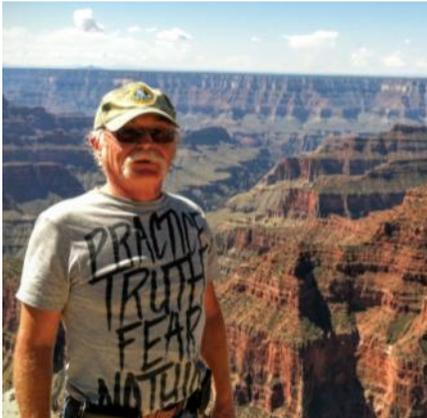


The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Nov/Dec 2015



Reinhard Auf dem Venne enjoys a Grand Canyon stop on his road trip to LOG 35. See page 7 for his story.



Some of the fun at the Trackspec Open House October 24, 2015. Top: Prez Rita in costume. Bottom: Competitor puts the GGLC trike through its paces.

Nov/Dec Meetings

Friday, November 20, 2015 – 7:30 PM
—Featuring Election of 2016 Club Officers—

Host: Scott and Carol Whitman

SATURDAY, December 12, 2015 – 6:00/7:00 PM

Gala Holiday Party (Cocktails at 6:00 / Dinner at 7:00)
Flames Eatery & Bar

88 S. Forth St. (validated parking in 4th St. garage)
San Jose, 95112

(See more details on page 10. Note that space is limited so do not delay signing up on the club's website.)

Directions from 101 S:

Exit at Hwy 87 S (exit # 6B)
Exit Hwy 87 S at W. Julian St. — Head East
W. Julian becomes E. St. James St.
Right on N. 4th St., continue to S. 4th St.
Flames parking is on the Left

Directions from 680/280:

Exit 280 at S. 11th Street in San Jose (One Way N)
Left on E. Santa Clara St.
Left on S. 4th St.
Flames parking is on the Left

The Butte Fire Disaster

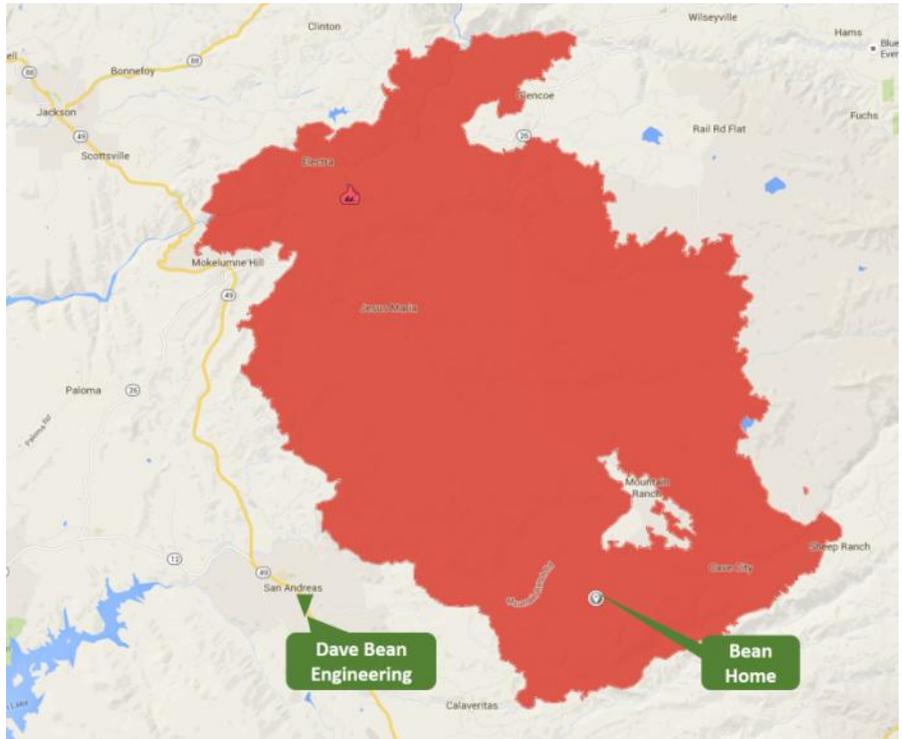
by Kiyoshi Hamai

In drought-stricken California, the 2015 wildfire season was to be feared. This fear became a reality when the seventh largest wildfire in California history struck on September 9, 2015, in Amador and Calaveras Counties. Over the course of the following 3 weeks, the Butte fire ravaged nearly 71,000 acres and engulfed nearly 500 homes and left thousands homeless.

