

# The Chapman Report



Published by the Golden Gate Lotus Club    www.gglotus.org    Nov/Dec 2022



*Master BBQ chef Mark Alexander prepares the tasty spread at the Mike Ostrov/Jon Rosner shop day event September 24, 2022. See more photos on page 3.*



*Photo Credit: Lawrence Sher*

*With the scenic Mia Marie winery as a backdrop, Christopher Roberts, representing the San Diego Lotus Club helps welcome guests and participants to the 2022 West Coast Lotus Meet. Find a summary of the event here:*

*<https://www.gglotus.org/ChapmanReport/WCLM2022-Event-Review.pdf>*

## Nov/Dec Meet-ups

### Casual November Drive

**Saturday, November 12, 2022**

**10:15 AM (gather)—11:00 AM (depart)**

**Organized by Maks Shap**

**Meet at Bad Ass Coffee of Hawaii**

**90 Mark West Springs Rd., Suite 100,  
Santa Rosa**

*Something a little different this time as we explore the N. Bay wine country. Our relatively short drive on back roads will take us to the charming town of Calistoga where we can sample local cuisine and wine. Other options for exploring the area in the afternoon are available as is the possibility of combining this outing with an overnight stay in the area.*

## Holiday Party

**When: December 10, 2022**

**5 PM cocktails, 6 PM dinner**

**Where: The Key Room**

**1385 Hamilton Parkway**

**Novato**

**Details: See club website for  
reservation link**

# Message from the Prez

## Closing out a Banner Year

by Jonathan Schreiber

Hello GGLC!

This is the final Chapman Report publication before Thanksgiving, and there is so much to be thankful for. We have had a year packed with club rides, track days, AutoX outings, and so much more.

Just last month we were treated to the West Coast Lotus Meet organized and hosted by the San Diego Chapter. To say the least, it was a rocking event, and you can read all about it in a separate summary report linked to the GGLC website.

But the year is not over yet, as we have a few more events in the pipeline. We have more club member-led rides, the annual holiday party to be held on December 10 this year (mark your calendars!), and the Emira will (finally) be in the Bay Area!

Let's start with the last part first. Many of you have seen an Emira up close by now, but I, unfortunately, have not. If you are like me, or you just want an extra peek, mark your calendars for November 18 or 19 to be in Corte Madera, as San Francisco Lotus will have an Emira on site.

Test drive advance bookings are almost full, but you can also just stop by to have a look around the car and see what all the hype is about, I know I will.

As per GGLC tradition, this year's Holiday Party, Annual Celebration & Awards Dinner will take place on December 10. This year, we will be at a venue called the Key Room in Novato. The Key Room supports the Homeward Bound foundation of Marin, and you can read more about them here: <https://hbofm.org/>

The party should have all our usual shenanigans including awards, gift exchange and special presentations. I also will be setting up a slot car track for kids of all ages (or even just

kids at heart). A link to make your party reservations will soon be available on the club's website.

A final note of caution: we are lucky enough to live in an area where the driving season lasts almost year-round, but please be aware that the first rains of the season create very slick roads. Also, if you are a fan of driving down tree-lined lanes, those wet leaves can be slick for our little, light-weight machines, so be safe out there!

I hope to see you all soon at one of our many upcoming events to close out an unbelievable 2022.



  
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# BBQ/Shop Day Photos September 24, 2022



Photo Credit: Jon Rosner



Photo Credit: Jerry Bassler



Photo Credit: Jerry Bassler

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# WCLM or BUST!

by Kiyoshi Hamai

## Wednesday, Oct 19, 2022

I planned to tow my Elan with the GGLC truck to the WCLM. But I ran out of time, and the Elan (running ratty) stayed home as the Elise was loaded onto the trailer. The GGLC truck was packed (or unpacked of unneeded cones), and it was ready for the 500-mile drive.

Laura and I were joined by Tom and Cherie C, Dave and Sue E, Rob E, Bryan C, Greg E, John Z, Gisleno & Larry J. We all gathered in Morgan Hill and started the trek south on Hwy 101.

Lunch was at the Madonna Inn in San Luis Obispo. It was a late lunch, so we were able to sit together at a table for 13. (As a side note: the highlight of any meal at the Madonna Inn Café is a visit to the Men's restroom.)



A brief stop for gas at Costco where regular was \$4.99/gallon—versus \$6.79 two blocks away at a Chevron station (which translated into a \$40 savings for filling the truck)—and we are back on 101 S to our final stop of the day at a hotel on the border of Ventura and Oxnard.

Rob found us a great brewery for a late dinner.

