

# The Chapman Report



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Photo Credit: Kiyoshi Hamai

What could be more iconic in the motoring world than the Pagoda at Indy? Kiyoshi and Laura Hamai were able to attend the exciting 2017 Indy 500, and their story starts on page 6.



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A pair of Elises negotiate the intricacies of Thunderhill's 5-mile road course May 3, 2017. Learn more about the day in David Anderson's story on page 2.

## July/August Meetings

**SATURDAY, July 22, 2017 – 12:30 PM**

**Hosts:** Van & Catherine Overhouse

*This will be a special, combined event with the GGLC Sacramento Group featuring exploration of the Overhouse farm, an optional ~ 1 hour long foothills drive, hay bale rides in the near-by fields, swimming and a fabulous gourmet French luncheon served at 3:00 PM.  
**RSVP required by July 17, 2017 (van-overhouse "at" yahoo.com)***

**SATURDAY, August 26, 2017\* – 10:00 AM\*\***

**Hosts:** Tom & Stephanie Chavez

*\* A special date for the August meeting to avoid conflict with the Rolex Monterey Motorsports Reunion.*

*\*\* Bring the kids, and enjoy a pool party and snacks before the meeting begins around 11:30 AM.*

## A Message From The Prez

by Jenni Dietsch

Hello Friends.

Summer is upon us, which means you now have even more reasons to bring out your Lotus to participate in some fun driving and unique GGLC social/track events. Track days, autocrosses and drives, lunch meet ups and monthly social gatherings are happening all over Bay Area and beyond. This is especially true now that our extended family spans events hosted by our Sacramento Chapter as well as those organized by our SoCal Chapter. No matter where you go in Cali, you will find a Lotus friend!

Up next on our calendar for July 22, everyone is invited to the Sacramento Chapter's social at the Overhouse farm. This afternoon of fun includes lunch and socializing with other Lotus enthusiasts and an optional short drive in the foothills.

On August 26, we gather at Tom and Stephanie's house in Castro Valley for a BBQ and pool party. Kids are welcome!

September features our British Racing Group West Coast Lotus Meet where we gather for 4 days of Lotus fun in the Solvang area. Seriously, being a Lotus enthusiast doesn't get any better than this!

In October, we visit a new meeting site at Status Automotive in Redwood City. Then it's back to my place in Livermore for an early November Fall bash and the election of club officers for 2018.

That brings us to December and our gala Holiday Party with great food, prizes and the installation of next year's officers.

Join us for these awesome events, and get to know other Lotus owners and enthusiasts along the way. Keep up-to-date using [www.gglotus.org](http://www.gglotus.org) or email me at [Prez@gglotus.org](mailto:Prez@gglotus.org).

## T'hill Track Day Sees Lots of Heat May 3, 2017

by David Anderson

It was a beautiful day at Thunderhill, and I thank John Zender, Scott Hogben, Rita Satulovsky, and the Thunderhill staff for organizing and operating a very fine event.

Although the forecast was for a 95°F day, by mid afternoon it was getting seriously hot at about 101°F. However,

the heat had the positive effect of reducing the number of cars on track in the afternoon as participants tended to call it a day a bit earlier than usual.

All told, we had 105 registered entrants. Five or six were beginners, and they were each assigned a coach.

The drivers' meeting began around 8:15AM, and the first session (Open Passing Group) started at 9AM. The Open Passing Group ran on the hour, and the Restricted Passing Group



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ran on the half hour for the rest of the day.

For this event, we used the full, five-mile track (including the Cyclone rather than the bypass). In one of the morning sessions, a car lost power for some reason, and it was unable to get off track. As a result, that session was black flagged for a while. A Black Flag at all flag stations means that every car on the track should drive slowly to the track exit and then wait in the pit lane (or in the paddock if the driver prefers) for a session restart.

A bit later, another session was red-flagged (meaning all corner stations put out a red flag). This is a rather unusual thing to happen. In that case, each driver gently slows and stops on track in a safe place with a view of a flag station so the driver knows when the red flag is lifted. (Usually it will go to black flag and yellow no-passing flags at that point.)

As mentioned, on-track traffic lightened up noticeably by mid-afternoon as many folks decided to call it a day. In my case, I packed up at about 3PM and eventually headed for the Buckhorn restaurant in Winters (along I 505). This is a good



restaurant pick as it features plenty of parking nearby even if one has a trailer.

