

The Chapman Report



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(Photo Credit: Kiyoshi Hamai)

The iconic Cow Palace event venue and arena in Daly City welcomes the GGLC and other car clubs to their huge parking lot for autocross fun and games. See Kiyoshi's story on page 3 about how the COVID-19 era is affecting our usual outdoor events.



(Photo Credit: Kiyoshi Hamai)

Were you there?
Memorabilia from the 1995 Lotus Festival at the Monterey Historic Race weekend 25 years ago this August. See related story on page 9 for more memories.

Sept./Oct. Meet-ups

Social Distance Drive #1
Organized by John Zender
Saturday, September 19, 2020, 10 AM
Redwood City (Jack in the Box, 1205 Broadway)

Ready for a drive in your Lotus, or some other less fun car? We will go for a short drive in the coastal mountains near Woodside on Saturday, September 19. Expect the drive to last 2 hours, or less, but it is sure to involve some very tight and twisty stuff. Meet in the Jack in the Box parking lot at 1205 Broadway, Redwood City at 10 AM. Details of the drive will be a surprise, and will depend on current weather and fire conditions. Just show up with gas in your tank, and bring your own donuts.

Social Distance Drive #2
Organized by Dave and Judy Anderson
Saturday, October 17, 2020, 10 AM
San Mateo (Crystal Springs Village, near 92 and 280)

Our second Lotus drive in the era of COVID-19 restrictions will feature a different route on the Peninsula (and possibly to the coast) depending again on weather and fire conditions at the time of the drive. We will meet in the parking lot of the Crystal Springs Village shopping center at 10 AM. There is a Safeway on the north side and a CVS on the south side of the shopping center. We will meet toward the east side in front of Dianda's Vente a Emporters. Please check the GGLC web page about one week in advance to get updated route info for this drive.

Message from the Prez

Some Random Thoughts and Newsnotes

by John Zender

It is hard to believe that I am writing another column while we still have to deal with COVID-19 out there. On the plus side, it looks like I picked a great year to run for GGLC President. It has become the easiest job in Lotus world with no meetings to run, and very few events to organize.

We have had a few track days and some AutoXs, and they were great successes. (See articles by Kiyoshi Hamai in this issue of *The Chapman Report* for more info.) Our track day at Thunderhill West sold out, and that has never happened before. Our Laguna event sold out in a record 48 hours. Seems like people are itching to get out and do something—and maybe most other clubs have cancelled their track events.

People at the track are being really good about distancing themselves and wearing masks, plus we are outside, so I think our events may be less risky than going to Safeway for groceries.

When I first started tracking my Europa, there were lots of older cars out there. Up until about 5 years ago, we would commonly see 3 or 4 Europas, a few Sevens, a couple of classic Elans, maybe an Esprit, and some vintage race cars. Over the last few years, however, most of that has gone away, and it's just me and the Flamer representing the vintage era on the track. Kinda sad, 'cuz I know those cars are still in the area...just parked and getting dusty.

My Europa is completely reworked and pretty rock solid dependable these days, but every few years I go through it and do some heavy maintenance. Prior to our August date at Laguna, I put it on the lift and changed out the left front and rear wheel bearings, the left CV joint, all the brake pads, the water pump (electric), brake fluid, coolant, and all of the water hoses. Oooh, it felt so good to get it on the track like that. It was lucky that I decided to look at it, though, 'cuz that left rear wheel bearing was toast and would never have survived a full track day. I did have a problem with a clogged fuel filter while I was on track, but I was able to diagnose it and got it going pretty easily.

On the "What's new?" front:

I have always been a gear-head but never got into boating until this year. A friend gave me an old '96 Yamaha WaveRunner, and I got it going before

taking it to the lake where I had blast.

But, of course, there is always a need for more speed, so I went out and got another, newer and faster version, and turned the first one over to Yan and Kiya. The '04 model has a 1300cc fuel-injected 2-stroke triple. With 170 HP between your legs, you can really make some waves.

I have now been at the lake 5 weekends in a row and have put the car hobby mostly on hold (except for the trackdays).

Regarding club news:

We are going to start having a few socially distanced drives in the coming months. These will likely be mostly driving, so they will not feature group activities or direct socializing.

I'll be hosting the first drive on September 17, and Dave and Judy Anderson will be your hosts for another one on October 19. We are not publishing all the details right now since things may change. Check the club's events calendar closer to the date of the drive for more info.

Stay safe out there!



