

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org March/April 2018



Photo Credit: Mel Boss

V. Prez Jen Dietsch and Prez Jackie Feakins (l to r) strike a confident pose at the Turbo Hoses shop during the February 17, 2018, social/club meeting as they plan for an exiting 2018 year of GGLC events.



Photo Credit: Rita Satulovsky

Event coordinator Scott Hogben braces against the unusually cool and wet weather greeting participants at the Laguna Seca track day February 26, 2018.

March/April Meetings

SATURDAY, March 17, 2018 — 10:00 AM

Hosts: John and Liz Logan

SATURDAY, April 21, 2018 — 10:00 AM

Hosts: Tom & Stephanie Chavez

The Extraction of 54/1517

by Skip Thompson

I have always wanted to build a Lotus Europa. It is only natural then that I needed to learn a little bit about them and see if I could take one on as a project.

I joined the Europa Yahoo Group, and I lurked there as I read various discussions other members posted about their restorations. Someone posted about a Europa he had bought from a widow with some other cars that the tow truck driver could not get so it was available cheap. One thing you should know about tow truck drivers is that they move cars, so I was very surprised to hear that this little car somehow could not be picked up.

I asked for some pictures, and I could see that the car was rough, but it was located in a little paved area and looked like it would be pretty easy to winch up on to my trailer. Most importantly, the car looked very complete with all the glass, chrome, and trim in place. It was painted like a John Player Special, and it looked like someone had loved it at one time.

It was interesting, and I wondered how it came to be where it was; covered with lichen under a tree in Southern Oregon. I gave it a little thought but decided to pass and concentrate instead on finishing my Rx3.

Shortly after I decided to pass on the car because it was not the year I wanted, the owner

called me. Her name was Audrey and her husband, Carl, had died. We had a conversation about the car and I found it had been used as an auto-cross car. Ultimately, though, it was parked because it was replaced by a Formula Ford when Carl had moved up in his auto-cross ambitions.



Bay Area Lotus Specialists



Dietsch Motorsports

Dyno and Performance Shops

Livermore - San Mateo

Collision Repair-Parts-Service-Performance

lotusraceshop.com lotus race cars for rent

**LOTUS
GARAGE**



A BRITISH RACING GROUP COMPANY

NORTH AMERICA'S LARGEST LOTUS OEM PARTS SOURCE

(855) BRG-5000

WWW.LOTUSGARAGE.COM

FOR AFTERMARKET ACCESSORIES, VEHICLE SALES AND PERFORMANCE UPGRADES GO TO
WWW.BRITISHRACINGGROUP.COM

Audrey sounded pretty meek, so I asked if there was any way she could send me pictures of the car's engine and interior. I decided that if the car had any performance parts on it I would buy it.

She sent the pictures, and I saw that it had a Weber DCOE carburetor, so I was hooked. I called Audrey and struck a deal. She agreed to hold the car for two weeks if I sent her a check.



Audrey sent me her address, and I looked up her house on Google Earth to check how hard it would be to get the car. She had a long, curvy driveway, but there was a big paved area next to her house where I figured I could turn the truck and trailer around so as not to get stuck. Backing up with the trailer is tough, and I try to avoid doing it if I can. I called Audrey and she said, "Oh, yes. You can turn around there. The Lotus is there under a tree so you need to get over there anyway."

It was a Saturday morning when I set out. I rolled out of bed at 4 AM, hopped into the truck, and was gone before 4:30. The trip was a breeze, and I got up through Ashland and into Central Point, OR without any issues. I listened to

Neuromancer, which I have as an audiobook. (A great book by William Gibson.)

I figured I would get the Lotus and be back in town for a late lunch with my friend Kilian who lives in Ashland. I had in my mind to have the car up on the trailer and tied down in 45 minutes. I like to make deals with myself about how long I think tasks will take me. I don't know why. I'm weird.

I rolled through town and headed out into the unincorporated area of Central Point. Northern California and Oregon are so pretty. The whole place looks like a park. I cruised up the long, curvy, and also STEEP, driveway—truck, trailer and all. I was met at the top by an area which had been

(continued on p.4)

KAMPEÑA MOTORS

LOTUS SPECIALISTS

Authorized Caterham Dealer

19676 Eighth St. East, Suite 102

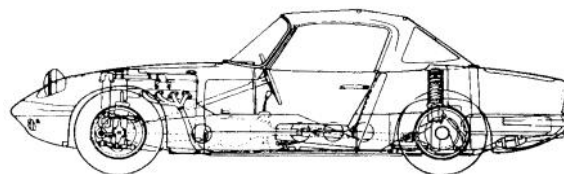
Sonoma, CA 95476

Phone # 415-341-3822

WWW.KAMPENA.COM

Parts and Service for Lotus Cars
Specializing in Lotus Elans and Europas
Quality and Considerate Service
Total Ground Up Restorations to
Routine Maintenance

Huge Inventory of New and Used Parts
Many Hard to Find Pieces



clear on Google Earth but now was occupied by another trailer and three dead Jaguar cars.