The Lotus contingent for the day was 10-15 Elise/Exige, an Elan, an Evora, and a couple of Sevens.

The GGLC event truck was on hand with coffee and donuts in the AM and snacks and water all day (along with extra treats of oranges and a few apples!).

Dito Milian was busy photographing all cars on track so that those

wishing to purchase pictures to remember their day could do so. Photos from the day can be viewed on his website: [www.GotBlueMilk.com](http://www.GotBlueMilk.com).

Our thanks go to all the entrants, with special mention for the non-Lotus entrants because without those folks we could not afford to do the track days.



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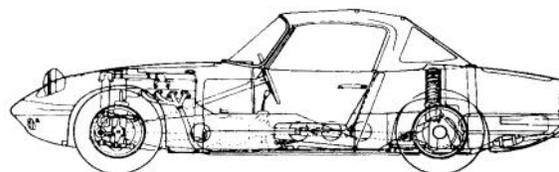
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# Update: British Racing Group West Coast Lotus Meet

by Kiyoshi Hamai

Getting ever closer, the 2017 BRG WCLM will happen September 21-24 in Solvang, California. Here are few important news updates:

- The BRG WCLM block of rooms at the Hotel Corque is sold out;
- Early-Bird entry ended on June 21, but you can still register NOW to avoid late fees.

For the latest news and updates about the BRG WCLM please visit us at:

WCLM website –

[www.westcoastlotusmeet.com/2017](http://www.westcoastlotusmeet.com/2017)

Facebook - <https://www.facebook.com/westcoastlotusmeet>

## Standard Registration

Registration is per person, and the all-in-one registration package gives you access to all WCLM events except the optional track day. These events include the opening reception, lunches, group drives, autocross, funkana, main banquet, wine tasting reception, museum fees, etc. In essence, that is all of the fun activities (including five great meals) during the long weekend. The exception is the optional WCLM Sports Car World Track Day, which requires separate registration. However, the WCLM registration fee does not include your hotel booking. All attendees are responsible for arranging their own accommodations.

We are offering discounted registration fees for Lotus club members and a guest of that member. Affiliated clubs include: LCOSC, CLNW, ELCC, SNLCC, LOCO, LOOP, LCCBC, Lotus Ltd, etc.

Here are important Registration Deadlines and Fees for the 2017 BRG WCLM:

	Lotus Club Member	Non- Member
Standard (June 22-August 1)	\$305	\$355
Late (August 2-Sept 5)	\$355	\$405

To register go to <http://gglotus.motorsportreg.com/>

## Optional BRG WCLM Track Day

Registration for the WCLM Sports Car World Track Day at Buttonwillow Raceway on Thursday,



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September 21, 2017, is open.  
There is a special rate for BRG  
WCLM entrants.

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## Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
July 8	Breakfast/LCoSC	LA
July 15	AutoX, Round 4	Marina
July 17	Track Day	Laguna Seca
July 19	Dinner/Meeting	Roseville
July 22	Member's Social / Meeting	Woodland
August 12	Breakfast/LCoSC	LA
August 13	AutoX, Round 5	Marina
August 16	Dinner/Meeting	Roseville
August 18+	Rolex Reunion	Monterey
August 26	Member's Social / Meeting	Castro Valley
Sept 9	AutoX, Round 6	Marina

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



Scan to get current GGLC calendar on your mobile device.

### 2017 BRG WCLM Event Schedule (subject to change) Thursday, September 21 -

WCLM Sports Car World Track Day – Buttonwillow Raceway (This is an optional WCLM activity requiring separate registration.)

WCLM Opening Reception – Hotel Corque

### Friday, September 22 - WCLM Santa Ynez Valley Drive,

(continued on p. 6)

WCLM Funkana and  
WCLM Dave Bean Engi-  
neering Happy Hour & tour  
of the Solvang Vintage Mo-  
torcycle Museum

Saturday, September 23 -

WCLM Autocross, WCLM  
Dietsch Motorsports Wine  
Tasting & Banquet – Root  
246

Sunday, September 24 - WCLM

Lotus Garage Concours,  
Awards and Lunch

### **BRG-WCLM Headquarters and Alternative Hotels**

The 2017 BRG WCLM head-  
quarters is Solvang's premier  
boutique hotel, the Hotel Corque  
in the heart of town.