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GGLC Trackdays & Autocrosses And Living with COVID-19

by Kiyoshi Hamai

I hope this *Chapman Report* finds all GGLC members, families and friends safe and healthy. Please continue to heed the COVID-19 guidelines set by government and health officials.

Since late June, the GGLC has held a few outdoor events, and all have been done by exercising a great deal of caution that included strict adherence to social distancing, facial coverings and sanitization. In addition, our weekly GGLC Cars & Coffee Meets continue on Facebook—now in their 23rd week! So, it seems we can still have some fun, both virtually and with our cars, so long as we conduct ourselves in a safe manner. The following is a summary of what has been happening recently with the GGLC.

Track Day – June 25, Thunderhill West

As we emerged from the initial lockdown, Glenn County, the home for Thunderhill Raceway, allowed the track to reopen and operate within existing mandates for social distancing and mask wearing. Then, on the last Friday of June, the GGLC had a sold-out track event on the Thunderhill West circuit.

Entrants were asked to wear masks and use a new online waiver app. In addition, a virtual, stay-in-place drivers' meeting was held. The entire day went seamlessly, and every session was fun although quite HOT as temps peaked at nearly 110F!

Track Day – August 10, Laguna Seca

In the weeks just before this event, the COVID-19 case levels started spiking in the area, which, in turn, led to more precautions and mandates for track operations. As a result, new waiver procedures, mask requirements, passenger restrictions, paddock regulations and more were instituted a few days prior to the event.

While these changes translated into some inconvenience and lots of extra work for John and Scott (GGLC Trackday Chairs), they did help assure the health safety of all involved. It's all a part of the new life-with-COVID "Normal".

The good news is that the event was fun; and, once on

track, it was 11 turns of Laguna awesomeness! Thanks to John and Scott for working effectively with the track, county and entrants.

Autocross – June 27, Cow Palace

On June 17, the COVID lockdown moved into "Phase 2" in San Mateo County. This meant there was a possibility that the GGLC might be permitted to have our first autocross of 2020 at the Cow Palace in Daly City.

The folks at the Cow Palace assisted us by working with the San Mateo County Health Department, submitting our COVID plans, contacting local police and managing the requirements for security and other health requirements at the site.

On the plus side, we had already procured gloves, hand

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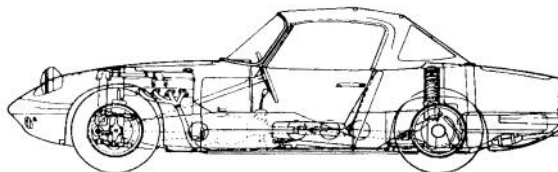
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(cont'd. from p. 3)

sanitizers, masks, IR thermometers and wipes, which meant we were prepared to meet the health requirements.

We were limited to only 50 people (drivers and staff) on site, so we dropped from our typical 3 run group format to a 2 run group format.

Colm and Ed deserve a big shout-out for coordinating with the Golden Gate Region (GGR) of the Porsche Club of America (PCA), the Cow Palace and County of San Mateo.



Autocross – July 12, Cow Palace

A little more than a week after the initial event at the Cow Palace we received a call informing us that the July 11 and 12 dates at the Cow Palace were available. Would the GGLC be interested in doing another event? Our partners in crime were again the GGR-PCA, they would take the Saturday and we would take Sunday. In an effort to streamline the arrangements, we would share the course layout and cones and porta-potties. This time, we announced the new event just 5 days ahead, and immediately sold out all 50 entry spots!

Autocross – August 2, Cow Palace

Similar to the July 12 event scenario, we were contacted by the Cow Palace later in July, and we were told that the weekend of August 1 and 2 would be available. As you can imagine, with a large venue like the Cow Palace, California's COVID-19 restrictions meant that its uses as an indoor arena had completely collapsed. However, allowing clubs like the GGLC, Santa Clara Corvettes and PCA-GGR and LPR (Loma Prieta) to present autocrosses in their large parking lot has at least helped their bottom line.



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept. 12	GGLC AutoX	Cow Palace
Sept. 12	LCOSC Breakfast meet	Los Angeles
Sept. 19	GGLC Casual Drive	Redwood City
Sept. 24	Track Day TH East	Willows
Sept. 26	GGLC AutoX	Cow Palace
Oct. 6	SDLC Meet-up	TBA
Oct. 10	LCOSC Breakfast meet	Los Angeles
Oct. 17	GGLC Casual Drive	San Mateo
Oct. 18	GGLC AutoX	Cow Palace

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

So, as with the July 11 and 12 weekend, the GGLC partnered with PCA-GGR to share cones, courses and other equipment. And, as for the previous two events, we sold out all 50 spots just a few minutes after the event was announced.

