

The Chapman Report



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Photo Credit: John Zender

Participants enjoy a rest stop on route during the first GGLC "Anti-Social" drive of the COVID-19 era. Our Prez, John Zender organized a great, and safe, drive that attracted about 20 drivers/guests who were anxious to get their cars on the road once again.



Photo Credit: Tom Carney

One of the memorable discoveries of the 2017 West Coast Lotus Meet in Solvang, CA was the Mendenhall Museum that provided the perfect backdrop to our own collection of Lotus cars. Learn more about the 2017 WCLM in Tom's story starting on page 4.

Nov./Dec. Meet-ups

Anti-Social November Drive

Sunday, November 22, 2020

Organized by Antonio Munoz

8:30 AM (gather) — 9:00 AM (depart)

Castro Valley / East Bay

(Peet's Coffee, 20439 Redwood Rd., Castro Valley)

Let's try a new route in the East Bay to challenge our cars, see new vistas and get some fresh air. Check out page 10 for more details about this drive.

Anti-Social December Drive

Saturday, December 5, 2020, 10 AM

Organized by Dave and Judy Anderson

San Mateo (Crystal Springs Village, near 92 and 280)

This drive was originally scheduled for October, but it ultimately was postponed due to anticipated locally heavy traffic in the Half Moon Bay area during the Pumpkin Season. So we will try again in December. Check out page 10 for more details about this drive.

Message from the Prez

Some Random Thoughts and Newsnotes

by John Zender

GGLC 2021 Officers

I am writing this before our U.S. Presidential Election takes place, so I have no idea what the result is or if we are in another Civil War. My best guess is that we still don't know who is gonna be in charge for the next 4 years until all the votes are counted and the Supremes have chimed in.

On the home front, however (and in order to avoid even a more massive controversy, infighting, and the fake news normally associated with GGLC elections), Scott and I are planning a coup d'état to retain our posts for another year. Any civil unrest resulting from this decision will be met with severe verbal ridicule and posting of a "my other car is a Volvo" sticker on the back of your Lotus.

Bonneville in 2021?

Moving on, in 2017 I took my 1969 Europa to the World of Speed event at the Bonneville Salt Flats. I made two runs, and my top speed was 141.5559 MPH. I realize this may not sound too fast, but you need to appreciate the fact that driving on salt is similar to driving on packed snow. It is not solid, or smooth, and it is very slippery. I estimate that at 140 MPH I am probably losing at least 5 MPH to wheelspin.

My goal in 2017 was to break the 150 MPH mark and gain membership to the Utah Salt Flats Racing Association (USFRA) 150 Club roster. Well, I got the 2.3L Duratec

redlined at 7,000 in 5th and there was nothing left.

Ever since that day, I have been thinking and talking about going back and achieving the 150 MPH goal. With this column, I am officially announcing my plan to return to the Salt in 2021 to hit 150 and secure the Flamer's title of "World's Fastest Europa."

Many of you have expressed your interest to me in going to Bonneville to watch or compete yourself. The USFRA has a special class for "street cars" and it is open to any vehicle that is currently registered and insured. That is, as long as your car is registered and insured, and you can manage to keep it under 160 MPH, you can compete.

Bonneville is a really cool event for any type of car person. Participants are super friendly, nobody has ropes or barriers around their pit area, and all of the cars and bikes are super-custom with very few bolt-on modifications. These guys are inventors and fabrica-

tors at heart, and they make most stuff themselves. It is also noteworthy that they are generally an older crowd with many of the drivers competing in the same car for 30 or 40+ years.

I am encouraging all of you Gearheads out there to make it to Bonneville once in your life to check out this unique event as a participant or a spectator. Believe me, you won't be disappointed!

The 2021 date is not set yet, but it should happen sometime in mid-September. You can check out details at the USFRA home page (saltflats.com). Look at the links for the 130 Club and 150 Club if you are interested in racing your Lotus or other street car.

Over the next year, I will keep you all informed of the modifications I'll be doing to the Flamer for its next day on the Salt.