I was not happy with Audrey, but I thought about my mom after my dad died. She was very overwhelmed by all his crap (cars, tractors, real estate, etc.) and also by her sorrow. I smiled at Audrey through my clinched teeth and ate lunch with her and set about getting the Jags to start. I called Kilian who is a good friend (and who I think was waiting for me to ask for help).

I got the cars started (they all just had dead batteries) and Audrey and I moved them. By that time, Kilian showed up in a much, much shorter truck. We unhooked my truck, and, using his short-bed truck, we had enough room to get in front of the Lotus and pull it up onto the trailer.

All-in-all, it took three hours and forty-five minutes! Maybe Carl did not want his Lotus to leave its resting place under the tree without a little struggle.

I hope he is happy, though, because I have 54/1517 now, and I work on it diligently.

So in this picture of me in front of the Europa, I have been working in the sun for three hours and forty-five minutes, and I have been up since 4 AM. I'm whipped... but I got the car, and that makes it a happy ending/beginning.



www.davebean.com



Official North American
Lotus
Vintage Parts Distributor



dave bean engineering

Phone (209) 754-5802

Fax (209) 754-5177

US & Canadian Fax Orders (800) 469-7789

636 east saint charles street • star route 3 • san andreas ca 95249 • usa



DELL

EXOTIC

AUTOWORKS

Experience with all lotus models. We do collision repair on daily drivers or weekend racers. We work for you, the vehicle owner using only lotus approved repair methods and new OEM parts.

Get it done right, the first time.

408-370-0189

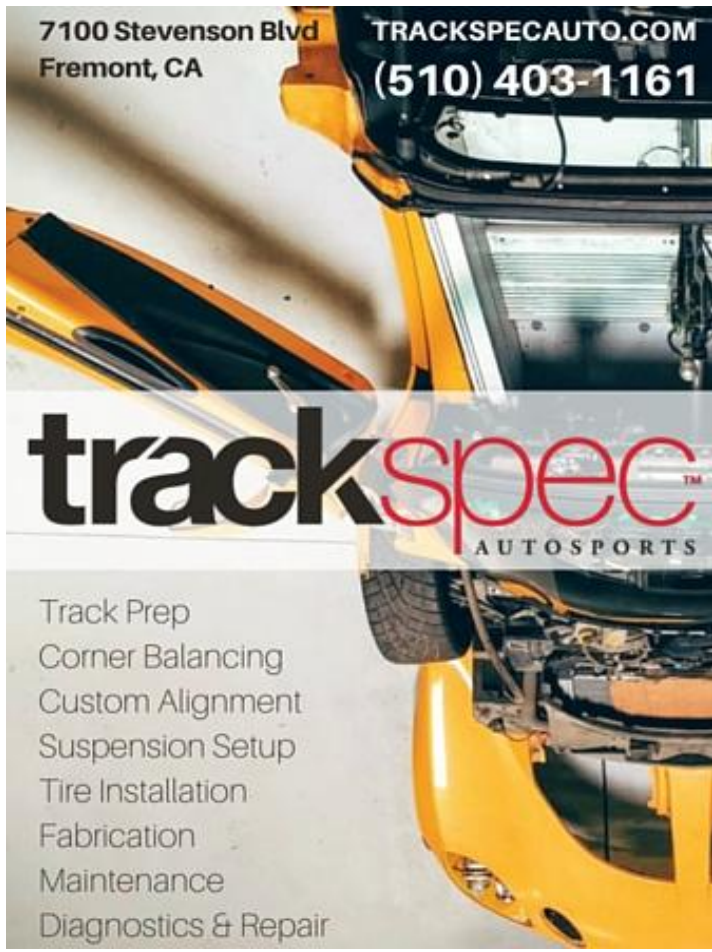
www.dellauto.com

980 Camden Avenue, Campbell, CA 95008

Expert Lotus Repair Since 2005

7100 Stevenson Blvd
Fremont, CA

TRACKSPECAUTO.COM
(510) 403-1161



trackspec
AUTOSPORTS

Track Prep
Corner Balancing
Custom Alignment
Suspension Setup
Tire Installation
Fabrication
Maintenance
Diagnostics & Repair

