

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org July/August 2020

July/August Meet-ups

In order to comply with current COVID-19 pandemic guidelines in the state of CA, the GGLC has not scheduled in-person meet-ups for July and August. Please continue to check the club's website for information about upcoming events.



Photo Credit: Jon Rosner

Jackie Feakins helps make sure all the participants at the Jon Rosner/Mike Ostrov GGLC combination shop day, swap meet and BBQ are safe and sanitary. The event was held June 14, 2020, and you can find out more about it starting on page 3.

Message from the Prez

Preparing for the Club's COVID-19 Trackday

by John Zender

It's Wednesday night, June 24, and our next track day is coming up on Friday. Many of you know that I have 2 Lotus cars that I track. I try to get each one of them out a few times during the season. Several months ago, I took the '06 Exige Cup to Laguna, and I had been planning to bring the '69 Europa to this event at Thunderhill West on Friday.

I usually just throw the car on the trailer and go, but thanks to COVID-19, I have some spare time, as I described in my last column, so I decided to do some routine, preventative maintenance on the Flamer Europa. Lucky thing...I discovered that the electric water pump is dead, the rear brakes are almost gone, the right front and left rear wheel bearings are bit rough and that the muffler bracket is broken.

I spent much of the day today installing the new water pump, but the rest of the parts did not arrive in time for today's maintenance effort (again, because of COVID-19). Those parts will be here tomorrow, and I suppose I could work on the car all day Thursday and hit the road late that night... but no.

Maybe it's my advancing age taking over, but I decided to give up and take the Exige to the trackday instead. I know that I will feel a lot better with

some good sleep before getting on the track, and I will also have the satisfaction, and enhanced safety, of being able to take more time on the Europa repairs—and, hopefully, not forgetting to install that circlip on the brake pedal...

I assume we can also thank COVID-19 for selling out the trackday. It has been years since we sold out, and we have never sold out at Thunderhill West. I guess after the lockdown everyone is eager to get out and do something. Unfortunately, the high temperature forecast for that area on Friday is 111°F, but someone said it's gonna be a dry heat so not to worry about it...whatever.

It looks like the coronavirus is not giving us a break anytime soon, so we are not scheduling any events for July and August.

Expect to see a really cool meet-up and drive announced for September, though.



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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Fun, Games and Food at Mike's Shop

June 14, 2020

by Jon Rosner

Folks came from Watsonville, Monterey, and Santa Rosa, not to mention the Sacto area, the Peninsula and, of course, from all around the Bay Area for the first gathering of the Lotus Cognoscenti in what we hope to be a post-COVID-19 2020.

We welcomed an Elan Coupe, several Elises and Exiges, at least one Evora (yellow with matching yellow luggage and a plate "MsLotus"), a 356 Porsche, a race-ready MG B/GT, a Miata, a Moto Guzzi motorcycle, a VW Golf and naturally a few Elites from Charles and Mike. Several civilian-type cars also showed up, but they parked down the street so as to not detract from the display at Mike's shop.

The BBQ specialties included succulent BBQ ribs provided by Dan Wise, some Sam Rosner marinated and smoked pork shoulder, the usual BBQ chicken provided by yours truly, a cheese roll provided by the Andersons, some dips and spinach salad, a deeply fudgy dessert from Marc Gomes, while Skip Thompson supplied ice and beverages. There were also other delightful offerings that contributed to a VERY full table of treats. All the while, Jackie Feakins was on Fire Watch to make sure the BBQ did not get out of hand.

Marc Gomes talked about the street Elan and the autocross-prepped Seven that his parents, Larry and Pat Gomes, raced in SCCA between 1970 and 1979. They were members of

Lotus West at the time because they were based in the Fresno/Clovis area before they moved to Northern CA. Marc's eyes lit up when Mike said that our little group might be able to help him in his goal of bringing his parents' race Seven and street Elan back to life. We all hope that Marc will take us up on the offer so that he can take the first steps to put his family heritage cars back on the road.

Yes, some attendees wore protective shields and masks, most did bump-elbow handshakes, and there was a bit more social distancing than you would find at a usual BBQ. Were we safe? We hope so. But there is no doubt we all felt a great sense of relief in being able to legally enjoy each other's company once again while

having some fun at this traditional GGLC event. Please check out the photos on the accompanying pages to see some of the day's activities.

