

The Chapman Report



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www.gglotus.org

May/June 2017



Photo Credit: Jerry Bassler

Jon Rosner works on the BBQ prep at Mike Ostrov's shop day and the GGLC March 18 meeting.



Jenni Dietsch (aka the Prez) works with Kiyoshi Hamai on the special WCLM T-shirt design at the Turbo-Hoses open shop and GGLC April 15 meeting.

May/June Meetings

SATURDAY, May 20, 2017 – 10:00 AM

Hosts: John Zender and Kiya

Socializing starts around 10 AM, followed by the club meeting, and John will start grilling burgers (beef and veggie) around Noon. There will be condiments, chips, Mona's home-made CCCs (chocolate chip cookies), and drinks. If you want to bring your own specialty meat for yourself or to share, feel free to throw it on the grill. For today's show-and-tell, you can check out John's Duratec/Europa/Flamer soon-to-be Bonneville racer, and visualize yourself leading the Baja 500 while sitting in his new desert/sand car. Plenty of secure parking for your Lotus or other cool car (and parking next door for your Porsche, Prius, Yugo, Ferrari, etc.)

SATURDAY, June 10, 2017 – 4:00 PM*

Annual GGLC BBQ in Danville

Hosts: Mel Boss and Darlene Kasl

A Message From The Prez

by Jenni Dietsch

Hello Friends.

One question: have you registered yet for the 2017 British Racing Group West Coast Lotus Meet? Let me give you a reason to do so now!

I am excited to tell you about this year's BRG WCLM commemorative T-shirt. For this unique T-shirt, Kiyoshi Hamai went above and beyond on the art highlighting each Lotus model, current and vintage, and, as a special bonus, if you get signed up on time for the BRG WCLM, I will personally customize your T-shirt to highlight your exact Lotus model and color. Seriously!

This year for the first time, I have the pleasure of decorating each T-shirt individually, which allows us to get more creative, use more colors and make the style truly ours.

But what if I have multiple Lotus cars, you ask? No problem! I will hook you up (as long as you don't throw it at me a week before the event).

I can't wait to get started on your own very special memento from the BRG WCLM, so go to <http://gglotus.motorsportreg.com/> and get registered today!

Laguna Track Day Kicks off 2017 February 24, 2017

by David Anderson

The local road closures that accompanied the Bay Area's recent heavy rains were mostly cleared before February 24, so no one had much trouble getting to Monterey for the GGLC's first-of-the-year track day at Laguna Seca. Friday dawned clear and cold. At 8 AM the air temperature was 38°F. But the fine

warm sun raised air temperature at the track to 52°F by 1 PM.

We had a fully subscribed entry. So if you are thinking about tracking your car at a future event, the message is: register early!

Rita Satulovsky, last year's GGLC president, handled the announcing duties all day, which was a great help keeping everyone aware when their sessions were coming up. There was also water and coffee and snacks for everyone on hand.

As usual for Laguna Seca,

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we ran 3 groups with alternating 20-minute sessions from 9 AM until after 4:30 PM. The track was cold, and the rains had washed old rubber off but left dust and light mud in a few places.

At least one driver managed to go 4-wheels-off in the first session and wore the "Bozo" sign for the rest of the day as a result. Everyone was warned in the 8:15 AM drivers' meeting about the Bozo sign. (Thinking some of our younger entrants might not know who Bozo was, John Zender reminded us that Bozo was a clown character on a kid's TV show in the 1960s.)

A serious amount of dirt had also washed away from the edge at the exit of turn 9. But the cones at the 8-inch drop off ap-

parently were sufficient warning as nobody went off there.

By afternoon, the track was warmer and only a couple places had water seepage. So traction levels were approaching normal, though the cool air and remaining dust at Turn 2 meant a personal best lap time was not likely for anyone this day.

Lotus cars in attendance were an Evora, a 3Eleven, a 23, a couple of Sevens, and about 14 Elise/Exige examples.

Bill Buffalo and son

stopped by after lunch in their like-new 1973 Lotus Europa TwinCam and Dan Wardman also stopped by in his green S2 Europa.

