

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org March/April 2020



Barry Spencer shows off his new "T", which was a door prize at the 2020 GGLC Celebration and Awards party held January 11 in Foster City. See page 3 for more photos from the gala event.



Spotted in Tom Carney's garage at the GGLC February 15 get-together. Clearly, this is a "work in progress" featuring Tom's '70 Europa, and we all look forward to the final result.

March/April Meet-ups

SUNDAY, March 22, 2020 — 11:00 AM / 12 N

LeMans Karting — 45957 Hotchkiss Street, Fremont

Instead of a regular "meeting" in March we will be at LeMans Karting in Fremont on Sunday the 22nd to participate in a Carrera Cup Race. The format consists of a 10-minute practice session, a 5-minute qualifying for position, and then a 15-minute race.

We have reserved 10 spots and the Club is going to subsidize \$30 of the \$75 race entry fee. This is first-come-first-served, so RSVP right away at events@gglotus.org. If you RSVP, make sure to show up or else we are on the hook paying for an unused spot. Arrive by 12 N to get signed up and briefed, and then the event starts at 12:30. Spectators are welcome to cheer on their favorite driver(s). Email questions to events@gglotus.org.

Some of us will **meet at Starbucks 120 West Calaveras Rd., Milpitas around 11 AM** to kick tires, eat brownies, drink coffee, etc., before driving a few miles together to arrive at LeMans Karting around noon.

SATURDAY, April 18, 2020 — 8:30 / 10:00 AM

Our April get-together will be at **Cars & Coffee Livermore** on Saturday, April 18. People coming from the West South and West Bay will meet at a Milpitas Starbucks at 8:30 AM. From there we take Calaveras Rd. through the hills to arrive at an In-N-Out Burger joint in Livermore around 9:30. People from the East and North bay can meet us at the In-N-Out before we drive together to the event so that we can make our dramatic entrance at 10 AM.

Milpitas Starbucks (8:30 AM) **Cars & Coffee Livermore (10 AM)**
1197 East Calaveras Blvd. 6951 Southfront Road

In-N-Out Livermore (9:30 AM)
1881 North Livermore Ave.

Message from the Prez

An Introduction

by John Zender

Many of you who are long-time GGLC members and trackday people already know me, but others may not.

I joined the club in 1983 when I was 21 years old, and I had just purchased my 1969 S2 Europa. I did not know anything about Lotus at the time, but I had seen the Europa for sale just down the street from where I lived, and I thought it was really cool. With help from my mom, I bought the 'complete-but-beat' car for \$4,500.

have those original 2 cars we bought in 1983 (plus 5 more Lotus between us); and, meanwhile, all those fogies have gotten....well... a bit older.

My goal during the next year is to continue what we started last year by trying out new types of events and activities aimed at bringing out the younger Lotus owners that will, hopefully, also get them more involved with the GGC.

Most of our monthly gatherings in 2020 will not be at members' private homes as in

the past, but they will instead be at public venues such as local Cars and Coffee, Lotus workshops, Go Kart racing, etc. and they will most likely have drives associated with them.

For example, our March event is scheduled at LeMans Karting in Fremont for Sunday, March 22, at noon. We have reserved a practice/qualifying/race event that will accommodate up to 12 lucky drivers. As an extra incentive, the club is going to subsidize \$30 of the \$75 per driver fee. If you want one of these spots, RSVP as soon as possible to events@ggplotus.org

Any of you who have ideas for events, meetings, drives or whatever, contact me by phone, text, or email and let's make it happen!



As a time reference, the headline of the first *Chapman Report* I received in the mail was the announcement of Colin Chapman's sudden passing.

At my first club meeting, I met Scott Hogben who had just acquired a Seven and was also at his first meeting. Since we were both kids (and the rest of the gang was a bunch of 40+ year old fogies), we quickly became friends.

Now, 37 years later, Scott and I are the GGLC 2020 Vice Prez and Prez, respectively. Even more important, we still



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GGLC Celebration and Awards Party / Dinner Kicks off the New Year

editor

Lots of fun and good cheer marked the January 11, 2020, annual club party held in Foster City. Aably organized by Judy Anderson, the event proved to be a fine way to wrap up 2019 with awards going to class winners in the GGLC Autocross series. In addition, the party provided a launching pad for a busy year of club activities in 2020.

The accompanying photos capture some of the evening's high points.



(continued on p. 4)



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Calendar

| <u>Date</u> | <u>Activity</u> | <u>Location</u> |
|-------------|--------------------------------|--------------------------------|
| March 10 | SDLC Meet-up | TBA |
| March 14 | LCOSC Breakfast meet | Los Angeles |
| March 22 | GGLC Meet-up LeMans Karting | Fremont |
| March 29 | AutoX Round 1 | Crows Land- ing / tentative |
| March 30 | Track Day | Willows |
| April 7 | SDLC Meet-up | TBA |
| April 11 | LCOSC Breakfast meet | Los Angeles |
| April 18 | GGLC Meet-up Livermore C&C | Livermore |

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



Scan to get the current GGLC calendar on your mobile device.