Starting near Jackson and Mokelumne Hill near Highway 49, the fire quickly spread east and south toward San Andreas. Classic and Vintage Lotus owners will likely recognize the town of San Andreas, CA, as the home of Dave Bean Engineering (DBE). DBE has been a mainstay of the Lotus community and a GGLC sponsor for decades. Dave and Roberta Bean along with Tommy Smith and Ken Gray are like family to us. We call them for help, for parts and advice, and talk for hours about cars and family.

So, as the fire grew and spread, our concern for their safety heightened.

Friday, September 11: The GGLC received news that ex-GGLCer Daren Stone was told to evacuate his home in the area. Ken Gray and Tommy Smith were also told to leave their homes, and the entire town of San Andreas was put under an "Advisory". At this point, no one knew the status of Dave and Roberta Bean's home.



Saturday: We received an update from Dave Bean sent from the DBE office. Dave and Roberta and the dogs were told to evacuate at 5 AM on Friday. Dave also helped their 102-year-old neighbor out of his home; and then with just the clothes they were wearing they headed to the shop in town.

Ken called in saying he and his wife evacuated on Friday and were fed breakfast at the County Fairgrounds on Saturday morning.

The fire continued to rage; as it consumed everything and any-

thing in its path. It was up to 60,000 acres and barely contained.

Late in the day, Dave got



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word that their home was unscathed along with a neighbor's home. There was hope.

Sunday: No real news, but we heard rumors that both Daren and Tommy were allowed to return to their homes. Ken was still out. The Beans were staying with a friend in nearby Angels Camp.

Monday: We finally heard a full story from Dave and Roberta. According to Roberta, on September 10 the fire was several miles from their home. So, they thought they might have most of Friday to prepare to evacuate. Instead, they awoke at 4:45 AM on Friday without power, and they noticed the sky was glowing red. Going down to their living room, they could see flames! Just about then, the local Sheriff arrived with evacuation orders.

Tuesday: Some good news, Ken and his family were allowed to return to their home in the morning and power was restored. The road to the Bean's was still closed. So there was no way for Dave and Roberta to know if they still had a home.

That changed just after noon when Dave and Roberta got word from their neighbor who worked for the local fire department. He was able to go out to their area and found only 3 of the 7 homes standing, the rest were gone including Dave and Roberta's home and garage.

However their machine shop and bunk house out buildings were spared, which meant the race cars and Elan were safe. Also safe were their tractor and Land Rover.

Dave contemplated the po-

tential loss of some of their collectible items, books, Lotus memorabilia, Winchester gun collection, coins, jewelry and more. There was some hope, but also plenty of unknowns.

In the midst of this, Dave's humor was still evident as he mourned the loss of his sports coat that he proudly called his "Jungle Jacket". He bought it while in college in 1960 for a whopping \$18. This bright colorful plaid jacket always brought comments. He most recently wore it (now 50+ years old) at LOG 35 in Colorado Springs.

As the Lotus community learned of their loss, words of support started to come in from across the globe. And the GGLC sprang into action.

We reached out to Dave and Roberta and offered our help in

the form of workers, financial aid, shelter or whatever else. Internally, we started discussing the wisdom of a two-day Sierra drive that had been organized by Lee Cohee and planned for mid-October. This drive included a morning visit to DBE, which fortunately was untouched by the fire. But,

somehow this event did not make sense under these conditions.

Wednesday: The GGLC made it official, the October 2015 Sierra Foothill event would be postponed until Spring 2016, and we would focus instead on helping our friends in the San Andreas area.

Dave got back to us with more info: they were still waiting to be allowed into their place, and they were holding out hope that some of their belongings had survived.

The GGLC started thinking about organizing work crews assuming the Beans would need some help.

We told Dave, "*Bottomline, we are ready and want to help. You and Roberta should NOT have*

(continued on p.4)

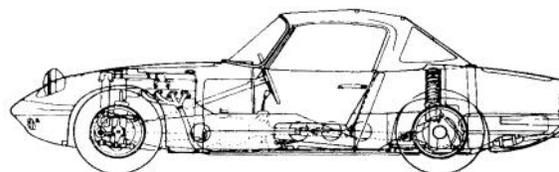
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to do this alone. We have lots of hands to help and we can bring tools (shovels, brooms, chainsaws, etc). Just say the word and don't piss us off by saying 'No' to our offer!"