#### **Hotel Corque**

400 Alisal Road  
Solvang, CA 93464

Here are a few local hotel  
alternatives and their contact in-  
formation:

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to WCLM)

Kronborg Inn – 1440 Mis-  
sion Dr. Solvang, (805)

688-2383,  
[www.kronborginn.com](http://www.kronborginn.com)  
(0.6 miles to WCLM)

Svendsgaard's Danish Lodge

– 1711 Mission Dr, Sol-  
vang, (805) 688-3277,  
(0.2 miles to WCLM)

Santa Ynez Valley Marriott

– 555 McMurray Rd,  
Buellton, (805) 688-  
1000, (3.6 miles to  
WCLM)

## **2017 Indy 500 Experience**

by *Kiyoshi Hamai*

On May 16, my cell phone  
rings, it's Chris, "*Whatcha doin'*  
*May 28? Are you interested in*  
*tickets to the Indy 500?*"

*"What, really?"*

*"I've already got tickets, and I*  
*won tickets in a raffle, are you*  
*interested?"*

*"Let me check. I'll call you to-  
night!"*

Any other year, I probably  
would have passed. At that  
point, the race was 12 days  
away, and we would have to get  
airline tickets and a hotel in Indi-  
anapolis where rooms would  
likely be at a premium. But, the  
2017 Indy 500 would be differ-  
ent, why? Because of Alonso, as  
in Fernando Alonso.

It all started on April 12 when  
Alonso, McLaren and Andretti  
Racing shocked the racing world  
by announcing that Fernando  
would skip the F1 Monaco GP  
and McLaren would work with  
Andretti Racing to field a car for  
Fernando to race in the 2017  
Indy500!

I, along with 2 million other  
folks, watched Alonso's Rookie  
Orientation on-line in early May.  
He made it look easy. That is  
what one of the best drivers in  
the world does, even though he  
had never driven an IndyCar, or  
seen the track, or even driven on  
any oval!

So, when Chris called, I  
thought, "Wow, we need to do  
this!" "*Laura, so.... What do you*  
*think of going to the Indy500?*"  
*"When? On the 28th?" "We*

*could go a few days earlier and*  
*hang out in Chicago."*

And, so began the whirlwind trip  
and adventure.

Chris overnights the tickets.  
I started searching for flights and  
hotels, and within hours we were  
going to the 101<sup>st</sup> Indy 500!

I had been to the track years  
ago when in Indianapolis on  
business travel. Indy is indeed a  
special place. You can visit the  
museum and the track and liter-  
ally "smell" the history and lore.  
It is a shrine of motorsports, so  
having a chance to see the likes  
of Castroneves, Rossi, Montoya  
and now Alonso battling at 220  
mph was a MUST DO.

I didn't even try to find flights  
into Indy, instead we opted to fly  
into Chicago and spend a few  
days downtown and then do the  
200 mile drive down I-94 and I-  
65 to Indianapolis.

I found a hotel about 12 miles  
from the track on the north end  
of town. No surprises, the room  
cost more per night than our ho-  
tel in downtown Chicago. That's  
what happens when you add  
350,000 people to a city of  
800,000.

The race was to start just after  
12 noon. We talked about getting  
to and from the track. There  
seemed to be a lot of parking  
choices including parking on  
someone's front yard for \$20-  
\$100. There are epic stories of  
long waits and ridiculous traffic  
jams. We decided to make an  
early start at 8 AM, and to use  
ride sharing (Lyft/Uber). I can  
say this was a good decision,  
even though we would have to  
pay crazy surge prices for the  
rides.

Although we were on the out-  
skirts of town, the Uber driver

managed to pick us up within 4-5 minutes of our request. As we neared the track there was traffic backed up for over a mile before the exit. Our Uber driver waded through traffic to eventually get to the Uber drop-off lot about a half mile from the track. Getting to, and into, the track was easy due to our early arrival.