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
March 4	SuperCar Sunday Lotus Marque Day	Woodland Hills
March 10	Breakfast/LCoSC	LA
March 14	Dinner/Meeting	Sacramento
March 17	Member's Social / Meeting	Danville
March 24-25	LCoSC Camping	Death Valley
March 28	Track Day	Willows
April 8	AutoX, Round #1	Marina
April 14	Breakfast/LCoSC	LA
April 18	Dinner/Meeting	Sacramento
April 21	Member's Social / Meeting	Castro Valley
April 22	Queen's English All British Car Show	Van Nuys

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

GGLC 2018 AutoX Season Announced

by Kiyoshi Hamai
(Photos by David Anderson)

Have you noticed that the days are getting longer? Of course, that means the seasons are changing, but even more important these longer days are a sure sign that the 2018 GGLC Autocross season is drawing near. That, in turn, should remind you to get that long overdue winter "tune-up" done before the season starts!

Think of it this way: there is no doubt that some genius is lurking inside your Lotus, and there is no time like the present to unleash and experience that

"genius" first-hand at a GGLC autocross.

The GGLC Autocross Series has been widely acclaimed by enthusiasts throughout the Bay Area, and for 2018 the series will again be ably led by Colm Gavin. In particular, for 2018, Colm has been able to schedule seven events beginning with the season opener on April 8.

All seven of the 2018 currently scheduled events will be held at our usual home location at the Marina Airport.

The Marina Airport site has a great and consistent driving surface of grippy concrete. The 440 ft by 700 ft rectangular area lends itself to a variety of course layouts that will each provide a challenge to the driver.



Scan to get current GGLC calendar on your mobile device.

We are also working on adding an event that will be held at the old Crows Landing Air Base about 35 miles south of the I-580 / I-205 junction. Unlike the Marina site, the Crows site consists of two crossing 200 ft wide runways that are about 1 mile long!

(continued on p. 6)

(cont'd. from p. 5)



Check out *The Chapman Report* and our website for more news and schedule updates.

Learn more about our events at <http://www.gglotus.org/ggautox/ggautox.htm>. Then come join the fun!

Current 2018 Schedule:

<u>Day</u>	<u>Date</u>
Sunday	April 8
Saturday	June 2
Sunday	July 1
Saturday	July 28
Sunday	August 26
Saturday	September 22
Sunday	October 21



Annual GGLC BBQ Coming Soon

by Mel Boss

Darlene and I have hosted the GGLC annual BBQ since 2008, and we invite you all to attend this year's event on June 9, 2018, (the second Saturday in June and the weekend before Fathers' Day). The timeframe for the social gathering and BBQ is 4 – 10 PM, and the address is 100 Zephyr Place in Danville.

The menu has evolved over the years as we make an effort to satisfy all the likes, tastes and needs of our diverse club members. Nevertheless, we have kept menu items that are clearly your favorites.

Here's the current menu:

Main courses:

Grilled Tri-tip Sirloin (in a beefy red wine sauce);

Deep-fat Fried Turkey (I like it crisp and juicy);

Risotto-Stuffed Portobello Mushrooms (a vegetarian favorite).

Sides, Salads and Munchies:

Caramelized Sweet Potatoes;

Roasted Red Potatoes (with caramelized, sweet onions);

Salad of Romaine and Bib Lettuces with various goodies including home-made blue cheese dressing;

Breads (Hawaiian rolls are the current favorite);

Fresh/Organic Veggies, and, of course, **Dips and Chips**.

Although it's not required, if you would like to bring something to add to the menu we find desserts, veggie-sides and wines are good bets.

I'll stock the coolers with plenty of waters, soft drinks, beer (I like Sierra Nevada, so...), and I'll also have some wines.



Some final notes, asides, remarks and wisecracks.

We have noted that attendance at this event has declined in the recent past. Consequently, we have wondered if we should maybe take a few years off after this year. In this way, the club can offer other options while building up anticipation for a future BBQ.

Another possibility for increasing attendance would be offering a pre-BBQ drive to Danville. But such a drive represents an additional effort that would take some organiza-

tion and work from a few volunteers. Anyone interested should contact the club event coordinators Scott Hogben and/or John Zender.

