

# The Chapman Report



Published by the Golden Gate Lotus Club    [www.gglotus.org](http://www.gglotus.org)    May/June 2013



*As the morning fog begins to lift at Mazda Raceway Laguna Seca, Rob Dietsch prepares his rent-a-racer Exige for the GGLC trackday April 3, 2013. Learn more about the event in a story on page 2.*



*Photo Credit: Tom Pope*

*It seems that Lotus cars and historic CA Highway 49 were made for each other, as captured in this photo from the Sierra Foothills drive put on by members and friends in the Sacramento area April 20, 2013.*

*The story begins with Part I on page 9.*

## ***May/June Meetings***

**Friday, May 17, 2013 – 7:30 PM**

**Hosts:**    Kiyoshi and Laura Hamai

**SATURDAY, June 8, 2013 – 1:00 PM**

**Annual GGLC BBQ in Danville**

**Hosts:**    Mel and Darlene Boss

## A Strong Start to a Busy Year!

editor

Yes, we made it through a pretty mild and dry winter, and we were fortunate enough to put on several successful club events along the way. But now that the Spring/Summer season is here things promise to get very busy for our active members. Track days, Autocrosses, fun drives/tours/shows, and, of course, a great BBQ are all happening over the next few months. And, without a doubt, the highlight of the year will be the WCLM coming up July 4-7, 2013, in Seattle. A few write-ups describing past and future special events are given below, but don't forget to also keep an eye on the club website for the latest news about the club's fun events.

## Laguna Trackday Draws Big Group

### April 3, 2013

by David Anderson

The day dawned in fog. In addition, several accidents on local highways delayed the arrival of some corner workers. These issues combined to set back the time we could get the first car on track from the scheduled 9:00 AM to about 9:30 AM. Although the first sessions were somewhat foggy and on a cool track, by late morning the skies were sunny and the day turned out to be wonderful!

Kiyoshi Hamai brought the GGLC club truck, which pro-

vided us with tables and a sound system and a place to gather. This was a very nice touch, as was the introduction of a new GGLC trackday logo adorning attractive decals for the cars.

We had a full complement of drivers for the 8:15 AM drivers' meeting. The Lotus cars present were 1 Elan, 1 Europa, 1 model 2-Eleven, 2 Sevens, 1 Esprit, 1 Evora, and 12 or so Elise/Exige.

There were three run groups, and, as usual, folks had to keep to their run group to keep the number of cars on-track within the limit set by the track managers at Laguna Seca. Some people do decide that they want to change groups during the day, and John Zender always manages to find a way to let that happen so everyone has the best trackday possible.

Rob Dietsch was on hand with a U.S.-spec Elise, an early Sport 190 Elise (series 1, we call it now), and an Exige S260.

(Your scribe was driving the Exige for this track day.)

Unfortunately, there were some serious on-track issues: four non-Lotus cars impacted walls or had other serious damage. Although there was no car-to-car contact, this was more incidents than any previous GGLC track day. Incidents like this remind us that driving at Laguna Seca, or at any other speed venue, demands that one drive within one's limits! Indeed, it is always important to keep in mind that the primary goal of a track day is to not damage any-





one or anything and to drive home again!

The only Lotus with a serious problem was a red Turbo Esprit. It started blowing lots of white smoke in the first session, ending the owner's day.

The front/rear cornering balance issues Dave Close had in his Zetec-powered Europa with its front splitter, rear wing, and rear diffuser are now fixed. He made a larger front splitter and added a thin steel rear sway bar. He says the handling is great now. Unfortunately, at end of day he encountered a clutch problem—sometimes it would not disengage. However, he was able to drive home.



The next GGLC trackday is May 29 at Thunderhill. John Zender has been allowing a few folks per trackday to enter with-

out previous track experience. The trackday web page on gglo-tus.org explains how to proceed if you have no track experience.

The best non-track training for a track day is undoubtedly an autocross. So if you interested in trying a first trackday sometime, by all means enter a few GGLC autocross events to learn more about your own and your car's capabilities. Check the gglo-tus.org site for the dates.

