

The Chapman Report



Published by the Golden Gate Lotus Club

www.gglotus.org

March/April 2017



Photo Credit: Mel Boss

Spotted at the Cobra Experience after the Anti-Football drive January 28—top: a cup full of Cobras; bottom: the one-off Gurney Lotus 19C features a unique paint scheme.



Rob Dietsch and Hoover Chan do some final tweaking of the ECU in the DietschWerks #214 arrive-and-drive Elise as driver David Anderson gets ready to run at the club's first track day of the year at Laguna Seca.

March/April Meetings

SATURDAY, March 18, 2017 – 10:00 AM

Hosts: Mike Ostrov / Jon Rosner

SATURDAY, April 15, 2017 – 10:00 AM

Hosts: Jenni Dietsch and Hoover Chan

A Message From The Prez

by Jenni Dietsch

Hello Fellow GGLC Members!

Did you know that for more than 40 years the Golden Gate Lotus Club has been getting together every third Friday of the month in the Bay Area (and rarely on a Saturday for special events) to chat about everything GGLC? Every month throughout the year one of our members or a member of the executive team hosts this social/business gathering, usually in their home or shop and usually with delicious treats, snacks and drinks. Also note that GGLC Sacramento holds their monthly gathering on a Wednesday evening along with dinner, and the GGLC SoCal group does theirs on Saturdays for breakfast.

But this year we decided to try something different for our regular get togethers here in the Bay Area and give Saturday mornings a try. We will aim for the third Saturday of the month for these gatherings.

From past to future club events to catching up with family and friends, these regularly scheduled club events are a great way for members to learn more about the club, socialize with fellow Lotus owners and enthusiasts, exchange tech tips and experiences with their Lotus cars and get inside scoops on all the cool things the GGLC plans throughout the year. For more information on each chapter's meeting time and place check out our website and click on the events page.

So you are invited! Join us on March 18 for our next social (and business talk) gathering at Mike Ostrov's shop in El Sobrante. See page 1 of this newsletter for address and directions. The format for this social/business gathering

will be: 1) getting together around 10 AM, 2) some business discussion around 11 AM followed by Lotus garage project(s) and shop talk that takes advantage of Mike's vast expertise, and 3) a lunch/BBQ organized by Jon Rosner that is scheduled for around 1 PM. Jon will provide and cook the main course, but side dishes will be appreciated and can be coordinated with Jon (See Shop Day story on page 8 for additional details).

Next month, the Saturday morning gathering will be at my place on April 15! Come and meet Team Dietsch at TurboHoses

R&D in Livermore. We will be serving bagels, doughnuts and lots of coffee.

There is plenty of space in our parking lot for cars and photo opportunities, lots of twisty roads through the vineyards if you want to take a drive afterwards and Rob will be showing off his shifter fix, something you won't want to miss! We hope to see you there!

Until next time, my friends, Happy Lotusing!



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Anti-Football Drive

January 28, 2017

by Kiyoshi Hamai

The annual Anti-Football (AF) Drive is becoming a tradition. The 2017 version of the GGLC's AF Drive turned out to be another "must do" event in an otherwise slow winter season.

This year we started with a larger than expected group gathering at Peet's Coffee in Castro Valley. There were well over 20 cars that included a bevy of Elise/Exige from Vince, Ed, Russell, Scott, Phil, John, Mark, Rob, David and Oliver, and Evoras from Bill and Tom, Mel's Elan, Morgan in his Caterham, Jon and Victoria in a VW Golf R, Dave in an EVO-X, Hoover in a Noble, Kevin in his 911 and Joel in his new Ford Focus RS.

The weather was amazing as we caught a break from the recent rainy weather and the sun was shining all day. There was time for lattes, pastries and visiting as cars and people arrived and filled the parking lot. I called a brief drivers' meeting to pass out route instruction and give a few casual instructions. The group eventually lined up and headed out of the parking lot.