Some have asked why the BBQ is scheduled for a late afternoon into the evening timeframe? Well, May/June temperatures in Danville are hard to predict. A few years ago, we shifted to this timeframe after a 115°F mid-afternoon temperature in 2014—that was brutal. On the other hand, Danville-area evenings can often be cool and comfortable. We have lots of lighting and comfortable places to sit and chat outside and in; so, feel free to stay a while after dinner.

RSVPs are not required, but I would appreciate having a heads-up about your plans. You can email me at: bossmr2015-at-gmail.com.



JAE

Independent LOTUS Parts & Service
www.jaeparts.com
 Tel: 805-967-5767 Fax: 805-967-6183

Factory parts for the latest Esprits and M100 Elans to
 Vintage racing and restoration parts for the classic Lotus.
 Also, pain-free next-day drop ship
 service for parts we may not have.

**CALL NOW FOR COMPETITIVE
 PRICES,
 EXPERIENCE AND SERVICE.**



Spencer's Motorsports

Personalized Service for your Lotus !

Independent Lotus Specialist !

"The Lotus Doctor"

**Specializing in the Lotus 7, Elan, 26r, Europa
 Elite, Eclat, Esprit and Esprit Turbo up to 1995**

- Full service and parts on all these models.
- Lotus Twin Cam, street to **full race** engines.
- 907-910-912 performance engines.
- Transaxle and transmission rebuilds.

Barry Spencer

Owner - Lotus Factory Trained

855-4-Lotus-Dr

855-456-8873

www.spencersmotorsports.com

Email: spencersmotorsports@gmail.com

5701 State Farm Dr #9, Rohnert Park, CA 94928

Photo Gallery

2018 Kick-off Events

editor

Thanks to:

Jerry Bassler—Anti-football drive

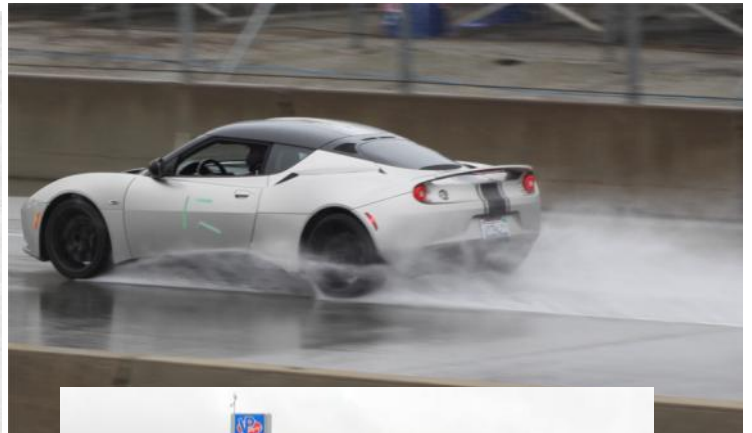
Mel Boss—Turbo Hoses social

Rita Satulovsky and David Anderson—Laguna Seca track day



HAGERTY®
PROUD TO SUPPORT
THE GOLDEN GATE LOTUS CLUB

CLASSIC CAR INSURANCE | 800-922-4050 | HAGERTY.COM



What Was Your Gateway Drug?

by Shinoo Mapleton

When did you start drinking the Lotus-flavored Kool-Aid? Are we all nuts, or are Lotus cars really that addictive? My story of how I became hooked on Lotus may actually offend some of you, so please be forewarned! Rose-tinted glasses are firmly affixed, but my gateway drug may not jibe with your own.

Cars are a massive passion of mine. My first memory is looking at cars passing my pre-school window. Growing up in the Motor City meant I was blessed (or cursed) with this car affliction. I was that kid who could identify a car by a tail-light from a mile away or recite all the car data in the back of *Road & Track* magazines.

I am sure many of you can relate to being on this “automatism” spectrum. So how did I come to love Lotus in particular?

The Esprit featured in the James Bond film was the first Lotus that struck me as being really cool. Watching F1 racing also helped me get acquainted with Lotus and all of the marque's heritage and excitement. But the car that really made me into a Lotus guy was not a Lotus at all. What? Yes, the car that ensured that I would become a Lotus fanatic was a Pontiac!

Now, I am sure some of you are rolling your eyes and ready to discard this article and dismiss me as some kind of hea-

then. But please humor (or humour) me for a moment and keep reading.

Indeed, the Pontiac Fiero was the car that made me into a card-waving Lotus fanatic. WTF, you say?