Thanks again to the non-Lotus entrants to the trackday. Without these fine entrants we could not put on a trackday at all.



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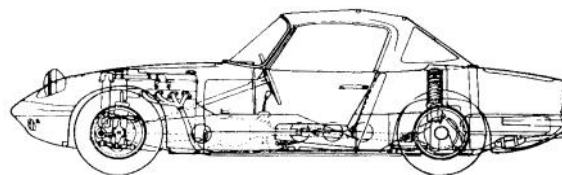
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# GGLC Goes Video!

by Kiyoshi Hamai and Ben Beames

## From Kiyoshi

Have you seen any of the recent GGLC videos? Were you at the December 2012, GGLC Holiday dinner party where we showed *Truth in 50*?

All of these great productions are crafted by our very talented GGLC member, Ben Beames and his friends.

Since we never pass up an opportunity to exploit the club, the GGLC created the new volunteer position of Multimedia Editor and asked Ben to fill the job, and Ben consented! So please help us welcome and congratulate Ben on his new role!

Ben can be reached at [mmeditor@gglotus.org](mailto:mmeditor@gglotus.org)  
Ben has also set up a GGLC Channel on YouTube.  
Check it out at: <https://www.youtube.com/user/GoldenGateLotusClub>



## From Ben

After the overwhelming response I got from the membership for making the parody film, *Truth in 50*, highlighting my 2012 season in the GGLC auto-cross series, I wanted to give something back to the club that has allowed me to have so much fun.

As your newly minted Multimedia Editor, I hope to be bringing a fair amount of video content from GGLC events to our website and via our newly dedicated YouTube channel.

I have three goals in mind: First, enrich members experiences at club events by providing footage. For instance, once you've spent your day blasting around Laguna Seca, wouldn't it be great to kick back and watch footage of yourself at speed? And



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then, of course, to share it with everyone, letting them know just how cool you look doing it. Second, encourage more people to join the club and come to events. I know when I first signed up for an autocross I was worried that being a newbie, I'd just get in the way and be a nuisance to people. And I was. . . but I wasn't treated that way. I want to let prospective newcomers know that these events have a great atmosphere generated by good people who are out there having fun with their cars. And third, simply entertain. I hope that when we create something silly, it brings a laugh, and when we create something interesting it gets people's attention and maybe even teaches something, or at least starts a spirited debate.

But I can't do all that by myself. The market for people interested in my old Europa is getting pretty saturated. Now, what I need from the membership at large, is footage from events—any GoPro or other camera mounted footage you'd like to share. (I even have a GoPro available to loan out to anyone who wants some footage from their car and doesn't have one of their own.) I also would like to have some willing participants for interviews I'll be conducting at events (we'll keep it pretty light). And lastly, I'm hoping I can create short videos on some of your cars or projects.

So, if there's anything you would like to share, or any member or member's car you'd like to know about, contact me

## Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
May 4	President's Drive	Livermore
May 11	AutoX	Marina
May 11	Mono Bloc Presentation	Mt. View
May 17	Social/Club Meeting	Palo Alto
May 27	AutoX	Marina
May 29	Track Day	Thunderhill
June 8	BBQ/Club Meet	Danville
June 9	San Marino Classic	San Marino
June 22	British Car AutoX	Daly City
June 29/30	Lotus Cup USA	Laguna Seca

See [www.gglotus.org](http://www.gglotus.org) for additional information about upcoming events.



Scan to get current GGLC calendar on your mobile device.

at [mmeditor@gglotus.org](mailto:mmeditor@gglotus.org)

Finally, if you have any videos that you've made yourself and want to share, by all means send them my way. I'm here to facilitate as well as produce, and I can guarantee we have some talented people in this club with ideas that are sure to exceed my abilities.

Again, thanks for all the support, and I look forward to seeing everyone out there.

# Opening Day at the LeMay Museum

by guest contributor Roger Neale

(Reprinted with permission from the Winter 2013 issue of *Lotus Lines*.)