If you are interested in my 2017 experience at Bonneville, you can go to gglotus.org and look at the May 2017 issue of *The Chapman Report*.



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GGLC Holiday Season Events

by Kiyoshi Hamai

Dateline: November 1, 2020

As 2020 draws to a close, we continue to adjust and adapt to keeping safe in a world of COVID-19 while at the same time enjoying our cars and being with fellow Lotus enthusiasts in a safe manner.

So, even though we had to cancel or postpone events back in March, we have also been able to conduct some in-person events within the context of mask wearing, social distancing and hand sanitization. As a result, our 2020 GGLC finances will have a new line item with expenses for gloves, hand sanitizer, clear curtains, anti-bacterial wipes, masks, touchless thermometers, extra safety vests, additional radios and more, all to ensure that we can conduct our events safely.

With that prologue, here is some news about our traditional December events.

GGLC Annual Toy Rallye is Going Virtual

Since the late 1970s, the GGLC has co-presented "The Toddler," which was renamed "The Toy Rallye." This charity event is typically held the first Saturday of December. The Rallye collects brand-new toys in lieu of entry fees, and those toys are donated and distributed to local families so that their children can have some holiday joy. It is a great cause, and we have collected literally hundreds of toys over the years.

However, like so many other group activities, The Toy Rallye is going virtual this year. Participants will be able to transverse the Rallye route on Google Maps using Street View. It will still be great fun, but we will not have to worry about the weather, and the GGLC Checkpoint workers will be able to stay dry in case it's a rainy day!

Save the date, December 5, 2020. To sign-up and enjoy The Toy Rallye go to <http://www.therallyeclub.org> for info.

GGLC Holiday Dinner Party is Going To ZOOM

The GGLC is following the advice of our public health experts and cancelling our traditional in-person holiday dinner party. Instead, we will be going virtual on the Zoom platform!

Mark the evening of Tuesday, December 15, 2020, on your calendar for the GGLC Holiday Zoom party. There will be plenty of fun as we: 1) celebrate the year; 2) formally install our 2021 GGLC Officers; 3) recognize our Auto-cross Champs; 4) play some games for awesome prizes and 5) give out a few holiday gifts.

We will post details shortly on the GGLC website and Facebook page.

Be sure to join us for some holiday cheer and frolic with a GGLC twist.

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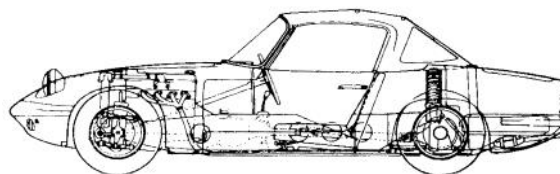
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West Coast Lotus Meet (WCLM) Retrospectives: Part 3 — 2017 Memories from Solvang

by Tom Carney

I have been a member of this club for a long time, and I feel it's necessary to contribute as a "thank you" for all the good times. With Cherie's help, I do mail out the paper Chapman Reports, but as more and more folks switch over to electronic delivery, I find I am not involved as much as before.

So what else can I do to help out? Knowing that Joel can always use more material for the newsletter, I thought why not? And as a bonus, I can become a "Published Author."

Some of the best times my wife, Cherie, and I have had have been our drives together. Going for a drive in our old Honda Accord was not anywhere near as cool as a drive in the Europa. However, an almost 50-year-old car collects some dings and cracks not to mention that the motor wears out with parts that are difficult to find. And, of course, timing is everything, so in 2016 it was time to replace the Europa's original Renault engine with a relatively modern Toyota one.

After the positive outcome of that upgrade, I decided it was also time to make some body modifications and clean up some of those stress cracks that have grown over the years.

I had made some minor fiberglass repairs a few years back, so 2017 seemed like a good time to start—figuring it will be just a 5-minute job. (I'm still working on it.) But my timing proved to be regrettable because the 2017 WCLM in Solvang. was scheduled for September. Again, still working on it. Luckily, my son needed a family-type car so we gave him the Honda and we bought a new Toyota 86 sports car that made everyday driving fun again. I knew that going to a Lotus meet in a Toyota would be less than ideal, but it was necessary because I had volunteered to be the official event photographer.

