The Chapman Report

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Some of the Dietsch Werks cars available for the LotusCup USA series line up at Laguna Seca for July's outing. See story of weekend on p. 10.

Jerry Bassler's Elan 26R, as seen at Mike Ostrov's shop day in July, is obviously suffering from separation anxiety on its way to restoration. See more photos from the event on p. 2.

Sept/Oct Meetings

Friday, <u>September 19, 2014</u> – 7:30 PM

Hosts: Joe and Rose Ficarra

Friday, <u>October 17, 2014</u> – 7:30 PM

—Featuring Nominations for 2015 Club Officers—

Hosts: Rob, Jenni, Sebastian & Sullivan Dietsch
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Club Auto Sport #251
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Directions from 880 or 101*:
Exit at Brokaw Rd. and go
West from 880 or East from 101
From 880, Right onto Junction
From 101, Left onto Junction
Charcot is the next street, and 521 is on the NW corner of Junction and Charcot
*driving North from the San Jose area

(**NOTE:** Drive through the gate on Junction and park in the back. Enter Dietsch Werks through the open roll-up door.)

Photo Album: BBQ & Shop Day At Mike's Place July 12, 2014

editor

A huge turn-out of Lotus cars and enthusiasts, and a special pot-luck BBQ organized by Jon Rosner, made for a great club event at Mike Ostrov's shop in El Sobrante. Check out the accompanying photos to see some of the fun and action, and don't miss the next one on Sept. 20.

Jon Rosner prepares the grill for a tasty BBQ.

Photo Credit: Jerry Bassler

Getting acquainted before the projects begin

Back to basics: Jerry Bassler's 26R chassis

Tom Carney gets seriously into a fiberglass repair job on his Europa

For A Good Cause

by Roberta Bean

When Dave and I were starting Dave Bean Engineering back in the 70s, and growing it in the 80s, our workweeks were typically seven 10 to14 hour days. (Yes, we both were younger back then, but still….)

Sourcing Lotus parts in the UK and elsewhere for our customers simply took a lot of time. In those days, communication with suppliers was by phone (with the inevitable time differences), telex (remember those?), and trans-Atlantic trips. Invoicing and accounting were done by hand.

By the time we fully relocated in Calaveras County, things had loosened up a bit. We became computerized, and we communicated mostly by fax, although UK trips were still on the menu. In 1992, and with a little more free time available, I was invited to join the Calaveras County club of Soroptimist International, a worldwide service organization for business and professional women. If you are not familiar with Soroptimist, please visit www.soroptimist.org and www.sicalaverascounty.org.

Our service projects to support the Soroptimist mission of improving the lives of women and girls through programs leading to social and economic empowerment are supported by fund-raising efforts throughout the year. A major one is the *Chairs for Charity* auction held in collaboration with the Calaveras County Arts Council. Local artists decorate (or make) chairs, which are auctioned off (live and silent).

One change we incorporated into last year's event was a "big ticket", non-chair, live auction item. This addition proved quite successful last year as one of our club members donated two weeks at her vacation home in New Mexico, which was auctioned off for a nice amount.

We are looking for a similar item for our next auction on January 31, 2015. We are thinking we should offer something a little closer, though. Perhaps a stay in Monterey/ Carmel, Lake Tahoe, or at a property on a local beach.

So this is an appeal to GGLC members who might like to donate some time at a vacation home or timeshare they have. It does not have to be two weeks—even a weekend would be wonderful.

If this is something you could do, please let me know and thank you. Soroptimist International of Calaveras County will provide a receipt for your donation. I can be reached at Dave Bean Engineering, (209) 754 -5802. at home, (209) 754-1256, or by email to roberta@goldrush.com.

