

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org March/April 2016



Photo Credit: Stelios Pappazios

Cruising down the legendary Skyline Drive on the Peninsula, 20+ Lotus cars are an impressive sight during the annual Anti-Football drive, lunch and museum outing on January 30, 2016. More photos and a story about the outing start on page 4.



Jerry Bassler is clearly having fun as he prepares to drive his distinctive Elise of many colors at the GGLC's February 22, 2016, Laguna Seca track day. See pages 2 & 3 for more photos and a story about the day.

March/April Meetings

Friday, March 18, 2016 – 7:30 PM

Host: Rahul and Nithya Nair

Friday, April 15, 2016 – 7:30 PM

Host: Brandon and Susan Burke

Mazda Raceway Laguna Seca GGLC Track Day

February 22, 2016

by David Anderson

This first 2016 track day was held at the legendary Laguna Seca venue, and it was like a rerun of the February 2015 event—but even better! The temperature in the shade was 67°F at 1PM, and it was sunny and clear all day with almost no breeze.

Kiyoshi Hamai and Rita Guerrero-Satulovsky (aka the Prez) ran registration in very fine style so that John Zender and Scott Hogben could focus on running the event. The GGLC Events Truck was on hand (with Kiyoshi's Elise on a trailer behind), so we had a sound system and snacks and water for everyone in the paddock.

We had a good Lotus turnout: fourteen Elise/Exige, one Evora, one Esprit, and one Seven. We were fully subscribed in the Advanced and Intermediate groups and Novice was nearly full.

We, of course, also appreciate the 70, or so, non-Lotus entrants as their participation makes it possible to hold these track days.

At the drivers' meeting (8:15AM), John Zender warned everyone to be careful as Laguna Seca has many solid walls that have a way of ruining your day. People paid attention, and there were very few spins and no serious incidents during the day.

The three run groups ran at fixed times each hour for 20-minute sessions. The track workers kept everything on schedule all day so everyone got seven track sessions. The track's tow truck staff also helped keep things moving by efficiently clearing the only disabled car (that I noticed)—the Seven—during a mid-afternoon



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session under part-course yellow flags .

Drivers were quite well behaved, letting faster drivers through as needed. It is not a race, so when a car shows up in one's mirrors it is time to let off the gas a little on corner exit to make it easier for the faster car to pass.

Even if you don't want to drive on the track yourself, you should make it a point to come out to a GGLC track day. Paddock entry is free (just sign a waiver at the paddock gate before entering), and if you want to arrange a ride-along as a passenger you will just need to sign an additional GGLC track waiver at the event registration table.

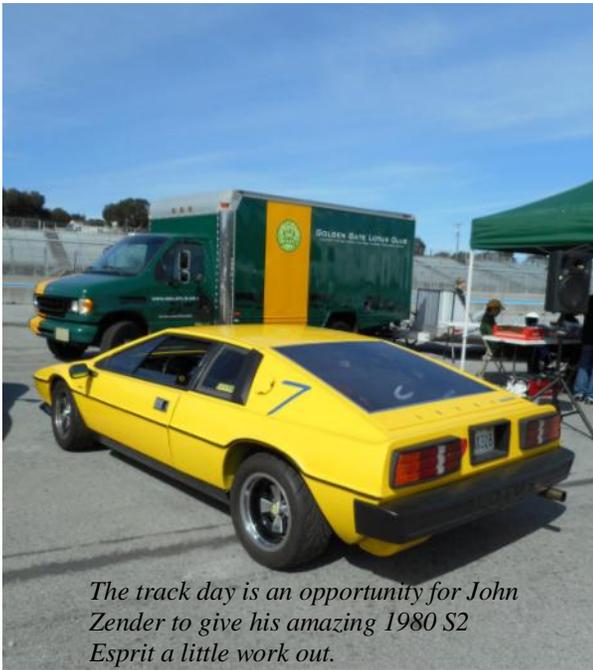
Then you can just ask around as plenty of drivers will cheerfully take you for a track ride. A helmet is required, however.



