

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) June 2009

## Fun in the Sun

by Mel Boss

Mark your calendars for **1 PM, Saturday, June 20<sup>th</sup>** and enjoy a fun day of Lotusing, camaraderie and a BBQ.

the Calaveras Reservoir road and a brief stop at a winery are likely.

There will be plenty of good eats for carnivores and herbivores alike at the house--and also plenty of beer, water and soft drinks.

One year the featured BBQ dish was a deep fried 17 pound turkey that was ravaged in about fifteen minutes! Last year, we slow-roasted an uncured ham. Who knows what the treat will be this time, but for sure there will be plenty of munchies, salads and a crowd favorite--grilled/stuffed portabellas--to satisfy everyone's taste.

There's no need for you to bring anything, but if you feel you must, simple dessert items are good, or wine if you prefer it to beer. Most importantly, be sure to bring a healthy appetite and a deep rooted need to have some fun in the sun!

RSVP to: [darmel-at-sbcglobal.net](mailto:darmel-at-sbcglobal.net)



This will be the fourth time Dar and I have hosted a Saturday club meeting and celebration of the grill. While we've had a history of uncharacteristically hot temperatures in years past, this time I feel the mojo for perfect weather!

Rob Dietsch, GGLC Prez and owner of DietschWerks in Santa Clara, will lead a "Run to Danville". The details of that run will be announced soon. A starting point at the weekly (Saturday morning) Santana Row meet followed by a spirited drive along

## June Meeting

**Saturday, June 20th, 1:00 pm**

**Hosts: Mel and Darlene**

# Fun at Disney World, FL

by Mike Ostrov

Sandie and I spent 7 days at the Board Walk hotel last month with Minnie and Mickey. Great entertainment (3rd visit), plenty of sunshine and 83 °F from 9 am to 10 pm. We managed to walk over 6.75 miles each day at the various parks. Even so, that's not sufficient time to enjoy all the magical wonders at the site.

We will return next Spring—but the real reason for this visit was for me to do the Richard Petty NASCAR Experience at the Disney World Speedway, which is

a 1-mile tri-oval with each turn different—at least to me.

The Experience features standard Busch cars (except for the glass fibre body panels), and 1.5 hours of instruction, mostly to watch for the huge red oil pressure light and to try to maintain the 3-car length distance behind your instructor.

There is only you and the instructor on the circuit, except for those taking the “ride along”.

So, after signing away all your constitutional rights on 4 pages, getting a suit, helmet, baklava and HANS device, they stuff you into the car through the window.

My class of 18 included some really large-size good old boys, but

they were all pushed and pulled into each car. One guy was 72. He had a stroke last year, walked with a cane, and he needed a stool to get up to the window. He has done 10 of the 20 circuits in the U.S., and he says he will do them all before he departs this earth.

There is a standard 4 speed gearbox, but only 4th gear is used when on the track. Cones are used at each turn to mark the lift and acceleration points.

The instructor car has a set of orange and green lights. Green to tell you “close the gap to 3 car lengths” and orange to say “back off, buster.....too close”. Yep, I got a few of those orange reminders.

*(continued on page 4)*

## Calendar

June 27	Autocross (Points)	Marina
June 28	Palo Alto Concours	Stanford
July 14	GGLC Track Day	THill
July 18	GGLC Tech Day	Mike Ostrov

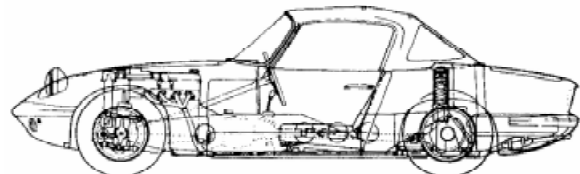
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## News From Chapman Report Online: Praise from the first independent road tests of Evora



### Autocar:

However, the major surprise is the Evora's suitability for day-long journeys; the creamy torque of the engine, the way the suspension quietly absorbs bumps and suppresses the coarse surfaces so often found in rural Scotland, the rock-like rigidity of the chassis and the richness of its cabin trim and equipment are all new areas for Lotus. This is a car truly suitable

The world's automotive press have finally gotten their hands on the Lotus Evora, and glowing reviews have been pouring in. Some examples:

### Car and Driver:

The Evora is planted and secure, yet picks apart corners with a light and playful feel that always makes mid-engine cars feel so special—think Ferrari F430, only with better steering.