A Great Turnout for the 2020 Anti-Football Drive

January 25, 2020

editor

A combination of more than 20 Lotus cars on the road, perfect weather and an exceptional destination venue made this one of the best Anti-Football drives in the long tradition of the event. Many thanks go to Kiyoshi Hamai for organizing and managing all the fun.

Some of the highlights of the day are captured in the accompanying photos provided by various participants.



Aerial shot at the Starbucks gathering spot. Courtesy of David L. and his drone.



Rahul N.'s new Brunton Stalker sports some serious BHP.



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Streets of Willow Track Day

February 15, 2020

by Liyan Zhu

The Lotus Club of Southern California (LCOSC) headed to Streets of Willow in mid-February for a gorgeous day of tracking and general Lotus fun.

In addition to the track, an exercise area (with skid pad, slalom, handling, and braking exercises) was set up for use by the event participants. A variety of vehicles, including many Lotus of all types, attended the track day. (Also in attendance were a significant number of furry friends.)

The day started bright and chilly, which are near perfect conditions for fast laps. Eventually the day warmed to a beautiful 70°F, and, unlike most days at Willow Springs, the wind was quite subdued.

The drivers quickly got down

to the business of lapping and enjoying the beautiful conditions. To start with, the group of beginner drivers received one-on-one coaching from their instructors, while other groups paid close attention to the passing restrictions.

Lunchtime brought a break in the track action in the form of a BBQ at the trailer of club member Joe N. Hamburgers, hot dogs, and even steak were served.

Undoubtedly, the hearty lunch contributed to a rather slow start for the afternoon sessions, and by 2:30 PM the track rules transitioned to an open format allowing drivers to be on track whenever they wanted. The day wrapped up at 4:30 with all drivers getting as much track time as they desired, and



with all having a great time.

As a clear sign of the success of the event, questions about when the next LCOSC track day would be scheduled started rolling in even before the day ended.

A few photos from the day are included on the next page.

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Book Review

Lotus Elan Plus 2

Author: Kevin Whittle

Reviewed by Dave Ellis and Joel Lipkin

Lotus Elan Plus 2 is the fifth in a series of Lotus-themed books authored by Kevin Whittle. The other books in the series are: *Lotus 35 a History*, *Lotus 19 a History*, *Lotus 46 the S1 Europa*, and *Lotus Formula Fords*. In each case, Kevin writes and illustrates his books from the standpoint of an owner. The result is up close and personal narratives that often give the reader new and rare insights into these cars and the importance of their history vis à vis the Lotus marque overall.

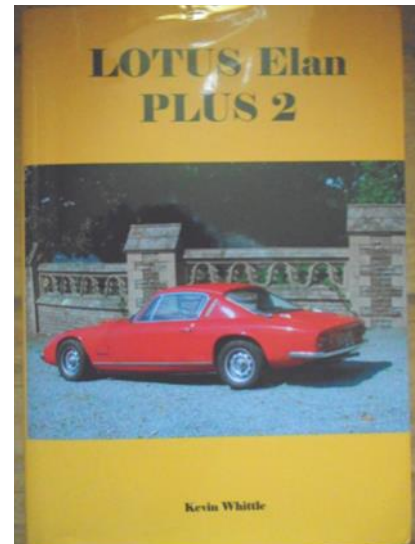
Each of these books has a limited print run of 250 copies, and they are available for direct purchase through Kevin's website: www.whittlebooks.com. In

addition, each book is numbered and signed by the author.

Kevin uses a combination of his own highly descriptive text with a broad selection of relevant photographs and reproduced copies of British magazine articles from the period that featured the Elan Plus 2. The articles from publications such as *Motor*, *Autocar*, *Autosport* and *Motorsport* provide valuable insight into how the Plus 2 was received and reviewed by the motoring community during its production run.

Overall, the book is produced to a high standard, and it features quality reproductions on A4 size art paper.

The Plus 2 variant of the iconic Elan was introduced in 1967 in an effort to take Lotus road cars into a more family-



oriented and upmarket motoring segment. Production continued (while incorporating numerous upgrades in the drivetrain and interior appointments) until 1974 even as the 2-seater Elan was discontinued in 1973.

Lotus Elan Plus 2 begins with a Foreword by Malcolm Ricketts, noted classic Lotus road and race car owner and preparation expert. From there, the book is divided into 19 sections that focus on key elements of the Plus 2's evolution and restoration. Several of these sections are briefly summarized below.

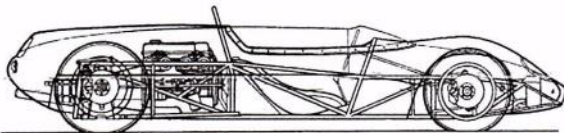
The Lotus Road Cars

Beginning with the Type 14 Elite, and building on aircraft design concepts, Kevin quickly lays the groundwork of Lotus activities to produce road cars in the early 60s, leading up to the Plus 2.

