

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Sept/Oct 2022



(Photo Credit: Ben Beames)

Ben Beames takes some time off from his GT40 replica project to spruce up his replica Lotus 38. New paint—at the suggestion of his son—plus several other improvements are highlighted in his story starting on page 10.



(Photo Credit: Wayne Torres-Rivera)

Monterey Car Week always brings out the best of classic sports cars. And this year was no exception as Kevin Adair pilots the Adairs' very special Lotus Elite #52 in the Rolex Monterey Motorsports Reunion races at Laguna Seca. Learn more about the Adairs on page 9.

Sept/Oct Meet-ups

BBQ/Swap Meet/Shop Day

Saturday, September 24, 2022

10:00 AM (gather)

**Organized by Mike Ostrov and
Jon Rosner**

4119 Santa Rita Rd., El Sobrante

Mike opens his shop in El Sobrante for the return of a GGLC tradition—a shop project day and an informal swap meet/parts sale. Jon will be in charge of a fantastic BBQ that will follow. Please contact Jon if you have a potluck item to share at the BBQ “jon—at—roscotech.com”

Casual October Drive

Saturday, October 8, 2022

8:30 AM (gather)—9:00 AM (depart)

Organized by Will Harvey

**Meet at Konditorei, 3130 Alpine Rd.,
Portola Valley**

This pleasant drive winds through the Santa Cruz mountains after we leave Portola Valley via Page Mill Rd. We then head towards HWY 9 for a fun route that takes us through the redwoods! We will finish at the Cruise Coffee Cafe in Scott's Valley.

Message from the Prez Making Lotus Jobs Easier

by Jonathan Schreiber

Hello GGLC!

We are now passed the half-way point of the year, and there are still many great events ahead of us. One of the key events, of course, is the exciting 2022 WCLM in October in the San Diego area. We hope to see you there! (Editor's note: see the latest info about the 2022 WCLM on page 6.)

It is also great to see so many members volunteer to help with events. Right now we have member-led drives and meets scheduled through November. Regardless of the type of car person you are—from car-show goer to wheel-to-wheel racer—there have been fun events of all sorts so far this season, and there are more to come.

I find myself fitting into a few categories of car person, one being a "shade-tree mechanic." With two kids, I do less work on my cars these days, choosing instead to send most of the jobs out to Track-Spec, but I still find myself turning a wrench now and then to fix this and that. The most recent example was changing the air intake filter on my Evora GT.

Lotus doesn't always make things easy for us shade-tree mechanics. Headlights, sure? Jack up the car, drop the wheel, remove the fender liner, take the entire assembly out... that makes total sense—thank you Lotus designers. Need to swap the clutch on your Evora? Just pull the engine, cake walk.

Yet, for an unknown reason, someone on the Evora design team said "you know what we should do? The air intake box has two clips that are tucked under the clam above the rear wheel; let's cut out a peek-a-booo access hole in the wheel liner and secure the access hole with two thumb screws to allow easy access to those clips."

YUP! – that's exactly what they did! If you jack up the car, but leave the wheel on, and look into the rear driver's side wheel well you'll discover a little access panel that you can

easily remove to reveal the two buried clips on the airbox.

Nothing else is over there mind you, this access panel is PURELY for those two clips. What a random thing to take the time to make easy.

So, Jonathan, how was the rest of the air filter swap job? Oh, the usual nonsense of tight spaces and non-movable parts. But those two clips on the back of the box...a piece of cake. Old dirty filter—out. New filter—in. And ALL the intake noises abound!

By the way, there are now 14k miles on the Evora and she is going strong!

Wishing you many happy miles in the second half of the year.



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STOP—And Enjoy a Sunset Toast

by Matt Kaplan

About a decade ago, I was on a road trip with a friend. We drove over 13,000 miles in 14 days, so it wasn't exactly a relaxing drive. But every evening—no matter where in the country we were—we found a place to stop at sunset, and we opened a bottle of wine.

The sunset wine tradition was handed down from the father of one of my best friends. The guy was an avid sailor, and he competed as part of a six-man crew in the Transpac and Pacific Cup races (SF to Oahu and LA to Honolulu). Their crew was fiercely competitive, so every effort was made to sail with as little weight as possible.

But they were also French, so some exceptions were made when it came to food and wine. They were fondly referred to by competitors as the fastest wine cellar on the Pacific.

These guys sailed as hard as they could for 7 to 11 days (depending on the boat and the wind) through terrifying storms, through the pacific garbage patch and through pitch-black nights.