Friday: Dave and Roberta and their neighbors were still barred from returning to their homes. The fire danger was still too high. However, they finally got their first glimpse of their home. Ken's CHP friend visited their property and shared a photo. The chimney was the only thing standing. You could



also identify the metal roof, which had collapsed on the ashes.

Saturday: The evacuation order was lifted for the Beans' area, and they were able to get into their property around mid-day. As they assessed the damage it was clear there would be little left to save. It became apparent how much work would be involved and help would be needed.

Monday: After two days of going through the ashes, the Beans shared that their home and the garage that housed their BMW M3 were completely leveled. As previously reported, the bunk house and shop were fine. While Dave was at the property on Sunday a few Cal Fire crew stopped by to say how sorry they were that were not there when the fire came through the second and THIRD time!

Power and water were restored on the property. And after 10 days of burning, the fire was 70% contained. Allstate, their insurance carrier, was being helpful and supportive. Roberta was trying to find more permanent housing.

Speaking of the BMW, Dave reported that its aluminum hood had not just melted, but vaporized, and that not a molecule of its magnesium wheels could be identified. Of course, all of Dave's shovels, rakes



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Nov 1	AutoX/Round 9	Marina
Nov 4	Track Day	Laguna Seca
Nov 14	GGLC Tech Session—Elan	Danville
Nov 18	Dinner/Meeting	Sacramento Chapter
Nov 20	Meeting/Social	Saratoga
Dec 5	Toy Rallye	Mountain View
Dec 12	Holiday Dinner	San Jose
Jan 15	Meeting/Social	Burlingame
Jan 20	Dinner/Meeting	Sacramento Chapter

See www.gglotus.org for additional information about upcoming events.

and tools were in the garage and burned to an unrecognizable state.

Dave's big concerns were the safety of the chimney, which was heavily damaged by the intense heat, and getting what remained of the safes off the property as there were stories of looters coming into the area.

Tuesday: A big day for the Beans; their neighbor, whose home was untouched, offered them a spare bedroom. This gave them a place to use as a base and near their property.

The GGLC put out the call for volunteers to help on both Saturday and Sunday, September 26 and 27. The response was pretty amazing. Not only did we get replies from mem-

bers, but a number of DBE customers and friends. There were even a number of Lotus folks who offered to pay for food and refreshments for the work crew. We would have about 6-8 folks on Saturday and a similar number for Sunday.

Saturday, September 26: About 6-8 GGLCers met at DBE at 9:30. Dave met us and made some coffee while we gathered, and then he went to get doughnuts and sandwiches. Tom Carney came by with what must have been 500 lbs of ice!

By 10 AM, the crew consisted of Rick B., Keith W., Barry S., Daren S., Lee C., Tim and myself. Dave led us to his home. The devastation left one shaking, and the randomness of the destruction was dumbfound-



Scan to get current GGLC calendar on your mobile device.

ing. At some places on the side of the road there were just cinders, while other areas were still green. Nearby, there was a home that was surrounded by ashes, it was clear that a fire crew stood in harm's way and successfully protected it. Even on Dave and Roberta's property their separate bunk house and shop buildings were

(continued on p. 6)

untouched, the fire having wrapped around them, and yet, at the top of the hill, their home and garage were wiped out!

For the next 5 or so hours, we pulled the metal roof apart and dragged off the ashes of the home. We sifted through the ashes looking for remnants of Dave's gun collection, tools and other personal pieces. We pulled out his safes and fireboxes and pulled aside anything that looked as if it could be salvaged. Unfortunately, there was little to keep.

Dave was concerned that the chimney which was still standing but heavily damaged was on the verge of toppling. With some chain and his tractor, we tugged at it until it collapsed in a dusty heap.

We were able to get Dave's gun safe onto Tim's flatbed truck and hauled it down to the shop where we were able to cut it open. I think Dave knew what to expect, yet there was a glimmer of hope that perhaps a gun or two would have survived the inferno. Sadly, with each destroyed gun we pulled from the safe you could see the bit of light leave Dave's face.

By the end of the day, we had gotten done what Dave needed. And so we called the Sunday crew, thanked them for volunteering to help and told them to stay home.

October 2: Dave shared that the rains of the day before helped to settle the dust, and that they are waiting for the state to inspect the site before they are allowed to clear the rubble.