### Edmunds / Inside Line:

With the 2010 Lotus Evora, Lotus seems as if it's ready to break out of its niche as a maker of hobby cars to become a mainstream manufacturer. And

just like one of the big names, impressive technology is the key to its accomplishment. Ferrari has long resisted a return to the portion of the market once occupied by its V6-powered Dino 246 GT in the late 1960s, the Italian company's first midengine street car, but now Lotus has built the baby Ferrari that Ferrari won't.

### Automobile Mag:

In terms of build quality and the solidity of its presentation, the Evora is easily the most mature Lotus yet. While heavier than most of its predecessors, none will doubt they are driving a car built by people who place a premium on roadholding and handling.

for a week's all-roads European grand touring, the first of the marque to achieve it.

### Car Enthusiast:

The 5.1-second 0-62mph time doesn't do the Evora justice, as the car is quicker than that suggests when you're on the move. The six-speed gearshift is the best Lotus does too. If you thought the Evora was good at ambling along at regular pace, you'll be blown away by it at speed. The steering is nigh on perfect, with virtually all the feel offered up by the Evora's more extreme siblings, but without as much kickback (it's a hydraulic power assisted system) and it telegraphs exactly what is going on at the surface of the road.

## Disney *(contd.)*

It is strange to turn left all the time, but these cars can drive by themselves if you have secured the steering wheel. Power steering is needed and useful.

The Experience consists of one warm-up lap, 8 laps at increasing speeds and one cool-down lap. So it's all over in a few moments of excitement.

My lap times came down with each passing of the S/F tower, with an average speed of 86 mph and top speed at 127 mph. About middle of the group, as many in the class have done this before.

So, when you get tired of Minnie and Mickey or Goofy or Pluto, spend the morning at the Disney World Speedway. That explains my expected return next spring with a projected side visit to the very fast 2.5-mile Daytona.

You could also visit the other tracks, like the California Speedway in Fontana or for those going to Las Vegas, the Las Vegas Speedway at 1.5 miles.

I hope this encourages you to enjoy the banked tracks. They do indeed provide a unique experience. Meanwhile, I wonder what our Lotus cars could do, if we had the opportunity to hang it all out?

## T'Hill Track Day-- May 27, 2009

by David Anderson

Though it was hot (over 90 °F) at Thunderhill, there was enough of a breeze make it bearable, and we had a full field of about 70 cars.

The Lotus contingent was around 6 Elise, an Exige or two, 1 Esprit S4s, 1 Elan, 3 Europas, two Sevens and a Lotus 18 (Formula Jr).

John Zender's warnings at the drivers meeting to take it easy in the first session were taken to heart, as no one spun out in that session so no one had to wear the BOZO sign on their car!

As usual, we had three groups and three twenty-minute sessions each hour. Each driver could run in two of the three groups, so there was plenty of track time for all. Due to the heat, the number of drivers on track dropped off significantly by afternoon, and the final session of the day had exactly one car on track!

The first car went on track at 9 am, and the track was closed at 5 pm. Everything stayed on schedule

pretty much all day. The day was entirely safe, and everyone I spoke to had a great time (in spite of the heat!).

A Subaru had apparent head gasket problems and a BMW blew its radiator, both during the initial warm-up session of the day. The Lotuses proved to be pretty reliable, although John Zender's Europa did break a suspension joint at the end of the day and my Europa did have a clutch slip problem. Dave Close's Europa

suffered some from high water temperatures (and a gauge reading even higher). Near the end of the day, the Crusader Formula Vee had engine trouble on track and had to be towed to the paddock.

As an aside: none of the 3 Europas at the track day were using their original engines! Dave Close and I have 2.0L Zetec



power (see related story), and John Z. has a Duratec 2.3L engine.

Tom Gibson's Lotus 18 is immaculate and this was its first day on track in over 25 years! It has been restored twice (before Tom acquired it) since it was last on track. Truth be told, old Lotuses do not seem to respond well to sitting in a garage and not being driven. Thank you, Tom, for bringing your beautiful racecar.

Alan Franck brought his Caterham and had a fine day on

track, though at maximum speeds it was blowing some oil out of the hood louvers--something he'll have to work on. Unfortunately, his brother Keith (the GGLC Weber tuning guru) had to skip the track day. Keith's Elan was ready but Keith hurt his back at the last minute.