But every evening, they took a few minutes with a glass of wine. They watched the sunset and remembered to appreciate

each other's company and life in general.

My friend's father was diagnosed with ALS (Lou Gehrig's Disease), and his passing in 2012 was the inspiration for our road trip back in 2013. But last month, this same friend was with me in the Evora on a much shorter, more enjoyable road trip from LA to San Luis Obispo.

Of course, the Evora is everything you want it to be when it comes to the winding mountain roads that connect wineries

throughout the CA central coast. As an extra added feature, the backseat of the 2+2 model can hold two cases of wine, and, with a little creativity, you can make that two and a half cases.

With the help of a \$20 bottle of refrigerant and an old post on the Lotustalk forums, the AC still blows cold enough to keep the Evora and wine comfortable, even when Paso Robles hit 100°F. The car looked great parked outside the Airbnb as well.

And we always made sure it was parked back at the Airbnb before sunset so we could open

(continued on p. 4)

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(cont'd. from p. 3)

a bottle, take in the view, and appreciate the moment.

Lotus cars sometimes cause pain: muscle pain from the stiff suspension or the contortionist act required in a tight parking spot, or financial pain when the ever-troubled master cylinder finally goes out. But, nevertheless, it is important to remember all the ways the cars can also bring us joy.

I can highly recommend implementing this sunset toast tradition, especially when you are out with friends. Use the sunset as a daily reminder to appreciate what you are doing, whom you are with, and where you are.

Sometimes it also puts things into perspective, and it very frequently makes you smile.



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept 2	GGLC Track Day	Sonoma
Sept 10-13	LOG	W. Virginia
Sept 17	GGLC AutoX Round #7	Crows Landing
Sept 24	BBQ/Shop Day	El Sobrante
Oct 1	GGLC AutoX Round #8	Crows Landing
Oct 8	Casual Drive	Portola Valley
Oct 15	LCOSC Tack Day—Streets of Willow	Rosamond
Oct 20-23	West Coast Lotus Meet	San Diego

All dates and events are tentative.
Please see www.gglotus.org for current information about upcoming events.



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

The 2022 West Coast Lotus Meet is Fast Approaching

From the 2022 WCLM Team



SAN DIEGO

OCT. 20-23, 2022 westcoastlotusmeet.com

The 2022 West Coast Lotus Meet (WCLM) will be set in scenic San Diego County, CA, and it will be four days of total Lotus celebration starting Thursday, October 20, and ending Sunday, October 23.

This special event is hosted by members of the San Diego Lotus Club (SDLC) who are excited to invite Lotus enthusiasts from around the globe to join them in greater San Diego.

WCLM Headquarters:

The 2022 WCLM will be headquartered at Springhill Suites in Escondido, CA. (Springhill Suites, 200 La Terraza Blvd., Escondido, CA) (Google Maps: <https://goo.gl/maps/Nmtu86N5pKcPwpEA8>)

Unfortunately, the WCLM block of rooms at the Springhill Suites is sold out. But space is still available at the overflow hotel: the Hilton Garden Inn, just a few miles away. Please visit the WCLM website for booking information.

WCLM2022 | San Diego Lotus Club

Summary of key WCLM Events:

Canyon Drive & Opening Reception - San Diego is home to the birth of CA winemaking as we know it. Vines were first planted there in 1769 by the Franciscan Monks who built California's first mission in this area. The first wines were produced 5 years later.

It is only fitting that the 2022 WCLM kick-off reception will be held at a local winery after an optional canyon drive. Mia Marie Vineyard's mountain top estate provides the perfect location for a sunset tasting and snack get-together after your travel.



Treasure Hunt Rallye - San Diego County's scenic back-country roads are the perfect setting to enjoy your Lotus. From desert canyons to 6000' elevations and Alpine forests, the dramatic landscape offers an opportunity to enjoy what your Lotus was built for and reflect on why so many people call CA their home. The Treasure Hunt Rallye will introduce you to our home in a truly fun way.

This activity is sponsored by Lotus of Orange County, and it includes a lunch stop.

Banquet - After the day's events we have a dinner banquet sponsored by JAE planned for your enjoyment and another chance to meet up with friends both old and new. We will gather at the Hilton Garden Inn, Del Mar, for a cocktail reception prior to the banquet.

Palomar Mountain Hillclimb - The WCLM will feature this special event on a 2.8 mile closed road where you will be able to enjoy your Lotus to its fullest. Lunch will be provided.

Lotus Car Show - No WCLM is complete without a chance to show off our cars. This event is sponsored by HethelSport, and it will close out the 2022 WCLM with a show dedicated to the Lotus marque. You will have an opportunity to vote for you favorites in a variety of categories.