There was news that the Butte Fire was caused by a PG&E work crew that accidentally



After some site clean up, and the work crew: Tim, Lee, Keith, Barry, Rick and Dave Bean (l to r) (photo by Kiyoshi Hamai) takes a break

felled a tree onto a high-voltage line. As a result, some class-action law suits are in play.

If there is a silver lining to this story (that has yet to finish), it is how the Lotus community from around the world reached out the DBE family and rallied to help them. As Dave said, "it brought tears to my eyes."

Dave reminded us that the best way to help going forward is to buy lots of "stuff" from DBE and get some great products and awesome service!

Final Butte Fire Statistics:

Date/Time Started:

September 9, 2015/2:26 PM

Counties:

Amador and Calaveras

Acres Burned - Containment:

70,868 with 96% containment

As of 10/1/2015

Structures Destroyed:

475 homes

373 out buildings

(45 structures damaged)

Epic Road Trip to Attend LOG 35

by Reinhard Auf dem Venne

"I can't believe it's all over now, baby blue!" After 2 weeks on the road, mostly camping, and a total of 4,463 miles, I made it back to CA. But with hardly any rubber left on the rear tires. What a trip it was, though!

Along the way to and from Colorado Springs and LOG 35, I made good use of my Annual National Parks pass (which paid for itself the first 3 days). Heck, I had not visited 13 different National and State Parks since I came to the U.S. many, many moons ago.

Most of you don't know that my the trip started under a pretty dark cloud. But I won't get into that at this time. The main point is that the journey was worth it for every mile driven and every minute spent. The Elise ran like a champ: to the tops of Mt. Evans (14,265 ft.) and Pikes Peak (14,114 ft.) at freezing temperatures, down to 282 ft. below sea level and 123°F at Badwater, Death Valley. Thus, we traveled between the lowest and highest elevation on any paved road in the U.S. in a period of about one week.

I assume that most of you have not yet had the opportunity (or chose not) to go camping in a

Lotus. I can tell you, though, that it is a lot of fun, and you will likely make many new friends along the way. As I said, the car held up like a champ. I did not even need to touch one tool, and I had no technical issues other than the occasional road kill. Yes, during the first night of driving on Hwy 50, I managed to get an adult jack rabbit airborne after it knocked out the main front radiator grill and the smaller grill covering the left oil cooler. Aah, what's a little plastic and fiberglass damage, considering I was able to continue on after applying a layer of duct tape and some silicone glue. Over the whole trip, despite my decision to avoid driving in the dark, I managed to 'collect' another bunny rabbit, some type of blue bird, and I barely missed some wild horses in the middle of a lonely stretch of highway.

After spending the first night at the Hickison Petroglyph BLM recreation area along Hwy 50 near Battle Mountain, NV, I drove on to Ely, NV. While staying a night at the local KOA, I decided to check out the Ward Charcoal Ovens nearby, not realizing it would require

negotiating nine miles of dirt road just to get there. Oh, do I hate jacked-up pickup trucks blasting by at a high rate of speed, spraying rocks and dust at the little Elise, while I'm crawling along in second gear. Need-

less to say, that part of the trip I do not recommend and will not repeat.

Continuing on to Great Basin National Park, NV, I escaped the heat by going underground and taking a tour of the Lehman Caves. If you have never been spelunking, I can only encourage you to pay a visit to the underworld, an environment shaped over eons by water and minerals, to see the most bizarre, but inherently beautiful, stalactites and stalagmites.

I spent a pretty cold night near Wheeler Peak, at an elevation of almost 10,000 ft. before heading to Zion National Park, where I was lucky enough to secure the last tent site at the Watchman Campground by going online just about 6 weeks earlier. After I pitched the tent, I got ready for a shuttle bus tour that went deep into the park where public traffic is not allowed. I decided to hike upstream through the Virgin River gorge to where both sides of the canyons could almost be touched at the same time by stretching your arms wide.

However, before I got on the shuttle bus, I was surprised to see another magnetic blue '05 Elise that looked very familiar. Kiyoshi and Laura Hamai had taken their car off their trailer for a spin, but I didn't get to meet up with them right away. A little game of "You were spotted at..." started here and continued for several more days as we spotted each other a few more times at various scenic venues in the days to come.

(continued on p. 8)



(cont'd from p. 7)

Another pleasant surprise after leaving Zion was the Forscher German Bakery & Cafe, located east of Zion, in Orderville, UT. I couldn't help but order a good ol' German breakfast with freshly baked Broetchen (breakfast rolls).

