

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org May/June 2020



(Photo Credit: Kiyoshi Hamai)

From the Archives:

Sharon and Dan Wardman give a relief wave from their classic Elan after they arrive at Mel Boss's checkpoint during the December 3, 2011, Toy Rallye.



Photo Credit: Tom Carney

From the Archives:

An impressive line up (one of three rows of WCLM participants' cars) on the lawn of the LeMay Auto Museum while posing for the official 2013 WCLM portrait.

May/June Meet-ups

In order to comply with the CA state Stay-at-Home (Shelter-in-Place) guidance issued in an effort to reduce the spread of the COVID-19 virus, the GGLC has not scheduled a May 2020 in-person meet-up. Please see the article from Kiyoshi Hamai that appears on page 3 for info on various virtual activities that may be of interest in lieu of a regular meet-up.

SUNDAY, June 14, 2020 — 10 AM*

Hosts: Mike Ostrov & Jon Rosner
4119 Santa Rita Rd.
El Sobrante

Directions from San Pablo Dam Rd in El Sobrante:

Right on Appian Way if coming from Orinda
Left on Appian Way if coming from I-80 in Richmond
Right on Santa Rita
4119 is a shop building on your Left
(See page 6 for more event info.)

**Please confirm event status by checking the club's website before planning to attend this meet-up.*

Message from the Prez

Adjusting to the Pandemic

by John Zender

Greetings.

Not surprisingly, the big news—and virtually the only news lately—is about how the GGLC is dealing with the virus. I am writing this April 24, and the current CA state shelter-in-place order is due to end May 4th. Well, we will see how that works out...

At this point, the GGLC has cancelled all its events through May, but we are planning, and hoping, to resume in June with a BBQ/Shop Day at Mike's place in El Sobrante. Under the circumstances, however, this event is also subject to change/cancellation depending on how the COVID thing works out, so the message is you should pay attention and look for timely event updates on the club's website.

One bright spot regarding the pandemic is that many of us are finding lots of free time to work on those often-neglected classic Lotus cars in our garages. I have personally spent most of the last few weeks in the garage working on cars and organizing tools. Hopefully, that will mean that I, and many other club members, will have our cars ready for the summer GGLC drives, track days, AutoXs, etc. that are planned.

Over the last few weeks, I have been taking my Esprit out quite a bit for "essential travel" to the supermarket, auto parts store, etc. It is actually a real pleasure to blast around town in such a cool car with the added advantage of little, or no, traffic. I am also happy that California proclaimed auto parts stores to be essential businesses, and that Summit Racing is still delivering parts the next day.

Driving the car more often helps to get me motivated to fix those few annoying items that I would typically never get around to doing. So you won't be surprised to know that I am headed out to the garage now to fix that self-locking driver's door, and then I will glue that body molding back on, and then...

Stay safe out there!



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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The GGLC and the COVID-19 Pandemic

by Kiyoshi Hamai

I hope this *Chapman Report* finds all GGLC members, families and friends safe and healthy. Please continue to heed the guidelines set by government and health officials that are designed to ensure your safety and health.

At this writing in early April, the Bay Area is under a "Stay-at-Home" order for the entire month, with the high likelihood that the mandate will continue into May and perhaps even June.

As grim as that may sound, the prospects of overrun hospitals and death numbers in the millions would be catastrophic. A bit of inconvenience for the sake of having my GGLC and Lotus friends with me and healthy for a long time is a no-brainer.

All GGLC physical events are currently on hiatus. We have cancelled or postponed GGLC Autocross events, as well as our Thunderhill Track Day and all our meets and outings through May.

We have taken to virtual events like a weekly GGLC Cars & Coffee Meet on Facebook and even Sim Autocrossing and Track Days!

We will endure, and we will come out of this healthy. And, as the mandates and Stay-at-Home guidelines are eased, we will start a "new" life knowing that there will still remain COVID-19 risks, which will dictate how we gather socially.

We all hope that a vaccine will eventually be widely available, but it could be a year or more away. Until that time, we will need to be vigilant and continue various levels of social distancing.

What about the GGLC and GGLC events?

The GGLC is not going away. We are financially stable with adequate funds to continue to operate.

During the Stay-at-Home mandate, we have continued to work with venues like Laguna, Thunderhill, Willow Springs, Crows Landing and the Cow Palace to prepare for events as the guidelines and mandates are relaxed and/or we have the right protocols and practices in place to ensure the health of our members and participants.