After the show, all of the WCLM fun will sadly end with a lunch and an awards presentation.

2022 WCLM Schedule

(tentative, subject to change):

Day 1 – Thursday, October 20, 2022 (late afternoon)

- WCLM Registration and Reception at Mia Marie Vineyards

Days 2 – 3 Friday and Saturday, October 21-22, 2022

- WCLM Treasure Hunt Rallye
- Palomar Hillclimb
- Free evening to enjoy one of San Diego's great restaurants.
- WCLM Banquet and Awards

Day 4 - Sunday, October 23, 2022

- WCLM Lotus Car Show
- WCLM Car Show Lunch & Awards

WCLM Registration

The WCLM registration fee includes drives, shows and meals.

The fee schedule is:

- Before September 15,**
Members, \$425 /person
Non-Members, \$475 /person
- After 9/15 & Before October 4,**
Members, \$500 /person
Non-Members, \$550 /person
- No registrations accepted after October 4.

Go to:

www.gglotus.motorsportreg.com

To register for the 2022 WCLM




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Follow the WCLM at www.westcoastlotusmeet.com and on Facebook - <https://www.facebook.com/WestCoastLotusMeet>.

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A Family Affair

By Jon Rosner

Photo Credit: Wayne Torres-Rivers

The Adairs' Lotus Elite #52 was one of several owned by Jay Chamberlin who imported the lion's share of Lotus Type 14 Elites to the U.S. This particular car was one of the last ones Jay raced. The 52 number that he raced under refers to a full deck of cards, and it was Jay's lucky number. (Of note: The Adairs are currently rebuilding an Elite that was raced at Sebring in 1960 with drivers listed as Weiss/Hughes. It was one of 3 Elites that Jay raced that year.)

The #52 car was laid up for several years as the motor needed to be rebuilt. The new motor was completed and tested in 2021, and the car competed at the Velocity Invitational in 2021, but it did not complete the race.

Sue Adair: "We want to race anytime we can, this was an opportunity to build and race the car." "Friday, August 12, as part of the Rolex Monterey Pre Reunion, there was a driving event where the Elite and our 1959 Austin-Healey 3000 were two of 33 cars given a CHP escort to Alvarado Street in Monterey to highlight the upcoming races." "There was a good bit of interest from the spectators who loved looking at the motor—it was the only Lotus of the 33 that attended."

"We qualified and raced. There were some really powerful cars. And because of the LeMans classifications, there was a wide range of years and engine displacements on the track. Many of the cars competing could easily overpower the Elite, and we had no chance whatsoever. Kevin is a very good driver, and he was lapped twice by the leaders."

The Adairs' European Ford Escort placed toward the rear of Group 11; their Austin-Healey 3000 was 19th out of 32 in Group 4; and the Elite was fifth from the end of Group 7.

Nevertheless, the Adair family is a lot of fun to watch. In 2021, father, Dennis, came home with Bonhams "The Passion Spirit" award; and in 2017 son, Kevin, took the checkered flag and won Group 1B in their Austin-Healey 3000.

In the end, though, it isn't always winning that counts; rather, it is getting in there and challenging yourself and enjoying what you do. And really, you cannot ask for more than that.



Kevin at speed in #52

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My Replica Lotus 38 Gets a Make-Over

by Ben Beames

So... I got a little bored. The GT40 was finished last year except for its missing drive-shafts. In other words, it was useless, and could not even provide me with projects to do. As a result, and against my better judgment, I got out the previous project (my poor man's copy of an Indy 500 Lotus 38) and brought it out to some GGLC autocrosses.

I vowed not to spend any money on it, as at any moment my GT40 driveshafts could materialize, and then I would want money available to run and develop that car. This meant the 4+ year-old race tires on the 38 had been giving noticeably less grip since year 2. Even though the car was fun, it was kind of slow and aggravating.

Around this time, I was starting to brainstorm about what my next project would be. A replica Lotus 11, Jaguar D-Type, and a road-going Elan +2 were all high on the list. But ultimately it occurred to me that it would be a lot cheaper to just take the 38 and actually develop it into a faster car.

When I built it, I was on a tight budget so there were several things that I knew were limiting its performance, but I couldn't do anything about it. And since it preformed way better than I expected it to, I was fine with that. But now that I am not looking at the cost and complexity of building everything on the car from the ground up, I am starting to realize that for \$200 here I could improve this item, and for \$100 there I could make that item

work the way it should. Not free upgrades, to be sure, but not thousands of dollars either.