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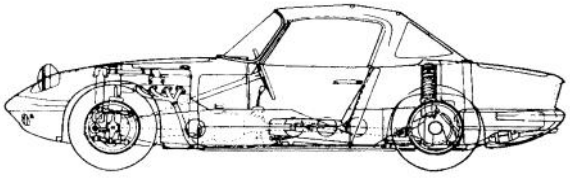

Ben Goes Back to School

by Ben Beames

Earlier this year I took a Skip Barber High Performance driving class at Laguna Seca, and, even though I did have a good time and learned a few things, I was disappointed at how much I spent on the class compared to how little impact the learning experience had on my primary form of motoring fun—autocrossing. So, with the realization that autocross was my focus, it made sense to sign up for an actual course in autocrossing. After a little research, I found the Evolution Performance Driving School, which tours nationally to various venues.

The school features top autocross drivers from across the country, and it travels from region to region putting on a 1- or 2-day course, logically called Phase 1 and Phase 2. For a quarter the price of the Skippy class I took, you bring your own car and get one-on-one instruction, taking turns driving with the instructors.

I signed up for only the Phase 1 course, featuring one day of instruction, as I drive a vintage Europa and my mechanic (me) isn't very good. Indeed, the idea of expecting to make it to the second day of a course with a fully functioning car after hours of running it on the rev limiter and beyond its available traction seemed a bit too optimistic.

Perhaps not surprisingly, I wasn't the only regular from our club's very popular autocross series to attend. Another plus was that a few of the instructors recognized my car from its appearance in that little film we made about autocrossing a couple of years ago. So right off the bat, I found myself in great company. Students and instructors alike were friendly, interested in cars, and full of good jokes.

I will say for someone new to autocrossing, that you should probably attend a few events before taking one of these schools. Doing that will speed

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Calendar

Date	Activity	Location
Sept 11	Track Day	Willows
Sept 13	AutoX	Marina
Sept 16	Dinner/Meeting	Sacramento Group
Sept 19	Meeting/Social	Hillsborough
Sept 20	Tech Day/BBQ	El Sobrante
Sept 20–21	LotusCup USA	Sonoma
Oct 2–5	**2014 WCLM**	**Lake Tahoe**
Oct 11	GGLC Drive	TBD
Oct 15	Dinner/Meeting	Sacramento Group
Oct 17	Meeting/Social	San Jose

See www.gglotus.org for additional information about upcoming events.

things up because you will understand how an autocross works, how working the course works, and you will also be somewhat familiar with your car. Of course, the GGLC's events are a perfect place to do just that!

In Phase 1, you are paired with different instructors, and right from the start you will be driving hot laps in your own car. I really cannot stress enough how great it was to get instruction for my specific car. There are misconceptions I picked up over the years that I was thankful to get cleared up, plus it was rewarding to get confirmation of the things I was doing right. That confirmation, paired with tips and techniques to try each lap, (you will do around 25 laps in the first day) not only led to faster times, but a surprising driving ease and consistency.

At the end of the day, I wished I was taking part in Phase 2, as most of the people there were. From what I understand, it involved multiple courses and many more laps to turn your new techniques into mentally cemented behaviors.

In the end, my car held up perfectly mechanically. (I'll have to give my mechanic a cookie!) However, the school's cones were a bit more substantial than our club's cones. Like my mechanic, my fabricator (also me) isn't very good, so the dive-planes on the front of my car needed a little help from racer's tape to make it back home, and then a date with some pliers to get straightened. But that is a small price to pay for the knowledge I was able to pick up, and for the fun I had during the day. My particular favorite part was after my second instructor took his first turn at driving the Europa and put in a not overly terrific time I apologized for my cheap tires and said the car is kind of more *fun* than *fast*. The instructor heartily laughed and said, "It's a LOT of fun."

Scan to get current GGLC calendar on your mobile device.

Sacramento Chapter Launches First Local Tech Day for Members

by Reinhard Auf dem Venne; photos by Craig Hunter

Some of our GGLC-Sac chapter members have recently expressed an interest in holding a local tech day. After some schedule juggling, we finally had our first Lotus Maintenance Clinic (LMC) on Sunday, June 29th.

