

# The Chapman Report



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*Photo Credit: Antonio Munoz*

*A nice turnout of Lotus cars and a beautiful day in the East Bay made for a successful November 22 club meet-up and Anti-Social Drive. Antonio Munoz organized the event that allowed everyone to enjoy a pleasant outing during these trying COVID-19 times.*



*Photo Credit: Greg Lemmons*

*A first track day learning experience is bound to a bit daunting for both the car and the driver. In this case, Greg Lemmons learns about a black flag at the GGLC Lotus Club of Southern CA chapter's December 13, 2020, track day at the Streets of Willow circuit. See the story starting on page 4 to find out more about Greg's day.*

## ***Jan./Feb. Meet-ups***

**In order to comply with current COVID-19 pandemic guidelines in the state of CA, the GGLC has not scheduled a regular in-person meet-up for either January or February 2021. The one exception is the annual Anti-Football Drive special event that is scheduled for January 30, 2021.**

**You can find details about this drive on page 11.**

**Please continue to check the club's website for information about upcoming events.**

# Message from the Prez

## Some Random Thoughts and Newsnotes

by John Zender

Well, it seems nobody protested, so Scott and I will continue as your puppet leaders for another year. Do you wonder who is pulling strings?

It is mid-December as I write this, and we are a week into our latest CA lockdown. This development forced a postponement the December Anti-Social drive—now rescheduled for early Spring 2021. But on the plus side, Kiyoshi organized his annual anti-football drive for January 30, 2021, and I plan to be there. (Editor's note: see event details on page 11.)

As another plus—and despite COVID challenges—our SoCal GGLC chapter was able to put together a very successful track day at the Streets of Willow circuit in December. They have also scheduled another track day for February 27. These guys conduct a lot of training focused on new drivers, so I recommend attending one of their events to any of you considering your first track day experience.

### Happening in my Garage

I have three Lotus street cars, and I must admit that I have never before had all 3 in such great shape. All this extra time has allowed me to finish projects that I thought I would never even start. For example, I made a new rear bumper for my S2 Esprit last month. I had thought about this project for several years, but then there was that time thing. Truth be told, the bumper is not new, but it is an OEM Esprit Turbo bumper that I “worked on” extensively to make it fit the early body

properly and even look correct. I'm very proud of it, but only the most diehard Esprit fans will notice the change.

Regarding my 2021 quest to further my title of “Worlds Fastest Europa”, I installed larger fuel pickup and fuel lines feeding the high-pressure pump. At a Laguna track event last year, I discovered that the loud whining noise coming from the pump was due to fuel cavitation and not just because it is mounted to the bulkhead directly behind the driver's seat. The fix was to remove the -6 AN fittings and weld in some -8 hardware. Now I need to do another dyno tune to see if the additional fuel delivery will give me a few more HP. Each one of those will be important on the Salt if I hope to break 150 MPH.

I hope to see many of you at our upcoming events. And be sure to bring out some of those vintage Lotus cars so we can show the new kids how it all started!



Photo Credit: David Anderson

### From the Archives:

John and his Europa “Flamer” take a paddock break during the September 25, 2012, Thunderhill track day.



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# GGLC Hosts LIVE Virtual Tour of Classic Team Lotus

by Kiyoshi Hamai

It will soon be 5 years since the GGLC hosted a UK Lotus Tour. Our tour leader for those fun tours was none other than Richard Parramint. Richard's long association with the Lotus factory, the Chapman family and numerous Lotus collectors, enthusiasts and racing teams made for amazing bucket-list touring of historic Lotus sites, and more.

One of the highlights of the time we spent with Richard during the tour was having him share some of his deep knowledge of Lotus history. Indeed, Richard lived parts of that history himself as he grew up in the Norfolk area and worked at the factory in his teens and later in the early 2010s.

The GGLC has developed a relationship with Richard going back a few decades, so working with him for our UK Lotus Tour a few years ago was a no-brainer. However, now that recent COVID-19 restrictions have forced many of us to do more things virtually, it was time to re-imagine how best to engage with our local Lotus enthusiasts.

