

The Chapman Report



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Spotted at the Club AutoSport Zenos introduction June 11, the youngest GGLC member, Raina Austin, does not seem to share Alan's (her dad) interest in the new car—but he thinks that will change as she gets older!



Paul Haney and Jerry Bassler (l to r) visit and reminisce about "old times" in the Bay Area at the informal concours in front of Mel and Darlene's place in Danville during the June 13 club BBQ. Learn more about Paul and Pat's recent visit on page 6.

July/August Meetings

SATURDAY, July 18, 2015 – 2:00 PM

Summer Social and BBQ

Hosts: Rita and Carlos Guerrero-Satulovsky

Friday, August 21, 2015 – 7:30 PM

Hosts: David and Judy Anderson

A Busy Shop Day and BBQ At The House of Ostrov May 23, 2015

by Jon Rosner, with photos by Jerry Bassler

The word got out, and not only the usual suspects were present and accounted for at Mike Ostrov's first Shop Day of the year, but some new faces also joined us. One of them was Eddie Estrada of M Auto Service in Pacheco. Eddie works on regular cars most of the time, but he has a real weakness for those with a British heritage. He is also an old friend of Keith Franck, our local Weber carburetor guru who is a regular at these gatherings. It was nice to see Eddie pitching in and helping to diagnose a few spotty ills.

Suzy and Brian also paid a visit. She is the big British car fan of the two, as she has been getting around for the last decade, or more, in an early 60s MGB (with a Morris back-up vehicle). Who knows, the GGLC may be gaining some new members as a result of Mike's shop day activities.

No BBQ at Mike's would be complete without the able assistance of neighbors Tonya and her husband Mike. They not

only contributed a great salad to the pot luck, but they also worked with Jackie Feakins to keep Associate Chef and Chief Pyro Rosner from burning down the neighborhood.

Six pounds of marinated tri-tip and ten pounds of chicken made a brief, but noticeable, visit with the superb side dishes and desserts brought by the participants.

Jerry Bassler was also observed lurking about while shooting photos with abandon (some examples are included). So we do have evidence that a few of the hardy sort were there and did get some work done on their various Lotus cars and projects.

More than a dozen examples of the marque showed up for this pleasant day



in El Sobrante, and most were sagging ever so slightly more at departure given the added avoirdupois. All told, everyone who attended seemed to have had a great time.





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Rare Track Day Opportunity at Sonoma Sears Point Raceway

June 21, 2015

by David Anderson

We were treated to another example of great track day weather in Sonoma—cool in the morning and warm in the afternoon.

The National Auto Sports Association (NASA) ran the event overall, and the GGLC had a set of four twenty-minute sessions. In other words, all GGLCers were on track in one group in each of their 4 sessions. There was a lot more interaction with event officials than we see at the usual GGLC track day, but everyone was very nice to us.

The event came together pretty quickly (the first announcement was in mid May) making it a bit hard for some folks to fit it into their busy schedules. In the end, we had 27, or so, entrants. Seven Elise/Exige, a Seven S4, a Europa, and a 1962 Lotus 23 in completely period-correct form (right down to "new" Dunlop race tires). Your scribe (driving a Dietsch Motorsports Exige) followed the 23 driven by Steve Young through a couple of corners, and

it was clear Steve was holding the 23 at its limit while the Exige's modern race slicks were nowhere near their limit. It was quite delightful to see the 23 on track: thank you Steve!

We started the day under the NASA limited-passing rules, but, after showing that we could all do OK, the rules were relaxed to open-passing (but a point-by was strongly recommended), except that there was no passing at all in a few of the turns (turns 2, 3, the Esses, and 10).

The speed differential between the fastest and slowest in the GGLC group meant there was actually a great deal of passing and not many clear laps.

A mid-morning incident in a NASA group that took 20 minutes to sort out meant the scheduled noon track

tour (25 MPH, no helmets) had to be eliminated. But NASA was able to get the sessions back on schedule for the afternoon.

Thanks to the non-Lotus GGLC entrants as we could not hold a track event like this without them. And thanks, of course, to NASA for letting our GGLC drivers have a set of sessions during their Sonoma weekend.