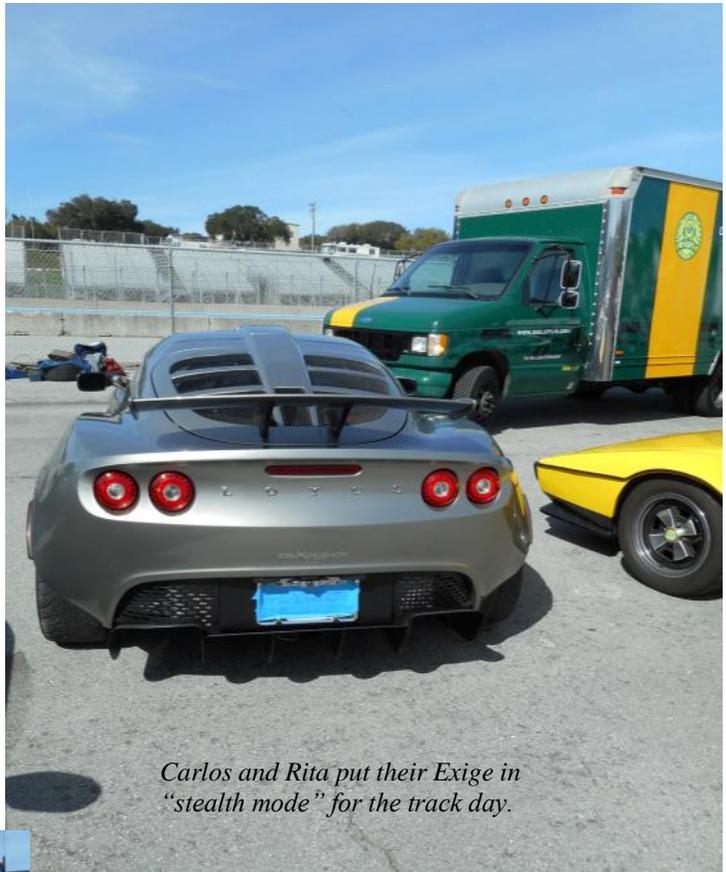
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Spotted in the Laguna Paddock

editor



The track day is an opportunity for John Zender to give his amazing 1980 S2 Esprit a little work out.



Carlos and Rita put their Exige in "stealth mode" for the track day.



A visiting Rossion opens its clams between track sessions.



Reflections on a Seven.

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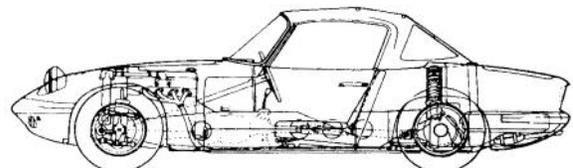
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A Picture-Perfect Day for The Anti-Football Drive

January 30, 2016

by Kiyoshi Hamai

The annual Anti-Football Drive is fast becoming a tradition, and the 2016 version was definitely entertaining, fun, and memorable.

The group gathered at a Starbucks off Hwy 92 in the hills of San Mateo. We caught a break in the recently rainy weather, as the air was clean and crisp and the sun was shining. President Rita brought snacks; and after a few cups of coffee, some chatter, some car checking, and a brief drivers' meeting to pass out route notes and a few casual instructions, the group lined up and headed out of the parking lot.

The lineup of cars was impressive, as it included about 22 examples: Scott in his Exige, Rob B with his wife and two boys in their gorgeous Evora, Stelios/Elise, Joel/Evora, Vince/Elise, Dan and Sharon/Europa, Lowell/Elise, David L./Elise, Jackie/Mini, Dave E./EVO, Alan/Elise, Rita and Carlos/Exige, Rob and Sebastian/Elise, Hoover and Torrey/Noble, Jon and Victoria/VW, John and Eunice/Elise, Oliver/Elise and Cameron/Evora.

The route was straightforward; we headed West on Hwy 92 toward Half Moon Bay and then turned left onto Hwy 35/Skyline. We followed Hwy 35 South past Alice's Restaurant at the junction of Hwy 84 to our first stop at one of the scenic vistas that overlook the southern peninsula and Stanford University.