Times on the courses averaged about 45 seconds, and drivers went out for 8 runs in the morning session and 8 more in the afternoon! The great news is that after already having 2 successful events at the Cow Palace, the entrants understood what to expect regarding COVID protocols.

It has been a learning process, but the GGLC has shown that we can, with modestly sized events and somewhat limited entrants, responsibly follow simple health practices to ensure that our events are safe and

healthy. Next up, we are looking forward to an Autocross on September 12 and a Track Day at Thunderhill on September 24. And, for those who would just enjoy a day out on the road, we will also try to slip in a few local drives. The first such drives are announced elsewhere in this newsletter. Stay tuned!



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



West Coast Lotus Meet (WCLM) Retrospectives: Part 2 — 2013

by Dave Ellis

Editor's Note: Due to space limitations in this issue of The Chapman Report, the final installment of the WCLM Retrospectives series (highlighting the 2017 WCLM) will appear in the next issue of the newsletter. The current article features the 2013 WCLM held in Seattle. I hope you enjoy this opportunity to reminisce a bit.

Sue and I were excited to learn that the 2013 WCLM was going to be held in Seattle, July 4-7, because our daughter had been living there for some years, so we would be able to combine the WCLM activities with a nice visit with her. We made our arrangements to fly there, and—sorry about this—rent an SUV for getting around during and after the meet. Incidentally, this was 5 years before we ever thought about moving to Seattle.

The Evergreen Lotus Car Club (ELCC) hosted the event, and they selected the Red Lion Hotel in Bellevue on the east side of Lake Washington as the host hotel for the meet. The hotel staff took good care of us (and even made sure we had a car wash station, which was definitely important for the participants and their Concours preparations). The location was also an ideal starting point for many of the events and drives that were arranged for the meet.

Autocross

The ELCC team selected Bellevue College for the autocross, and I went to the site with Kiyoshi and Tom Carney

the afternoon before to help with set-up.

I was excited when I got there because of all the lanes and shrub-filled islands and elevation changes thinking, "OK, they'll go around that island, cross to the lower parking lot here, go around some cones, and come zooming back, maybe getting some air..." Kiyoshi heard me out and politely shook his head. He was visualizing possible bumps and scrapes and, to paraphrase his thoughts, "the course designer has to make sure nobody could possibly crunch a car". So he and Tom laid out a tight, two-lap course that went around light poles at a safe distance, gave islands a wide berth, and absolutely did not go chuting down to the lower parking lot.

The next day, I got a ride to the autocross with Tom in his Europa. Boy, is it tight! (I'm 6' 3" and weigh mumble-mumble pounds.) It was not quite as tight getting in and out of as John Z's race-prepped Exige at Laguna (but that's another story, and I'm glad there is no video of *that* moment!)

Now, about those 2 tight laps of the course—impressively, only 1 or 2 drivers got lost and started a third lap. The competition was hot, and everyone got lots of steering practice.

Drive and Dinner

The ELCC team arranged for the banquet to be held at the Snoqualmie Casino located about 20 miles from the Red Lion in the foothills of the beautiful Cascade Mountains.

We had a private parking

area on the top level of their garage structure that offered a great view of the Cascades. The restaurant staff took very good care of us, and the buffet selections were extensive while no chafing tray ever went empty.

Museum Visit

We visited the Flying Heritage & Combat Armor Museum at Paine Field in Everett (23 miles north of the Red Lion). This is a superb air museum (with vintage tanks, too) displaying several aircraft that I had never seen in other air museums. They had an honest-to-gosh Messerschmitt Me 163 Komet and even a V2 rocket.

Some of the planes were missing bits and pieces, but the restoration team had carefully finished off and painted the gaps. The attention to detail is excellent.

Shop Visit

We visited DeLorean Service Northwest, which is Toby Peterson's DeLorean shop and compact DeLorean museum located in Bellevue at the time. I learned new things about the history and construction of the Lotus-designed stainless steel icon, while Toby served as our gracious host.

Concours

The Concours was held on the expansive lawn (really a meadow) by Lemay - America's Car Museum in Tacoma, 35 miles south of the Red Lion.

The cars started arriving, and when most were lined up decently, Rahul Nair grabbed me and said something like, "Time for the group photos!" So I did.