What follows is a diary of the adventures that made the 2017 WCLM so special.

Thursday, 9/21/2017: The trip started out innocently enough with a drive to Buttonwillow race track to shoot some pictures at the opening event. A track day is always a good way to start any weekend festivities. I



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Nov. 3	SDLC Tuesday Social	TBA
Nov. 14	GGLC AutoX	Cow Palace
Nov. 16	Track Day TH / 5-mile	Willows
Nov. 22	GGLC Casual Drive	Castro Valley
Dec. 5	GGLC Casual Drive	San Mateo
Dec. 13	GGLC/LCOSC Track Day Streets of Willow	Rosamond
Dec. 15	GGLC Zoom Party / 2020 Awards, 2021 Officers	Online

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

wasn't planning to run on the track so we did not get there as early as everyone else.

When we drove up I was impressed at the number of Lotus cars, not to mention the high quality of all the cars. In particular, the Southern California folks brought out some interesting racers that I hadn't seen before. I had never been to Buttonwillow, and I was surprised how big and spread out the terrain was over a very flat area. Shooting action pictures would have required a lot of walking, so instead I stayed close to the pits and club house. Lunch time gave me a chance to herd everyone over to a garage with a Buttonwillow sign as background. As you can imagine, getting a bunch of car guys to assemble in one place at the same time was almost impossible. It required probably more walking than shooting action pictures on the track. The shot finally came together for a nice result that

you can see in the selected photos from the event.

As cars were starting to go back on track after lunch, Cherie and I decided to head over to Solvang. We programmed the phone to guide us and find gasoline, and off we go across miles of farmland.

With only one car in front of us, and since we were not really in a hurry, we were just cruising along when suddenly a coyote figured he could cross the road right after that car in front of us got out of his way. The dummy didn't figure on two cars, and ran into our front right bumper/ fender.

After the encounter, I pulled over with a concerning scraping noise. I fully expected to find blood, guts and fur. I girded myself as I walked around the front of the car. It was clean but the inner fender was broken and dragging on the tire. A clearance light was also torn out of the bumper. I unplugged the light and threw it in



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

the trunk, yanked the inner plastic fender out and left it there (there was no room in the car). I still feel guilty for littering.

That was one tough coyote. Cherie said she saw it run off. This day, it learned the age-old lesson that all moms teach their kids "LOOK BOTH WAYS" before crossing the street!

We made it the rest of the way to the hotel without further incident. All that was left was to regis-

(continued on p. 6)

(cont'd. from p. 5)

ter and pick up our swag and information packets. At the same time, the hotel had prepared a dinner buffet for the official opening of the 2017 West Coast Lotus Meet.

Friday, 9/22/2017: This was a mind-boggling "Museum Day". I was not prepared to see the mostly outdoor Mendenhall Museum near the middle of Solvang, especially with such a variety of automotive stuff. It was located off the main drag and behind a tall, non-descript corrugated steel fence with huge sliding doors. From the street, it looked like maybe a junk yard was there—until you got inside. There were full size dioramas featuring really neat old cars, even a few Lotus. As you can see from the pictures, there were classic signs and memorabilia everywhere you looked.

The owners were there to answer any questions, and they had some fascinating stories to tell. They also run dry-lake race cars. And it was a first for me to talk to someone about that unique racing culture.

I hung out there so long, and my brain was so full that I forgot there was a Funkhana in the afternoon. I turned around after photographing all the cars as they left and discovered that I was the last one. I didn't have the schedule with me, and nobody mentioned where they were going, so we just went back to the hotel. We walked around downtown like a couple of tourists window shopping for awhile, then another nap. As a result, I missed out on pictures from the Funkhana. Oops.

Luckily, though, I was all rested up for Happy Hour at the Solvang Vintage Motorcycle Museum. It was a short walk down the street from the hotel, and another surprising, mind-blowing experience. This museum is a hidden treasure in what looked like just another storefront. (Solvang won't let the museum put up a sign, so you have to know where it is). Behind the curtains is a massive col-

lection of fantastic motorcycles. (more than 100 strong) The collection had bikes I had only read about and lusted after in my youth.