As always, the health and safety of our members, participants and friends comes first.

Fun is next, but fun is not fun if health and safety are not satisfied. So...

What can we expect to see as the Stay-at-Home guidelines are relaxed?

The likely scenario is a slow, deliberate and low risk progression towards normalcy that in the later steps will allow large gatherings like sporting events, concerts, conventions and even packed mass transit. Social Distancing will become the norm until Herd Immunity is obtained by recovered COVID-19 victims or there is a vaccine.

- **GGLC Meet-ups:** GGLC Meets will likely only take place outdoors where Social Distancing can be practiced. It is likely indoor gatherings of 10+ will not

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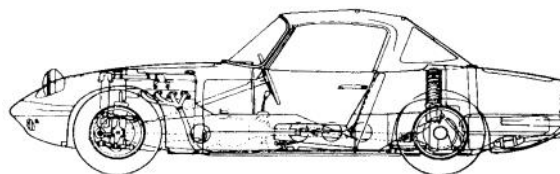
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(cont'd. from p. 3)

be allowed. We can expect that masks and readily available hand sanitizers will be required.

- **GGLC Autocrosses:** It may be possible to have GGLC Autocross as long as we adhere to Social Distancing at the drivers' meeting, registration and timing and scoring areas of the event. Passengers and in-vehicle coaches will not be allowed, however, unless the passenger and driver are from the same household. Again, we can expect to require masks, hand sanitizers and additional wash stations.
- **GGLC Drives:** Drives could be the first type of event in the post-lockdown phase. Obviously, Social Distancing will be a must, as will be the use of masks and hand sanitization. Only passengers from the same household would be allowed. Do not expect to see any stops at restaurants, museums and such. But if the weather is good and we find a nice Lotus road...
- **GGLC Trackdays:** Expect similar guidelines as used at GGLC Autocrosses. We will adhere to Social Distancing at the drivers' meeting and registration and with course workers and other track personnel. Passengers and in-vehicle coaches will not be allowed unless the passenger and driver are from the same household. We can expect to require masks, hand sanitizers and additional wash stations. We will ask folks to ensure adequate spacing in any line and during the lunch break.

What can we do while we are still sequestered?

You could go out into the garage and sit in your Lotus and make engine sounds. Or, check out some on-line GGLC stuff like:

GGLC's weekly Virtual Cars & Coffee events on FaceBook – Meet other Lotus enthusiasts and GGLC members and their cars on the GGLC FaceBook page under events. www.facebook.com/GoldenGateLotusClub

GGLC Virtual Autocross – We are working with a developer to offer an online Autocross competition. Watch the GGLC website and FaceBook page for an announcement

GGLC Virtual Track Day – We are working with a developer to offer an online GGLC Trackday. Watch the GGLC website and FaceBook page for an announcement



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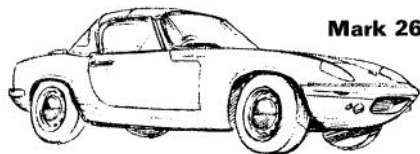
Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
May 5	SDLC Meet-up	TBA
May 9	LCOSC Breakfast meet	Los Angeles
June 2	SDLC Meet-up	TBA
June 13	LCOSC Breakfast meet	Los Angeles
June 14	GGLC Meet-up Shop Day/BBQ	El Sobrante
June 26	Trackday West Track	Willows
June 27	GGLC AutoX	Cow Palace
July 7	SDLC Meet-up	TBA

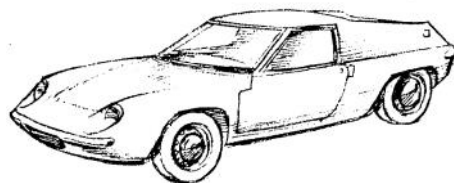
All dates are tentative.
Please see www.gglotus.org for current information about upcoming events.

Yes, we would of course love to get out of our homes and back into our cars and start enjoying racing, autocrossing, drives, meets, car shows and all of the other things that make up the Bay Area's vibrant car culture. However, the reality of managing and recovering from the COVID-19 pandemic will take time and require a community effort.

Stay healthy and safe everyone!



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



Shop Day & BBQ At Mike's June 14, 2020

editor

It is time for another informative Tech Seminar on all things Lotus followed by Jon Rosner's fabulous pot-luck BBQ. This is all happening at Mike Ostrov's place in El Sobrante. An added feature of the event will be an informal swap meet. So don't forget to bring your stuff to share, trade, or maybe even sell.