Photo Credit: Stelios Paporizos

Somehow we managed to stuff about 23 cars into the remaining space in the pull out. Then followed a mass migration of half the group across the road to



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
March 12	Breakfast/LCoSC	LA
March 12	Vintage Racers' Tour	Sonoma
March 16	Dinner/Meeting	Sacramento
March 18	Meeting/Social	Daly City
April 2	CSRG Lotus Corral	Sonoma
April 4	Track Day	Buttonwillow
April 9	Breakfast/LCoSC	LA
April 10	AutoX/Round 1	Marina
April 15	Meeting/Social	Palo Alto
April 20	Dinner/Meeting	Sacramento
April 23	Open House/ Drive	Livermore

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

take photos of the stunning lineup of cars with the San Francisco Bay as the backdrop.

We continued South on Hwy 35 to Black Road. We then turned East on Black Road toward Los Gatos. We were able to keep a nice pace, as there was little traffic—just a few

motorcycles and a dozen or so bicyclists.

Once we reached Hwy 17, we headed North toward San Jose where we exited in Campbell and arrived at the Pruneyard Shopping Center. As luck would have it, we found an open area in the parking lot that



Scan to get current GGLC calendar on your mobile device.



Photo Credit: Dave Ellis

enabled us to again park en masse, thus creating another awesome Lotus display.

We then enjoyed a casual lunch was at the Rockbottom Brewery where our al fresco seating allowed us to bask in the sun.

After lunch, it was off to our final stop, the Rosicrucian Egyptian Museum in San Jose.

(continued on p. 6)



Photo Credits: Dave Ellis

The Rosicrucian houses the largest collection of Egyptian artifacts on exhibit in western North America. The museum highlights include a re-constructed Egyptian Tomb, thousands of Egyptian artifacts and a real mummy.



It was a FANTASTIC day, featuring perfect weather and fun roads, and it was all capped off by a having a group of amazing people to share a lot of memories.



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Celebrating a Life

Jon Seeley — December 1932 / January 2016

by Jerry Bassler

Jon Seeley left us in late January after a courageous battle with lung cancer. Here are some of my memories of Jon and his accomplishments; he had so many interests and skills.

As a native Californian, he grew up in the Central Valley on the family ranch. He entered the Air Force as a tech, where he worked on both on piston-driven engines and jets, so he certainly could be considered an airplane guy.

He joined IBM and progressed to the maintenance manager on the east coast, so you would also know him as a computer and electronics guy. Later he joined Am-dahl in another mainframe managerial position. That brought him back to the west coast where his avocation for cars was reignited as exemplified by his ground-up restoration of a Lotus S2 Elan. This superb restoration displayed his craftsmanship and attention to detail.

Jon worked for Tom Rust Racing at Sears Point, handling both formula and sports car setups with

ease. During that period, he drew on his wealth of knowledge of all things mechanical and electrical, and he implemented some very early examples of data acquisition.



Jon was very proud of the time he worked at Huffaker Engineering as a member of the team that took a Jensen Healy to the SCCA National Runoffs and won E-Production in 1995.

Not to sit idly by after he declared retirement, he and Jan built a very impressive home by themselves in Sebastopol, again displaying the attention to detail that was so apparent in everything he touched.

After a bit of touring the country with an Airstream in tow, he and Jan settled in Santa Rosa. There he volunteered at the Santa Rosa Air Museum. Among his fun jobs at the museum were rewiring looms for the wings, landing gear and other circuits on their T28.

Jon was always available to assist whenever asked on virtually any project, mechanical, electrical, crewing or troubleshooting, you name it.

I am very fortunate to have met Jon and to have been his friend; he will forever remain in my thoughts and treasured memories!

On a personal note, Jon was always eager to help the vintage racer. More than 20 years ago, he built up a custom electronic ignition for my S3 Elan using parts and a controller from a VW Golf, and it still works flawlessly today.

Thank you, Jon, and RIP—editor

Southern California Lotus Enthusiasts Unite!

by Jared Northrop, Founder
Lotus Club of Southern California

I am excited to announce the official formation of the Lotus Club of Southern California (LCoSC), a local Chapter of the Golden Gate Lotus Club.