We hope that we are past the worst of the pandemic, and can, therefore, look forward to participating in more, and more normal, club events in the second half of 2020.

(continued on p. 4)

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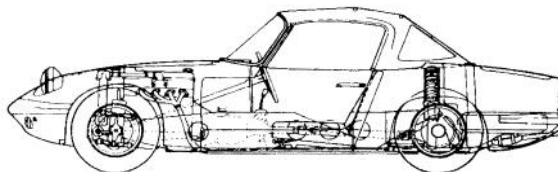
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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
July 7	SDLC Meet-up	TBA
July 11	LCOSC Breakfast meet	Los Angeles
August 4	SDLC Meet-up	TBA
August 8	LCOSC Breakfast meet	Los Angeles
Sept. 1	SDLC Meet-up	TBA
Sept. 12	LCOSC Breakfast meet	Los Angeles
Sept. 12	GGLC AutoX	Cow Palace
Sept. 19	GGLC meet-up Cars & Coffee	TBA

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



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



West Coast Lotus Meet (WCLM) Retrospectives: Part 1 2004 and 2006

by Dave Ellis

***Editor's Note:** In his part-time role as the official GGLC event photographer, Dave Ellis has accumulated an impressive collection of digital images that captured many of the memorable moments from past club events. Since right now there is not much of a need to document new club activities, Dave suggested that he put together this retrospective look at some of the excitement surrounding past events. The current article features West Coast Lotus Meets from 2004 and 2006. Part 2 will appear in the next newsletter, and it will cover WCLMs that took place in 2013 and 2017. I hope you enjoy this opportunity to reminisce a bit.*

2004

Yes, let's ride the way-back machine to 2004.

I was not a GGLC member at the time, and I did not yet have a Lotus. However, my wife, Sue, and I had known Laura and Kiyoshi Hamai for some years, going back to when we were nearby neighbors in Palo Alto. So, when they invited us to attend the 2004 West Coast Lotus Meet to be held at South Lake Tahoe, we said: "let's go!"

Arrival and Check-in: It was exciting to roll into the venue, and start to see some Lotus models in the parking lots. Some were on trailers (interesting, I thought—why would you trailer your Lotus to

a meet?), and some had been driven to the site.

My early photos of the meet include a shiny, bright red Elise, model year 2005, which was introduced in 2004 just in time for the meet. This car was a "press" car that Lotus Cars USA had shipped to South Lake Tahoe for use during the meet. My photos include one of Sue sitting in the red Elise wearing her red leather jacket and a happy smile. Sadly, for some reason I never got serious about finding an Elise for us.

Check-in was staffed in part by Tom and Cherie Carney, Laura and Kiyoshi Hamai and their daughter Tomiko, and Sue.

Among the participants, I see photos of people I have come to know and enjoy sharing experiences with over the years: Tom Carney, Jon Rosner, Darlene and Mel (at whose home I've enjoyed the annual club barbecue many times), Bob Metz (who years later gave me a driving lesson in my Evo IX when—but maybe the less said about that the better!), Roy Nakamura, Justin Gross, and, I think, John Zender. (We all look so much younger in those photos!)

Drive and Lunch: The first full day there included a drive that started out by heading east on Highway 89 through the Sierra. Sue and I drove out in advance, and we got located on a long upslope where we could take photos of the drivers and cars going by. The Lotus cars went by more-or-less together, but there were some upstarts

that I mostly ignored. (But who can let a Cobra, or two, and a classic T-Bird go by without taking some photos?) And then there was that Corvette? Well, he was tucked in behind a black Esprit, and I just could not separate them.

Lunch was at a state park on a Tahoe beach, and I got some more car portraits. Hmmm, what's that curvy Periwinkle Blue car? The cars purred away, and Sue and I drove to a point on the route by Fallen Leaf Lake where we expected a Lotus parade sometime later. We waited, and waited, and... where are all those Lotus cars? Finally, one motored by and it was that lovely, curvy Periwinkle Blue car, which gave me the opportunity to capture what might be my favorite Lotus image of a Type 14 Elite driving through the woods.

Dinner: This first dinner of the event was a real treat as it was held on the Tahoe Princess paddle-wheeler while we took a leisurely cruise of the lake. We enjoyed the food while meeting more people and watching a classic Tahoe sunset over the calm lake.