Scott Whitman apparently had some trouble on the way home. His Elise was being picked up on a flatbed (on I-5 near Williams) as I passed by. Scott was standing there watching the process, so it must have been some system failure that stranded him. Since I was towing a trailer on busy Hwy 5, I could not have safely stopped close by, and Scott had help, so I just proceeded on home, reaching Burlingame at 9 pm.

## Europa Make-Over Saga

by David Anderson

My 1972 Europa 2037R, has had a rocky history.

Some, um, unusual things were done to it before I bought it in 1982. But let's just skip over that and other history and fast forward to May 2007 when at a Thunderhill track day I revised the rev limiter up to 6700 rpm. That really made a difference since max speed on the straight was up to 105 mph and the engine felt powerful (accelerating) right to the limit. Of course, one starter bolt fell out and another worked almost out, and I just barely got the car on the trailer at



the end of day...

On changing oil, I discovered some sparkling foreign matter. Uh oh, not good! So I decided to switch to a modern engine instead of another TC rebuild. However, if I had known at the start how hard this swap would be I might well have done something different! (Much later I checked the TC and the sparkles were from the rear cam bearing nearest the alternator drive wheel.)

Rich Kamp supplied a donor Focus Zetec 2.0 L engine and various Caterham bits, which, combined with 0.050 inch mill off the head, brought the engine well above stock Zetec specification (at about 200 BHP). But, unfortunately, nothing in this swap is like what anyone else is doing. When a Zetec donor is used, anyone doing this transplant is on their own with regard to mounts, electronics, clutch, transmission, and so on. The key advantage of the Zetec, however, is that it bolts to a Europa bell housing; but other folks have also done 4AGE or Duratec swaps

for their Europas.

Every 'simple' step below involved weeks or months of work and learning lots of new things. And I did everything over at least twice—and usually 4 times—before it was usable. I even bolted the head on several times to learn how to do it right (a special tool makes the instruction 'then turn the bolt 30 degrees' easy to do correctly) and then I switched to ARP head bolts. Only when turning the engine over on the starter did I realize I'd left out little bolts that plug the ends of the oil galleries in the head (messy mistake). It took days or weeks to realize things were wrong and then to redo them right.

I'm using Kent Cams 'Focus12' cams, and their brochure giving lift and duration data is confusing. So, although I eventually got them set right, it took a long time and many, many re-measurements to actually believe it.

John Zender made engine mounts for me to my specification, and I made a couple of small

mistakes which lead to rework.

I designed (several times) and had machined (several times) a crankshaft extension so the 336 gearbox nose would have a place to rest in the crankshaft. Sam at S+T Machine (San Carlos) made the extension. ClutchNet.com made a clutch disk for me, and by the third time it was right.

Roman at Veracom Ford (Burlingame) was very helpful in looking through parts books and ordering Ford bits (I have no idea what Focus engine it truly is!), where at another dealer the parts counter just 'did not want to know'. Boyd Ferry (South San Francisco) created an exhaust.

First I tried a Pectel (Caterham) ECU (Engine Control Unit, the little computer that actually controls key engine functions) and a Caterham wiring harness, but in my ignorance I failed to get the crank pickup the correct distance from the Fidanze flywheel pickup-spokes. I never did get a usable software interface to this ECU so I never found a way to diagnose the problem. In desperation I acquired a Megasquirt ECU and software. And rewired the engine to match. Armed with the Megatune software for Megasquirt I realized my pickup mistake.

I initially designed a clever cooling system with a Davies-Craig electric waterpump nestled in the frame near the engine. (I removed the original waterpump vanes from inside the stock waterpump, retaining the pump housing as I needed the pump idler wheel to route the alternator belt.) Too many coolant-tube-joints that were too hard to reach meant I could not get

the water to stay in the system. So I moved the electric pump to the front by the radiator, which effectively removed most of the joints near the engine. Of course, this design means that now all of the water in the system has to warm up before the engine will warm up. There is no separate short-path for coolant water.

I'm leaving out lots of adventures, such as learning the right way to control an alternator (the sense wire should go as close to the battery post as possible, not through junctions if at all possible). By the way, a cute little Toyota alternator fits wonderfully in very little space!

By October 2008 the engine idled with Megasquirt. But the clutch did not work at all. I removed the engine again and ordered the third clutch disk variant after building test frames that let me test clutch disks with no transmission attached so I could see what was wrong. I finally realized how remarkably little the clutch pedal needed to move with this clutch setup.