In particular, the COVID-19 limitations got us and Richard to thinking: why not put together a virtual tour of Classic Team Lotus (CTL)! While there is no substitute for physically seeing, touching, smelling and "feeling" the history ooze from the cars in CTL's collection of historic Lotus F1 and other racers, we thought there would be interest in asking Richard to present a live virtual tour of the operations at CTL.

A few email exchanges later, and we are ready to announce our first ever LIVE GGLC Virtual Tour of Classic Team Lotus expertly guided by Richard Parramint on **Saturday, January 23, 2021, at 10:00 AM PST (18:00 Hethel time).**



To join the tour you will need the Zoom meeting app on your phone or PC, and you will need to register on MotorsportReg.com - [msreg.com/GGLC-CTL-Tour](https://msreg.com/GGLC-CTL-Tour). There will be no fees involved, but we are capping attendance at 90 guests.

While this virtual tour is not a substitute for an in-person tour (CTL in-person tours happen once per month at £45 per person), it will likely serve as a teaser that

will entice you to add a stop in Norwich and Hethel the next time you are in the UK (believe me, spending at least 2 days in the Norwich area is highly recommended for any Lotus enthusiast).

To have Richard as our docent is like putting whip cream and

cherries atop your chocolate ice cream sundae. So, save the date, download Zoom, sign-up on Motorsportreg.com and then login on January 23<sup>rd</sup> for a special treat.

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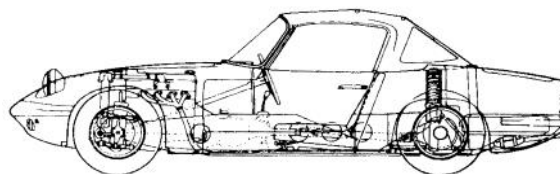
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# My First Track Day

by Gregory Lemmons

Photo Credit: Hansen Hwang

The alarm sounded at 2:45 AM. Waking up to Tears for Fears, 'Head Over Heels,' I put on the loose clothing prepared the previous night in preparation for the long drive from the Bay Area to the Streets of Willow track, 340 miles to the south.

In seven years of Lotus Elise ownership, this would be the first time *Leia* would be on the track. I had overcome the hurdles of signing up and prepping for the track day, yet my reservations remained. In fact, like any track novice, my doubts were legion: What if I went off-track? Would I be able to avoid the Mustangs?

During the pre-dawn drive on I5, I kept counsel with my thoughts and the Larini's song, but ultimately it was good to see the sun rising as I approached the Grapevine. After a quick jaunt along the 138, I arrived at the Spring Willow Track gate amidst a line of Elises, track-prepped Camaros and an Exige.



It was easy to find the other Lotus owners as the Lotus Club of Southern California GGLC Chapter had organized the day, having rented 'The Streets' track plus the skid pad for the entire day.

On-track sessions were divided into three groups: expert, intermediate, and "British racing green" (aka novice). With a total of only forty cars signed up for the day's activities, the lucky participants were guaranteed lots of seat time.

I utilized the time before my session to check in, set up my little Walmart folding chair, and prepare the Go-Pro video camera. I checked my tire pressures, made sure there was nothing loose in the boot, and I offered a prayer for good fortune to the automotive gods. Then, before I knew it, it was time, and *Leia* was anxious; the little '2zzfe that could' announced its readiness through vibrations in the steering wheel.

The instructor I followed drove a heavily modified Miata. He led us out and hit it hard—at least it seemed 'hard' to me. We reached the first turn after a gentle rise, and I kept the car on the same imaginary line the leader took. He took corners and I followed with ease as my confidence increased. By the time we reached the



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## Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Jan. 23	Virtual Tour: Classic Team Lotus	ZOOM link required
Jan. 30	Anti-Football Drive	Los Altos
Feb. 27	GGLC/LCOSC Track Day Streets of Willow	Rosamond
March 28	GGLC AutoX	Crows Landing
March 29	GGLC Track Day	Laguna Seca
April 18	GGLC Casual Drive	San Mateo
April 25	GGLC AutoX	Cow Palace

All dates and events are tentative.  
Please see [www.gglotus.org](http://www.gglotus.org) for current information about upcoming events.

'bowl embankment,' I was grinning.