Southern California has always provided a playground for a large and passionate community of Lotus owners. However, for the last several years these owners lacked an organized body to bring together enthusiasts from across the region.

But change is happening, and we now have a sandbox for everyone to come out to play in.

It all started during the second half of 2015 with a grassroots movement to start a re-

gional club. Over the last several weeks, a talented team of Lotus owners have collaborated to develop a network of resources with one focus: bring together the Lotus car community in SoCal!

The announcement of the GGLC LCoSC Chapter formation was met with overwhelming enthusiasm from Lotus owners. We are off to a tremendous start with several events rolling out, new sponsors that will soon be announced, and membership rolls that are growing every week.

None of this would be possible without the support of the



Golden Gate Lotus Club. From the beginning, the crew at GGLC has been overwhelmingly helpful in getting this initiative off the ground. Hearty thanks to all!

We encourage all SoCal Lotus owners to come out to play soon. The success of our community begins with your participation. We look forward to meeting you at future events.

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Lotus of West Covina



Lotus of the Desert

Starting to Make Waves Down South

by Mathew Kaplan

Things are moving along quite nicely in the South Land. I am not referring to the free-ways, of course, but rather in the new GGLC Lotus Club of Southern California Chapter (LCoSC), where we are all good.

Our kickoff event at the Arts District Brewing Co. in downtown LA on January 30 was a wild success. We had ~20 cars come out, somehow carrying 40+ people, and everyone seemed to have an all-around great time. A major thanks to everyone in attendance, especially the group that drove almost two hours from the high desert to join us. The vibe was really positive and it turns out there are more than a few people who are pretty excited about having an active Lotus Club in SoCal.

As we do our best to keep the momentum going, we had a meet-up at Supercar Sunday in Woodland Hills, which brought out a dozen or so newly minted LCoSC members. The best part was that we caught the attention of the event organizers, and we are now discussing an official Supercar Sunday Lotus Marque day that we expect will be held sometime in the summer. This

probably will be an event you won't want to miss.

In the meantime, we will keep showing up every Sunday (especially the first Sunday of the month) and checking out the 500, or so, cars from Studebakers to McLarens, hot rods, rat rods, street racers, an occasional helicopter, and, oh, by the way, last week there was a Hyundai Sonata. It was black.

We are also easy to find each Saturday at the Cars and Coffee (C&C) event in Aliso Viejo. This is an opportunity to see a lot of great cars that your friends from other parts of the country only get a chance to see on the internet.



In other C&C news, Lotus of West Covina hosted our club at their dealership. We had a great time eating pastries and trying to keep the crumbs out of the Evora 400 on display. The drool, on the other hand, could not be controlled. Even more exciting was the discussion of the great guys at Lotus of West Covina inviting us to an incredible private racetrack,

which just happens to be the home of the U.S. wing of the Lotus Driving Academy. This is a track you cannot normally get on without an invitation. Hopefully, an invite for LCoSC members will appear in April.

Looking forward:

We are quite excited about our joint track day with the rest of you GGLCers that will be held at the Buttonwillow track on April 4.

We are also busy planning our upcoming monthly meetings, which will effectively function as our town hall. We will try our best to make sure everyone gets to sit in lots of traffic as we move the meeting around Southern CA each month. The monthly meeting will be a mid-week chance for every SoCal member to come together and tell us what they

want from their club. (Except for Tom. He told us he wants a bikini car wash, and we don't want to see him in his bikini.)

However, bikinis will be acceptable for our upcoming March 26

drive through the Santa Monica Mountains and Malibu. While the route isn't public yet, it will be in that area and in the AM hours.

We are also working on another welcome event. To complement the loud music and draft beer thing we did in January, this event will be on a roof-

(continued on p.10)

(cont'd. from p. 9)

top, with wine, cocktails and hors d'oeuvres. It will be a gathering in downtown Los Angeles geared for the gentleman or lady driver that may or may not be hiding somewhere inside of all of us.

As always, check the events page of LCOSC.org or our Lotus Club of So Cal Facebook group for more info.

See you in traffic!