Then, in May 2009, after 2 years of work and many, many thousands of dollars, I drove the car around the block the first time. By the time you read this I may (or may not) have taken the Europa to Thunderhill for the May track day for some gentle testing.

Lots more to tell in future installments, but I fear it may bore...



## 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@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.

# Showtime for my Esprit

by *Harvey Laskey*

For the past several years, I have been entering my 1985 Lotus Turbo Esprit in various car shows. However, I could only enter officially sanctioned SCCA Concours d'Elegance events as a "for display only" car due to the SCCA requirement that a Concours entry be at least 25 years old. This year the rule was slightly modified to allow general show entrants up to 1987.

My first "judged" entry was the Shriners Hospital Concours d'Elegance at Mather Field, Rancho Cordova on May 17. The Esprit was assigned to "Class E Sports Cars 1956-1987" and positioned next to a finely turned-out red (what else) 1987 Ferrari Testarossa. I mentally picked the Ferrari (with, among other things, a 3 to 1 advantage in the number of pistons), to be the odds-on favorite. Not so. The Esprit, on all 4 cylinders, was awarded First in Class, on its first time out! The win was quite the



compensation needed for spending the day outside in 110 °F heat.

A few weeks earlier, I took the Esprit to a EuroSunday display in Danville. EuroSunday is a far less formal event held once a month, and it is "geared towards super exotic, rare and vintage Euro cars and motorcycles." Parked between a red (what else) Ferrari 308GTB and an Aston Martin DB9, the Esprit was awarded "Car of the Month." Check it out at [www.eurosunday.net](http://www.eurosunday.net). Next stop... Palo Alto, June 28.

# From Lemons to Lemonade

by Rahul Nair

The Goin' For Broken race at Reno Fernley was the 5th 24 Hours of LeMons race for the Formula BMW team, which consists of Guy Argo and GGLC members Gabriel Matus, Rob Dietsch (aka The Prez) and myself.

I was driving the first stint for our team and got off to an inauspicious start when I had to pull into the pits just before the green flag because of a loud noise and vibration from the right front on right hand turns. It turned out that our new wheel was rubbing against the right front strut while at speed. We had bent our struts for extra camber at Altamont 07 which was causing the wheel to rub on right handers. Luckily we were able to find a wheel spacer, but we started the race 2 laps down on the leader.

When I first went out under green my immediate impression was that we were waaaay faster than most of the cars out there, and I was passing several cars at each turn. This was probably due to my familiarity with the track and the car because after about 5-10 laps cars became more difficult to pass as the drivers became more comfortable with the track. I made it to the 2.5 hour mark before fuel problems forced me to pit. My stint had put us back on the lead lap (9th overall), but we were well short of the 3+ hour stint we were originally planning on.

Guy drove the next stint and kept in touch with the leaders. At this



photo credit: Jeff Balliet/ASK Photography

point we knew that we were in the top ten and were basically trying to put in reasonable laps without doing anything crazy. Guy drove for about 3.5 hours before the fuel starvation became bad enough that we were forced to do another green-flag stop. Gabe got into the car with about 2.5 hours left in the

day and was doing some excellent lap times when he had an unfortunate spin at turn 15 which brought us in for a black flag penalty. Since we had been good racers for most of the day (and we bribed the judges with some excellent Guatemalan rum) we were let off with a driver change penalty, which put me back in the driver seat for the final 10 laps of the day. At this point the traffic had thinned consider-

ably, and I was able to able to drop my fastest lap down from a 2:51.844 to a 2:46.177. By the end of day one we had completed 129 laps and we in 4th place overall, 6 laps behind the race leader. We were the second slowest fast lap in the top 10 but we used our long stints to make up



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for our wheel issues at the start as well as 3 green-flag pit stops.

Day 2 started with Gabe putting in consistent laps and pulling back several laps when the leader had an electrical problem. They were able to fix their car in time and went back out just 3 laps in front of us. Rob put in some stellar lap times in the final sprint including our fastest race lap of a 2:42.809, but in the end we just did not have the pace to win.

We finished a respectable First in Class and 5th overall--just 4 laps behind the winner. We also got a nice trophy to put on the mantel and a bunch of stories to tell friends and family. We now know what we need to do to win, so we will be ready for the Button-willow race on August 15-16.

## Autox Season Is Underway

by Larry Bisares & Alex Komlik

The second GGLC Autocross Points event of the season will be held June 27 (Saturday). Online registration is open until June 24; see the [www.gglotus.org](http://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.