We decided to go to the souvenir stand first, while it was relatively early and there would still be a decent selection of stuff. Then we went exploring. We followed the first tunnel that took us on-track near the timing pylon and pagoda building. The first impression is: "This place is BIG!". The track is pretty wide, but there is ZERO run-off, and the stands towered over us. We continued to wander and explore (while avoiding a place called "The Snake Pit"), and by 11AM we were at our seats in the Hulman Grandstands located on the front straight about level with pit entry. We were high enough to see over the outside wall, and we had a great view of the cars.

For the next hour, there were lots of introductions, the Purdue marching band and a collection of race cars raced by AJ Foyt.

As the time for the green flag approached, you could feel the tension ever escalating. Those famous words, "Drivers, start your engines" came, and the atmosphere lit up as it was shattered with glorious sound.

The cars rolled off the grid for 3 warm-up laps, each lap a bit quicker. Mario Andretti was piloting the 2-seat IndyCar at the front of the field. From our seats, you could see the cars exiting

Turn 3, come all the way through Turn 4 and onto the front straight. And, with each warm-up lap the "sound" grew louder and louder. Then the pace car (Corvette), with lights out, pulled into pit lane and field started accelerating through Turn 4, the green flag flew with a HUGE EXPLOSION OF NOISE—so loud it made your entire body vibrate!

I'll skip the details of the race, you know who won, but share with you a few highlights.

In the first round of pit stops, Juan Pablo Montoya stayed out 1 lap longer than the rest of the field and was scored as a race leader, but I noticed him coming into the pits rather slowly, and he sort of "rolled" into his pit box. We didn't realize at the time that he had run out of fuel and was

(continued on p. 8)



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(cont'd from p. 7)

coasting. It cost him a bunch of positions, but it set him up to come through the entire field to get to P6 at the finish. Were it not for running out of fuel, I think he would have been on the podium.

Next highlight moment: with about 25 or so laps remaining, Alonso was making ground, in the previous few laps he had come up from P8 to P5, and he was gaining on the 4<sup>th</sup> place driver. Then it all went wrong. Right in front of us there was a puff of smoke from the rear of his car and he immediately started slowing with a trail of smoke behind. DONE! As David Hobbs would say, "KaBlam-O".

The last 6-7 laps were classic: seeing Castronevas and Sato battle for the lead was AMAZING! Sato's win was popular. It could

not have gone to a more deserving driver.

We hung out for some of the post-race celebration and then decided to make our way out. The rain had held off for the entire race, but you could see that it might let loose at any time. I checked traffic on Google Maps: no surprise, all roads surrounding the track were dark, dark, red. The area around the Uber lot was completely hosed. Even if you could get an Uber driver there would be no way for them to get to the lot. We changed our strategy and decided to walk north until we got to where the traffic was shown as "green" before requesting a ride.

We ended up walking past lines of stationary cars waiting to move, piles of empty beer cans (mostly Bud) and lots of drunk people. We walked about 2 miles to a point where traffic was mov-

ing. I made a Lyft request, and our driver picked us up in minutes, and we got back to our hotel by 5:30 (about one and half hours after the race ended).

When we left the hotel for dinner around 7 PM, folks were still returning from the track. They were commenting how they were stuck in the parking lots for over 2 hours. So, yup it may have cost \$30-40 more to use ride sharing, but it seemed well worth it to avoid having to deal with the insane traffic after the race!

In closing—thank you Chris for the tickets, they were awesome! We will not forget this. It was an amazing experience and one that every motorhead should have on their bucket list!

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# Just Add Salt

## Part 2—Preparation

by John Zender

The Flamer has been off the road since I spun a rod bearing at Laguna Seca about a year and a half ago. It is mostly back together now, and I have made a few modifications and upgrades that I will describe in this installment of my Bonneville saga.

**Engine:** The 2.3 Ford Duratec is pretty well worn, but I decided to do a cheapo rebuild and just installed one new connecting rod, bearings, crankshaft, and piston rings. The non-replaceable cam bearings in the head look pretty bad, but I am hoping they will survive a few more seasons. We dyno-tuned the motor at TurboHoses in June, and it survived a bunch of runs to 7,000 rpm and one pull to 7,500 rpm, so I guess it will be good to go.

**Intake:** Flamer has never passed the sound check at Laguna Seca, so I have always had to lift when going up the hill out of T5. To help decrease the overall db sound level, I built a new airbox using 0.060 inch thick aluminum. The airbox pulls air from a 3" conical filter located where the left fuel tank would be. It definitely sounds different and more quiet than the naked foam filter I was using previously.