TurboHoses / Dietsch Motorsports Open House

April 23, 2016
editor

Join us on Saturday, April 23, for an Open House from 10 AM to 12 Noon to celebrate the joining of Dietsch Motorsports with TurboHoses R&D. The event will be held at the TurboHoses shop (5948 Las Positas Rd. Unit H, Livermore), and it will feature casual breakfast goodies, lots of good chit/chat and a brief tech talk by our very own Lotus guru, Rob Dietsch.

Following the Open House, and for those interested, I will lead a roughly 1-hour drive featuring some fun roads in the local area. The drive will end at a no-host lunch spot to cap off the day. The estimate for lunch timing is 1:30 PM to 3:00 PM.



Photo Credit: Hoover Chan

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Please RSVP to Jen Dietsch at "Jen-at-lotusraceshop.com" by Saturday, April 16, if you plan to attend the Open House (including how many). In addition, please let us know your interest in the post-Open House drive and lunch.

HOD Track Day for Lotus Newbies May 5, 2016

by Rick Bouonassisi

Working with the Hooked on Driving (HOD) organization (www.hookedondriving.com), the GGLC Sacramento Chapter has arranged for 10 novice group spots at the May 5 HOD track day at Thunderhill. This event will utilize Thunderhill's 3-mile track.

Our special program is designed for the beginner, and this day of instruction plus driving will be a great way to learn, advance, and have fun as a group throughout the day.

The day will start with an hour at the car control area. After that, sessions will alternate between track and classroom.

Each driver will be assigned a coach to work with him/her throughout the day.

Helmets are available to rent (\$25.) or you can bring your own (but it must be rated Snell SA2005, or better).

The registration fee is \$349., which includes \$299. for the track day and \$50. tuition for coaching and lunch. HOD is waiving their usual \$49. annual fee for those who attend our event!

For more details and to register, check the Events calendar at the club's website.

GGLC Lunch and Tom Smith Shop Tour

May 14, 2016

by Lee Cohee

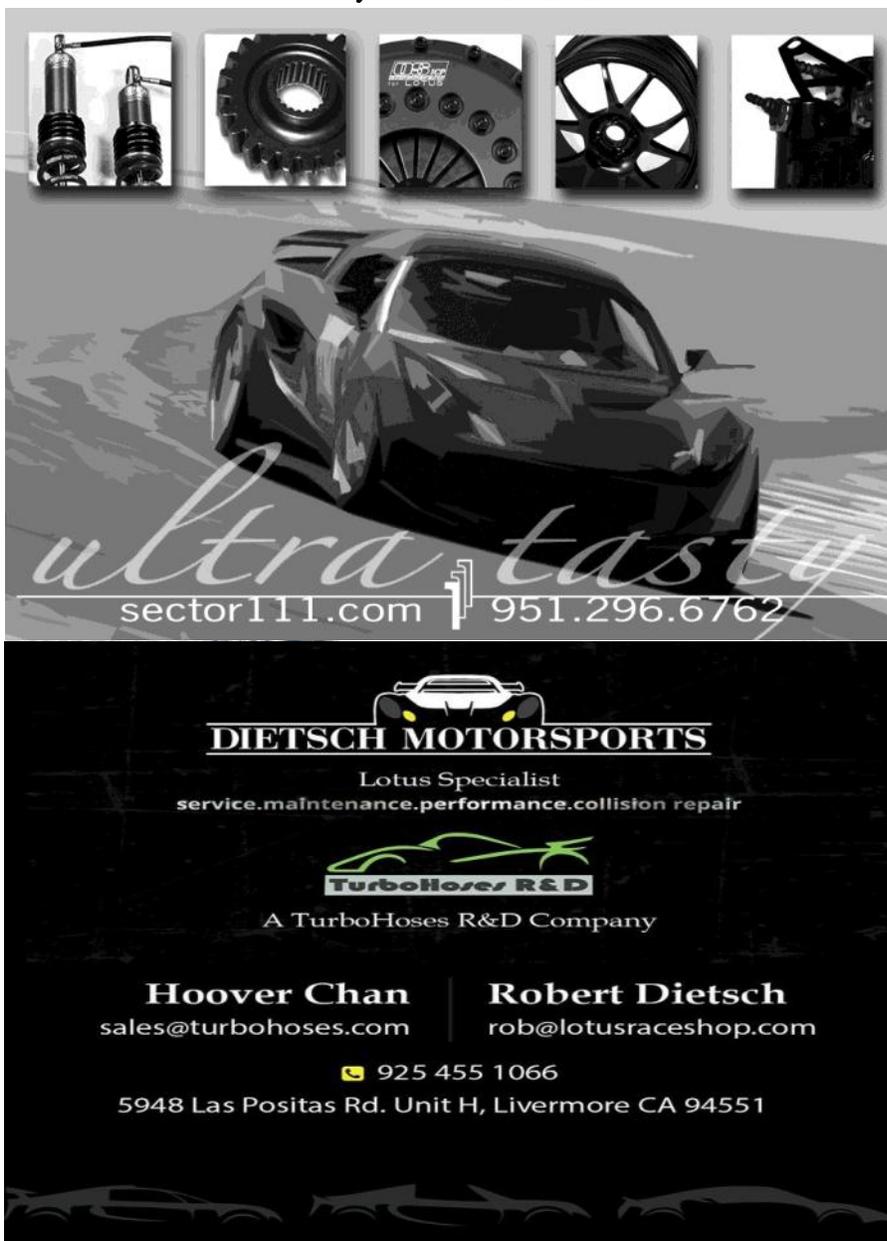
Location: Hotel Leger, 8304 Main St, Mokelumne Hill, CA.