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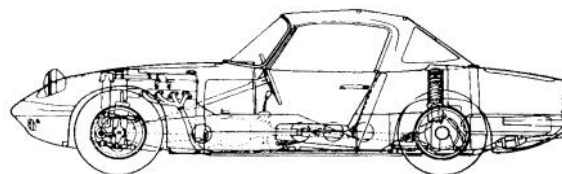
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GGLC Autocross Series Holds Inaugural Crows Landing Event

by Kiyoshi Hamai

For more than 10 years, the Marina Airport has been the mainstay location for the GGLC's Autocross series. In recent years, however, due to number of mishaps (not of the GGLC's doing), the FAA grew wary of the City of Marina's policy allowing non-aeronautics uses of the Airport. This situation threatened the continued use of the tie-down area we and other clubs used for events.

At the beginning of 2014, the FAA announced that 2014 would be the last year they would extend the use permit for motorsports events at the airport. So, it came as no surprise in late 2014 that use of the site was completely up in the air.

The GGLC, like other clubs, was scrambling to locate alternative venues. The SCCA Solo2 folks had been using the Oakland Coliseum, but with the Warriors winning performances, the site became unreliable and so too the SCCA became as anxious as the other clubs.

We at the GGLC with our smaller event size were trying to lock down dates at the Cow Palace, but we were running into a similar situation to Oakland, where rentals of the building far outweighed the use of the surrounding parking lot. We then learned that the Crows Landing abandoned airstrip near Patterson, CA, would be open to rental by clubs other than the SCCA. This was great news,



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
July 6	Track Day	Thunderhill
July 11	AutoX/Round 5	Marina
July 15	Dinner/Meeting	Sacramento Chapter
July 18	BBQ/Socializer	San Jose
August 8	Hot August Nights Drive	Auburn
August 14-16	Lotus Corral	Laguna Seca
August 15	AutoX/Round 6	Crows Landing
August 19	Dinner/Meeting	Sacramento Chapter
August 21	Meeting/Social	Hillsborough
August 21-25	LOG 35	CO Springs
See www.gglotus.org for additional information about upcoming events.		

and our hopes grew even if it meant having an abbreviated season.

Then, we learned that the FAA had granted a one-year use permit to the City of Marina for motorsport use at the Marina Airport, and our hopes were lifted ever higher. As a result, the GGLC's 2015 Autocross series was able to schedule 8 dates at the Marina Airport and 3 at Crows Landing.

Colm, the GGLC Autocross Chairman, Ed and I took a trip out to Crows to observe an SCCA event in April. The scale of the place was immense! The competition area at Marina is approximate 440' wide by 700' long. In contrast Crows is made up of 2 crossing runways with

parallel taxi ways. Each runway is about 3000' long by 200' wide and the taxi ways are about the same length by 60' wide.

What does that mean?... well, a typical course at Marina is about a 35-45 second run, done mostly in 2nd gear. At the inaugural GGLC event held at Crows on June 20, 2015, we used less than half of the allowable space but still ended up with run times that were 85-90 seconds, where the cars were mostly in 3rd gear.

CRAZY!



Scan to get current GGLC calendar on your mobile device.

So, join us in August and then again in October for the next GGLC's Autocrosses at Crows Landing and you will find out first-hand what it means to have an autocross course where we advise course workers to *drive* out to their various work stations because they are ~ 0.4 miles away from the timing and scoring, start/finish area!

Bay Area Reboot

by Paul Haney

My wife, Pat, and I just returned to Dallas after spending a week in the Bay Area that turned out to be the best trip we have ever taken. The main event of the week was the GGLC BBQ at Mel and Darlene's house in Danville on Saturday, June 13.

By way of an introduction for those of you I may not know, let me begin by noting that we lived in Redwood City for almost 30 years and were GGLC members for most of that time. In the early 80s, I bought a yellow 1969 Elan +2. It ran, more or less, but needed work, which I did over the years.

In 1984, I installed a roll bar so that I could go to an SCCA driver's school at Sears Point (now Sonoma Raceway) after which I competed in Solo 1 events at Sears Point and Laguna Seca. I was not a great driver, but that did not prevent me from having a lot of fun.

Solo 1 rules at the time required drivers bring a worker, so Pat began flagging and working timing and scoring. We drove the car, named Daisy, to the events and drove home too, all but once.

We joined the GGLC and were regulars at all events until we moved from the Bay Area in 1999; selling all of our cars in the process. After spending time in several areas, we ultimately moved to Dallas four years ago buying a house near where I went to grade school. I guess we missed the "Lotus Experience" because, when I found a +2 for sale in San Antonio, I had to go



Tom, Don, Paul and David (l to r) catching up at the BBQ.

look at it. Short story: we built a carport addition to the house for our other two cars, and the +2 now occupies our garage--sitting on jack stands at the start of what will probably be a long restoration process.