*(Editor's Note: One of the certain highlights of the July 2013 WCLM will be our visit and banquet at the LeMay—America's Car Museum in Tacoma, WA. With that in mind, I thought this article by Roger Neale that appeared in a recent issue of the Evergreen Lotus Car Club newsletter would give WCLM participants an idea of what to expect.)*

On May 29, 2012, I picked up the latest *Road & Track* and read "The first weekend in June was a momentous occasion for car enthusiasts as the newest and grandest automotive museum in the U.S. opened its doors."

Whoa, a DeLorean "Back to the Future" moment. Fortunately for *R & T's* credibility, the opening did indeed happen. Our Lotus Cortina joined a very diverse field of about 150 cars invited to be part of the opening day car show on the museum's expansive lawn.

Rain showers and sun alternated through the morning, leaving us all to decide whether to dry our cars or not. I wiped mine down twice, and began thinking about how many rags I had brought. But not to worry, the Griot's tent had all the microfibre towels you could ever want!

The building is an impressive structure. I thought of a big graceful whale. Rita thought of a zeppelin. The design, in my

view, is an excellent concept.

You enter the south end of the top level, and see a window at the north end looking out on downtown Tacoma and the sound. The asymmetrical window made me think of the back seat side window of a mid-century sedan. A suggestion: walk through this hall to the window, then come back to look at the cars. They are much better viewed with the light behind you.

There are four sloping levels, each with a center hall presenting cars on both sides, and a narrower ramp on either side of the



*Pristine Lotus 35 F2 car from 1965*

center halls with cars presented lengthwise against one wall. I found these side ramps offered a very satisfying intimacy with the cars. Looking down the ramp at

a line of vintage Indy cars: *Gorgeous*. Likewise the row of Ferraris, mostly borrowed for the opening from other collections, since the LeMay is almost entirely American cars.



*Arny Barer's 1964 S-1 Elan on display*

The car displays are supported by signage and graphic material. The most engaging for me were the photos and history of the great pre-war coachbuilders. I was reminded that Delahaye and Duesenberg built chassis and drivetrains, not automobiles. The work of the metal shapers, machinists and upholsterers on these cars was probably the last flourishing of the mediaeval craft guilds. You won't look at the splendid Duesenberg at the top of this ramp with quite the same eyes after absorbing this historic material.

Everyone will have his or her favorites in the collection. For me, two stand out. First, nice example of the 246 Dino in the



*Photo downloaded from LeMay—America's Car Museum website*



Ferrari hall. Not a particularly rare auto, but I think it's the handsomest post-war sports car. If Brancusi's *Bird in Flight* is an artistic masterpiece of line and proportion, so is the Dino. Second, the #98 Agajanian Special sprint car. I remember this car very clearly from reading car magazines like *Speed Age* in the early fifties. This is what a race car should look like. I tried to imagine what it would be like to drive it in a race.

The cars we saw were a display curated for the opening weekend, and some will be returned to the lending owners and collections. The next time I visit, the Ferraris and the British Invasion display, including Army Barer's Elan, won't be there. But the LeMay—America's Car Museum, will certainly remain a destination for car enthusiasts everywhere. I predict every one of you will enjoy a day there before long.

## West Coast Lotus Meet (WCLM)— Fun Events Since 1986!

by Kiyoshi Hamai and Doug Jackson, President Evergreen Lotus Car Club (ELCC)  
(Reprinted with permission from the Spring 2013 issue of *Lotus Lines*.)

### From Kiyoshi

Since the first WCLM in 1986, the concept of a fun, casual, multi-club, multi-day event for Lotus enthusiasts in the western U.S. has remained steadfast.

The concept for the event began in 1985 in discussions between Rod Bean of Lotus West, a Los Angeles-based Lotus club and Charley Rockwell of the Golden Gate Lotus Club. The two clubs had a history of doing smaller joint events with one another, so progressing a large-scale event seemed natural.

The first WCLM was held April 4-6, 1986, in Cambria, CA with more than 100 attendees and 50+ Lotus cars. There were dinners, a casual Lotus concours, a rallye and a wine tour.

After the success of the inaugural WCLM, a second event was held in Cambria the following year, and Max Griggs, the Sales Manager for Lotus Cars USA attended to present a slide show of the factory and a film on active suspension.