Going back to the "other Elise spotting": I did finally run into Laura and Kiyoshi, after they had disembarked from a shuttle bus tour through Bryce Canyon. We spent a short while walking together and enjoyed the absolute beauty of the park. My "self-guided" tour had me drive the entire length of the park and stopping at nearly every scenic spot there was. A tip if you are headed that way: do not to miss the fairly short, but very steep Navajo Trail.

After leaving Bryce Canyon, I headed to Canyonlands National Park, which in my opinion is rather underrated, compared to The Arches, almost next door. It is a fantastic sight to see the confluence of the Colorado and Green Rivers.

Kiyoshi had previously texted me to expect them at The Arches the next morning. As always, I got an early start and entered the park around 9 AM, only to find that parking at the most scenic spots was already scarce. I decided to have breakfast under one of the biggest arches in the park along a hike that took just over 4 hours.

After I made it back to the car, I found another "You were spotted at..." card from Kiyoshi and Laura. Early afternoon, I had brief chat with Kiyoshi at the

Peace Cafe in Moab. I told him that I would make it back to I-70 and head for Mt. Evans before heading south from there to Colorado Springs.

The drive up to the top of Mt. Evans was an experience in itself. The higher up you get, the worse the road gets. At 10 AM, it was near freezing at the top, but I felt with the wind chill it might have been well below 20° F. All along the way, I had noticed the haze in the sky, presumably from the number of wildfires in the West. And even the panoramic view of the surroundings on top of the mountain was somewhat affected. While walking the summit, I had a close encounter with a couple of mountain goats.

For the trip down from Mt. Evans all the way to Colorado Springs, I took only back roads and arrived at the Marriott (the LOG 35 Headquarters Hotel) mid-afternoon. After a quick check-in, I was in line for the obligatory car wash to remove all the dust, grime, bugs, feathers and rabbit blood from the car. At the car wash, I was greeted by Lee Cohee, his wife Chris Van Fleet, and Kiyoshi and Laura, who had all arrived a short while earlier.

The ensuing cocktail/snack party was well attended and I met a number of friends from years back and also found some new ones. Next up was the photo shoot on Saturday morning in an absolutely beautiful setting near a place called the "Garden of the Gods Park".

The rest of the day was spent attending various tech sessions and the banquet with Bobby Un-

ser as the featured speaker. Bobby gave us a broad and entertaining outline of his life in the fast lane, and I never knew the guy was so funny.

Bright and early Sunday morning, we all caravanned to the North Pole, which in this case is a place that sits right at the bottom of Pikes Peak Hwy. Unfortunately, all the long way up the mountain, I had to look at the rear end of a Mustang. But the view on top was much better. As an aside, I did not know that a cog railway also snakes its way all the way to the top.

After having taken in the majestic panoramic views, we descended from the mountain and went on a leisurely tour taking on the back roads of this beautiful stretch of Colorado with a lunch break and numerous stops on the way to take in the beauty of the surroundings.

After returning to the hotel, I had to get ready for the Sunday evening dinner with Clive Chapman as the main guest speaker. As another highlight of the trip, I was lucky enough to have Clive autograph the passenger airbag dash cover of my Elise.

Additional speakers included Dave Bean and Arnie Johnson, who earned himself a giant vinyl banner with autographs and a few personal words of gratitude from all of the folks present for his dedicated service to the Lotus community.

At this point, you might wonder what ever happened to the other scheduled LOG 35 activities, such as the AutoX and the track day. Well, after taking inventory of my rear tires, I decided to skip both. In hindsight,

this was the right decision, since I made it home with hardly any rubber left on the rears (but, fortunately, the steel belt is not yet shining through).

Monday morning it was time to saddle up again and head southwest on Hwy 50 and 550 via the Royal Gorge to Silverton. While there, I learned that I had missed the arrivals of the Durango-Silverton steam trains earlier that day. So I decided to stay another day and wait for the trains to arrive around noon. It was such a moving experience to ride next to one of the locomotives and stop in the middle of the street at a major intersection in the middle of town. Good ol' heavy-metal Iron-horse next to a lightweight car.

Next up was a stop, and very wet overnight camp, at Mesa Verde National Park, where I toured the cliff dwellings which were previously occupied by the Ancestral Pueblo people (775 to 1300 A.D.). The following day, a detour to the North Rim of the Grand Canyon was on the agenda. What a sight that was! I had been to the South Rim several times, but find the North Rim—with fewer tourists—much more pleasant.