The venue is Mike's shop, 4119 Santa Rita Rd, El Sobrante. The action begins 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 at about 12 N.

Anyone interested in bringing a dish, a beverage or a dessert to share can contact Jon (jon-at-roscotech.com) to coordinate. Entrées, dark chocolate, salad, appetizers, milk chocolate, beverages and of course, chocolate are always welcome.

NOTE: Please check the club's website for updated info about this event.



Editor's Note: Since most of the GGLC activities that were scheduled for March and April 2020 were canceled to comply with the CA state Stay-at-Home directive, I am using archival material from previous issues of *The Chapman Report* to "fill in" the remainder of this issue of the newsletter. I invite you to join me in a bit of GGLC reminiscing.

My First Lotus/ 1964

by Joe Dyer

(Editor's Note: Many thanks to Joe's son, Neill, for providing this classic story from Joe that first appeared in one of the early issues of the Chapman Report.)

Prologue by Kiyoshi Hamaj

As I read the following article from the pen of Joe Dyer, I could not help but get watery eyed. Joe and his wife Bettye were dear friends and early members of the GGLC. Joe was a car fanatic, not the muscle car type, but he loved agile, unassuming cars that could blow the doors off anything from Detroit, "Sleepers." I think the first time I met Joe was at an autocross. He was there with his Lotus Cortina. I'm not quite sure what Bettye thought about it, but Joe made sure his kids could drive by giving them driving lessons at the autocross events!

Joe also had a wicked sense of humor. On one occasion, his neighbor put an old American Standard toilet curbside for pick up on an annual trash day. Driving by, Joe came to a screeching stop, jumped out of the car and promptly sat on the free-

standing porcelain commode, and, even with Bettye's protests, he had her take a photo of him sitting on it while reading the latest issue of *The Chapman Report*!

Then there was the GGLC's classic "prank"—we elected Joe club president while he was absent from the club meeting because he was in recovery at Stanford Hospital after quadruple by-pass heart surgery!

As you read this, I think you will get a few glimpses of Joe's humor, his playfulness and his love for his cars and family.

In late 1963, the car magazines were carrying pictures and road tests of the new Elan from Lotus. I heard that Bob Challman in LA was to have a few by early 1964. But before I get too far into the story, I had better give you some background.

I began autocrossing in 1958 with my first sportscar. Well, I guess it was really a touring car—a Fiat 1200 roadster in baby blue. Although underpowered (65 bhp), it was a good tourer, at least as long as you didn't have to climb too many steep hills!

Then, in the fall of 1959, I saw my first Sunbeam Alpine at the SF Imported Auto Show. The first production one deliv-

ered in the Bay Area went to Stan Burberick Dodge in Mountain View, and it became mine in January 1960. (The Lotus Elite had come into the area earlier, but, priced at over \$4K, I felt it was too expensive. However, I did test drive one at Rod Carveth's in Redwood City.)

In 1963, I was transferred by my employer to Huntsville, AL. I had my Alpine shipped by rail to Birmingham. The chains they used to tie it down wore through the thin sidewall rubber on my Bruce's slicks recaps (used for street and autocrossing).

Most of the rest of 1963, I was regularly taking Top Time of Day in regional events that took place in Nashville, Chattanooga, Knoxville, Florence and Huntsville.

Then in early 1964, a guy named Chuck Ferguson moved into the area with a Porsche Speedster that he had set up for autocrossing. Try as hard as I could, I was not able to beat the sucker!

So, by March 1964, I was thinking about an upgrade. The Sunbeam Tiger was new on the scene, which might be a good choice. I also drove a friend's Cobra, but felt it was too cramped for my long legs. Then I drove a Corvette, but in those days they did not have power steering, which made it a handful to drive on a twisty course.

After a while, I wrangled a business trip to LA and was able to drop in on Bob Challman's showroom to see the new Elan. But, alas, he had run afoul of the State of CA trying to import them, and his cars were still in impound on the dock in Long Beach awaiting a resolution of the red tape issues. So the real reason for my trip to LA was down the tubes.

Meanwhile, I had been crewing for Jim Baker, a Florence, AL, dry goods merchant who was racing a Lotus 23. One night I told him that I had decided I wanted a Lotus Elan. He said, "Would you like me to get one shipped over for you? I have some money over there on deposit for a Lotus 30, but they can't seem to get the bugs out of it to make it competitive." I said, "Yeah, let's do it!" The next day, Jim called me to tell me that the factory had some Elans on the dock at Liverpool ready to ship, and they would

put a white one (the only option I chose) on the next ship to New Orleans. The price was \$3900, which was pretty steep in those days.