For 1988 and 1989, the WCLM moved to Santa Barbara, CA, and the chairmanship alternated between Lotus West and the GGLC.

The 1990 WCLM was hosted by the GGLC and took on a new moniker, "Lotus Convention". The event was held in Sonoma, CA in conjunction with a vintage racing weekend. The WCLM grew to a 4-day event that included a track day at Sears Point Raceway. The M100 Elan was introduced and Bob Challman was the special guest. In 1991, The WCLM was in San Diego with Lotus West as the host, and for 1992 the event returned to Sonoma.



A new era began in 1993 when Club Lotus Northwest hosted the event, which included a track day at Portland International Raceway, Portland, OR and the Norm Thompson Historic Races. The 1994

WCLM returned to Sonoma and Sears Point Raceway.

Perhaps the most memorable WCLM occurred in 1995 when it became "The Lotus Festival," and it was tied with the famed Monterey Historic Races that celebrated Lotus as the featured marque that year. More than 350 Lotus cars entered the Lotus Festival with some 150 vintage Lotus race cars participated in the races. On hand were Hazel and Clive Chapman, Sir Stirling Moss, Jay Chamberlain (first US Lotus dealer), Patrick Peal (Lotus PR Director) and many others from Lotus history. The 1995 event banquet had over 700 attendees who were spell-bound by our special guest speaker, Sir Stirling Moss.

For 1996, Club Lotus Northwest hosted the second WCLM in Portland. The WCLM took a hiatus in 1997 and 1998, but reappeared in 1999 hosted by the GGLC in Willos, CA with local drives and a track day at Thunderhill Raceway.

The WCLM was then struck by an even longer gap, but the event reemerged in 2004 in conjunction with the introduction of the Elise. Hosted by the GGLC, the 2004 WCLM was held in South Lake Tahoe, CA, with a track day at the Reno-Fernley Raceway in NV. For 2005, the WCLM was set in the

scenic north shore of Lake Tahoe with a glorious banquet at the National Auto Museum in Reno, NV.

(continued on p. 8)

(cont'd from p. 7)

The newly formed Club 111 hosted the 2006 WCLM in Morro Bay, CA with a track day at Buttonwillow Raceway and a group tour of the Hearst Castle in San Simeon.

The 2008 WCLM was suspended so we could attend LOG hosted by Lotus Colorado. In 2009, the WCLM was held in Canyonville, OR and then in 2010 the Southern Nevada Lotus Car Club (SNLCC) hosted the WCLM in Las Vegas, NV. The WCLM was suspended in 2011 to support LOG hosted by SNLCC in Las Vegas.

That brings us to 2013 and the WCLM in Seattle, WA hosted by the Evergreen Lotus Car Club! Throughout the 25+ years of the WCLM one thing has been consistent. They are FUN! The events are great, there's always something to do, places to see and the best part is you get to do all that with a bunch of like-minded Lotus enthusiasts.

#### **From Doug**

As Kiyoshi described, the GGLC has been involved with the WCLM for quite a few years now, and our club couldn't be putting it on this summer's multi-day event without their help.

Kiyoshi initially sent me an e-mail last summer asking if the ELCC were interested in being the host for this summer's event. I told him I thought we would, but I figured that I really ought to touch base with other ELCC "Officers and Special Volunteers" who help run our club to see if I could get their buy-in before I committed to saying yes. They said sure, if it wasn't going to take much work. As it turns out, one of our members, Alan Perry, used to be a GGLC member who knows Kiyoshi, and, honestly, we wouldn't be having the event without the great effort put in by both Kiyoshi and Alan!

Most of you already know the schedule during the basic four-day event (starting in the evening of

Thursday, July 4th), but it might be good to describe some of the activities in more detail here.