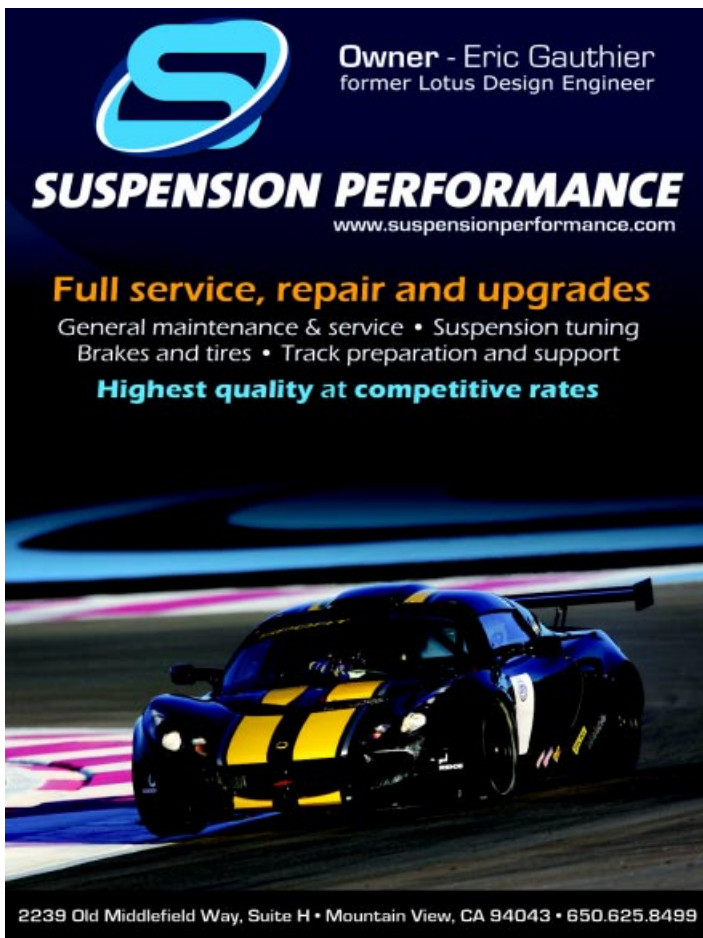
## Mike's Shop Day in July


by Mike Ostrov

How about Saturday, July 18, for another GGLC shop day in El Sobrante.

We will discuss the usual fine points of glass fibre repair, do some tune up (leak down, compression and exhaust gas testing) stuff, maybe a bit of suspension checking, have lunch at our regular places and maybe do a drive or two around the reservoir.

We'll plan on a 10:00 am start time at the shop: 4119 Santa Road El Sobrante (510) 222-6437. Please RSVP to me at: [mikeostrov@webtv.net](mailto:mikeostrov@webtv.net) or (510) 232-7764 (home). See you in July.



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# Classifieds

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

**For Sale:** 1991 M-100 Elan. My wife says we have too many cars and one must go. A 1-owner car purchased in 1992 at Boardwalk Motors. At 105K miles, the car has been my daily driver and is in great condition. All the important stuff works, including motor, A/C, heater, power steering, power windows, etc. The paint is good (factory red). Located in Gilroy, CA. Asking \$7,000. Contact Justin Gross (408)848-0072 or jjgross007@verizon.net

## World's Largest Lotus Garage/ Parts/Car Sale

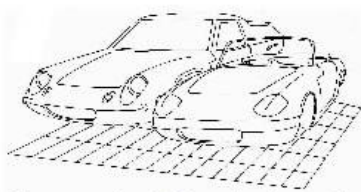
Just too many Elites (two available: Lovely street Elite with 5 speed and my retired Vintage Elite Super 95), Seven parts and lots and lots of S2 and S4 FHC Elan stuff, including 6 inch Cosmic and Western wheels and a full set of stock Europa alloys. Contact Mike Ostrov (510) 232-

7764 or mikeostrov@webtv.net if I can help get your Lotus car back on the road.

**For Sale:** 1963 Lotus Seven, SB1503 frame # 1818 completely restored with only a few modifications, in beautiful condition. Contact Tom at (408) 247-9741; Troderick4@comcast.net for pictures and information. I am asking \$18,000.

**Wanted:** 1966 or later style Weber Lotus T/C head. (650) 796-2193; donhogue@charter.net

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