Our East Bay Hills Route was a bit more complex than in previous AF drives. From Peet's we headed north on Redwood Road. This took us past Chabot Regional Park and San Leandro Reservoir. We then took a right onto Pinehurst, a nice twisty narrow 2-lane through the hills and trees.



Photo Credit: Vince Chiaro

I made the mistake of turning right on Canyon instead of veering left. I quickly figured out that I took the group in the wrong direction but was forced to make a U-turn to fix the problem. The upside was that this turned out to be a perfect way to see and wave at everyone on the drive!

Once back on Pinehurst, we continued north and maneuvered around several first-gear switchbacks that you swore your car needed to bend in the middle to get around! We continued straight onto Skyline past Huckleberry Botanic Regional Preserve. Then it was right onto Grizzly Peak Blvd where we made a stop

for a needed break at the Grizzly Peak Overlook. We managed to stuff all of our group into the turn-out. It was a bit breezy and chilly, but the view was AMAZING! A clear view of Berkeley, Oakland, the San Francisco Bay, Alcatraz, the Bay Bridge, Treasure Island, San Francisco, Angel Island and the Golden Gate Bridge. It was breath taking!

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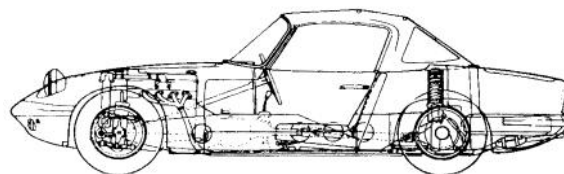
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After the stop (we could have stayed longer, but we were all starting to shiver), we continued on Grizzly Peak,, and then turned right onto Golf Course Road and past the Tilden Park Golf Course. Then a short stretch on Shasta Rd. to get to Wildcat Canyon Road.

We crossed San Pablo Dam Road and onto Bear Creek, which took us around Briones Reservoir to Alhambra Valley Road. That led us into Martinez and a few more turns to the Cobra Experience Museum on Arnold Drive. Parking 20-plus Lotus is always entertaining and colorful.

At the museum, we were met there by Rahul in his new Charger Hellcat and Dave in his Esprit.



Photo Credit: Dave Ellis

Entering the museum, we were greeted by Emily and Gordon. Gordon is one of the founding members of the museum, and he showed us around the exhibits and cars. The cars were amazing, and Gordon's deep knowledge and colorful stories made the time fly by!



Photo Credit: Dave Ellis



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
March 4	LCoSC San Diego Drive	LA
March 11	Breakfast/LCoSC	LA
March 15	Dinner/Meeting	Sacramento
March 18	Member's Social, Meeting, Shop Talk, BBQ	El Sobrante
April 8	Breakfast/LCoSC	LA
April 15	Member's Social, Meeting, Shop Visit	Livermore
April 23	AutoX, Round 1	Marina
April 24	Pacific Coast Dream Machines	Half Moon Bay
May 3	Track Day	Thunderhill

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



Scan to get current GGLC calendar on your mobile device.

accommodate the GGLC with a private event.

A few highlights were the Cobra Dragster built as a skunk-works project by some of Shelby America's mechanics, the Gurney Lotus 19C with a Ford 427 (similar engine to what powered the LeMans winning Ford GTs), a replica Mark IV Ford GT, the prototype Sunbeam Alpine with a Ford 260 V8 (before it was named Tiger), a LeMans Cobra and other Cobras, engines, original tools and tooling from Shelby America. It is an awesome collection.

After the tour, there was time for a few questions and then lunch. Our time at the Cobra Experience ended with an entertaining video highlighting Shelby and the Cobra Experience.

If you are ever in Martinez you need to check out the Cobra Experience www.cobraexperience.org. It's a must for any gear head. If you are planning a visit, keep in mind the museum is only open to the public once a month (on the third Sunday). For our visit, the museum was kind enough to



It was an AMAZING day, blessed with sunny weather, fun roads, great people, and a delightful time and lunch at the Cobra Experience. Take a look at the accompanying photos to get a feel for the day, and start your planning for next year's AF drive!