Jim sent a dry goods truck from Florence to New Orleans, picked up the Elan and delivered it to me just 10 DAYS AFTER WE AGREED TO DO THE DEAL! So, I became the proud owner of the very first Lotus Elan in the Southeast U.S., and I was, once again, invincible in the entire region in autocrossing competition!

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Two weeks later, my wife, Bettye, and I drove the Elan to Pensacola, FL, to attend the Fiesta of Five Flags U.S. Road Racing Championship where I was a Pit Marshall. To my utter astonishment, I watched a factory team of Lotus Cortinas keep up with the factory Cobras. I started thinking—Gee, if I had one of those, I could take the 3 kids along on the twisty country roads instead of hiring a babysitter. But that's another story. Later, maybe.

When the Elan was 5 months old with 4K miles, I was on my way home from work and it decided to break a rod bolt. Turns out the early motors were prone to this problem until the factory upgraded the bolts in later models. Fortunately, the factory agreed to replace the broken parts, but they insisted on having an authorized dealer do the engine rebuild. A friend helped

me remove the engine, and I shipped it to the closest dealer—operated by Ed Tucker and Homer Rader in Dallas. The car was out of service for 3 months.

Shortly after getting the Elan back on the road, it was rear ended by a Karmann Ghia on a batch of glare ice. Another racing friend, Dick Hackman, who had experience building fiberglass Formula Junior bodies helped me repair the damage and re-paint the whole car—this time metallic silver.

In April of 1965, I was transferred back to the Bay Area, which was a good excuse to drive the Elan cross country. This was a delightful experience. My average speed was over 60 mph!

During the last half of the trip, though, I began to have trouble with my eyes burning. It was only after I arrived in CA that I realized I was cooking the battery (located behind the pas-

senger seat) because of a faulty voltage regulator. I had driven all the way with the top up, and the acid fumes from the cooking battery had almost asphyxiated me!

The Elan was sold in December 1965 to a young lady in Berkeley. It was only a year and a half old, but it had been through a lot—and 13K miles. It dripped about a quart of oil per week and burned the other three per month.

I advised the new owner to check and top up the oil very frequently. Alas, a few months later, her mother called me to complain that the engine had seized up.

I don't know whatever became of my little silver Elan after that, but if you happen to run across one that has angle iron welded to the vacuum box frame cross member to attach a tow bar that also has engine # LP-0819, it was my first Lotus.

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Lessons Learned: A Driving Vignette

by Mel Boss

I was driving “the Red-One”, our ‘91 Elan M100, one morning last summer, as I needed to get to the South Bay to run some errands. It was a predictably lovely late morning—almost noon—and perfect top-down driving weather when I entered an unfamiliar 2-lane on-ramp to I-880-North. Just ahead of me, a big-rig semi lumbered in the inside lane. The ramp was pretty wide, downhill, smooth and newly paved; and I decided to pass the truck using the outside lane.

Consider those momentary, unplanned decisions you occasionally made and wondered later: “what the hell was I thinking?” Well, this is a short account of one of mine...

I accelerated in second gear, and, as I was passing the semi’s cab, a severe decreasing-radius exit was revealed to me for the first time. As an added challenge, a light dusting of gravel obstructed its unattainable apex. Momentarily panicked, I lifted while the Elan responded with predictable, trailing-throttle oversteer.

Well, let’s see, Mel, what did they tell us in that 3-day Jim Russell racing class fourteen years ago? Neverminding that, it was more prudent to consider the present predicament: I’m very sideways in the immediate path of a giant, speeding truck.

Actually, I’m not entirely certain which of the two of us, the truck driver or me, was more panicked at that moment.

The story has a happy and un-dramatic ending in that nobody crashed or died, and the fright was over as quickly as it came on.

Instinctively, I steered into the skid and applied “the correct amount” of throttle. My lovely little Lotus responded infinitely more eloquently than its ham-handed driver could ever know by straightening and squatting on its suspension with a slight tail-wiggle as we accelerated “as one” from the turn. Merging into north-bound, daytime I-880-traffic, we continued to

(continued on p.10)



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accelerate for a short time (so that I would not have to make eye contact with that truck driver) before we settled into the general landscape of dumb-minded, cell phone-talking, midday drivers.