We missed our GGLC friends, so I started planning a Bay Area trip last March by scanning the GGLC calendar for monthly meetings that might be on the same weekend as a local vintage race. No luck. Then I saw the BBQ announcement for June, and I booked flights and motels for days before and after Mel's event.

We arrived Thursday before the BBQ, and began our visit by driving to Carmel where we walked down to the beach and watched dolphins in the surf. We came back by way of the Coast Highway to Santa Cruz and over the hill via 17. Our rental car was a Dodge Charger that proved to be a surprisingly capable road car. The steering seemed overly sensitive at first, but I got used to it.

Thursday evening we went to the Zenos car introduction at Ten Pedal Motorsports at Club AutoSport near the SJ airport. Kiyoshi was there as was Joel Lipkin. And we met the current GGLC President, Rita Guerrero-Satulovsky, a very friendly, enthusiastic person.



Rahul checks out the spiffy new Zenos at its Bay Area introduction.

On Friday we drove to Half Moon Bay and north on Highway 1 to Moss Beach stopping to view the Pacific Ocean from a misty bluff. A two-lane stretch on the way back allowed me to get up some speed. The Charger continued to impress. That night we had dinner with friends in Redwood City. We go back ~50 years with these friends—all the way to the aerospace industry in Los Angeles.

It has been 16 years since we moved away, and it is clear that change is everywhere in the Bay Area. What we noticed was a lot of new construction East of 101 from San Carlos all the way to Sunnyvale. Definitely lots of money being spent. Compared to Dallas, the cars are smaller, fewer SUVs and pickups, and fewer semi-trailer trucks. Most of Dallas freeways have 70 mph speed limits and people routinely drive their locomotive-sized SUVs at 80. By comparison, we found the pace on 101, 580, and 680 very comfortable.

Saturday noonish we drove to Fremont for a visit with Ted and

Nancy James. They were active in the GGLC back in the 80s. At that time, they had a Lotus 7 with a Ford BDA engine and maybe a Europa. Nancy was the driver and Ted took care of the cars for 40 years, Formula Ford to Formula Atlantic. They are still racing SCCA in D Sports.

Then it was time for the BBQ. The Google Maps lady routed us through scenic Niles Canyon to the motel for a nap and then to the BBQ in Danville.

What fun! Laughing and talking and telling stories old and new. Jerry Bassler wasn't sure he would be there but did show up with his longtime significant other, Kathy. Kiyoshi Hamai and Laura looked exactly the same, and I was impressed with the truck he has fixed up and painted in GGLC/logo colors.

Lots of great friends: Don and Betty Nester, Tom and Cherie Carney, David and Judy Anderson, Joe Ficaro, John Zender, Barry Spencer, Dan Wise, Kiyoshi and Laura, Joel. It was great to see them all and also fun to



Joe and John (l to r) get the party started early at the BBQ.

meet some of the new members. We all love Lotus!

Sunday morning we were surprised to hear from Tom Rust, an engine builder, racecar prep and driver coach I had worked for at Sears Point many moons ago. We visited him that morning, then the Google lady helped us find a back-roads route to Sonoma.

Sunday and Monday we visited wineries, had two great dinners and tasted many fine wines. We also found Rich Kamp's new Kampeña shop in Sonoma, which is filled with Elans and Caterhams. I used to buy all my parts from Rich. But since he is no longer in that business, I have renewed my relationship with Tom Smith at Dave Bean Engineering for future +2 needs.

Overall, it was an amazing trip, and we will probably do it again in a few years.



Come and get it!

Press Releases from Lotus—

Lotus Cars USA to leave Lawrenceville, GA—by Kiyoshi Hamai

In a three-part press release on June 23, 2015, Lotus Cars announced that we can expect the Evora 400 deliveries in North America to start in December 2015. In addition, they noted an expansion in the number of Lotus dealers with the addition of Lotus West Covina and Thermal (California), Scottsdale (Arizona) and Calgary in Alberta Canada.

Important announcements, for sure, but it was the third part of the press release that marks a big change in actual Lotus Cars operations in North America:

In addition, and in the most significant change in Lotus' presence in the USA for many years, Lotus Cars USA, Inc. (LCU), based currently in Lawrenceville, Georgia, will co-locate to Lotus Engineering, Inc. (LEI) in Ann Arbor, Michigan, the heart of the U.S. motor industry. This change will ensure that both divisions can grow their individual operations, while benefiting from improved efficiency through sharing a number of business functions. This co-location is expected to be completed by the end of July 2015.