## Thursday, Oct 20, 2022

Our plan was to get on the road by 8am so we could get to the open house at Lotus of Orange County (aka EuroCar). But, when I went to get gas, I noticed a flat on the trailer.

Returning to the hotel, the GGLC pit crew went to work. I don't think we'll threaten any F1 pit crew, but the tire change resulted in only a slight delay in our departure.

We opted to take Hwy 1, the Pacific Coast Highway, to avoid some of the LA traffic. We stopped at the Pt. Mugu Missile Park for a few quick photos and then headed through Malibu and into Santa Monica. We still caught some traffic and finally arrived at EuroCar a bit before 11am where 15+ Lotus cars had already gathered.

Our visit to EuroCar was short, barely enough time to see their extensive inventory. Then we were off to InoKinetic in Murrieta for their open house.

After some greetings, storytelling and snacks, we slipped away from InoKinetic so that we could get to the WCLM hotel, off-load the Elise and trailer, and get to the event registration/reception at Mia Marie Vineyard in time to help the San Diego team get set up.

A full day, for sure, but no doubt we were ready to start having fun at the 2022 West Coast Lotus Meet!



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# Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Nov 8	SDLC Karting	Carlsbad
Nov 12	Casual Drive	Santa Rosa
<b>Dec 10</b>	<b>GGLC Annual Celebration and Awards Dinner</b>	<b>Novato</b>
Jan 28	Hazel Chapman Memorial Drive	TBA

All dates and events are tentative.  
Please see [www.gglotus.org](http://www.gglotus.org) for current information about upcoming events.



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





## Thanks to the WCLM Committee

by Kiyoshi Hamai

The 2022 West Coast Lotus Meet is over, but the memories will last a lifetime. Those lasting memories would not have been created without the incredible work of the team from the San Diego Lotus Club.

Please help us thank Lawrence Sher, Ron Schramm, Don Anderson, Dan Gibson, Rodney Grabinski, and Stewart and Colleen Abbot for their hours upon hours of time and the boundless energy they invested to ensure that we all had an unforgettable 4 very full days of Lotusing.

In order to make that happen, the team found and negotiated deals with hotels, caterers, local residents, County Transportation Departments, the CHP, towing services, and traffic sign companies. And that list just scratches the surface of what was required to pull off their successful 2022 WCLM.

**THANK YOU!!**

# Reflections on a Misspent Youth

by Ron Schramm

Back in the '60s, when I was a youngster with an interest in all things automotive, my mom bought me a book called *The Red Car* by Don Stanford. It is the story of a boy, Hap, a few years older than I was then, who was befriended by a mechanic named Frenchy. Hap falls for and is able to buy a crashed MG TC. In addition, he

bought another crashed TC for parts.

He manages to make the two cars into one. And then he gets to race it. There is a magical part of the story—at least to me—where he is behind another car and imagines they are tied together by a string.

Hap's story could almost be my autobiography. Pun intended.

I grew up working in my sister and brother-in-law's body shop. I learned some basic

skills. and I earned a little bit of money while learning.

In '64, I didn't want a muscle car like so many of the other guys around me. Instead, I wanted a Ford GT, or a Lotus Seven. But I could not afford either.

Fast forward a year, or so, and a FiberFab Avenger was most definitely within a long reach of my budget. The Avenger was a 'kit', but it was not my first build; a couple of wrecked VWs preceded it. They proved to be an ideal training ground for the Avenger.

Getting the wrecked VW I needed for the project bought and stripped was not difficult. For \$25, I was able to buy a rolled, but still straight, pan of a '64 Bug. That was easy, even for a kid without a driver's license.

The Avenger was another \$1,000. My mom loaned me half on the promise to both finish the project and repay the loan. My older brother and my brother-in-law provided invaluable advice and occasional assistance. FiberFab promised a detailed instruction book. But what you actually got was a stapled set of notes with an outline drawing of the Avenger on the cover and a 'parts list' inside.

The body went on the pan in a single day. Easy peasey. The instructions told you to cut a first-generation Mustang vent window frame fit with a partial template that was shown on one of the pages. Then you were supposed to mount the window

(continued on p. 8)




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(cont'd. from p. 7)

winders and vent windows to the fiberglass door inner panels were it was marked with dimples.

I struggled with those doors and windows for something like 6 months before I got the first one to fit and operate. It then took me until I was in my second year at university to finish the project.

I ended up putting a Corvair Corsa 140bhp engine in the Avenger using a Crown adapter. (Swapping the ring gear in the VW gear box was my first real look at the inside of a transmission and differential.)