You know that momentary adrenaline rush when you notice a state trooper in the rearview mirror before realizing that you were not doing anything wrong and he passes you? Yeah, I have had a lot of those. I also paused to consider my blessings and reevaluate my choices...

So, "what did you learn on the road today - Mel?"

Well, I reconsidered (with great appreciation) a lesson that I learned years ago that the skills we acquire and hone

on racetracks have applications in everyday driving.

In emergency situations, there is rarely time to consider alternatives, and a driver must react instinctively with skills forged in repetition and practice. I also stopped to consider that I should never again commit myself to a situation where I do not know (or see) the turn ahead and the apex location. Flagmen are seldom stationed on public roads to warn you of a hazard ahead, over a hill or around a blind apex as they are on racetracks. Lesson learned!

One more thing: it's good practice to keep a change of underwear tucked away in a discrete location in your Lotus.

Just Add Salt— My Bonneville Saga Begins

by John Zender

I'm kind of a car guy. Been into cars since I bought my first Europa around 1982. Still have that car along with two other Lotus.

Being a car guy, and getting older, I find myself on a quest to check off some of the items on my personal automotive Bucket List.

Let's see:

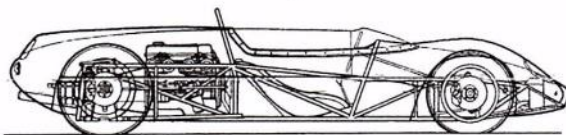
- Indy 500, done...
- Daytona 400, done...
- NHRA Top Fuel, done...
- Monster Trucks, done...
- Moto GP, done...
- pro Supercross and Motocross, done...

What's left? How about Isle of Man bikes, F1 cars, and the Bonneville Salt Flats.

My Dad was a car guy too, and we often talked about getting to the Isle of Man, and Bonneville. Well, Dad made it to Bonneville one year as a spectator (without me), and he came back with some really great stories of the unusual cars and laid-back people. A huge variety of vehicles and plenty of old guys with even older cars. It seems many of the racers have been tweaking the same hot rod for 20–30 years (or more) and they are super-into-it.

For the last several years I have talked about getting my Europa to Bonneville—not to set a record, but for the experience, and to get my official

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My Europa is not built as a land speed car, and I don't really care how fast it goes (well, I do care a little), but I want the experience of the event, going flat out on the salt, and discovering what the car will really do. I am often asked (by non-Lotus people) "how fast does it go?" I'll finally be able to answer accurately (or lie a little depending on who is doing the asking).

After some internet searching, I learned that there are two groups that run events at Bonneville: the Utah Salt Flats Racing Association (USFRA) and the Southern California Timing Association (SCTA).

The two groups run different types of events—SCTA being heavy on rules and regulations while USFRA is a bit more relaxed. However, USFRA officially requires a 1-5/8" diameter roll cage, and the Flamer's cage is only 1-1/2" (and there's no way I'm gonna build a new one). So I

made a call to the USFRA and talked to the head of Tech Inspection. He said there won't be a problem because my car is so light they will pass it with 1-1/2" tubing—"just ask for me if they give you a problem at Tech". Cool. I'm going with USFRA.

Now that that is settled, I need to choose between a Record class or a Club class. Club classes are only for currently registered and insured vehicles and have fewer regulations than the Record classes. The 130 club allows you to run up to 139.999 mph. If you break 140, you are automatically disqualified, and you won't receive your timing slip, and you will not be able to run any more passes. The 150 club is similar, and allows up to 159.999 mph.

I'm really expecting (hoping) the Flamer to go 140+, but experienced people I have contacted tell me that cars usually run 10 mph slower than expected (or

hoped for) at Bonneville. The combination of poor traction and high altitude slows things down a bit. I believe that my Europa (Type 54, low nose) has pretty good aero, and I did reach an indicated 140 mph on a local freeway years ago (with about 100 fewer bhp than the current version), so who knows?

I would hate to go all the way to Bonneville only to shut it down early; so, I will likely enter the 150 Club.

The Europa is currently fitted with a 2011 Ford Duratec 2.3 that spun a rod bearing early last year at Thunderhill. That means a rebuild is in order, which I'll describe along with other updates in the next *Chapman Report* installment of this saga.

Editor's note on publication dates:

- The Joe Dyer article was first published in the March/April 2015 issue.
- The Mel Boss article was first published in the January/February 2014 issue.
- The John Zender article (First of Three parts) was first published in the May/June 2017 issue.

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(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 dm332—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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THE CHAPMAN REPORT