**Exhaust:** For many years, there has been a loud rattle coming from the engine area that I always thought was the clutch. Turns out, it was a loose piece of metal in the muffler. I replaced the Flowmaster muffler with

new one—like magic, no more rattle, and a much quieter exhaust as a bonus. We will still have to see if it passes sound at Laguna in July.

**Fuel System:** I built a new aluminum fuel tank that holds about 7 gallons. The previous tank was a foam-filled bladder type that I built over 10 years ago. The bladder had deteriorated with time, and the tank had started to leak badly. Both my Europa and Esprit have experienced catastrophic failures of braided stainless steel fuel lines in the last couple of years (luckily no fires). I assume this is due to the 10% alcohol that is included in a lot of the pump gas around here. My fix was to replace all the fuel lines with Teflon-lined braided steel, which should be good forever.

I am still not sure how fast the car will go at Bonneville. It did an indicated 140 MPH on highway 280 many years ago with the old Cosworth motor that put out about 150HP. The present motor puts out about 230HP. My current gearing should get me to 140 MPH at 7,000 rpm, and 150 at 7,500 rpm, but there may be some wheel spin on the salt, and I am not really sure if it will pull redline at Bonneville's 4200 foot altitude. Horsepower peaks at

around 6,700 rpm and drops slightly on its way to 7,500 rpm.

I would sure hate to go all the way out there and hit redline and not break 150, so I may invest in a set of larger diameter rear tires. But I am not sure if that is in the budget right now.

Bonneville is scheduled for September 14-19, which is the weekend before this year's WCLM (September 21-24) in Solvang. My busy schedule will not allow me to attend both events, but if the car survives the Salt, then I plan to at least have it at the WCLM trackday at Buttonwillow on September 21.



If any of you Lotus people are traveling through Utah or Nevada on your way to the 2017 WCLM, you are welcome to stop by Bonneville and say "Hi".

# Photos from Recent Club Outings

editor

Spring is always a busy season for GGLC events in both the social and competition arenas, and this year is no exception. Limited space does not permit full coverage of each event, but the accompanying photos confirm that fun was had by all the participants. The events covered by these photos are:

—The Sturgeon’s Mill Drive  
(photos from Casey Lynn)

—The May 21 AutoX  
(photos from David Anderson)

—GGLC Annual BBQ  
(photos from Dave Ellis).



# Save the Date: September 16, 2017 For a Shop Day & BBQ at Mike's

*editor*

A week before the 2017 BRG WCLM will be the perfect time to take care of those little, last-minute jobs you need to do to get your Lotus in tip-top shape for the trip to Solvang. Mike Ostrov will open his shop in El Sobrante on September 16, and he will be more than happy to help you get things sorted on your car.

Meanwhile, Jon Rosner will heat up the BBQ coals so that everyone can enjoy some socializing and good food.

The fun starts at 10 AM at Mike's place: 4119 Santa Rita Road, El Sobrante. RSVP to Mike at [mikeostrov-at-webtv.net](mailto:mikeostrov-at-webtv.net) or (510) 232-7764.



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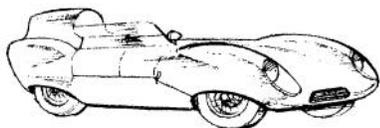
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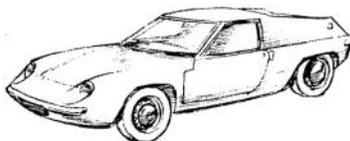
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*Email your ad copy to:  
chapmanreport@gglotus.org  
—editor*



**Wanted:** Daisy needs a 5-speed transaxle to get to Solvang for the 2017 BRG WCLM. I am looking for a 365/395 in good condition, and I can pick it up within 150 miles of SJ.

Contact: Daren (209)-981-4133, dmstechsvc—at—gmail.com.



**Wanted:** Elan +2. New GGLC member seeking Elan Plus 2 in any condition. Must be configured as a road car and be clear to license in CA. All examples of this classic will be considered, but if you have a nice one, I am here with a few extra dollars to spend.

Contact: Mike at mograham1—at—gmail.com.

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## First Class Mail

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