First Announcement— 2017 West Coast Lotus Meet September 21-24, 2017

by Kiyoshi Hamai

The West Coast Lotus Meet (WCLM) is heading to the Santa Ynez Valley and Solvang in September 2017!

Members of the GGLC, GGLC-Sacramento and Lotus Club of Southern California are hosting the 2017 WCLM, and we welcome members of the Evergreen Lotus Car Club, Lotus Owners of Phoenix, Lotus Colorado, Southern Nevada Lotus Club, Club Lotus Northwest, the Lotus Car Club of British Columbia along with Lotus enthusiasts from across North America!

With the San Rafael Mountains on the north and the Santa Ynez Mountains on the south as backdrops, the 2017 WCLM will be four days of total Lotus celebration starting Thursday, September 21 and ending Sunday, September 24.

This year's President of the GGLC, Jenni Dietsch, said, *"The GGLC is excited to host the 2017 West Coast Lotus Meet to welcome Lotus enthusiasts from across the globe to celebrate everything that is great about Lotus."*

Our 2017 WCLM Committee has planned a fantastic series of events that includes a Casual Concours, an Autocross, and an optional Lotus track day at the Buttonwillow Raceway. In addition, there will be great awards, dinners and spectacular scenic drives!"

WCLM Registration

Registration for the 2017 WCLM will open in late March, with an early-bird (reduced fee) deadline of June 16, 2017. Registration is being done through MotorsportReg.com, a secure site that allows you to pay with your credit card.

WCLM event registration is per person and gives access to all WCLM activities except the optional track day, which requires separate registration. The activities that are bundled with your WCLM registration include: 1) meet and greet opening reception, 2) lunches, 3) group drives, 4) autocross, 5) funkana, 6) gala main banquet with awards presentation, 7) wine tasting reception, 8) museum fees, 9) casual Concours with people's choice awards and more.

The registration website will be <http://gglotus.motorsportreg.com/>

As usual, a discounted registration fee is available for Lotus club members.

2017 WCLM Event Schedule

(subject to change)

Thursday, September 21

WCLM Track Day
(optional) – Buttonwillow Raceway
WCLM Opening Reception
– Hotel Corque

Friday, September 22

Santa Ynez Valley Drive
WCLM Funkana
Happy Hour at the Solvang
Vintage Motorcycle
Museum

Saturday, September 23

WCLM Autocross
WCLM Special Stops
WCLM Cocktails & Banquet – Root 246 (Hotel Corque)

Sunday, September 24

WCLM Concours &
Awards
WCLM BBQ/Lunch

Headquarters Hotel

The 2017 WCLM will be headquartered at the Hotel Corque, a boutique hotel property in quaint Solvang.

Hotel Corque

400 Alisal Road
Solvang, California 93464

Discounted rates have been negotiated for WCLM attendees. We encourage you to take advantage of these rates. Each room includes private parking. Nearby trailer parking is also available if you plan to tow your Lotus to the WCLM.

WCLM entrants are responsible for arranging their own hotel accommodations. You are not required to stay at Hotel Corque, and there are several alternative accommodation options nearby. However, we do encourage you to stay at the Hotel Corque because we have committed to a minimum number of rooms, and their rates are extremely attractive for this relaxing and cozy hotel.

Note that the Hotel Corque is not pet-friendly, although service animals are welcome.

Hotel Reservations:

Reservations can be made by phone through the hotel's 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.

If you would like to arrive early or extend your stay, the Hotel Corque will extend the WCLM discounted rates to you. Be sure to reserve your room as soon as possible. There are limited number of rooms available, and the Hotel Corque will release them August 22, 2017. Discounted room rates are summarized at: <http://westcoastlotusmeet.com/2017/#hotel>.

Deposits are refunded or credited only if notice is received on, or before, 24 hours prior to your arrival date. Be sure to get a cancellation number from the hotel.