First we did a little shopping around to get the various products for the project, then we gathered at about 10 AM in Scott Hudson's driveway. Knowing that it would be a toasty day, we put up our canopies to create some shade and then started routine maintenance projects on our cars. Rick Buonassisi had prepared copies of sketches of the various suspension items with the correct torque settings and also amounts and specifications of all fluids, etc. In total, we ended up working on 3 Elises and 1 Exige, since Rick did not need to perform any maintenance on his car this time around.

In the past, I had done most of my car's maintenance work by myself without any assistance, but I was looking forward to carrying out some routine maintenance this time with a group of like-minded drivers.

After removal of the bottom panels and diffusers, we performed the regular engine oil change on all cars and then moved on to replace the gear oil on my and Casey Lynn's cars.

Yes, the spent gear oil from my car showed signs of metal glitter and some sheen, but there were no large debris pieces. My car has rolled over 85K miles, and the last time I had the gear oil change done was probably 7 years ago.

As it turned out, it was definitely time for a gear oil change on Casey's black 72D edition Elise, however. Besides the above-mentioned metal sheen, his spent gear oil also contained a couple of small metal chips. Knock-on-wood (or fiberglass), so far he has not had any tranny problems, other than the occasional 3rd-to-4th gear transition grind some of us have also experienced.

We then proceeded to the obligatory re-torquing of the toe-link nuts. Fortunately, of all the cars, we only found one toe-link nut that was a tad loose.

None of us needed to change the brake fluid on our cars yet. Casey had originally planned to replace his coolant; he put it off for our next maintenance day.

We did have a group discussion about the coolant expansion tank, because not too long ago Scott had experienced a coolant leak on his '06 Elise and ended up replacing the tank. I took a very close look at the coolant reservoir in my '05 Elise, and I am a little worried now. I did the fingernail scratch test, and the surface of the coolant tank just shaved off like chalk. As a result, I decided to look for a replacement tank, which, hopefully, will arrive before bigger troubles occur.

Then we took a close look at the drive belts on all cars. All seemed to be in good condition,

except the one on my car. It showed slight cracking of the inside of the belt, so it definitely needs to be replaced as soon as possible.

By mid-afternoon, we finished our chores and called it a day, but not without agreeing to offer LMC sessions more often in the future, preferably with expert assistance in order to learn more, in general, and the right stuff, in particular.

Updates for the 2014 West Coast Lotus Meet

by Rahul Nair

October 2-5, 2014
Lake Tahoe

It is just about one month away from the start of WCLM 2014, and I would like to begin this update by shouting out another Thank You to the Lotus community for their enthusiastic response to the event. We have heard from many Lotus fans, and, since my last update, we have picked up 4 additional international participants from Canada and Germany. The WCLM is your chance to meet fellow Lotus enthusiasts from all over the Western U.S. and the world. If you have not signed up already, go to http://westcoastlotusmeet.com/ and do it today!

Sierra Boat Restoration Tour:

I am happy to announce that we have added a new event on Friday afternoon. For those folks who wanted to have the option of a shorter drive than the High Sierra Tour, you can now do a drive around the lake instead. This drive will feature a stop at the 60,000 square foot facilities of Sierra Boat located at Carnelian Bay.

Established in 1952, Sierra Boat is one of the oldest and largest antique and classic boat restorers in the country. Their quality restoration of wooden boats includes fine craftsmanship and custom finishes, but it is much more than that. In order to restore a boat properly; you must do research to ensure the correctness of wood, finish, upholstery and mechanical details. With a process that has many similarities to car restoration, the roughly 1-hour tour of their facilities will be a revelation to any fan of mechanical restoration. We are still finalizing the exact details for this event, and those details will be posted on the WCLM website in due course.

WCLM T-Shirts:

We have also been hard at work on the official WCLM T-shirt. Kiyoshi Hamai has done an outstanding job on the graphic design, and we can now give you a sneak peek of what they will look like.

Done in a JPS-styled color

scheme, the T-shirt shows correctly scaled silhouettes of important Lotus road cars; starting from the Seven and continuing to the Evora. Every participant will get a T-shirt, of course, and we will have a limited number of extras at the event for folks who would like to purchase them for friends and family.