Moving on, I made it through Monument Valley, where I encountered one of the most severe rain and thunder storms I had ever experienced. Massive sheets of rain were falling to a point where I could not see the

opposite side of the road. Lightning was also striking within 100 yards of the car and the ensuing thunder inferno was pretty frightening. Luckily, we made it out of the valley unharmed. Although I did get to experience how quickly the dry creeks in the desert can turn into chocolate-colored flash-flood mud streams.



Heading further west, I camped out that night in the Valley of Fire, not too far from Las Vegas. After a gorgeous sunrise, I continued by heading northwest towards Death Valley. I had previously set myself a temperature limit for crossing Death Valley. Arbitrarily, I decided in advance that I would not try to cross the valley if the

high of the day was predicted to reach 125°F. Well, the temp that day was 2 degrees below my set limit, and I managed to run through the valley the long way via SR267 and passing Scotty's Castle, heading back into Nevada, then on Hwy 95 north and then via SR266 west to one of my favorite roads in America: SR168, which cuts over to 395 near Big Pine, CA. This road is very twisty with huge elevation differentials, but is only lightly travelled and has a very smooth surface. In other words: it's made for our cars to attack.

After a short stop at Mammoth Lakes, I continued on Hwy 120, the freshly paved and now very smooth Tioga Pass Road, into Yosemite National Park. After a pretty cold night at the White Wolf campground off the pass road, I headed into Yosemite valley for breakfast and some Peet's java, which by now, I had run out of. Upon a short hike and a swim in the Merced River, I left the park for the last leg: Home.

Man, it feels a little strange to be back from such an inspiring and fantastic road trip not knowing when I'll do another one.

Final note: for the entire trip (4,463 miles), the Elise used only 138.481 gallons of fuel, which translates into an average of 32.228 mpg. NOT BAD considering the posted speed limit on Utah freeways is 80 mph!

Toy Rallye

December 5, 2015

by Kiyoshi Hamai

This annual charitable event is presented each holiday season, and it is jointly sponsored by The Rallye Club and the Golden Gate Lotus Club.

We start at Larry's Auto-Works, 2526 Leghorn St., Mountain View (see map below), where registration opens at 11 AM. There will be an optional beginner's rallye school (recommended) at 12 N, and the event wraps up by 4 PM at a local eatery.

The entry fee per car is a new, unwrapped toy worth at least \$15 (or a cash/check donation of \$25). Toys and monies will be donated to the EHC Lifebuilders, and they are completely tax deductible.

This event is an A-B style gimmick rallye. First and foremost, a gimmick rallye is not a race, rather it is a fun puzzle where your car is the game piece, and public roads are the game board. No experience is necessary, and you will compete only against entries with similar rallye experience. First-time rallyists are encouraged and will receive extra help.

Any car is welcome. Two persons per car is recommended, but you can have as many as legally fit into your car for a single entry fee. Don't forget pens or pencils, paper and a clipboard.

GGLC HELPERS WANTED!

The GGLC has co-presented "The Toy Rallye" for nearly 40

Vote for 2016 Officers November 20!

In keeping with the election season (and because we always do it this way), we will be voting for the 2016 club officers at the November 20, 2015, club meeting at the Whitmans'. The current set of club officers has volunteered en masse to serve again in 2016, but, of course, during the election, club members are free to write in the name of any other individual who is willing to serve in any office.

The current club officers are:

- Rita Satulovsky, President,
- Alan Austin, Vice President
- Scott Hogben, Secretary
- Laura Hamai, Treasurer
- David Anderson, Membership
- Scott Hogben/John Zender, Events
- Joel Lipkin, Chapman Report (Print)
- Rahul Nair, Chapman Report (Online)
- Tom & Cheri Carney, Chapman Report (Distribution)
- Kiyoshi Hamai, GGLC Website.

You can vote, or write-in alternatives, by emailing prez@gglotus.org or at the November 20th meeting.



years! This tradition stands as one of the few community benefit events we do. We encourage members to get involved with "The Toy Rallye" by either entering the event or becoming a volunteer worker. Typically, we need 4-6 individuals to help run the rallye checkpoints. Please contact me:

webguy@gglotus.org

if you can help. Otherwise, bring a friend with a new toy.

Holiday Party December 12, 2015

by Rita Satulovsky

Join us at Flames in San Jose for the annual GGLC Holiday Party and gift exchange. Festivities start at 6:00 PM with refreshments (no-host bar) and hors d'oeuvres before dinner at 7:00 PM, featuring your pre-selected choice of a chicken, steak or vegetarian entrée along with salad and dessert.