*Jean-Marc Gales continued:
"North America, as the largest sports car market in the world, is important for Lotus, both for model sales and for our engineering consultancy business. By having both of our USA or-*

ganizations located in Michigan, we shall be within the heartland of the USA automotive sector, where the headquarters of some of the most important, influential and significant automotive manufacturers and suppliers are based. This will reaffirm our presence in the North American market, by providing improved customer service, better technical and consultancy support, while ensuring that we have access to a skills base not found anywhere else in the territory. All of this fits with Lotus developing speedily in North America in years to come."

Lotus Engineering has two locations in the Detroit metro area, the larger facility is in Ann Arbor and has room for parts and car storage and enough office space for Lotus

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Lotus of West Covina



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Cars USA (LCU). LCU has been in the Atlanta area since 1988, so leaving the area will mean that only some of the personnel will follow the move. For those LCU employees that work remotely, the move will have little impact except for when they need to travel in the winter to frosty Detroit.

Lotus Introduces the 3-Eleven at Goodwood Festival of Speed— Abstracted Press Release

Heralding a new generation of Lotus high performance sports cars, the company has unveiled its quickest and most expensive series production car ever, the 3-Eleven, at the 2015 Goodwood Festival of Speed.

Designed as a manifestation of the Lotus spirit, the new car is focused on providing an undiluted driving experience. As such, it clearly demonstrates the company's ability to deliver legendary handling and blistering speed.

Working on the concept of

less is more, and keeping close to Lotus' track roots, the dramatic new vehicle features an all-new lightweight body, with an open cockpit design and a revised V6 supercharged engine developing 450 hp.

Two variations of the Lotus 3-Eleven will be available: Road and Race; both delivering an impressive combination of high performance, agility and precision. Based on the Road version, the Race variant includes a more aggressive aero kit, a sequential gearbox

and an FIA-approved driver's seat with a six-point harness.

With a dry weight of below 900 kg (Race version), the 3-Eleven offers an enviable power to weight ratio, in excess of 500 hp per tonne, and the car is capable of sprinting from 0-60 mph in less than 3.0 seconds before reaching a maximum speed of 174 mph for the Race version and 180 mph for the Road version.

Speaking at Goodwood, Jean-Marc Gales, Chief Executive Officer for Group Lotus plc, stated, "We always say that to make a sports car better, you make it faster and lighter. The new Lotus 3-Eleven carries that philosophy to a new level, and is perfectly in keeping with our brand values. This new car is a giant slayer, capable of embarrassing far more expensive rivals. It condenses our engineering know-how into one, hardcore package, and is so focused that it will not suit everyone. The 3-Eleven is a perfect demonstration of the faster and lighter concept that will be crucial to all Lotus cars in the future."



A black rectangular graphic with a yellow border. At the top, the words "LOTUS GARAGE" are written in large, yellow, spaced-out capital letters. Below this is a white silhouette of a Lotus sports car. Underneath the silhouette, in small white text, it says "A BRITISH RACING GROUP COMPANY". Below that, in yellow text, it says "NORTH AMERICA'S LARGEST LOTUS OEM PARTS SOURCE". Then, in white text, it says "(855) BRG-5000". Below that, in yellow text, it says "WWW.LOTUSGARAGE.COM". At the bottom, in small white text, it says "FOR AFTERMARKET ACCESSORIES, VEHICLE SALES AND PERFORMANCE UPGRADES GO TO WWW.BRITISHRACINGGROUP.COM".

Dave Bean Open House / Sierra Foothill Tour October 17-18, 2015

by Lee Cohee

Although we had originally planned this great fall weekend tour for last year, it was cancelled because of rain and its proximity to the West Coast Lotus Meet at Lake Tahoe. This year, the Open House at Dave Bean Engineering will be held rain-or-shine, and it will include a spectacular tour over some of the best sports car roads in CA.

Come spend a morning at the Beanery in San Andreas between 9:30 and 11:30 AM on Saturday where you can ogle the tasty new parts that our cars love and deserve. In addition to the 10% discount on parts ordered or picked up on the day of the event, Dave will also be offering deep discounts on his extensive collection of books and Lotus memorabilia.

As an additional attraction this year, the Sierra British Sports car Group will join us, so you'll get a chance to see a variety of marques from the sceptor isle. Then, after inhaling the musty cool air of the parts

catacombs and communing with other car enthusiasts in the parking lot, it's off to lunch al fresco at the friendly Pickle Patch deli in San Andreas.