There were plenty of fine-looking Lotus cars of all types, including a contingent that came from Canada. (As an aside, now that I live in Seattle, I am also a member of the Canadian Lotus

Club, and I'm getting to know those nice folks from across the border, currently via Zoom. But I have actually met some of them in person, and we are dreaming of joint drives in the future...)

Next to the Concours was the Lemay - America's Car Museum where we toured an innovative display of their extensive car collection and also enjoyed a catered dinner. I guess I was car-saturated by this time because I have no photos from inside the museum. Tom Carney captured several striking cars including a trio of shiny McLaren race cars.

Griot's Garage Visit

We met at Griot's Garage flagship store in Tacoma on the final day of the WCLM. Some of the participants started off that day with a drive through the Cascades on their way to the store.

At Griot's, we got demos of how best to use some of their various car finish products that can really spiff up a tired paint job. Tom's Europa was chosen as a good candidate for one of the demos, and it came away from the exercise with a bright, shiny left front fender.

Some memorable moments from the 2013 WCLM include: Rahul's "endurance drive" to Seattle via I-5 in his open-top, Lotus 7 clone wearing a helmet and a coolsuit (to compensate for his tiny windshield and no A/C); discovering the amazing Flying Heritage Museum; enjoying the excellent, never-ending buffet at the Snoqualmie Casino; seeing the long rows of bright and shiny Lotus cars on the lawn at America's Car Museum; and meeting and visiting with all the nice Lotus people!



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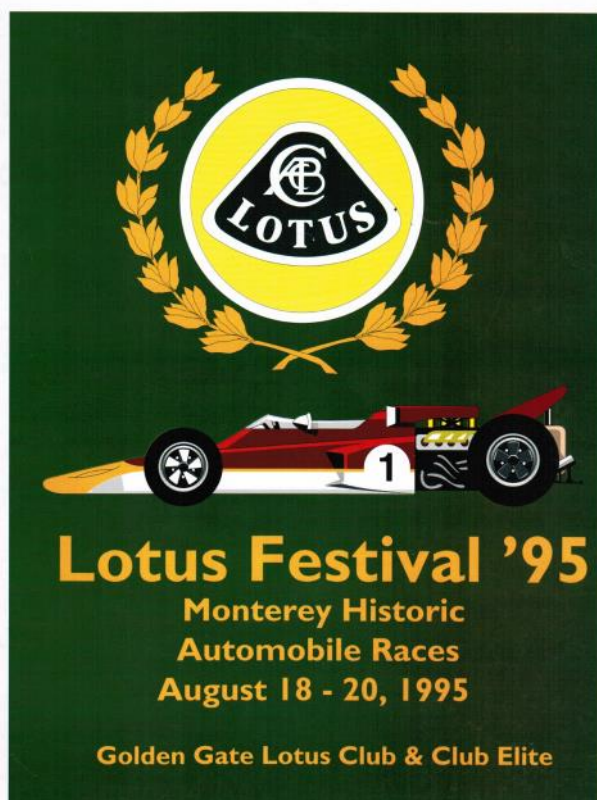


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The 25th Anniversary of the 1995 Lotus Festival

by Kiyoshi Hamai



Was it really 25 years ago? The one, and ONLY, time that Lotus was the featured marque at the fabled Monterey Historic Races.

There is no doubt, this recognition of Lotus in the vintage race community was long overdue at the time. And, when the announcement was made, the call for Lotus enthusiasts to take part in this special celebration of Lotus resounded to every corner of every continent.

Mike Ostrov, Charley Rockwell and I had the "pleasure" of chairing what we dubbed the "1995 Lotus Festival". The Festival replaced that year's West Coast Lotus Meet. We made some plans, and along with Dan Wardman, the GGLC President at the time, we went large and hoped that folks would come. And come they did, over 700 strong who brought together some 400 Lotus cars. What happened over the August 18-20, 1995, weekend is still remembered and reveled.

Lead up to the weekend

At the 1994 Monterey Historic Races, Steve Earle, the event organizer, announced (with little fanfare)


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that Lotus was to be the featured marque at the 1995 Monterey Historic Races. This set off a succession of reactions as well as a commitment for the GGLC to host what was to become the Lotus Festival.

I don't recall how many trips Charley made from the Bay Area to Monterey, but whatever he did was akin to a miracle as within weeks of our decision to make the 1995 Lotus Festival happen, he had locked down the Double Tree Hotel for rooms, the Hyatt Regency for the banquet and a Friday dinner at the Monterey Aquarium.

