

The Chapman Report



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Wet Coast Lotus Meet *by Dave Anderson*

The WCLM started with time trials at Jackson County Sports Park in White City Oregon (about 70 miles from the main WCLM venue in Canyonville, OR). The park has a go-kart track often used for autocrossing. It even has a little hill with a small grandstand where the whole track is visible! One corner is slightly banked. There is even a little bit of elevation change.

It was a bit overcast to start, and soon the overcast turned to rain. So different times and groups had very different track conditions! Once it started raining it was a bit slippery the rest of the day, though at one point it almost dried out.

Kiyoshi Hamai drove the GGLC autocross truck (trailing his Elise) and the first task of the day was setting up the timing lights. Something about the weather made that time consuming though the equipment has been used many times!

By about 10AM all was working (on schedule) and timed runs began. One run was 3 laps around the track. One car at a time.

Tom Carney spent most of the day leaning over his 1970 Europa S2 engine because 38-year-old plasticcarb linkage was siezing up and then broke, leaving him no throttle. A local auto parts store came through for him though. Tom borrowed Hal Gjerman's tow van (Hal brought his Elan on the trailer) to find parts. So Tom did get a few runs in on the track.

In spite of the rain it was a very fun track. That some corners were much slipperier than others added to the challenge driving in the rain!

About 3PM we wrapped up and headed to Canyonville (your

reporter left a bit early as Judy had promised to help Joel Lipkin at registration at the Seven Feathers resort in Canyonville so we needed to get to Canyonville).



November Meeting

Friday, November 21st, 7:30 pm

Host: Jim McClure

The GGLC Holiday Dinner is set for Sat Dec 13th at 6:30pm. Cost will be \$35/person. Go to the website for more info and Paypal payment if desired.

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Dinner includes:

INSALATE - Baby Organic Green Salad
CHOICE OF ENTREES

Chicken Cordon Bleu (Mozzarella, prosciutto, sage and breading in bordelaise sauce) Tionuille Pasta (Artichokes, sun dried tomato, garlic, black olives and white wine) Filet Medallion of Pork (Sauteed calvados with apple brandy sauce) Grilled Filet of Salmon Hyzau (Bed of green lentils and curran)

DESSERT (choice of) Chocolate Mousse, Lemon Sorbet and Fresh Fruit

Calendar

November 4, elect a new president and end this tragedy

November 21, Club Meeting, McClure House

December 6, Toy Rallye, Mountain View

December 13, Holiday Party, See Detailed Info

December 26, Track Day, Laguna Seca

For more and up to date information on these GGLC and other events check the GGLC website at www.gglotus.org

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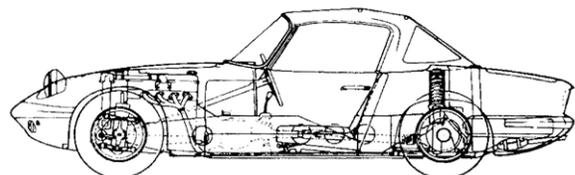
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WCLM *continued, from pg 1*

The centerpoint for the 2008 WCLM was the Seven Feathers Resort and Casino. It's a very pleasant and relatively new site with nice accommodations and good food.

The staff there was very nice. I requested a wakeup call and it came on time with a real person calling! One person related being late to pick up a Box Lunch (after Kiyoshi and Laura had left for a tour) on Friday and hotel staff tracked down the caterer and found him a WCLM box lunch!

The first event was registration and the welcoming reception. These were in the same pleasant room. No-host bar and plenty of food provided by the WCLM. Joel Lipkin did most of the registration work and was ably assisted by my wife, Judy.

A very large area of the parking lot was set up for us with cones marking Lotus parking. There was plenty of room for trailers too.

A short list of the events:

- 1) Thursday. Reception
- 2) Friday. Tours and BBQ
- 3) Saturday. Autocross and Banquet
- 4) Sunday. Group picture, casual concours, and lunch.