Sponsorship:

I would like to welcome two new associate sponsors – Sports Car World and Sector 111. Both companies have a long history of supporting Lotus, and we are delighted to have them as sponsors of this event.

The 2014 WCLM would not be possible without the generous support of all our sponsors and I'd like to personally thank them all for extending their support to the 2014 WCLM.

Dave Bean Engineering (Concours)

Dietsch Werks (Banquet)

JAE (Opening Reception)

British Motor Car Distributors and Los Gatos Luxury Cars (Sunrise Drive)

Lotus of West Covina
(High Sierra Tour)

Spencer's Motorsport (Autocross)

The WCLM is a great way to promote products and services to the Lotus enthusiast community. Along with display advertisement on the web, sponsors will be listed in event banners, and they can distribute promotional materials during the event. If you are interested in becoming a sponsor, please visit the WCLM sponsor page.

Those are all the WCLM updates we have for the moment. As more things happen we will continue to post them on the GGLC blog as well as on the WCLM Facebook page. If you have not registered for the 2014 WCLM yet, head over to http://westcoastlotusmeet.com/ and sign up now for the best Lotus event of the year!

The GGLC Samples 5 Miles of Thunderhill

Or—what happens when you unleash 70 drivers on a new circuit. . .

by Kiyoshi Hamai

Photo Credit: Scott Sul

Thursday, June 26, 2014, it's 6:59 AM, and a line of cars and trailers has formed outside the front gate of Thunderhill Raceway Park near Willows, CA. It was much like any other day at Thunderhill, except there was an air of anticipation and restlessness. Why? Maybe because those who were there knew that a new, grand, 5-mile, 27-turn road course was awaiting them on the other side of that gate!

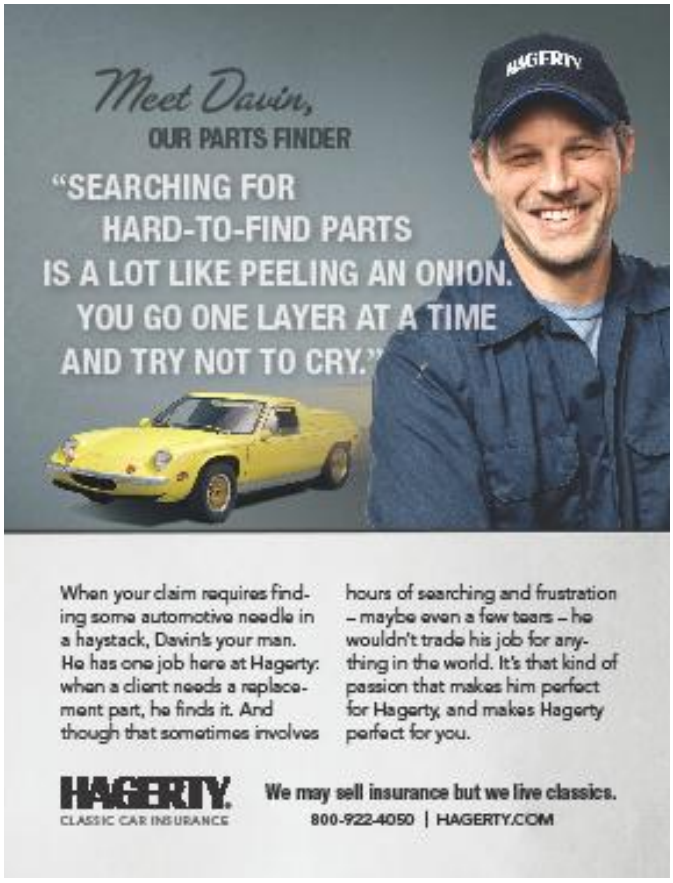
Entering the paddock area, drivers started their day with the normal routine of setting up a space and checking in at registration. But then the drivers' meeting was "different"; everyone knew that they were about to embark on something extra fun and special. There were also some new things to absorb from Turbo, the course steward:

- *"Don't go off in the new section, it takes us a long time to get out there"*
- *"There are 5 corner stations manned on the east side (original course), and I've got 8 stations on the west side"*
- *"The most common thing we hear on the radio from the west side, 'Someone is off course!'"*

Since no one was familiar with the new section, it was decided that for all of the first sessions the West side would be run under yellow.