I sold the Avenger soon after completion for cash that I needed to support my education.

Fast forward to today. As an old, retired guy I now have a '62 Lotus Seven. Restoring it required a down-to-the-rivets-and-skin rebuild.

Interesting side story: During the rebuild, I met (online) a guy in WI, named Chris Beebe. Chris is a friend of Peter Egan, the great automotive writer, and he is also The Source for TR-10 Lotus Seven rear axle parts. In a phone conversation with him, probably during the COVID crisis, I mentioned the Avenger. He told me that he worked at FiberFab at about the time I got my 'kit'. Yes, it is a small world.

I have the original disassembly manual for the Seven. While the car has neither doors nor side windows, the instructions are comprehensive. I could have

built it easily in that first summer that I had the Avenger. But, on the plus side, I would not have learned as much, and that experience ultimately proved invaluable in my engineering career.

On the subject of "Best Kit Car"--

Lotus Seven for the Win! Best model car kit ever.



FiberFab Avenger image sourced from the web, Editor

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# A Tiny Sample of Photos From the 2022 WCLM

Courtesy of Event Photographer Júlio





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## Lotus Shows Off at British Car Day

by Lawrence Sher

This year's San Diego British Car Day took place on Sunday, September 25, at Spanish Landing. Overall, there was a phenomenal turnout of Lotus cars, which was good to see. Elise and Exige models were especially well represented.

New member Ricardo Singer received a first place award for his gorgeous Esprit; Steve Meeks received a second place award for his amazing, one-of-a-kind, Bond Evora.

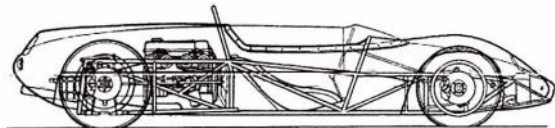
As I said on the day, and I still say now, every Lotus that was on display was a showstopper and winner in my mind.



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# The History of GGLC Dues And a Change Coming Soon

by Kiyoshi Hamai

Recently it was pointed out that a majority of out members receive the Chapman Report digitally (link to PDF hosted on GGLC site). There are, however, a small number of members who continue (and prefer) to receive a hardcopy of the Chapman Report.

This observation led to some research, and we discovered that the cost of sending a hardcopy had risen over the years to \$6.26 per issue (\$38.16/year). Printing costs have steadily increased as has postage, which have both contributed to the increased cost of providing a hardcopy newsletter to those who want one.

Nevertheless, the GGLC's annual membership dues have remained at \$25 since January 2000.

In order to better reflect the added cost of proving newsletter hardcopies, it has been decided that as of January 1, 2023, there will be a \$10/year surcharge for new and renewing members who request a hardcopy Chapman Report. That means the annual dues for those members will be \$35.

The GGLC's baseline annual membership dues will remain at \$25, with no additional fees for receiving a digital Chapman Report subscription.

The GGLC encourages members to receive their Chapman Report digitally, so that

you can see what is going on in a timely manner. (Due to printing and mailing delays, the digital newsletter is generally available a week to ten days before a hardcopy can get to you.) Plus, of course, a digital issue is environmentally friendly!

## GGLC Dues History

At a recent GGLC event, someone commented that the club dues were ridiculously inexpensive. This got me to wondering: when did the GGLC increase its dues in the past?

I recall that when I first joined the GGLC, the annual dues were \$15. As near as I can tell, the \$15/year fee was set when the club formed in 1972-73, and that fee remained until April 1986 when it was increased to \$20/year. Then, in January 2000, the dues went up to the present rate of \$25/year.

Out of curiosity, I wondered what the value of 15 1973-dollars is in terms of today's dollar? That is, what if the club dues just kept up with inflation over all those years. If that were the case, the current dues would be about \$100.05/year!

The GGLC appreciates your continued support, and, of course, we also appreciate receiving your \$25/year!



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Hosting a GGLC event? Let's make tshirts!



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# Classifieds

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

**For Sale:** Lotus type 47 race car (Chassis # 47gt75) \$130k. Very few modifications from the way it was first raced in the U.S. Southeast during the late 1960s. Delivered from the factory to Lotus Southwest in 1968. This car is one of the later Lotus 47s, and it comes with a documented history since new. Vintage raced from 2010 to 2019 (including the Monterey Reunion & CSRG races). Ideal for a collector of factory-original race cars. Car is located in Hollister, CA. Some spares and original, uninstalled, items included. For detailed information, email Don at don-hogue—at—charter.net with the subject line “Lotus 47gt75”.