Lotus enthusiasts at the winery, banquet, and the Stanton Park concours



The first tour of Friday was a tour of C&D Lumber, an operating sawmill. It's about 20 miles from Canyonville, so around 20 Lotus drove in a group to the sawmill, arriving around 9AM.

Mill staff gave us hard-hats, safety glasses, and earplugs and separating into 3 groups, we toured the operating mill. We walked right through the mill and at a couple of points stepped right over the 'tracks' used to move lumber (the steel overhead bar one grabbed to make the crossing was too high for my wife Judy to reach it so I held on to it and her to help her across!).

It was noisy and fascinating. This mill concentrates on aromatic cedar. The crucial decisions are made by people not machines. Decisions on how to cut the logs. 100% of every log is sold for something. Sawdust sold for particle board, chips sold for cogeneration (ie, burned for heating/power), and boards sold to lumberyards.

Operating the mill is very physical work. Many of the jobs involve pushing/pulling large pieces (and small) into place so the machinery can grab it.

After the walk-thru mill staff answered questions. The mill is 100 years old. Someone asked about the 'accident record' and was gently corrected: it's the 'safety record'. Your scribe went on the wine tour Friday, the other tour choices were a long drive to the coast and a long drive to Crater Lake. Peter and Diane Griffin did the tour organizing and they did a phenomenal job -- route descriptions seemed perfect and the wine tour was wonderful (if exhausting).

In traditional GGLC style 5 people signed up for the wine tour and 10 people showed up on the

tour! Diane Griffin rode with Jerry Rude in his Europa Special as Peter Griffin was busy getting things ready for the BBQ that evening.

We started this tour from the sawmill at 10:30am or so and proceeded to Reustle Vineyard (pronounced like 'rustle'). This is a relatively new family-owned vineyard and they have outstanding wines. Their presentation is a sit-down presentation of 5 wines with specific snacks prepared in their kitchen to complement the wines presented. They are a pretty scientific family and things are very carefully measured and thought through. All the grapes used come from their property at the vineyard. They are just finishing a cave (built back into a hill) and so soon the winemaking will move out of the garage of their house!

Proceeding along scenic Oregon back roads, the next stop was Palotai Vineyard. The owner is Hungarian with much vineyard knowledge and the whole operation is on the property.

It's small (the entire operation of machinery (not much of it) and barrels and tasting room in one small building) and a bit idiosyncratic. Unfortunately the owner was off somewhere, but his able partner introduced us to his wines. It started to rain, but we had some time to eat our box lunches outside with no more than a mist falling.

More wonderful deserted Lotus-roads took us to Hillcrest Vineyard. The owner is a long-time winemaker at very large Napa wineries who now has his own winery. Again only using their own vines. He was very enthusiastic and had vast knowledge of the wine business and wine making. Many great stories. He used to be a 'scientific' wine-

maker, but says he's moved to more doing things by taste now than science. And yet he's invented a new concrete holding tank which he's selling to winemakers, so there's still some science...Oregon's oldest vineyards are at Hillcrest.

The final stop (and by this time we were all pretty tired what with driving, stopping, starting and sipping) was at Abacela Vineyard. Here the focus is on old-world influences. The site is beautiful and the wines elegant.

There being plenty of room in our Elan trunk, Judy and I were carrying the Carney's and our wine purchases. We now all headed back to Canyonville and the evening BBQ.

John Ridley instigated the entire WCLM. He is a founder of the GGLC. After living in Marin County for many years he moved to the Canyonville area. Of course he took his 1979 Esprit (Commemorative #019) with him. You can tell where he parks it in his garage because of the large oil pan and grease spot!

He's been wanting a WCLM in his area and it was his contacts with area folks that made it all possible. Thank you John!

The rather complicated drive to the Ridley Riverside Ranch runs through scenic empty roads till it finally gets to a mile-plus gravel road through dense forest and federal land.

Then suddenly one rounds a turn to his house and grounds on a bend in the river.