Price is \$38.00 per person including wine with dinner.

Space is limited; sign up via the club website **no later than Tuesday, December 8, 2015.**

Be there to enjoy the fun, and be sure to bring an EPA-approved White Elephant gift from your garage to help Santa Tom cap off the this gala special event.

Vintage Lotus Race Simulator Featured at World of Speed

by Tom Styczynski

Introduction from Tom: *I am happy to report that I have been welcomed back to the Golden Gate Lotus Club after a long hiatus that was the result of a job transfer to the Washington DC area. (A few of you may remember the guy who built the red, cycle fendered Westfield 7 back in the early 90's.) Not only did I return to the West Coast but I am now the owner of a Lotus 7A (S/N SB1722) vintage race car. Retirement also allows the time to volunteer as a docent at the World of Speed museum in Wilsonville, OR. It is great to see names like Kiyoshi Hamai, Mike Ostrov and Dan Wardman are still active in the club.*

Lotus lore is filled with the innovations of founder Colin Chapman; including the all-fiberglass construction of the Elite Series I, the backbone chassis on the early Elan, Europa, Elite Series II, Eclat and Esprit, and the introduction of active suspension in Formula 1 just to name a few. It is perhaps not as well known that in the early 1960s, Chapman came up with one of his most interesting, off-track ideas—a driving simulator.

The recently opened World of Speed (WoS) museum in Wilsonville, OR, acquired one of these rare Lotus simulators from that period, and it is now offering museum visitors the opportunity to get behind the wheel. The story below outlines some of the history of this unique driving simulator, while providing an introduction to the World of Speed and the museum's race simulators.

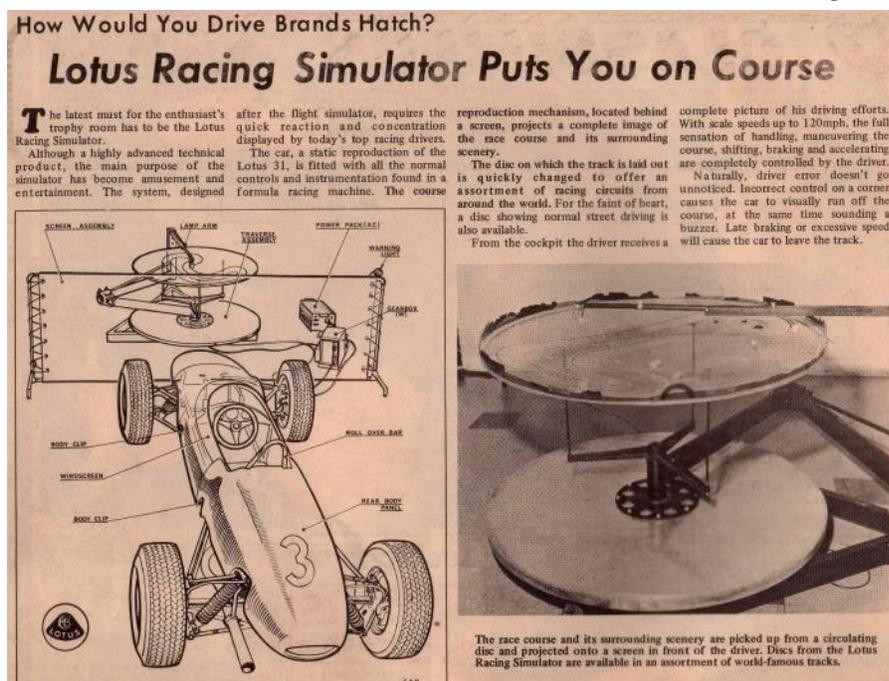
Unfortunately, we do not know why, how and exactly when Chapman thought of building a driving simulator. Looking at the original design, it must have been in the early 60s because the technology is derived from airplane flight simulators of that era. Many years ago, I had the opportunity to see an early landing/taxi flight simulator at the NASA Ames Research Center. The cockpit simulated a 747, and an entire hanger was used to house a detailed miniature airport plus surrounding terrain details. The scale of the Lotus simulator is much smaller, with a rotating platform model of the famous Brands Hatch Raceway that was projected on a screen in front of a Lotus race car.

Chapman was serious enough about the potential of the simulator that he even published descriptive literature, and it is estimated that 18 simulators were actually built. It is not known just how many survive, but you can assume at least a few are now vintage racing.