Here is the story. When I graduated from high school in 1985, I began working as an engineering intern at the Pontiac Fiero Assembly Plant. This was part of the co-operative education program at my college, Kettering University—3 months of school, 3 months of work; rinse and repeat for about 5 years.

I worked at this glorious plant until it closed in 1988.

Heartbroken at the time, I left The General and went to work for 3M Automotive. But the dream of owning a mid-engined, rear-drive, two-seat, space-framed, composite-bodied sports car was forever burned into my psyche.

Flash forward to 1996 and the introduction of the English Fiero—aka, the S1 Elise. I knew that my dream would be fulfilled.

After the first drive, I was hooked, with the needle firmly buried into my vein; although it would be another 8 years before an Elise would actually be in my garage.

Ultimately, I also found a way to turn my professional attention towards making tasty bits to enhance modern Lotus cars, and that, in turn, would seal my addiction.

Yes, the Fiero was the car that instantly allowed me to realize the brilliance of the Elise. I know many of you have been cursing my words and considering gouging out your own eyes after reading my brash comparison. I may be nuts, but I will freely admit that the Elise is the better sports car. It certainly should be, as it was developed nearly ten years after the demise of the Fiero.

So dare I suggest the Fiero may have influenced Julian/Richard when they designed the amazing Elise?



This photo of an iconic S1 Elise has been on my desk for over 20 years.

Now it's your turn: What made you a Lotus fanatic?

(editor's note: future articles about the origin of your personal Lotus passion are always welcome in *The Chapman Report*.)

Elise/Exige Wheel Alignment

A Tech Tip

by Shinoo Mapleton

A proper wheel alignment is critical to the performance, and your enjoyment, of your light-weight sports car. These cars are very sensitive, and they respond well to changes in suspension setup. The recommendations described in this article are based on the experience I have gathered since 2004 with the Lotus 111 platform. Your results may vary, however, so I suggest you start here and tweak the settings as your driving style demands. Of course, most good shops that have experience with these cars can also help you choose a set-up to match your style of driving.

Before you begin, however, make sure that your car's suspension components are mechanically sound. Check your balljoints, toe links, track ends, etc. to ensure that nothing is worn out. See InoKinetic.com's [60pt Prep Sheet](#) as a good reference. If you discover worn-out parts, or have a higher mileage car, consider replacing these parts.

Using the recommended settings itemized in the tables below, follow these steps in order:

1. set ride height,
2. set camber,
3. set toe.

To set the camber, remove all of your stock shims as well as the ABS shim. You may need to install [V2arms](#) or machine your stock steering arms to obtain optimal camber. Remember to use threadlocker on the

steering arm bolts.

While a lower ride height is possible, we find the suspension works best at the recommended ride heights shown in the tables, and, as an added bonus, there is less of a chance of scraping the bottom of your car.

Do not forget to write down your alignment settings, and then note how the car performs. Record any changes you make, and the results you get. This is the best way to get the car "dialed in" and exactly how you like it.

Street/Track Settings with R-Compound Tires

	<u>Front</u>	<u>Rear</u>
Ride Height (mm)	125 ± 3	130 ± 3
Camber (°)	- 2.2	- 2.4 to - 2.7
Total Toe (mm)	0	3.3

Track Settings with Slick Tires

	<u>Front</u>	<u>Rear</u>
Ride Height (mm)	120 ± 3	125 ± 3
Camber (°)	- 3.0	- 3.0
Total Toe (mm)	0 - 1 (out)	3 (in)



HethelSport

Lotus Evora Specialty
Parts & Accessories

hethelsport.com
Lafayette, California



tasty Lotus bits



InoKinetic

INNOVATIVE PRODUCTS
PREMIUM SERVICE
NICHE CARS
(951) 551-0900
INOKINETIC.COM



Camping in the Valley of Death

March 24-25, 2018

by Mathew Kaplan

California is a big state. We have probably all had that friend from out of town ask if they will have time on their long weekend in the Bay Area to just pop down to LA for a few hours, or vice versa. We also have a lot of great driving roads, but in this big state, they are not always close to home.

So what are we supposed to do? We are Lotus drivers, which means we know a few things:

First, not driving on that special, remote road is simply not an option. But, unfortunately, planning a drive out to that road, enjoying the driving experience, and then heading all the way back home in one go is sometimes a pretty optimistic scenario, especially for a British sports car.

Second, every dollar we spend on a hotel room is a dollar less for the car budget (and the car budget is already consistently underfunded).