To quote a response to a positive review on the web. From Jill B, the Guest Relations Manager: "visitors enjoy taking a step back in time to view the history and see the inherent beauty of the incredible motorcycles in this collection of rare and extraordinary Factory Race motorcycles and street motorcycles from all over the world." A visit to this museum alone is truly worth another visit to Solvang.

Saturday, 9/23/2017: On this day, I had a choice between two events that were running at the same time. A 280-mile drive around central California (on Lotus roads, naturally) or an autocross. Again, because I was not driving my Europa, the choice was easy, I choose to shoot the autocross.

Now, true to GGLC traditions, Kiyoshi was thinking out of the box. This "autocross" was more like a road course time trial on city streets. It was held at the Allen Hancock College Emergency Vehicle Operations Course. I had never heard of Allen Hancock College let alone, an on-campus road course that could be configured with intersections, blind corners and enough straight away to get some decent speed. The elevation changes really made it a challenging course that I enjoyed photographing. It required a lot of running around, but the action shots were worth it, and we had plenty of time.

After a full day in the sun it was another nap to prepare for the banquet. We dressed up and went down to the banquet room, but were pleasantly surprised to find a beer and wine tasting in the patio next to the room. The central coast has some wonderful wineries and breweries. (Remember the movie "Sideways"?) We were treated to some of the best the coast has to

offer along with some extremely tasty hors d'oeuvre.

We all went in for dinner, and again we were not disappointed; this was not your typical hotel food. Everything was delicious. New friends, great conversations and street racing was happening at all the tables.

Sunday, 9/24/2017: The last day of the WCLM. Lots of memories had been generated all weekend long, and now it was time to go home, but first our concourse and the official event picture. Once again Kiyoshi negotiated a golf course that had a perfect spot to line up all the Lotus cars. Here I go once more, coordinating a bunch of cars and trying to keep everyone happy. Normally an exercise in frustration, but it actually came together fairly smoothly. I guess after all the activities everyone was feeling kind of mellow.

After the official photography and voting, we had an outstanding catered lunch. It was a perfect conclusion to a wonderful 4-day weekend. Awards were given out that fit the crazy irreverent attitude of GGLC.

Solvang kind of mirrors a Danish tourist village, so in keeping with that spirit, the trophies for the 2017 WCLM were uniquely decorated wooden shoes. If you got a trophy, and it is sitting on a prominent shelf in your home, you have one of the best conversation pieces ever; and no doubt you came away with great memories from the 2017 WCLM, just like me.

(Editor's Note: See more of Tom's photos from the 2017 WCLM on the following pages.)



(continued on p. 8)




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Time to Pre-order your 2021 GGLC Calendar

by Kiyoshi Hamai

Do you have a blank, ugly wall in your office/cube at work home office or behind you in your Zoom meetings? The GGLC has just the cure for that problem, the official 2021 GGLC Lotus Calendar!

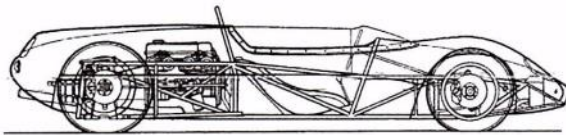
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More about Nov. and Dec. Drives

On **Sunday, November 22**, the GGLC Anti-Social Drive will feature a casual drive in the East Bay hills. We will gather at the Peet's Coffee Shop in Castro Valley (20439 Redwood Road) at around 8:30 AM, and we will plan to depart from there at about 9:00 AM. As an extra inducement for joining us, we will award a custom T-Shirt to the person who drives the farthest to get to Peet's Coffee and another to whoever brings the oldest Lotus.

On **Saturday, December 5**, the club's Anti-Social Drive will gather at the Crystal Springs Village (near 92 & 280) in San Mateo at 10 AM. We will meet toward the east side of the center in front of Dianda's Vente a Empoters.