As it turned out, the entire day was AMAZING. The weather was perfect, hitting a high of about 85°F. Everyone got seven 30-minute sessions (a total of 3½ hours of seat time) and no one had a serious off.

So, how is the 5-mile track, and specifically, the new West side? In a word, FANTASTIC! The West Course is a great contrast to the original 15-turn circuit, now referred to as Thunder-



Lotus of West Covina

Lotus of the Desert

hill East. The East Course has lots of fast corners and straights. In comparison, Thunderhill West is a bit shorter, has 10 numbered corners and at least 5 blind corner entries where the driver just has to have some faith that there is a track on the other side of the crest.

A drive around the 5 miles of Thunderhill—

I won't go into much detail about Thunderhill East, but start-finish is at the traditional place on the front straight, which sweeps into Turn 1E, then the big left 2E, the Crows Nest at 5E, down the hill through 6E, 7E and then a fast sweeper through 8E.

As you head slightly uphill toward the original Turn 9 you need to bring the car to the left side of the track, and here is where everything goes "right", as in a right turn at Turn 9C ("C" for Connector), which is really 3 turns. First, a right off the original track that has a de-cambered entry before climbing swiftly uphill. Then you can see a bit of berm on the left as you set up on the right edge for the following left/right chicane. You need a very late apex for the left as you can't see the right-hand part until you crest. As you turn into the right-hand part of the chicane you still won't be able to see the track. (I was grabbing 2nd gear through the chicane.)

Then it's downhill and you can see the track all the way to 3W. There are a couple of kinks, first to the left and then to the right. The right kink is again a bit blind and the track is de-cambered mid-track. If you stay close to the right edge, the pavement is flat, but then you'll need to lift a bit as you come up the kink. However, you go flat through the kink except you will need to straighten the wheel a tad as you come through to avoid steering over the crest. You can steer back to the right after the car settles down on the de-cambered pavement.

You need to brake a bit for 3W. There's a nice bit of concrete berm mid-corner that you can use to short-cut the corner. This leads into 4W which is a decreasing radius left-hander. Coming from 3W, I was taking a straight-line approach that put me close to the inside at the entry of 4W. Then I would let the car run wide under braking mid-corner, and slow enough to exit with a late apex, and then graze the right edge of the track.

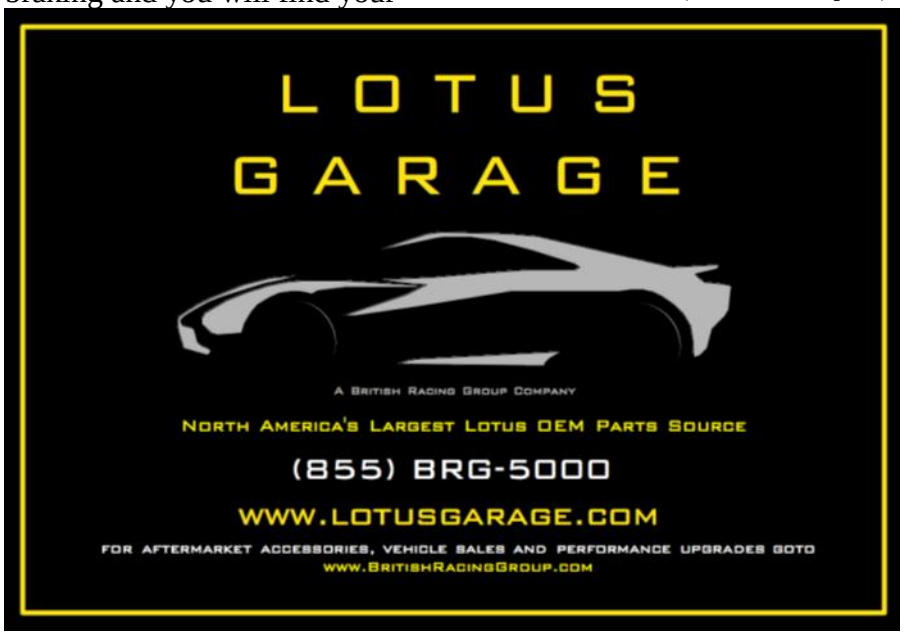
Turn 5W is a right-hander followed by a slalom that you can straight-line, and it is full throttle all the way to the entry of 6W. This is where the next bit of fun begins!

