, Event Coordinators--John Zender & Scott Hogben, Membership Chairman--David Anderson, Secretary--Scott Hogben. Chapman Report Staff: Editor--Joel Lipkin, Copy Editor--Noni Richen, Circulation Management Team--Tom & Cherie Carney, Advertising Manager--Mel Boss.

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