**For Sale:** 05 Lotus Elise. ~26,000 original miles. Asking \$48,995. Saf-ron Yellow with hard and soft tops. Naturally aspirated. Power windows and door locks. VIN: SCCPC11125HL33486.

Clean Title. Engine is stock. Always maintained at InoKinetic. Well cared for and garaged. I want this car to go to a good home! Contact tgarland—at—ucr.edu. Cell (951) 202-0743; in Riverside, CA. Email me for further details regarding modifications and issues dealt with.

**For Sale:** My 1964 S2 Elan DHC. Victim of an arson-set dumpster fire that baked the interior of my auto repair shop in Sacramento. Insurance adjuster “totaled” the car, and it now has a salvage title. The only damage I have been able to determine includes: blistered and peeling paint (all the way to filler in some spots); smoke dis-

coloration throughout; and a cracked windshield (I have a new one). Car is located in Loomis, CA. I am placing this ad here to provide CA buyers first access/awareness of availability before placing an ad on BaT. Contact me for more information and photos. \$15K, FIRM. Contact Steve Barber, call or text (916) 847-9064.

**For Sale:** 2017 Lotus Evora 400. Red w/Black Forged Rims. Black (wrap) racing stripe center of hood, roof and spoiler. Used as daily driver, 23k miles. I recently retired so car mostly sits in garage. Asking \$70k. Located in south Orange County. Contact: markkonno—at—cox.net.

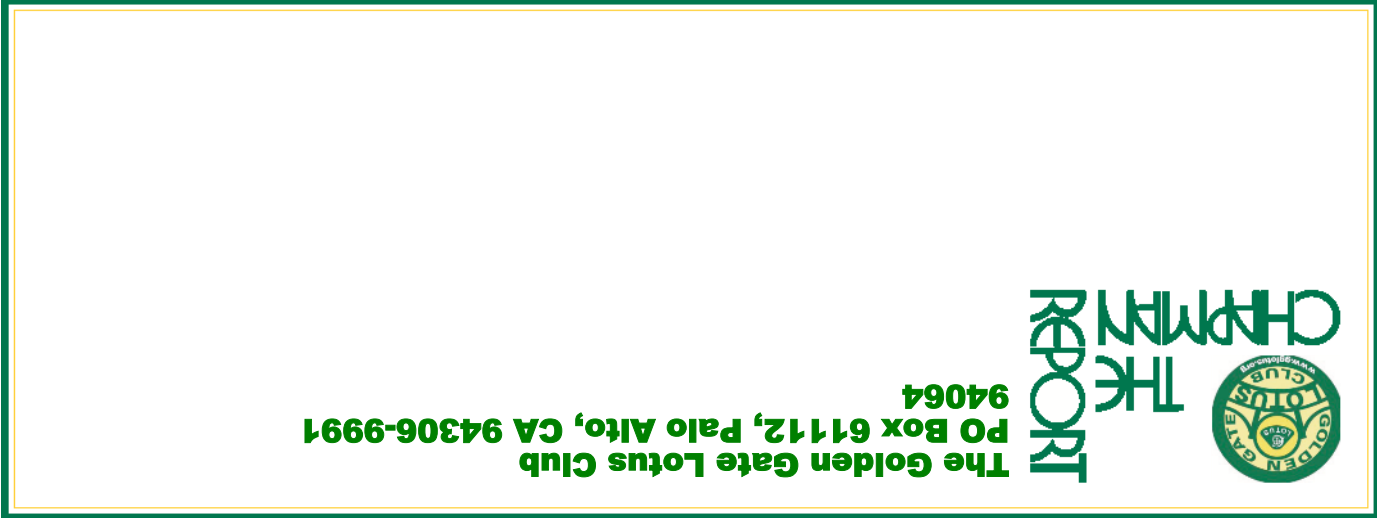
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The GGLC’s annual membership dues are \$25.00. Opinions expressed in the Chapman Report are those of the authors and do not represent those of the GGLC or its officers.

Contributions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport-at-gglotus.org in MS Word, rtf or ASCII text.

For 2022, the GGLC Officers are: President—Jonathan Schreiber, Vice President—John Zender, Treasurer—Laura Hamai, Event Coordinators—John Zender & Scott Hogben, Membership Chairman—David Ellis, Secretary (Acting)—Scott Hogben. Chapman Report Staff: Editor—Joel Lipkin; Copy Editor—Noni Richen; Circulation Management Team—Tom & Cherie Carney. Advertising Manager—Mel Boss, MultiMedia Producer/Editor—Ben Beames, Website Manager—Kiyoshi Hamai.

## First Class Mail



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