For the latest news and updates about the West Coast Lotus Meet, please visit us on Facebook - <https://www.facebook.com/westcoastlotusmeet>



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Club Meeting, Shop Day, & BBQ At Mike's Place March 18, 2017 *editor*

Even bigger and better this year, Mike Ostrov and Jon Rosner team up in El Sobrante to host the first of the club's Saturday morning monthly meetings followed by an informative Tech Seminar on all things Lotus. You are also welcome to bring you own garage project to challenge Mike and share with the group. The busy morning will finish up with a pot-luck BBQ lunch.

This all happens at Mike's shop, 4119 Santa Rita Rd, El Sobrante, where the action be-

gins at 10 AM—RSVP to Mike at mikeostrov-at-webtv.net or (510) 232-7764.

The BBQ should be turning out chicken and tri-tip under Jon's watchful eyes starting around 1 PM.



Photo Credit: Jerry Bassler

Anyone interested in bringing a side dish, a beverage or a dessert to share can contact Jon Rosner: jon-at-roscotech.com to coordinate.

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2017 is Looking to be a Great Year for us in the Lotus Boating Club of Southern California

by Matt Kaplan

While our GGLC brothers and sisters in the Bay Area and Sacramento probably think that the SoCal folks freak out a little too much over a few drops of rain, you have to understand, we are really not used to this. We can all agree that it's normally good fun to go out in the damp and let the rear wheels get a bit loose, but we have been having a hard time finding the official Lotus Snorkel Kit that we would need to get out of the garage right about now. Plus, it's really hard to *heel & toe* with these big rain boots on, and we are not about to take them off. We only get the chance to wear them once every few years.

The bad news for the club is that our first few events this year have been rained out; but the good news is that they are all being rescheduled, and we are sure to have an action-packed calendar once the weather re-

turns to what we usually think of as SoCal normal.

We have a Cars and Coffee planned at Sage Lotus later in



March, a track day with the driver development app Prymr in April, and we have decided that our March 4th San Diego Drive is running, *rain or shine*. If it's shine, we'll be carving canyons all the way down to SD. If it's rain, we'll take a little more con-

servative route, and a little longer lunch, at a great spot on the north end of San Diego.

We are also joining up with the Ferrari Club for a couple of great events supporting the families at Edwards and Vandenberg Air Force Base later this year.

In addition, we are putting together a big social event at Galpin Lotus in Van Nuys, along with a few things we haven't tried before. Hint: have you ever heard of a Poker Run?

Stay tuned to the Lotus Club of Southern California Facebook page and the events page on LCOSC.org for details on this and all of our other upcoming events.



Book Review

Black Sheep in the Fast Lane

Ian Scott-Watson

by Lee Cohee

In a recent Club Elite Newsletter, mention was made of a book written by Ian Scott-Watson, a Scottish farmer who got Jim Clark started in motor racing. Scott-Watson was also responsible for resurrecting and managing the Scottish Border Rivers racing team. It was Clark's successes with that team that ultimately landed him a seat with Lotus.

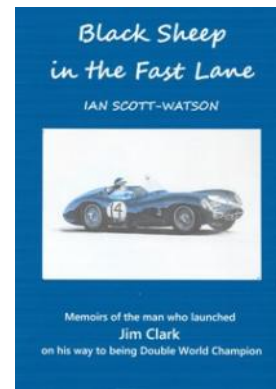
I was intrigued enough to get a copy of the book, and I am offering this review for anyone else who might be interested in adding it to their collection of Jim Clark memorabilia.

The book recounts Scott-Watson's life and his relationship

to Clark and Lotus' racing efforts during the 1950's and 1960's. Peppered with anecdotal gems, the book provides insight into the racing scene of this era as well as offering a personal account of Scott-Watson's friendship with Clark.

Scott-Watson himself was a driving and racing enthusiast, and he competed in rallies in a German DKW 3-6, two-stroke powered "corn popper." (As an aside, I found it interesting that the "Deek" had a separate ignition coil for each of its three cylinders just as my Elise has, which was born 50 years later.)