Here the Friday BBQ was organized. Catered by a local organization of very nice folks it was very good indeed. They took good care of the very few of us vegetarians, though the big offering was

BBQ ribs and hamburgers. The 5 or 6 different types of home-made fruit pies were simply delicious and there was lots of each kind -- so of course your scribe ate too much pie.

Peter Griffin had organized a keg of a very special local beer -- extraordinary stuff.

I need to mention a friend of John Ridley at the WCLM: Bob Winkleman, designer of Wink mirrors and Zink formula vee racecars and many other things. Bob is an unassuming gentleman and tells great stories.

It was a great evening and the continuous rain made no difference as there was plenty of tented area to keep us all out of the rain! The autocross was on the truck-parking lot near the Seven Feathers RV Park (across Interstate 5 from the resort). There was no question it was going to rain all day! And it did!

Seven Feathers had put up a big tanker truck and a long yellow plastic caution banner to mark off our area of the lot. Larry Bisares and Rahul Nair organized a nice course in the tight lot. It was like a very twisted needle where one drove around the loop at the end of the needle and returned, thus taking half the course in both directions.

Even with rain (so marking the cone positions or the lanes was impossible) only a couple people got lost all day. And the course was fun to drive. I'd call that a great success. The best times were in the low 31 seconds.

Near the end of the day Adrian Cockcroft (Elise S1, Honda powered) put on an extraordinary display and took top time of day overall. Certainly many others drove very impressively. The Elise is a remarkable car and many of the club drivers are very good indeed.

Your scribe took first in the early Elan class by virtue of being

the only early Elan driver willing to subject his car to the rigors of the course! (Hal Gjermann did not drive his that day and the other 3 early Elans other than mine looked like show cars: road driven but prepared to an extraordinary level. One of them was on its first drive after restoration at the Time Trials on Thursday!)

By about 3:30PM the event concluded. We picked up the cones and other stuff and headed back to Seven Feathers Resort & Casino. The truck drivers got their parking lot back. Saturday evening was the traditional WCLM Banquet. This time things were simpler as we only had use of the room in Seven Feathers Resort till 9pm! So we had a rather nice dinner and lots of pleasant chat with our fellow Lotus owners.

After the dinner many went to the cabaret show, which was... well the word 'cheezy' comes to mind. But it was still good fun.

The final event of the 2008 WCLM was at Stanton Park, a nice park with adequate grass parking for a group picture and a covered pavillion to hold our catered lunch and awards-giving.

Diane Griffin (tour leader and professional photographer) took the group photo. The cars were carefully arranged so the photo looked right and the cars showed, though it made things look oddly spaced from ground level!

The picture had
 13 Elise,
 5 Esprit,
 4 early Elan,
 3 Europa
 2 M100 Elan
 1 Seven
 1 Lotus bicycle (the
 factory designed carbon fiber
 real thing. Now 16 years old.)

The catered Italian lunch was quite nice and was followed by awards. Your scribe left before awards so missed that, but everyone else stayed. The Carneys and Hamais did not get home that evening till midnight or later!

We all voted for the cars we liked best. There were so many well prepared cars it was hard to choose. And of course Rex P's Lotus Type 110 bicycle was in a class by itself. Pictures are on www.gglotus.org/ggpast/2008wclm/concours.htm with the detailed results.

Lotus 60th Birthday

By David Anderson

Lotus' 60th birthday was celebrated September 14, 2008 at the factory in Hethel. The November issue of "Classic and Sportscar" magazine has a nice article about the event.

A couple quotes of Mike Kimberly, Lotus CEO in that issue: "The atmosphere was brilliant, and that was solely down to the number of Lotus owners who came. We reckon there were up to 9000 with 2500 cars packing our 1km track four deep. We're lucky: owners are fantastically loyal and the best ambassadors for our company and our brand that we've got. "On Lotus reputation for fragility: "Lotus is such a well-known name that people don't know we've only made 87,000 cars in 60 years. And we think 65,000 are still going strong. That doesn't sound very fragile to me!"