After lunch, and as a special feature, we will hear from Dave as he tells all! He has promised to entertain us with stories of how he got involved with Lotus cars; his relationship with Bob Challman, the Los Angeles-based West Coast Lotus distributor in the late 60s and early 70s; how he ended up in San Andreas; his Lotus racing experiences; his painstaking development of new parts for our old cars, and more. Dave will then open the floor for questions. So think of what you might want the Scottish parts and engineering maven to answer: be it a troubling mechanical issue, track day setup, or how to convince your wife that those alloy brake calipers or Weber head will actually improve your marital relationship.

After we've exhausted Dave's patience, we will form up for a two hour run down to Mariposa along backroads that are not only scenic but also full of those curves



and elevation changes we and our cars love. A block of rooms at the Mariposa Best Western has been reserved for the group at a reduced rate (**you must commit no later than September 17 to get the special rate.**) Reserve your room by emailing the Club's travel agent, Lucie Villones at: lucievillones@comcast.net to download a reservation form you can either fax or email back to her with your credit card information. The reservation form is also available on the GGLC website.

Dinner Saturday night will be on your own, but I will have a few recommendations for you when the route maps are handed out following lunch. The Best Western provides a hot breakfast with an overnight stay, so the group can re-form at breakfast prior to a planned 10:00 AM departure.

Sunday's return route will follow scenic Hwy. 49 north. Between Mariposa and Coulterville this road is a roller coaster of switch backs and hairpin turns.

A no-host lunch is planned for 12:30 PM at the Alchemy in charming Murphys. If you arrive early you will have time to stroll the main street shops and wine

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tasting rooms.

Mark your calendar and, if making it a two day outing, get your reservations in early because this is an event you will not want to miss! A head count of those intending to join us for

lunch on Saturday and/or Sunday is needed. Please RSVP to Lee Cohee vancoh@volcano.net **no later than Sunday, October 11.**

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Classifieds

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

For Sale: Elige Wheels/Tires. If you own a Lotus Elise or Exige, you know that it's built for both road and track. But for those special days at the track, you'll need a dedicated set of sticky tires and custom wheels. I have a set of **Rota** wheels and **Toyo R888** DOT-legal tires. The tires have great traction and longevity on the track, and can also be driven on the street. They have 2 track days (~ 200 track miles) on them. Tread is 4-5mm. Tire sizes: 225/45/16 rear and 205/50/15 front. Wheel sizes: 16x8" rear and 15x7" front. (These are wider and smaller diameter than stock, but they fit fine.) Wheels are round, straight, un-dented and reasonably clean. \$800 for the set. Pick up in Los Altos or ship on your own dime. Contact: Scott Chan, email scottch-at-sbcglobal-dot-net.

For Sale: 15 feet of new rubber windshield seal gasket suitable for early Elan. Bought from Dave Bean, but never used (turned out that original gasket worked fine with new glass). \$50. Pick up in Livermore or at club meeting. Contact: Joel Lipkin, email jlipkin-at-comcast.net.

Wanted: Set of seat frames for 1969 Europa S2. Contact: Skip Thompson, email skipthompson-at-hotmail.com

(continued on p. 12)

Classifieds

(Continued)



For Sale: '63 Lotus 7 / CA personal plate "PRISNR". Restored under the watchful eye, and with the help and guidance, of Mike Ostrov in the world-renowned "Ostrov Shop" in El Sobrante. A bit over 2K miles since being returned to service. Restoration included:

1275 cc BMC A-Series engine and transmission, both rebuilt by Seven Enterprises in Auburn, CA, roughly 90 HP, very tractable;

Twin SU carburetors;

Four-branch exhaust;

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High-torque starter;
Auxiliary Spal 1700 CFM cooling fan, independently fused and switched;

Completely rewired using a wire gauge larger than OEM;

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Miscellaneous extras include a new, unfinished fiberglass front nose cone, battery tender, scissor jack, ratchet and socket for lug nuts, and indoor car cover.

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More photos and questions answered by contacting:

Hank Mauel at (530) 885-1265 or mauel@wavecable.com

Wanted: Information about Lotus 20/22 Simulator. I am decent at the new World of Speed motorsports museum (<http://www.worldofspeed.org/>) in Wilsonville, OR. We have an updated Lotus 20/22 simulator on display, and I am looking for information, articles, etc about it to enhance the description for the public. Contact Tom Styczynski at vintagerace-at-verizon.net if you have, or are aware of, anything that will help.

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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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