The instructor pushed his car into the turn, and when I got there I finally understood why the Elise's reputation precedes it; Leia hugged the banking, the Yoko A052's inspiring confidence, and I went to wide-open throttle, diving her onto the back straight. The Larini's notes were Grammy-worthy.

I looked down at the speedometer for the first time, and when I looked back at the track, another turn was coming up fast. The instructor braked briefly, and then threw his car into the turn and accelerated. I panicked. The turn was coming up quickly, and I was not sure if slamming the brakes was the proper move. But I mimicked the instructor by briefly braking and then apply-

ing light gas as I left the curve. It was an ugly turn, but I managed to remain on track. Shortly after, the instructor extended his fist from the Miata's window as he exited the track, and I was on my own.

Not surprisingly, following was nothing like driving solo. My lines were terrible. I missed every apex. I braked in non-braking zones. But I was having a blast. That was until I looked to my left to see a



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

black flag waving, and the corner worker pointing directly at Leia and me. I exited the track when safe, and went to see how I screwed up. It turns out that I made a mistake by not following the instructor off-track for a scheduled debrief, so thankfully not too bad an infraction.

Next up I decided to try the skid pad. Of all

(continued on p. 6)



(cont'd. from p. 5)

things, this experience proved to be the most useful to me as an owner who mostly street drives.

The instructor at the skid pad drove a highlighter-neon yellow Elise, and he was a very mellow fellow. He told me to try to push the car to its limits and 'make something happen.' That was surprisingly difficult to do. I found myself relying on daily driving habits, and not pushing the car as hard as it needed to be. I was able to get the car "loose" a few times, but it took more physical effort than I was used to.

Thinking back on the day's experiences, I decided to put some lessons together that might be useful for other owners thinking about trying a track day:

**Everyone has a plan until they realize they're approaching a corner too quickly.** Don't panic, as panicking won't help you turn the car.

**Suspension is everything.** I regretted every dime dropped into the car not related to suspension upgrades. The ability to turn in and recover from bumps is crucial.

**The skid pad is mandatory.** I enjoyed the track, but the skid pad was a safe place to find the limits of the car. Once you know the car's limits, it takes guesswork out of where they lie. I intend to try autocrossing in the future to help familiarize myself with these limits.

**Following the lines of a more experienced driver instills confidence.** But I suspect it is an art form that varies from driver to driver.

**Don't be afraid to make mistakes** (you will). I was black flagged my first time out, but mistakes are a natural part of learning. Pay close attention in the pre-track meetings.

My only critique of the day was that I had to leave before it was over. It would be a long drive back to the Bay Area, and I decided to get a head start on it. My time at

the track nevertheless secured a place as one of my best memories of Lotus ownership. The beauty of the track is that it is the great equalizer—age, sex, color—none of that matters on the track. It comes down to confidence, skill,

your machine, and your connection to it. I think the words of Liyan Zhu, an instructor and event organizer, rang true for me: "So many of my friends do one track day, and then are hooked and keep coming back."




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# Replica Project Time: Birth of a “New” Ford GT40

by Ben Beames

Just over a year ago, I decided to take what I had learned from building my Lotus 38(ish) replica formula car (see the January/February 2018 issue of *The Chapman Report* for my story about that project), and to apply that knowledge to building a new car from scratch that would seat two.

The iconic Ford GT40 has always been my favorite car, and, since there are many replica shops out there, I knew I would be able to source a body for the project. I was especially looking forward to having a body readily available because I just do not have the patience I would need to make a non-functioning part of the car (e.g., the body) look good. I am definitely more interested in answering the question: "does it make it faster? yes or no" than doing hours of sanding, applying filler, sanding, stepping back and looking at it in the right light and then repeating the process again.

Now, when I say the GT40 is my favorite car, depending on the day you ask that would be either the MKIV version or the MKII version. It turns out that a MKIV body is considerably harder to get, and there are also a lot fewer pictures of that car's chassis for me to draw from during the process of building it. On the other hand, a MKI is the easiest body to get and can technically be modified into a MKII (since all MKIIs started as MKIs), so I decided to go the MKI route and maybe in the future have the option to change it into a MKII.