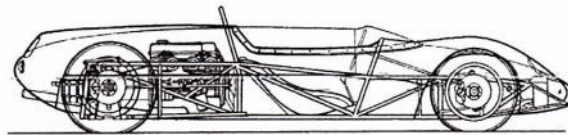
Then the car started giving me engine trouble, and I decided that as soon as the GT40 was running well I would pull the engine out of the 38 and go about making a number of things better. It was also around this time that my kid pointed out how much better the car would look if it were painted green and yellow. And since I had gotten better at painting cars since I first painted the 38—otherwise known as the orange-peel special—I put a respray on the to-do list.

The list then included: smooth and reshape the nose cone to be more faithful to the original, fit stiffer springs all

the way around, fit fatter wheels and tires, fit larger brake master cylinders for less pedal travel, fit a new steering rack with more travel, develop an improved shift linkage, move the engine and gear box forward an inch to get rid of the stupid bulge at the bottom of the chassis (a mod that happened because I designed and built the chassis around one gear box, but changed to a different one late in the game and had to hack up the chassis to make it work), install new camshafts and lifters, install a rev limiter, revise the electrical switch layout, and apply the new paint.

I also wanted to change the gearbox to the same Boxster-type I have in the GT40. But as cheap as those gearboxes are, the cost of the other items I would need to make it work was going to be a bit steep, so I

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skipped that for now. (But I did make new transaxle mounting points so that it would be easier to do that upgrade in the future without having to hack up the chassis again.)

I don't think moving the engine and transaxle forward an inch is going to make a noticeable performance change, but when I designed the chassis, I didn't have all the components of the car in hand, which meant I couldn't measure the finished engine and gearbox with the adapter plate between them and other crucial things like that. So, I overestimated lengths to be sure everything would fit. But that left me with an otherwise tightly packaged car with this inch gap between the engine and bulkhead in front of it, and that bugged me. It just looked like a mistake.

Everything on the list went pretty smoothly except for the steering rack and the nose cone, which took a couple stabs at painting before it came out right.

I have to say that I really don't enjoy painting. If you need to extract some information from an unwilling source at some time, making them sand around and between rivets on a car with 2000 rivets could be an effective means of torture. But that said, the results far exceeded my expectations.

As for the steering rack, I bought one in January which was supposed to be made to my order by March. Come June I found out that the company I was dealing with had sold the building they made the racks in, and they had not built the new building yet. Take that in for a second. They hadn't built the building they would build the racks in yet. And on top of that,



they had not bothered to tell me. So, I bought a different rack that claimed to have more travel than my old rack but in fact has noticeably less. (If you see me making a lot of 3-point turns at the next autocross you'll know why.)



Now the next thing to do is run the car and see what needs improving next. And maybe, eventually, it will get to the point that I won't always apologize for it while I remind people that it was built in a dog pen by a guy who didn't know what he was doing.



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Classifieds

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

For Sale: Lotus type 47 race car (Chassis # 47gt75) \$130k. Very few modifications from the way it was first raced in the U.S. Southeast during the late 1960s. Delivered from the factory to Lotus Southwest in 1968. This car is one of the later Lotus 47s, and it comes with a documented history since new. Vintage raced from 2010 to 2019 (including the Monterey Reunion & CSRG races). Ideal for a collector of factory-original race cars. Car is located in Hollister, CA. Some spares and original, uninstalled, items included. For detailed information, email Don at don-hogue—at—charter.net with the subject line “Lotus 47gt75”.

For Sale: '67 S3 Lotus Elan DHC. After 45 years of owning this fantastic fun machine, it is time for someone else to enjoy it and keep the tradition going. White with two custom-made German cloth tops. glass rear

window, minilite wheels with premium tires, Webers, 4k miles on recently overhauled motor. Car is located in Genoa/Carson Valley, NV, and it is in excellent condition, runs GREAT. All offers will be considered for this priceless fun machine. For more details and negotiations, please call or text Carlos, (702) 524-1404.


For Sale: My 1964 S2 Elan DHC. Victim of an arson-set dumpster fire that baked the interior of my auto repair shop in Sacramento. Insurance adjuster “totaled” the car, and it now has a salvage title. The only damage I have been able to determine includes: blistered

and peeling paint (all the way to filler in some spots); smoke discoloration throughout; and a cracked windshield (I have a new one). Car is located in Loomis, CA. I am placing this ad here to provide CA buyers first access/awareness of availability before placing an ad on BaT. Contact me for more information and photos. \$15K, FIRM. Contact Steve Barber, call or text (916) 847-9064.



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