Turn 6W is a longish, cresting left-hander. The entry is de-cambered so it interferes with braking and you will find yourself getting pushed away from the corner if you come in hot. I entered 6W mid-track and then used a mid-corner apex. A crest comes into play, as it appears that the track continues to the left, but it really dog-legs to the right, but where? I used some telephone poles to help my sight lines—specifically the third on from the right—so as I came around, and got pointed toward the apex of 6W, I would take aim at the pole and get back on the throttle.

Next is the entry of 7W, which curves to the left into a tight 2nd gear left-hander. Coming out of 6W, I stayed mid-track and got to the right edge as quickly as possible to set up for 7W. I came down from 4th to 2nd with heel-toe, lots of braking, used a mid-corner apex and started powering out. The whole process was really fun!

Turn 8W is a cresting entry to a slight right-hander. Again, you can't see this corner, you just have to have faith. Exiting from 7W, I swung to track left

(continued on p.10)



(cont'd. from p. 9)

to set up for 8W. Once on the left, I brought the car back to the right edge at the crest, straightened the steering, and waited for the car to settle back to the track on the left edge.

Soon after, you have to prepare for 9W (slow right) and 10W (slow left). Turn 9W is another slow, 2nd gear corner. I used a super, super late apex in order to use the exit of 9W to help set up the exit of 10W, the entry onto the pit straight. I saw a number of drivers use the entire track on the exit of 9W, getting close to putting 2 wheels off on the left. It seemed to me that going that far to the left made it difficult to get the entry of 10W right and thus sacrifice the entry speed onto the straight. So, I was giving up a bit with a late, late apex of 9W, keeping the car mid-track on exit so I could get the car all the way to the right edge and then rotated early for 10W and on the power early for the straight.

You will find a double white line and paved run-off room on the right as you enter the straight. Exiting 10W you let the right side of the car cross over the double line and then pull the car back to the left to avoid hitting the pit lane wall! Then it's up through the gears down the straight, which is shorter than the back straight on the Thunderhill East.

The straight ends with a complex of turns named 1W. It is really a series of 4 berms. The first 2 are a chicane that goes left-right. You brake coming off the straight and then try to straight-line these. You can carry a lot of speed through them, but then comes the interesting part. The 3rd and 4th berms are on the right. You come flying out of the chicane all hot and bothered and then there is a slight crest exactly at the 3rd berm, and you realize you need to turn right, but the road is falling away and braking is crap and the front end is pushing! Somehow you gather it up and get turned. But there is an inevitable moment of pucker.

If you get things sort of right, the first part of the 1W complex is sort of an extension of the straight. But then you need to slow down before you get to the crest at the 3rd berm. Go a bit wide at the 3rd berm and do a double apex right using the 2nd berm and the 4th berm.

Now it's back up the hill to 10C. There is a right/left chicane. Avoid the berms here, they stand proud of the tarmac and you can bend a wheel if you hit them wrong. You may have to modulate the throttle to get through the chicane, but then it's a short blast up to the top of the hill (while you only see sky).