On one occasion, Scott-Watson managed to get Jim Clark to be his



rally navigator. This turned out to be a mistake because, as talented as Clark was as a driver, he was far from being a tolerant navigator/passenger. On the other hand, Scott-Watson found delight riding with Clark at high speeds when traveling to race circuits throughout Europe. He could not say the same about his rides as a passenger with Colin Chapman "whose driving was best observed from without his car."

Over the years, Scott-Watson owned a variety of cars, including three Type 14 Elites, and a Plus 2. He describes the early Elite as "probably the most beautiful coupe ever built." He only wishes he had been able to hang on to one of his Elites as their value now has placed them out of reach. On this side of the pond, Scott-Watson was the featured speaker at the LOG 14 banquet in Waterbury, Connecticut where the Elite was the featured car.

Scott-Watson is an architect specializing in timber frame structures as well as a farmer, and he still lives in Scotland in a farmhouse he designed 55 years ago.

The book is a fascinating account of his multi-faceted life, and it includes personal insight into his involvement with many of the grand prix drivers we know from a time when racing was far less complex than it is now. Copies can be ordered from Scott-Watson's website: www.borderdesign.co.uk

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Lotus Adds Lightness, Power and Downforce to the Exige

Abstracted for Top Gear on line

In the last couple of years, Lotus has steadily worked through its range of light, fast cars, making them lighter and faster.

We have had the Exige Sport 350, the Elise Sport 250, and the Evora Sport 410. Less weight, more power. Heartland Lotus stuff. So much fun, in fact, they're going around again.

Meet the brand new Lotus Exige Sport 380. Somehow, Norfolk's techies have shaved 25kg out of the Exige, (which was hardly plush with equipment to start with), dropping it down to 1066kg without fuel or washer fluid, or 1100kg ready to go (if you added the titanium exhaust). That's damn light for a car with a big ol' 3.5-litre supercharged Toyota V6 bolted between the axles, wearing wider Michelin Pilot Cup tyres. Lashings of carbonfibre add the lightness: the Elise Cup rear wing and diffuser, plus new

splitter and front panels, save 2.7kg. Slimmer seats save 6kg. Ultra light wheels and brakes save a further 10kg, with a standard lithium-ion battery cutting out more weight. Short of filling the cabin with helium, it's difficult to know how much lighter the Exige can get.

To this flyweight recipe, Lotus has added power. A revised supercharger pulley (for higher charge pressure), an up rated fuel pump, a recalibrated ECU and shoutier exhaust team up to add 30bhp and 7lb ft to the Exige Sport 350's already heady totals.

As a result, the Sport 380 chucks out 375bhp, 302lb ft and will hit 62mph in 3.5 seconds. Despite generating 140kg of claimed downforce (check out



those 997 RS-style front aero flics), the top speed is 178mph. Adjustable suspension is standard. Thought the Exige was a dainty little performer, did you? Forget it.

So, it's a lot faster and lighter than a Porsche Cayman GT4 (which is sold out), and would stay with a Porsche 911 GT3 (which is sold out). Maybe the BMW M4 GTS would... wait, no that's sold out too.

If you want your track day kicks, the Exige (not sold out, and yours for £69,700) looks like a mighty good option. It's £11,000 more than the current Exige Sport 350, but the rest of its numbers are positively supercar spec.

If you like the sound of all that, stay tuned to TG.com where we are soon to get our first drive of Lotus's ultimate Exige.



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.

For Sale: 2010 Evora 2+2. Carbon Grey (lifestyle color) with charcoal interior. One owner, purchased from BMC SF. Current CA reg, 23,700 miles. Fully optioned, including forged wheels and power-fold mirrors. Upgraded Kenwood GPS/radio/CD. Diffuser, element diffuser, Larini exhaust (oval center exit), car cover and floor mats. Meticulously maintained by dealer and Rob Dietsch. Full maintenance records, only a few k-miles on rear tires. Asking \$40,000. Car is located in Livermore, Contact Joel at "jlipkin--at--comcast.net" or (925) 961-0400.

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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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