I sourced the roof and dash from a guy who sells parts for original GT40s and restores them himself. He started selling the fiberglass roof (the roof on the original car is steel) so that guys with kit cars could buy the rest of the body from him (because kit car kits rarely have the roof as part of the chassis, you would quickly find out that if you bought your fiberglass body from a place that makes them for originals you would be missing the roof).

I paid for the items in the middle of November 2019. They were supposedly in stock at the time, but I did not get them until March of this year. In addition, when it finally arrived, the dash I got was for a left-hand drive car instead of the one I would need for a right-hand drive car (like an original) I had ordered. So rather than ship it back and wait 5 more months I just cut up the dash and re-fiberglassed it back together with the sections in reverse order. It was not a perfect job, but it worked way better than it should have.

So, going back to the same guy this summer, I tried to buy a nose and some doors. He agreed to sell them to me, but after six weeks, he did not get back to me. I emailed again, and he said he would do it, and I have not heard back from him since. So I found a place in Australia that sells kits and they agreed to sell me just the body. Their body isn't quite original, but in some ways it actually looks a little better. Like some-

one drew what they thought a GT40 looks like from memory and smoothed its lines out a little. But with COVID causing major clamp downs in Australia, this place kept promising me things and then would disappear for a month, then would get back to me, all the while their website said they were shut down.

It was around this time that a MKII nose I had been watching on eBay dropped a thousand dollars in price, which was motivation enough for me, and I decided to dive in and get it so that I could go for a MKII body. Incidentally, the guy I bought it from has built a ridiculously authentic MKII, which a number of places—including the well-known Superformance kit car company—used to make their body molds. Another little tidbit about this guy is that his car was used to record the engine sound tracks for the recent *Ford vs Ferrari* film.

So now I needed doors and a tail section (and sills and the nose insert that goes behind the radiator, but I decided to make those pieces myself). On the recommendation of the guy I bought the tail section from, I was directed to Toluca Lake Motorsport who sells fiberglass bodies for a number of vintage race cars including MKII GT40s. However, they were reluctant to sell me only a portion of the body as they were concerned about the ultimate fit between the pieces. But then I showed them what I had done with the dash, and I dangled some money in front of them, which helped them agree to sell me a tail section and doors. A few weeks later, a broken tail

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section showed up along with two doors that did not match. They were both GT40 doors, but they had different internal details (versions of the GT40 were constantly evolving as the cars were being campaigned in the 60s).

Since I had coerced them into selling me these things, I just went with what I had. A lot of fiberglass and filler later, I now have the body complete with maybe another 50 hours of light filler and sanding in my future to take out surface imperfections. So it turned out that my idea of not having to deal with the body has really backfired. If I build another car, it will either be from a complete kit or I'll build something that doesn't have a body, i.e., just a bare chassis. But that is kind of a moot point right now because

at the moment, I am more in the mood of never building anything ever again.

Next up is the installation of the radiator and the gear box (a Porsche 987 5 speed)—once I get the appropriate adapter plate. Then I will get fuel tanks made and install items like: actual shocks with springs (there are just threaded tubes in there for now); wheels with the correct spacing; drive shafts; and then finally the engine. Because of the cost of all these things, it will probably be at least another year before the car is drivable. That gives me time to paint it. It will be a midnight blue with white stripes (think AAR Eagle colors).

The engine will be a Ford 302 CID block bored and stroked to 347 (available as a crate engine). It is advertised as 415 bhp. I feel a little bad about the car looking like a MKII but

not having a genuine 427 CID engine, but a real 427 would be a lot of work to fit. As another option, I could take a 351W series block that could be bored and stroked to 427, but that would be added weight for an engine that has extra grunt, which might just break my transmission, so the 415 bhp variant will just have to do.

Oh, and because this is a Lotus club, you will be interested to know that the car currently weighs 1050 lbs. With drive train it should come in between 1900 and 2000 lbs. That will be 200 to 500 lbs lighter than an original GT40, which should make for some exciting performance to say the least.

Please see the accompanying pages for some photos documenting the progress of the project so far.