The 2013 WCLM will start off with a "Welcoming Cocktail Party and Dinner" at the Red Lion Inn in Bellevue. At this time, you will be able to pick up your participant's package of information. The morning of July 5 begins with a special guided tour of the newly enlarged Flying Heritage Collection up at Paine Field in Everett, followed by a small-scale autocross activity at Bellevue College in the middle of the day and a yummy buffet dinner at the Snoqualmie Casino. The third day, we will attend the Pacific Northwest Vintage/Historic Races at Pacific Raceway in Kent, WA in the morning with a dinner/banquet and an exclusive tour of LeMay-America's Car Museum in Tacoma. The fourth day, we return to Tacoma where we will be hosted to a Lotus-only Car Show (our cars!) and a BBQ lunch at Griot's Garage. In addition, "Scenic Drives" will be offered between various sites and venues each day, and there might be opportunities for some unique, short "Tech Sessions" held at the Red Lion Inn or nearby repair shops.

As of the third week in April, 26 of our members had registered for the 2013 WCLM, and people from

other states and Canada have brought the total to 92, so it's just possible that we will have the 150, or so, participants that Kiyoshi and I anticipated when we first communicated last summer!

It should be a great Lotus Party, and I hope everyone can enjoy it! For more information go to [www.elcc.org/2013wclm](http://www.elcc.org/2013wclm).

#### **Late News**

The Registration Fee for the WCLM has been reduced from \$275 to \$250, until June 4<sup>th</sup>, for members of any Lotus Car Club!

Also note that before the official event begins on the evening of Thursday, July 4, there will be an optional High Performance Driving event that is going to be held at Pacific Raceway in Kent. This High Performance Driving activity is going to be run by Don Kitch at Pro-Formance Racing School. This will be an all-day activity on July 4.

Then, after the WCLM ends on Sunday, July 7, we are planning an optional "drive-in-the-country" activity with a couple of stops along the way for food (and possibly wine tasting!) on Monday, July 8. This enjoyable drive will be organized by the Lotus Car Club of British Columbia, and it will take place in Canada, not very far north of the Border at Blaine, WA.

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# Sierra Foothills/ Gold Country Drive April 20, 2013 Part I

by Reinhard Auf dem Venne

Literally, everything fell into place, and then some. Great people, leading to new friendships and new GGLC members; beautiful cars; a one-of-a-kind tech session; twisty roads with hardly any traffic; superb spring weather; delicious lunch and absolutely no issues or complaints. So the story begins with Part I:

Originally, we had scheduled our run through the Sierra Foothills for March 30, but decided to move it to April 20, and what a great decision it was! Some people had other commitments over Easter, and, just days prior to March 30, the weather and road conditions were not suitable for the drive. In contrast, on April 20 when our Sacramento region group finally got together at Penny's Diner in Grass Valley, we began a very memorable, fun-filled day. The weather gods were with us (ambient temperatures in the low to mid 70s, and no wind) and we experienced great road conditions, even at the higher elevations.

Thanks to Wayne Ellison, who had a major hand in planning and getting this drive off the ground, we had an amazing first event. Our count was 21 people with a good mix of Lotus models: 1 Esprit Turbo (Wayne Ellison, co-piloted by another Esprit owner, Van Overhouse); 1 Evora (Craig and Sandra Dial); 1 classic Elan (Duke Zander); 6 Elise (Tom and Jeanie Alvey, Jeff Houghton, Casey Lynn, Christina Ragsdale and Donald Anderson, Rick and Theresa Buonassisi, my wife Janet and me). Three other marques were also represented (2 Jaguars, 1 Maserati and 1 Audi—all convertibles). Duke Zander had spread the word about our proposed

run and brought with him a few of his friends with some beautiful Jags; Tom Pope with his British racing green '62 and Tom and Maureen Mills with their black '68 E-Type. Joe Marman decided to switch to his '02 Maserati Spyder



Photo Credit: Tom Pope

after he noticed some strange noises from the engine bay of his '73 Turbo Lotus Europa. Carlos Ensenat couldn't get his Elan going in time and drove his Audi TT instead.

Tom Pope took a series of high-quality pictures during the drive: <http://share.shutterfly.com/action/welcome?sid=1AbsXDJw4bMn-g>), and I snapped a few more with my phone.

Unbeknownst to most participants, we also had a couple of nice surprises in store, one 'ad hoc' due to Wayne's local connections, and another resulting from the generosity of GGLC.