Third, we are gluttons for punishment, and if we are will-

ing to spend an entire day in the driver's seat; then *two* entire days in the driver's seat with a break to sleep on the hard ground would significantly up the misery index for an outing.

These factors became our motivation for a Lotus camping trip. But an important question remained: where to go?

Well, we already know that the Southern California chapter seems to have developed a fascination with Death. For example, when asked to organize a drive for the 2017 WCLM, they came back with a spirited seven hour route, affectionately called the Death March after it ran long and had about a 20% attrition rate.

They also originally planned their first track day for the middle of summer at a track in an area known for often reaching well over 100 degrees. Luckily, "cooler" heads prevailed on that one, and the event was moved to December.

That brings us to Death Valley, CA, for our first driving/camping outing adventure!

Great roads, incredible photo ops, blooming wild flowers, the lowest elevation in the U.S., and plenty of room to pitch the

tinest of tents that would actually fit in the trunk of an Elise/Exige.

Saturday, March 24, 2018, we will head out of the LA area and make our way to the off roaders' favorite lunch stop, the Slash X Ranch Cafe in Barstow, where we will no doubt confuse a lot of guys with big tires. After meandering our way through Badwater Basin, we will end up in Stovepipe Wells for some minimalist camping.

For those Evora owners who like their soft suspension and cushy seats, there are only a few rooms left at Stovepipe Wells Hotel <http://www.deathvalleyhotels.com>, so reserve soon or pack a big, fancy blow-up mattress in your backseat.

Sunday morning there will be some dunes and some twisties before another lunch stop that has probably never seen a Lotus before. Then we will be dismissed to go back to our normal lives—heading home, taking a shower and maybe even getting a massage.

Sounds like fun, right? Sign up and get more info on the So Cal Website, LCOSC.org/events.



Classifieds

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

Scanned Lotus Articles (and

more): I have numerous *AUTOWEEK* articles, and I decided to save them as scans. The majority feature British cars (a lot of Lotus content—go figure) from the Escape Road section, which appears in the publication as a single-page weekly review of classic sports cars. I also found several feature articles including a report on the first Monterey Historics race in 1974, an editorial by James Hunt and even some reviews of un-British cars.

Here is the deal. You can have the scans for free.

If you feel so moved, I would appreciate any small donation to my PayPal account to support the Lotus 7A (S/N SB1722) vintage race fund.

Contact me via email for the complete list and details. Tom Styczynski vintage@verizon.net

For Sale: '72 Lotus Europa Twin Cam, 4 speed, 49,491 miles, clean title, CA registration "72Lotus". Very good condition, runs well, no CA smog required. Class winner UBSCC Dixon All British Car Show and Auburn Valley Country Club, 2003, numerous other class trophies. \$25K OBO. Car is located in Sacramento.

Contact Brian at (916) 474-9130 or bonjjovi13@gmail.com

For Sale: 1300cc British Ford motor removed from a '68/9 Escort showing ~ 80K miles. The motor has been sitting ~ 3 years and turns over freely by hand. It has some newer parts so it was possibly rebuilt at some point, but I have no

records. Included is the original starter, fan and exhaust manifold. No carburetor, and other parts may also be missing. I have no idea of the actual condition of the motor. It could be perfect, or it could need a complete rebuild. I'm not a mechanic so I'd recommend taking a look. \$400. Also **For Sale:** Weber 32/36mm carburetor and a manifold for a British Ford Crossflow. Both are used and in great condition. \$150. Items are located in So-Cal.

Contact Brent at (661) 644-6057 or brentcar-at-pacbell.net

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 3903, Redwood City, CA 94064. The GGLC is a non-profit incorporated car club, and it is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA.

The GGLC's annual membership dues are \$25.00. Opinions expressed in the Chapman Report are those of the authors and do not represent those of the GGLC or its officers.

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

For 2018, the GGLC Officers are: President—Jackie Feakins, Vice President—Jenni Dietsch, Treasurer—Laura Hamai, Event Coordinators—John Zender & Scott Hogben, Membership Chairman—David Ellis, Secretary—Scott Hogben. Chapman Report Staff: Editor—Joel Lipkin; Copy Editor—Noni Richen; Circulation Management Team—Tom & Cherie Carney. Advertising Manager—Mel Boss, MultiMedia Producer/Editor—Ben Beames, Website Manager—Kiyoshi Hamai.

First Class Mail

The Golden Gate Lotus Club
PO Box 3903, Redwood City, CA 94064