Autocross: This event was held at the South Lake Tahoe airport where the authorities kindly let the GGLC use a sizeable section of the apron. I was excited to see so many models and colors of Lotus cars competing in the event. There were Elans, Esprits (of several series), the new Elise, a few M100s (in yellow!), and several Series 1 Elises (I really like the S1 Elise, but they don't come in XXL). Very nice.

I recall Kiyoshi demonstrating the capabilities of the Elise

around the course, and I got a ride. It was breathtaking. The course started with a square chicane to limit the speed at the end of the first straight, and I learned that you can steer around such sharp turns by letting up on the gas momentarily. Turning the car by lifting—who knew?

And (maybe I shouldn't bring this up) I also have a memory of Tom Carney driving his Europa backwards through a tricky point on the course. I admired his flexibility.

Concours: The Concours was staged on the large, well-kempt lawn at Lake Tahoe Golf Course, with the cars grouped by model and arranged in arcs for the sake of the group photo.

I was tasked to get those photos by clambering up a 10' ladder standing on the grass and juggling two cameras, but without a spotter—I would not be doing *that* again!

I had trouble making a good panoramic, merged image from these photos back in 2004. Today, with the current version of Adobe Lightroom, it's a snap, no pun intended.

And then there was that curvy Periwinkle Blue Elite again, amongst the Elite section—an especially nice car amidst a very nice collection. (Years later, Mike Ostrov invited me to sit in one of his RHD Elites at his shop. Everything went well until I tried to find a place to locate my left leg. Sighs and sadness—no Elite for Dave.)



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Official 2004 WCLM Concours Portrait

2006

The 2006 WCLM was held in Moro Bay on the coast of California, located roughly midway between San Francisco and Los Angeles. I did not go to Buttonwillow for the trackday associated with this WCLM as it was 104 miles inland, so I have no images from that day. I'll just highlight several of the other events during the meet.

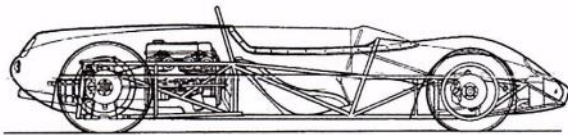
Hearst Castle: We toured Hearst Castle, an imposing complex high on a hill near San Simeon. This castle was built over a 28-year period by William Randolph Hearst under the direction of famed Bay Area architect Julia Morgan. The architect chose and imported numerous architectural elements from Western Europe and built them into the castle. We enjoyed the various rooms, views, statuary, and gardens. The in-

door swimming pool is extraordinary.

Concours: We held the Concours at the Avila Beach Golf Resort. Unfortunately for the attendees, it was raining with a high, thin overcast; fortunately for the photography it was raining with a high, thin overcast! (These conditions really bring out the colors, and there were a bunch of really colorful Lotus cars to be seen.) And, oh!—Esprits come in Orange? Gorgeous!

The rain kept the attendees from wandering around like we usually do at the WCLM Concours event, but the photographers took it in stride. Everyone else had a huge tent to take shelter in.

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Classifieds

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

Wanted: Lotus 7, Birkin or Caterham with Zetec engine, non-track car. Must have SB100 (CA smog exempt sticker) or pre '69 registration. Contact George at gjaksha—at—gmail.com

For Sale: '06 Elise. BRG. Hard and soft tops. Forged wheels. Traction control. AC and stereo. Track pack with integrated harness. Three owners and high mileage at 97.7K, but has had significant mechanical work done when I purchased in 2018. This work included replacement of front and rear control arm bushings, brake replacement, plugs, fluids, air filter, drive belt and wheel alignment. Bodywork is clean with some scuffing under front lip and new chin guards. Original owner used as daily driver. Fantastic fun to drive, I put on over 1,600 miles (road only, no track time) since purchasing in late 2018.

This car wants to be driven! Clean CarFax. Asking \$25K. Based in Los Angeles. Photos available on request. Text Craig at (310) 990 1359 for further details.

For Sale: to a good home. Beautiful '18 Evora 400 with 1,100 miles. Still under warranty, excellent throughout, manual, blue with tan interior, never tracked. Incredible handling and performance. Car is located in Stinson Beach. Contact Dan at dmf332—at—yahoo.com or (415)868-2426.

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 undisputed 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—at—verizon.net

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