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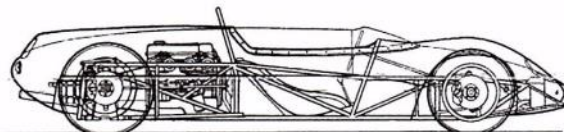
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# 2021 Anti-Football Drive

## January 30, 2021

by Kiyoshi Hamai

It seems appropriate in these difficult times to kick off the slate of 2021 GGLC club events with the Annual Anti-Football Drive on Saturday, January 30. This year we will be on the Peninsula with a start in Los Altos and a finish in Woodside.

As usual, this fun event will feature a casual and moderate-paced drive. The road conditions can be iffy this time of the year, however, so the pace will depend on recent and the current local weather.

Unlike past years, this Anti-Football Drive will forego a lunch stop and a special visit to a Bay Area attraction at the end point. We anticipate that we will still be required to operate under local COVID-19 mandates, which we will follow to ensure a safe and health-wise event.

The route will take us from Los Altos over the coastal range to Pescadero and San Gregorio and then back to Woodside.

### Start:

Meet at 9:30 AM at Parking Lot #1 of Foothill College in Los

Altos. We will depart at 10:00 AM sharp.

Use I280 to Los Altos and exit onto El Monte/Moody Rd WEST. Stay in the right lane and turn into Foothill College. Continue in the right lane, and turn right into Parking Lot#1.

**Route:** <https://goo.gl/maps/Up66GvchMh6XHdLC8>

The route will be straight forward and easy to follow.

- From Foothill College, WEST on El Monte to Moody Rd
- Moody Rd to Page Mill Rd
- Continue on Page Mill to Skyline (Hwy 35)
- Continue straight past Skyline onto Alpine Rd
- Continue on Alpine Rd to Pescadero Creek Rd
- Break at Pescadero State Beach at Hwy 1
- Return on Pescadero Creek Rd
- North onto Stage Rd in Pescadero
- Right onto La Honda Rd (Hwy 84) to Woodside
- Continue straight at Hwy 35 (Stop sign – Alice's)

- Continue on Hwy 84 to Woodside
- Pull into the Park N Ride lot at I280 for brief in-car “good-byes”.

Total Distance is about 65 miles and will take about 2 ½ hours.

### Route Details & Waiver

Be sure to download the Drive instructions and Event Waiver at [https://www.gglotus.org/ChapmanReport/2021\\_Jan30\\_Drive.pdf](https://www.gglotus.org/ChapmanReport/2021_Jan30_Drive.pdf)

**IMPORTANT:** Print the 2<sup>nd</sup> page (Waiver). Sign and bring to the start where it will be collected.

### Kindly RSVP:

Email your RSVP to [marcom@gglotus.org](mailto:marcom@gglotus.org)

### GGLC COVID PROTOCOLS

We ask all participants to follow the local and GGLC COVID guidelines.

- Wear a mask any time you are outside your car
- If you have the top off your car, then mask wearing is mandatory anytime someone is within 6ft of your vehicle (social distancing)
- Social Distance at all times
- Passengers – All occupants of a vehicle must from the same household
- Please do not share food or beverage with anyone outside your vehicle
- We **WILL NOT** have copies of the drive instructions at the start. Please download and print them (see above).

The GGLC will have a supply of hand sanitizer and a few extra masks at the start and at breaks.



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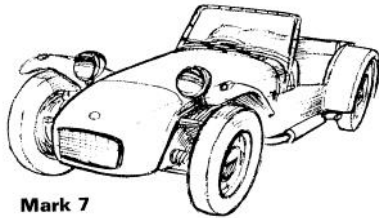
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(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

**For Sale:** Items removed from Lotus 7 by Birkin. Ultrashield racing seat, racing roll bar and two Toyo Proxes R888, 225/50ZR15 tires. Seat is 15-inches wide and in good shape, asking \$50. Tires are used and are in decent shape, make offer. Asking \$50 for the roll bar. Items are located in Monterey. Call or text George for more info and photos. 831-241-2270.

**Wanted:** Lotus 7 project/POS vehicle for Art Project. Does not have to run. CA Title, registered, non-op or not. Just needs to have the major bits: chassis/body, a lump of an engine, lights, brakes, wheels so that it looks like a Lotus 7. Contact Marc at (nine-two-five) -five 87 - 6719. Text is fine.

**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 undistinguished 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@verizon.net](mailto:vintagerace@verizon.net)



Mark 7


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