When Janet and I arrived at Penny's and sat down with Wayne and Van, Wayne spotted a friend of his who happens to be a motorsports legend, Denis Manning, who designed and built some of the fastest vehicles on the planet. To

make a long story longer, an opportunity arose to see one of his creations located nearby, and to get a first-hand project overview from the owner of BUB Racing and BUB Enterprises (BUB is short for "Big Ugly Bastard", Denis' legendary nickname). Denis spent over 40 years chasing land speed records and designing and owning 6 of 11 of the fastest motorcycles in the world (including the Cal Rayburn-driven 265mph Harley-Davidson, which he designed in 1970 when he was only 24). Denis was inducted into the American Motorcyclist Association (AMA) Hall of Fame in 2006. In addition, after having been instrumental in organizing the Motorcycle Speedweek events at Bonneville for many years, BUB Racing was the recipient of the AMA's Track Racing Organizer of the Year Award in 2007.

It really was a no-brainer, and we quickly amended the start of our drive by taking a 1.5 mile detour to see the BUB-Streamliner—once the world's fastest motorcycle. What a treat this little detour turned out to be!

On September 24, 2009, American rider Chris Carr rode this incredible machine on the Bonneville Salt Flats with a new world speed record of 367.382mph (and at an exit speed of 372.534mph). Although I grew up around bikes, I have to admit that I almost choked when I walked into his garage and saw this one-of-a-kind piece of engineering, which is also a stunning piece of art. The record speed, 367mph, translates into covering the length of 5 football fields in just 3.3 seconds.

(continued on p.10)

As for the numbers: the 7-Streamliner features an incredibly low drag coefficient of 0.08 (that's what you would associate with a fighter plane); the engine, ("... purpose-built from scratch just to break a world record") is a 500bhp, 3L V-4 liquid inter-cooled turbo measuring 18 x 28 inches; the exterior package is a carbon fiber/Kevlar/aluminum honeycomb composite monocoque 24 inches wide, 32 inches high, and 21 feet long.

My favorite line in Denis' presentation was "The only piece not specifically designed to break a world record was the oil filter." To combat heat and stress on the secondary drive train, a water nozzle in the rear swing arm is used to cool the chain. The Goodyear built nitrogen-inflated tires are rated for up to 450mph, so it is quite understand-



able that Denis and his crew are eager to regain the title they previously held twice.

Ultimately, the goal is to be the world's first 400mph motorcycle. For more details and facts about BUB Racing and Denis Manning go to: <http://seven-streamliner.com/index.html>. The group intently listened to the volume of facts Denis Manning shared, and no one seemed bothered by the delayed schedule.

More to come about our amazing day in Part II of the story featured in the next issue of the *Chapman Report*.

## AutoX Review

### Second Round

#### April 6, 2013

by Kiyoshi Hamai  
Photo Credit: Scott Sul

With over 60 drivers, the grids for the run groups in this event were full. Missing, however, was our glorious leader, Colm, who was called away at the last minute to work with a customer on-site. The problem was the customer was in Japan!

As a result, I was thrust into chairing the event. Fortunately, we have some great members like Hiroshi Kanekura and his wife and Jonathan Schreiber that are very experienced at set-up and always, always willing and able to pitch-in. Thanks Hiro and Jonathan!

The Lotus car count was down a bit, with only 15 present, where we typically see 20-30. There were several regular Lotus drivers entered, but not in their regular cars. One of these was Carlos, whose Exige was in the shop.

There was a major change in the autocross area at the Marina Airport. Last year there were 2 separate incidents that caused issues with the FAA and the City of Marina. The FAA wanted to ban all karting and automotive related uses at the airport because some kart zipped in front of a moving plane. The pilot

was livid, and he reported the incident to the FAA. The rule was that all kart/car activities were to stop when a plane was moving in the vicinity. The second issue was caused by an unfortunate incident at a BMW autocross. Evidently, a car spun and hit 3-4 spectators and some were injured, nothing life threatening, but there were broken bones and scrapes. As you can imagine, this was followed by law suits in which the City was named.