Departure time should be shortly after 10 AM for a drive to San Francisco to check out the iconic areas around Ocean Beach and the Cliff House. After a rest stop, we will head South on Highway #1 through Pacifica and the Lantos Tunnel to Half Moon Bay.

The drive will end in Half Moon Bay, where people can stop for lunch at a cafe of their choice or they can return to the San Mateo area via Highway #92. Detailed instructions from google maps will be available at the start. The drive will be about 1.5 hours. Restaurants are currently open with both inside and outside seating in San Francisco and San Mateo. ***Please RSVP to Dave Anderson (davea42 - at - linuxmail .org) if you plan to attend.***

Please check the GGLC site for any last-minute updates to these drives, and note that everyone must have a mask available, and must also be smart regarding social distancing. We will have waivers for you to sign before you take off on the drive(s).

GGLC and Bay Area Autocrossing — 2020 Style

by Kiyoshi Hamai

The GGLC has a long history of being an active part of the Bay Area and Northern California's Autocross community. This history can be traced back to the insight of our club founders and early members who knew our cars were well suited to the sport.

The GGLC started presenting Autocross events in the 1980s, and our GGLC Autocross team also won the local team Autocross championships in the past.

For over 10 years, the GGLC has been presenting our own autocross series, which has averaged 8-10 events a year. We relied on a few venues in the past that included Great America in Santa Clara and Crows Landing near I5. But more recently we have relied heavily on the Marina Airport site just north of Monterey.

The Marina Airport was an idyllic autocross venue featuring a smooth, flat, consistent concrete surface, with zero obstructions. We groused about the wind and sometimes fog, but we knew we were blessed to be able to use such a great location.

All of that changed as 2019 closed. The Marina Airport site

was leased to a company developing an autonomous air taxi drone. At the same time, the Porsche Club was booted from their favorite site at the Alameda Naval Air Base.

When we learned of the fate of the Marina Airport, Colm Gavin, Ed Hunter and I put in motion an effort to secure 2020 dates at Crows Landing and the Cow Palace. Both venues were receptive, and by late February tentative dates were put on the calendar. And then the world STOPPED as COVID-19 took hold.

Fast forward 2 months, the Golden Gate Region of the Porsche Club of America (PCA-GGR) reached out to us to identify a contact at the Cow Palace. We also had conversations with Santa Clara Corvettes since they had conducted a few events at the Cow Palace over the past few years. PCA-GGR then brought in their partner club, PCA Loma Prieta Region (LPR). So, as the community gained some control over the COVID outbreak and the County of San Mateo and local health authorities established COVID prevention/mitigation guidelines, it



began to appear that we might be able to conduct Autocross events in a safe manner as the Cow Palace began to consider re-opening.

We realized it would be extremely beneficial to coordinate the GGLC effort with the 2 Porsche clubs and the Corvette club. We reached out to them and found they were receptive to the concept of sharing information, resources and learnings to keep our events COVID safe, set-up consistent COVID autocross protocols and more. We set-up weekly calls to discuss and share our planning and COVID related documents that were required by the Cow Palace, local officials and the regional Health Officials.

I can definitely state that without the 4-club coordination that was established, it would have been very difficult to navigate the COVID protocols and the Cow Palace requirements.

Finally, in late July, the GGLC was the first to conduct an autocross at the Cow Palace that met or exceeded the local COVID mandates. And amazingly, with one more event on the calendar, we will have had 6 autocross events in 2020. This in stark contrast to other groups like the San Francisco Region of the SCCA who have not been able to have any events since February.

So, the next time you see Colm and/or Ed or John and/or Scott (GGLC Track Day Chairs), please thank them. Without their dedicated hard work the GGLC might have had zero autocrosses and track days in 2020.



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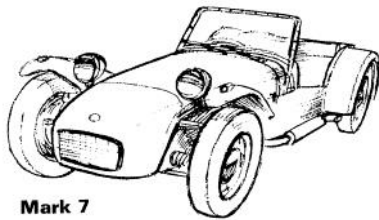
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Mark 7


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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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