Once at the top of the hill, you get pointed downward and you'll see the turn that leads you onto the East track. You dive steeply down into this right-hander that joins the old track about 100 yards from the old Turn 10E. Turn-in a bit early as the car will slide a bit wide as it will be still coming down the hill. As you enter the old track, you can let the car go wide and then execute a quick pull-back to the right edge to set up for Turn 10E. You finish the lap with the traditional Turn 11, 12 and 13 complex and then the double right of Turns 14 and 15. Completing this complex gets you back to the start/finish straight.

That's a description of the new Thunderhill. It is super fun, although there is hardly a place to breathe on the West side. For that reason, it is a great contrast and complement to the Thunderhill East power course.

During our short day on the 5-mile track, no one got anywhere near to perfecting the racing line of the new stretch. Clearly, there is SO much more to learn, as we are now only scratching the surface.

The fun part will be learning it and perfecting it, and you can start the process of doing that by joining the next GGLC Track Day at Thunderhill on September 11th!

LotusCup USA Round 5
Laguna Seca
July 19-20, 2014

by David Anderson

The weather was perfect for this race weekend—cool in the morning and 70-75 ºF and sunny in the afternoon, with just enough breeze to make it feel cool in the shade.

A few of the regular LotusCup USA participants were missing, however. Apparently they were a bit annoyed by the 92 db sound limit at Laguna Seca, which has become normal for these weekends. In truth, it is not that much of a problem, and I am not aware of anyone having sound issues all weekend.

As usual, the Production Class was the largest group with ten entrants. Five were using Di-

etsch Werks Elise/Exige (Jen and Rob Dietsch plus crew) and another three were there with support from Suspension Performance (Eric Gauthier and crew).

New class records for Laguna were set in Sunday's Production race with winner Ross Jaffe (GGLC member) in the 1:39s. Your correspondent was not in contention, but still managed a personal best of several laps in the 1:42s. Overall leader Dave McMillan in his Evora GT turned laps in the 1:33s.

There was a big group contending for top spots in both of the Saturday and Sunday races, which resulted in some close and clean racing.

It was a trackday weekend (Speed Ventures) for several groups including a large contingent of Tesla Model S and other EVs (including sessions for electric motorcycles and karts). For the weekend, Tesla provided extra charging stations at the track and at the Hyatt Monterey.

All in all, it was a spectacular weekend. The next LotusCup USA races are September 20-21, 2014, at Sonoma Raceway, Sears Point. If you have time that weekend, stop by the track and say hello. Look for the Lotus group in the garage area.

Dave Bean Open House/Reminder

October 25, 2014

by Lee Cohee and Don Nester

Come spend a morning at Dave Bean Engineering in San Andreas between 9:30 and 11:30 AM. In addition to a 10% discount on parts ordered or picked up on the day of the event, Dave will offer deep discounts on books and Lotus memorabilia.

Next up will be a no-host lunch at the Pickle Patch.

After lunch, Dave will entertain us with stories of how he got involved with Lotus cars, his Lotus racing experiences, development of new parts for our old cars and more.

To round out a full day, we will offer a short Sierra foothill drive following Don and Betty Nester to their home in Sonora for additional refreshments.

We will need a head count of those intending to stay for lunch. Please RSVP to Lee (vancoh-at-volcano.net) no later than October 20.

BBQ "Leftovers"

by Mel Boss

Thanks to all who attended the club's annual BBQ event June 14, 2014, at our place and also for the wine, champagne and other goodies that many of you brought. I trust that no one went home hungry. The late afternoon start time seemed to work well, and I think we will continue using that idea going forward.

After everyone went home, however, I discovered some personal articles that were left behind: a Panama hat and a pair of sunglasses. I have set these items aside for their owner(s) to claim. Call me at 925-831-8834 to work out a pick up. In the mean time, mark your calendars for next year's club BBQ on June 13, 2015, starting at 5 PM.

Classifieds

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

For Sale: Acura Integra Type R. Founding member John Ridley is selling his rare, factory-built street racer. This pocket rocket is widely considered a Lotus Cortina incarnation of the late 90's. Car is located in OR. Contact John at (541) 825-3370 for more info.

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club, and it is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA.

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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.

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