Event details: Arrive at the Hotel Leger in Mokelumne Hill at 10:30 AM. Street parking is available as the hotel does not have a guest parking lot. Mokelumne Hill is about mid way be-

tween Jackson and San Andreas. Our group will be seated in the hotel's bar room for lunch at 11:00 AM.

After lunch, we will form up and head down Hwy 49 to Tom Smith's house, where Tom will give us a tour of his garage/workshop and car collection. The collection includes a couple Lotus cars, Morris Minors, a BMC Formula Jr., and a Brabham Formula B car.

Please RSVP by Sunday May 8 by emailing: vancoh-at-volcano.net.



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For Sale: Rare set of 4 Elan+2 Dunlop reproduction wheels. Size 13 x 5½, K/O, 10 spoke, with 5-pin drive. These wheels are no longer available. Near-new condition, some minor cosmetic blemishes. Originally made for, and sold by, Paul Matty Sportcars. Asking \$720 (includes ground shipping in the U.S.). Photos upon request. Contact Kiyoshi at webguy-at-gglotus.org

For Sale: 1970 Lotus 7 S4. This is the last genuine (made by Lotus) generation of the iconic 7. This example came with, and retains, a Lotus Twin-Cam engine. The VIN is LS42946TC--chassis numbers reportedly started at LS42650, which would make this the 296th car produced of about 700 made. While not as rare as the Series 1 or maybe the Series 3, the Series 4 is a very rare compared to the series 2 and more real and rare than a Cater-

ham or any of the other pseudo-sevens. The S4 is longer and wider than its predecessors. I am 6'1" and do not fit in the S2/S3 cars, but I don't have a problem in the S4. There is more leg and foot room too! This car is ready for café runs or to go to Peet's for coffee, as well as for Laguna Seca, or any other track. I did a body-off reconditioning using many new and re-built parts. Many additions for the track, such as driver safety equipment, and a fuel cell and a dry-sump oil system. All track additions are wrench removable and the factory stock items are included in the sale. This car

has wear and tear for sure, but also many improvements, especially for track use. Looking for offers no less than \$16K. Many photos available. Contact: Stawsh at "Stawsh-at-Corsiglia.net" or (408) 264-6812.

For Sale: Front clam for an '05 Elise. Lightly damaged. Factory saffron yellow. Photos available. \$1500.00 OBO. Contact: Jackie at "jfeakins-at-mac.com" or (630) 531-3740. Also—**Wanted:** Looking to purchase a nice example of an Elan M100 in yellow.

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