Michael Plitkins' brand new 3Eleven is currently in a break-in period so he was not up to his normal pace. The factory ran in the engine, but the transmission and everything else is supposed to get two days on track at reduced power and RPM before being driven hard, and this was just the first outing for the 3Eleven!

Thanks to all the entrants for attending, with special mention for the non-Lotus entrants because without those folks we could not afford to put on our very popular track days for a reasonable entry fee.



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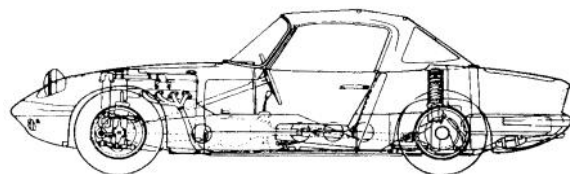
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Update: British Racing Group West Coast Lotus Meet

by Kiyoshi Hamai

It may seem like a ways off, but a long weekend of fabulous Lotus fun at the 2017 British Racing Group West Coast Lotus Meet (BRG WCLM), September 21-24, is approaching faster than you think.

So, let's start with some important reminders:

*The block of rooms reserved at the Hotel Corque for the BRG WCLM is nearly gone! Call the Hotel Corque ASAP and reserve your room.

*Event registration is open! Early-Bird discounted rate ends June 21. Register early and save \$50!

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

*BRG WCLM website –

www.westcoastlotusmeet.com/2017

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

Registration

Registration is on a per person basis, and it will give you access to all BRG WCLM events except the optional track day. These events include: the opening reception, several lunches and group drives, an autocross, a funkana, the main banquet, a wine tasting reception, museum fees, etc. However, the BRG WCLM registration fee does not include your hotel stay. All attendees are responsible for booking their own accommodations.

Registration Dates and Fees for the 2017 BRG WCLM:

	Lotus Club Member	Non- Member
Early-Bird (before June 21)	\$255	\$305
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 Lotus Cup Racing Track Day

Registration for the BRG WCLM Lotus Cup Racing Track Day at Buttonwillow Raceway on Thursday, September 21, 2017, will open shortly. There will be a special rate for BRG WCLM entrants.

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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
May 3	Track Day	Thunderhill
May 6	Sturgeon's Mill Drive	Davis / Turtle Rock Bar
May 13	Breakfast/LCoSC	LA
May 17	Dinner/Meeting	Roseville
May 20	Member's Social / Meeting	Mountain View
May 21	AutoX, Round 2	Marina
June 10	Breakfast/LCoSC	LA
June 10	GGLC Annual BBQ	Danville
June 17	AutoX, Round 3	Marina
June 21	Dinner/Meeting	Roseville

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

Event Sponsors

- Dietsch Motorsports – Lotus repair, parts. Ask about their Lotus Track Arrive & Drive program
- Lotus Cup Racing – The North American dedicated Lotus Racing Series
- Dave Bean Engineering – For Classic and Vintage Lotus Parts and Formula Ford and Cortina Parts
- Spencer's Motorsports – Lotus Repair and Parts, specializing in Seven, Elan, Europa and pre -V8 Esprit

BRG WCLM Sponsors

- Hethelsport – Performance and Specialty Parts for your Lotus Evora
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- JAE – Lotus Parts for Classic and Vintage Lotus cars

- RD Enterprise - Lotus Performance Parts and Parts for Classic and Vintage Lotus cars
- Inokinetic – Lotus Performance Parts for Evora, Elise and Exige

Event Schedule (subject to change)

Thursday, September 21 - Lotus Cup Racing Track Day (optional) – Buttonwillow Raceway and Opening Reception (Hotel Corque)

Friday, September 22 - Santa Ynez Valley Drive, Funkana and Dave Bean Engineering Happy Hour and tour of the Solvang Vintage Motorcycle Museum

Saturday, September 23 - Spencer's Motorsports Autocross, Dietsch Motorsports Wine Tasting & Banquet. Root 246 (Hotel Corque)

Sunday, September 24 - Lotus Garage Concours, Awards and Lunch



Scan to get current GGLC calendar on your mobile device.

Hotel

The BRG WCLM will be headquartered at the premier boutique Hotel Corque in the heart of Solvang. We have arranged special rates for event entrants. Please see the BRG WCLM website for details.