The Lotus Twin Cam Engine

Kevin reviews the motor choice and early design decisions built on the inexpensive Ford bottom ends available in the period. These efforts ultimately led to the introduction of the Twin Cam Lotus Elan first shown at the 1962 London motor show.

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Conception of the Elan

Lotus was in search of a Lotus Seven replacement that was less costly to produce than the Elite. The folded sheet-steel backbone chassis of a testbed car turned out to be very stiff, and that concept was ultimately used for the Elan.

This section includes a reprint of a road test article published in *Autosport* in 1964, and it covers the concept of a 2 plus 2 sports car due to, among other things, the arrival of Colin Chapman's son Clive—Mr. Chapman needed a larger car, they say.

The Metier II – The Plus 2 Prototype

A review of the development and refinement of this prototype including mention of the various designers and consultants involved in the project.

The Lotus Elan Plus 2

Four years elapsed between the launch of the Elan and the introduction of the Elan Plus 2.

Kevin lists all the production models and racing machines Lotus turned out during this time. Kevin also discusses the various engines considered for the Plus 2.

The Plus 2, introduced in 1967, featured a wheelbase 12 inches longer than the Elan and a track 7 inches wider. The wind tunnel measurement of the car's Cd came in at an impressive 0.3.

The Plus 2 in detail

This section includes considerable detail about the body, cabin, and running gear, including the introduction of Stromberg carburetors and their subsequent replacement by Webers.

The Plus 2S in detail

The S-model changes included an alternator, fog lights, more sound proofing, reclining seats, revised exhaust system and upping Twin Cam power to 118 bhp.

The Plus 2S 130 in detail

This model incorporated the Big Valve version of the Twin Cam engine, and it featured a simpler wiring loom (aka harness) than the earlier models.

In 1972, a 5-speed was added, and the model was named the Plus 2S 130/5.

The last Plus 2S was built in August 1973, although registration of new cars extended into 1974 due to slow sales during the period.

Rebuilding a Plus 2

This section contains numerous color photos with annotations marking stages of the restoration work done for Kevin's forth Plus 2.

Modifications & Upgrades:

*Spyder Spaceframes

Replacing the factory chassis with this spaceframe chassis offers better access for maintenance and the option of converting to a double-wishbone rear suspension.

*5 speed gearboxes

In this section, Kevin reviews use of modern 5-speed gearboxes in a Plus 2. The Ford MT75 and Mazda MX5 are mentioned.

Owners rebuild story

This section provides an extensive description of a JPS Plus 2 restoration.

Rebuilding a Lotus Twin Cam engine

This section is an introduction to Greg Carpenter's 25-page, two-part article. Greg's article includes detailed discussions of the twin cam head and bottom end.

Epilogue

Kevin summarizes the story/history of the Elan Plus 2 and how he feels the car fits into the evolution of the Lotus story in the 60s and early 70s. He includes interesting speculation of what "might have been" if Lotus had pursued various options for the Plus 2, especially regarding engine choices.



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Classifieds

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

For Sale: Elise S2 (2005) OEM shocks after roughly 38k miles of use: \$200, OBO. Set of OEM plastic grilles (front, side scoops, engine covers): \$150, OBO. Buyer collects from Palo Alto. Contact Phil at (415) 341 2624 or waltonholt – at – gmail.com.

For Sale: '06 Elise. BRG. Hard and soft tops. Forged wheels. Traction control. AC and stereo. Track pack with integrated harness. Three owners and high mileage at 97.7K, but has had significant mechanical work done when I purchased in 2018. This work included replacement of front and rear control arm bushings, brake replacement, plugs, fluids, air filter, drive belt and wheel alignment. Bodywork is clean with some scuffing under front lip and new chin guards. Original owner used as daily driver. Fantastic fun to drive, I put on over 1,600


miles (road only, no track time) since purchasing in late 2018. This car wants to be driven! Clean CarFax. Asking \$25K. Based in Los Angeles. Photos available on request. Text Craig at (310) 990 1359 for further details.

For Sale: to a good home. Beautiful '18 Evora 400 with 1,100 miles. Still under warranty, excellent throughout, manual, blue with tan interior, never tracked. Incredible handling and performance. Car is located in Stinson Beach. Contact Dan at dm332 -at- yahoo.com or (415)868-2426.

For Sale: '64 Lotus 7A. It's time to hang up my driver's suit, so I am offering my Lotus 7A (S/N SB1722) for sale. It has an undisputed racing history in the hands of 6 owners with log books from MWCSCC (Chicago), VSCCA and SCCA Vintage. Pluses include: a straight chassis/body, low hours on rebuilt 948cc engine, new dual circuit brake system, few laps on Hoosier TD tires, and custom trailing links to clear Hoosiers. Negatives include: a 30-ft paint job, dull aluminum, and a 6-owner wiring harness. An open trailer is also available. The car is garaged in Wilsonville, OR. Asking \$27,000. For photos, details and questions contact Tom Styczynski at vintagerace—at—verizon.net

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