The result of these incidents was a suspension of autocrossing at the Marina Airport from late November 2012 to March of this year as the FAA, the City, the karters and the autocrossers worked out solutions and compromises. The solution is a temporary fence that separates the autocross area from the hangers and taxiways. The course area is effectively reduced due to this hard barrier, but at least we still have a site for the foreseeable future.

The course for Round 2 was designed

to be fast in the middle and slower on each end. This layout allowed us to run the course in the opposite direction in the afternoon sessions. We have done this in the past, and it has be-

come a popular feature of some of our events since it effectively gives you two events in one day.

Some of the times from the morning runs included: Top Time of Day to Art Muncheryan in his shifter kart (40.667 sec); and Jason Sams was the quickest in his modified Elise (43.893 sec) followed by Ed Hunter (44.918 sec).





## Special Events

editor

**GGLC President's Drive:** Saturday, May 4. Meet at N. Vasco Starbucks in Livermore (1502 N. Vasco, 94551) at 10:30 AM for a drive around Mt. Diablo and lunch in Dublin.

Info/Contact: prez-at-ggplotus.org

**Annual Club BBQ:** Saturday, June 8 at Mel and Darlene's place in Danville (see page 1). For an optional, low-key, drive from San Jose to Danville, meet at Club Autosport, 521 Charcot Ave, San Jose. Use reserved parking at Dietsch Werks (doors 251/253). Drive will depart about 10:45 AM.

RSVP: darmel-at-sbcglobal.net  
Info: chapmanreport-at-ggplotus.org

**Cow Palace AutoX:** Saturday, June 22. Held in conjunction with Triumph Travelers Sports Car Club, this all-British car AutoX will be a unique opportunity to drive on the huge parking lot at the famed Daly City Cow Palace venue. Entry fee is \$40 for club members, and \$45 for other British car owners. Beginners are welcome, and instruction is available. Spectators pay \$5. This fun, practice event will feature 3 run groups and lots of runs in the morning and afternoon. No points will be awarded for the GGLC AutoX series. Gates open—8 AM; Drivers' meeting—8:40 AM; First car on course—9 AM.

Mufflers required—92 db sound limit at 50 feet.

Info/Contact: autox-at-ggplotus.org



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## Videos Wanted!

by Ben Beames

Do you have tips for new or prospective buyers of a certain Lotus model?

We are going to be building a "Buyer's Guide" for the club's YouTube Channel, and we would like to have your input and expertise. You can make your own finished video if you like, or you could shoot something and we can edit it for you. Another option is I could come and film you explaining what to

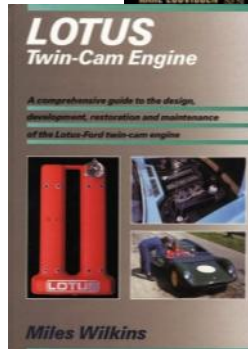
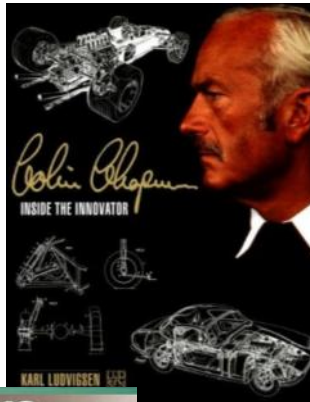
look for and what to look out for. Remember the credo: Simple is Good.

You can even film using a decent smart-phone. Just be sure to show in the video as much of what you are talking about as possible. Don't just tell us about a potential trouble spot—show it! Contact me ([mmeditor@ggplotus.org](mailto:mmeditor@ggplotus.org)) to discuss how you can help your fellow Lotus enthusiast.

## 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](mailto: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. Contact: Marc Charonnat at (530)-217-9611; or [s1.elan.65-at-gmail.com](mailto:s1.elan.65-at-gmail.com).

**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](mailto:fjc-at-totanelit.com)

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.

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](mailto:chapmanreport-at-gg Lotus.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. MultiMedia Producer/Editor—Ben Beames. Website Manager—Kiyoshi Hamai.

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