Phone reservations can be made through the hotel reservations department at (800) 624-5572. You must tell them you are with the "West Coast Lotus Meet" or you may not get room availability.

Photo Album: March 18, & April 15, 2017 Saturday GGLC Meetings

editor

The club's experiment with moving our traditional monthly Friday night meeting time to Saturday mornings has been a great success so far. Both the shop day, meeting and BBQ put on by Mike Ostrov and Jon Rosner in March and the open house, meeting and lunch hosted by Hoover Chan and Jen and Rob Dietsch were well attended. Needless to say, they featured lots of good talk and food.

Thanks to the efforts of Jerry Bassler and Dave Ellis, we also have good photo coverage of these events as shown on the next few pages.





(continued on p. 8)



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Just Add Salt— My Bonneville Saga Begins

by John Zender

I'm kind of a car guy. Been into cars since I bought my first Europa around 1982. Still have that car along with two other Lotus. Being a car guy, and getting older, I find myself on a quest to check off some of the items on my personal automotive Bucket List.

Let's see:

Indy 500, done...,
Daytona 400, done...,
NHRA Top Fuel, done...,
Monster Trucks, done...,
Moto GP, done...,
pro Supercross and Motocross, done...

came back with some really great stories of the unusual cars and laid-back people. A huge variety of vehicles and plenty of old guys with even older cars. It seems many of the racers have been tweaking the same hot rod for 20–30 years (or more) and they are super-into-it.

For the last several years I have talked about getting my Europa to Bonneville—not to set a record, but for the experience, and to get my official timing slip of the Flamer's official top speed on salt.

fast does it go?" I'll finally be able to answer accurately (or lie a little depending on who is doing the asking).

Through some internet searching, I learned that there are two groups that run events at Bonneville: the Utah Salt Flats Racing Association (USFRA) and the Southern California Timing Association (SCTA).

The two groups run different types of events—SCTA being heavy on rules and regulations while USFRA is a bit more relaxed. However, USFRA officially requires a 1-5/8" diameter roll cage, and the Flamer's cage is only 1-1/2" (and there's no way I'm gonna build a new one). So I made a call to the



*From the archives: The Flamer takes flight at Thunderhill. (ed.)
© Dito Milian gotbluemilk.com*

What's left? How about Isle of Man bikes, F1 cars, and the Bonneville Salt Flats.

My Dad was a car guy too, and we often talked about getting to the Isle of Man, and Bonneville. Well, Dad made it to Bonneville one year as a spectator (without me), and he

My Europa is not built as a land speed car, and I don't really care how fast it goes (well, I do care a little), but I want the experience of the event, going flat out on the salt, and discovering what the car will really do. I am often asked (by non-Lotus people) "how

USFRA and talked to the head of Tech Inspection. He said there won't be a problem because my car is so light they will pass it with 1-1/2" tubing—"just ask for me if they give you a problem at Tech". Cool. I'm going with USFRA.

(continued on p.10)

(cont'd. from p. 9)

Now that that is settled, I need to choose between a Record class or a Club class. Club classes are only for currently registered and insured vehicles and have fewer regulations than the Record classes. The 130 club allows you to run up to 139.999 mph. If you break 140, you are automatically disqualified, and you won't receive your timing slip, and you will not be able to run any more passes. The 150 club is similar, and allows up to 159.999 mph.

I'm really expecting (hoping) the Flamer to go 140+, but experienced people I have contacted tell me that cars usually run 10 mph slower than expected (hoped for) at Bonneville. The combination of poor traction and high altitude slows things down

a bit. I believe the my Europa (Type 54, low nose) has pretty good aero, and I did reach an indicated 140 mph on a local freeway years ago (with about 100 fewer bhp than the current version), so who knows?

I would hate to go all the way to Bonneville and have to shut it down early; so, I will likely enter the 150 Club.

The Europa is currently fitted with a 2011 Ford Duratec 2.3 that spun a rod bearing early last year at Thunderhill. That means a rebuild is in order, which I'll describe along with other updates in the next *Chapman Report* installment of this saga

The USFRA World of Speed is scheduled for September 15–18, 2017. It would be fun to get some more Lotus cars out there. You can contact me if you are interested.