At the same time, Mike was working his magic to round up some guest speakers, and he ultimately got commitments from Jay Chamberlain (first U.S. Lotus importer) and Sir Stirling Moss! In the meantime, I was busy working with Lotus Cars USA.

The big question for Charley, Mike and me was: "how many participants would attend, 100, 200, more?"

The Lotus Festival & Monterey Historic Races at Laguna Seca

Did they come? Yes, they did, not only from the U.S., but also from across the globe—Japan, Australia, South Africa, Mexico and every corner of Europe.

Did the Lotus factory show up? Yes, but there was also a tremendous amount of help from the then-fledgling Classic Team Lotus organization as they provided cars from the Chapman family collection.

The following are some excerpts from the October 1995 *Chapman Report* that was filled with stories from the 1995 Lotus Festival.

From Jon Rosner

Lotus and Lotus Cars USA had two tents in the paddock. A dozen championship-winning formula cars in the front display included a Jim Clark Type 25, the 1965 Indianapolis 500 winning Type 38, a Type 72 and the Andy Granatelli Lotus Turbine car from 1968, and multiple JPS and Camel liveried Ayrton Senna F1 cars rounded out the presentation.

About the Lotus Museum & Factory

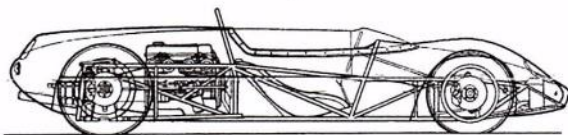
I then headed over to the Lotus Museum where I bumped into Patrick Peal, who had just arrived with Hazel and Clive Chapman. Patrick was beside himself. He was positively gushing. Patrick was nearly overcome by the turnout, support and enthusiasm for Lotus.

"Kiyoshi, there are Lotus models here I thought I would never see. But, there's not just one; there're two or three! And, they're racing!" Over the course of the weekend Patrick and others from Hethel shared that they had never seen such enthusiasm for Lotus (not even in the UK).

Lotus Parade

The pace car picked up the lead Lotus. One by one, Lotus after Lotus—Sevens, Elans, Elites, Europas, Esprits, Elan+2s, Eclats, M100 Elans, Esprit Turbos and more—streamed out onto the track 2 and 3 wide. The pace car with hundreds of Lotus cars following rounded Turn 3 and then Turn 4 and still Lotus cars were streaming onto the track from Turn 5. Over 200 Lotus cars joined the Lotus parade around Laguna Seca, which was led by Hazel Chapman riding in Chris T's Series 1 Seven and Clive Chapman driving Chris Locke's Elan. The

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Lotus Festival Lotus Parade filled the entire 2.2 miles of track with nearly 250 cars!

Lotus Festival at the Monterey Bay Aquarium

The Monterey Bay Aquarium is an incredible museum. The exhibits are some of the finest in the world and to have 675 people all who have a love for Lotus was a double treat. Mike had arranged for three very special guests to speak: Graham Arnold (former Lotus Marketing Director), Doc Bundy (lead driver for the LotusSport Team), and Ron Hickman (former Lotus Design Director).

Lotus Festival Banquet From Jon Rosner

It was 7:30pm at the Lotus Festival Banquet at the Hyatt Regency in Monterey, and over 600 Lotus enthusiasts were in a room to celebrate. There would be two speakers Jay Chamberlain and Stirling Moss. Jay's speech started off a bit rambling until he got to the "when and how" his relationship with Lotus and the Chapmans had started. When the new Elite was shown at the Earl's Court Auto Show, Jay decided that he wanted to sell Elites in Bur-



bank, CA. Chapman wanted him to set up a national dealer network. Jay did exactly that, but eventually the relationship broke apart in 1962. Since then, Jay and the Chapmans had not spoken. Jay was clearly worried

that they still might not be up to speaking with him. It was an unfounded fear, Hazel welcomed him with open arms.

Lotus Festival Video

Wisely, we hired a video service to film the entire Festival. Those images of the racing, our Lotus Parade, the banquet and more were captured on VHS. The tape has now been converted to a digital format, and it has been uploaded to the GGLC's YouTube channel. Unfortunately, the sound is out of sync in places, but it is still fun to watch:

<https://youtu.be/CyL7D0r1f8w>.

Yes, it has been 25 years, and still the memories and the feelings of excitement generated by the 1995 Lotus Festival burn strongly.



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Classifieds

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

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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