Burn Rate, Tesla Death Watch? edited from the Mercury News, editor

Responding to Internet rumors that its demise is imminent, Tesla Motors' chief executive gave reassurances Friday that the company is solvent and scaling up production of its electric sports car.

"The company has a \$9 million cash balance, and will close an internal funding round of \$20 million or more next week", said Elon Musk, the start-up's chairman, chief executive and primary investor.

"We are making money on every car we ship right now," Musk said in an interview with the Mercury News on Friday afternoon. "As long as we continue to ship cars and ramp up production, we'll be in good shape."

The financial disclosures came after an anonymous Tesla employee posted a note on a Web site suggesting that the company was about to run out of money.

Tesla, based in San Carlos and founded in 2003 by Martin Eberhard and Marc Tarpenning, has become a rolling symbol of Silicon Valley's push toward clean technologies, including solar, biofuels and alternative transportation.

But Tesla has been plagued by production and delivery delays and management shuffles over its short life. Last month, it shut down its Michigan engineering office, laid off about one-quarter of its staff — reducing it from 363 full-time workers and contractors to 276 — and announced that Musk would become the new CEO.

Musk blamed the tight credit market for the company's recent troubles.

Tesla has completed 55 cars, and most of them have been delivered to customers. Ten Roadsters were delivered this week, and the company is aiming for 12 a week in November and 30 a week by

spring, Musk said. More than 1,200 customers have made deposits and are awaiting cars, he added.

Musk's comments came in response to speculation on two Web sites that Tesla would stop delivering vehicles and go out of business. The reports quoted an anonymous Tesla insider who had attended an in-house meeting on the company's financial condition. A company spokeswoman characterized the reports as "absolutely untrue."

Late Thursday, Musk did an interview with Reuters to quash the rumors. On Friday, he blamed them on a "bad apple" intent on "selectively disclosing information designed to harm the company."

Once the company raises \$20 million, which Musk said will come from many of the original investors and "not just me," Tesla will become "cash-flow positive," he said.

In all, Tesla Motors has raised more than \$145 million, with at least \$55 million of that coming from Musk, who was a founder of PayPal. It failed earlier this fall to raise an additional \$100 million it was seeking, Musk said.

The company is waiting for a U.S. Department of Energy loan of between \$150 million and \$200 million to finance its second vehicle, the Model S sedan.

The blogosphere continues to pillory Tesla. Reader comments on the Valleywag.com blog compared Tesla and Musk to two well-known car-company failures, Preston Tucker and John DeLorean.

Another Web site, www.thetruthaboutcars.com, has had 32 postings in its continuing "Tesla Death Watch" series, which started in May.



Chris Locke also drove this Lotus 32B at Goodwood. It is the car in which Jim Clark won the 1965 Tasman Cup Championship, an eight race series in Australia and New Zealand. In fact, Clark won five of the eight races that year. Lotus built only one 32B, fitting a 2.5 liter Climax FPF engine into a modified Lotus 32 F2 chassis.



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The Chapman Report is published monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club and is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA. The GGLC's annual membership dues are \$25.00.

Opinions expressed in the Chapman Report are those of the authors and do not represent those of the GGLC or its officers.

Submissions to the Chapman Report are accepted and encouraged. Please email them to EDITORGGCLC@YAHOO.COM in MS Word, rtf or ASCII text. Submissions may also be mailed to Jim McClure, 11238 Bubb Road, Cupertino, CA 95014.

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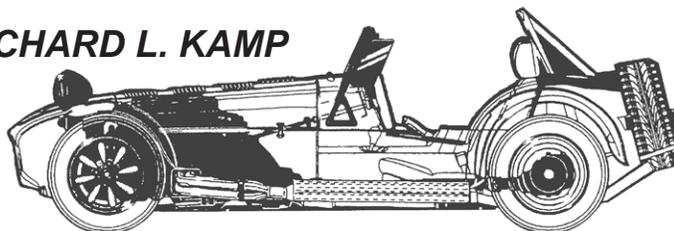
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