Annual Club BBQ In Danville

June 10, 2017


editor

So another year has rolled by, and it is time once again for the club's annual BBQ at Mel and Darlene's place in Danville on Saturday, June 10, 2017.

This fabulous event will feature some of Mel's gourmet specialties like stuffed portobello mushrooms, grilled tri-tip and deep-fried turkey. See page 1 for driving directions to Mel and Darlene's.

The fun should get started about 4 PM with food service beginning around 6 PM—and a club business meeting might even happen a little later!

A contribution of a salad or dessert for the BBQ would be nice, but is not required. Please RSVP to Mel for the BBQ by June 7:
(darmel-at-sbcglobal.net).

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Sacramento Chapter Plans Spring Drive to Sturgeon's Mill

by Casey Lynn

A new year, and plenty of dry, warmer weather means it is time once again for the Sacramento Chapter of the GGLC to plan some fun drives. The first of those drives will be the 2017 version of last year's very popular excursion to, and visit/tour of, the historic Sturgeon's Mill working museum. **This event is scheduled for Saturday, May 6, 2017.**

Highlights:

This is a Lotus club drive leaving from Davis, CA, that will take us on beautiful roads to our first stop near Lake Berryessa. We meet at 7:30 AM at the ARCO/BP gas station, at 333 Mace Blvd, Davis. We will depart from there promptly at 7:45 AM in order to make it to the mill for the group's preferred and reserved parking.

Our first stop will be at the Turtle Rock Bar, 2000 Capell Valley Rd., Napa, where we may meet up with the Bay Area club members who are invited to join us. If you arrive at the meeting spot in Davis after 7:45 AM, and the club is gone, just continue to

drive to Turtle Rock Bar and meet with us there.

Please consider patronizing the good people at Turtle Rock Bar since the business is opening up early just for us. We will stay there for about 15 minutes before heading on to Sturgeon's Mill in Sebastopol. Note that the one-way distance from Davis to Sebastopol is about 90 miles.

Key Points:

The operators at Sturgeon's Mill need a head count as soon as possible to provide parking space for our group. So, if you have not done so already, please RSVP to me via email: Casey.Lynn —at—doj.ca.gov. I can also provide additional details about the day's activities if you need them.

Please note that the working museum is a self-funded operation. I recommend we collect a donation of \$20.00 per car to support their continuing efforts.

I'm sure you will agree that your visit and tour are well worth it! If you can donate, please give the money to me in the parking area upon arrival. I will hand-deliver the combined donation in a GGLC-

labeled envelope to the appropriate Sturgeon's Mill representative.

Lunch is served at the Mill at noon, and it will be ready right after the lunch whistle goes. If you want to buy lunch, be prepared to pay with cash. They usually have hamburgers, chili, drinks, and the fixings. If you require a special diet, we suggest you bring your own meal.



There are plenty of picnic tables under the redwoods to enjoy lunch. As an added attraction, they often have an educational presentation during lunch about life and work at the site 100 years ago when the mill was in full operation.

You can stay as long as you like, and our group may, or may not, return the same way we arrived. Some may want to spend the day while others may be ready to head back after lunch, or some may want to explore the quaint town of Sebastopol.

Many thanks to Craig Dial for putting this event together.

I hope you are looking forward to a great day as much as I am! If you have not been to Sturgeon's Mill before, you can get an idea of what to expect from the attached photos from last year's visit.



Classifieds

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

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 nevertheless very rare compared to the Series 2--and they are more real and rare than a Caterham, 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 the S4 is no problem. There is more leg and foot room too! This car is ready for café runs, as well as for Laguna Seca or any other track. I did a body-off reconditioning, starting with new steel brake lines and cali-

pers and going up from there. Many new and re-built parts. Plus many additions for track days or historic racing, such as driver safety equipment, a fuel cell and a dry-sump oil system. All track additions are wrench removable and the factory stock items (still serviceable) are included with the car.

This car has wear and tear for sure, but also many improvements, especially for track use.

Lots of photos available. Contact: Stawsh at "Stawsh—at—Corsiglia.net" or (408) 264-6812.

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

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