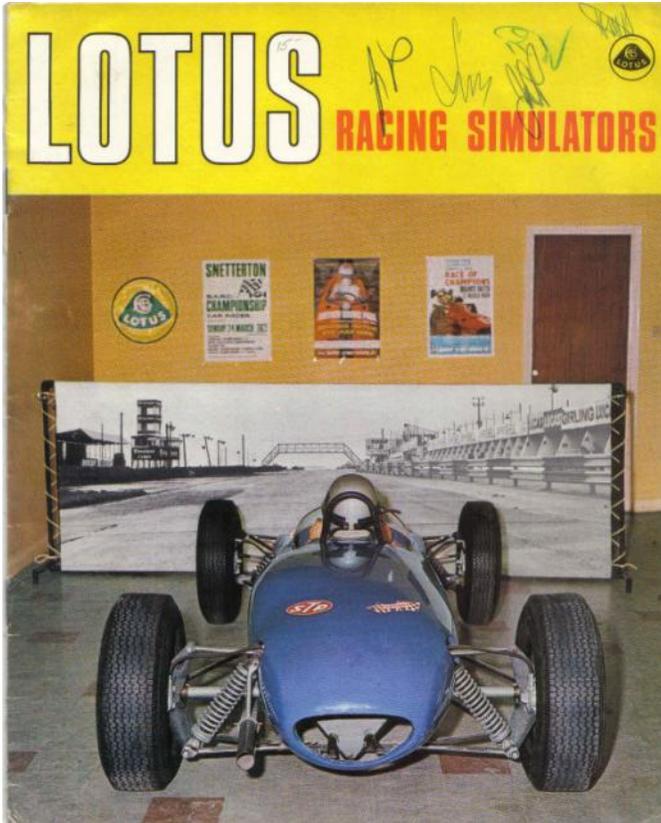
The literature notes that the car was a Lotus 31, which is a Formula Junior that shared the design with the Lotus 20/22 Formula Junior. It seems that some were actually the 20/22 series.

What we do know is that at least one simulator was featured in an episode of *The Avengers* UK TV series from the 60s. In that episode, Emma Peele, captured by the bad guys, was forced to drive the course in the simulator while risking an electric shock for any off-course excursions. The episode is called the "The Dead Man's Treasure"; <http://theavengers.tv/forever/peel2-20.htm>.

(continued on p. 12)



A period newspaper article about the Lotus simulator



Cover page of Lotus Simulator sales brochure

The Simulator is shown in operation several times in the episode with different characters behind the wheel.

Now, about the WoS: it is a new automotive museum located in Wilsonville, OR, about 20 miles south of Portland on I-5. The museum has been set up as a private, non-profit foundation dedicated to education and entertainment through the celebration and preservation of American motorsports.



Still image of the Simulator in The Avengers Man's Treasure episode from The Avengers

The image shows a logo for Hagerty. The word "HAGERTY" is in large, bold, black letters with a registered trademark symbol. Below it, "PROUD TO SUPPORT" is in blue, and "THE GOLDEN GATE LOTUS CLUB" is in black. At the bottom, it says "CLASSIC CAR INSURANCE | 800-922-4050 | HAGERTY.COM".

Lotus of West Covina



Lotus of the Desert

The Museum is housed in a remodeled auto dealership, and it features 90,000+ square feet of floor space (with approximately 90 vehicles on display), a reference archive, classrooms, meeting rooms, shop space, complete catering facilities to support parties/fund raisers and even a “Brides Room” just in case a wedding is in your future.

Work continues to expand the education programs that started with automotive related summer camps and a hands-on high school shop class with plans to grow adult programs. For more information go to <http://www.worldofspeed.org/>

where you can also sign up for the newsletter.

Tony Thacker was instrumental in the early development of the museum collection and planning. The Lotus simulator intrigued Tony when it was of-



fered as a frame/shell on eBay. The condition was deemed complete enough to embark on the project of restoring it for the museum.

I think you will agree that the end product looks fantastic in the classic Lotus British Rac-

ing Green/Yellow livery.

In total, WoS has three race car simulators offering visitors the opportunity to experience diverse racing at the wheel of Johnny Benson’s 1998 NASCAR Ford Taurus, Adrian Fernandez’s 1995 Lola Indy Car and the Lotus.

Keith Maher, Maher Solutions (SimToWin.com) was tasked with the system design/integration and software development for the simulators. A menu features track selection, oval to road course to a hill climb all designed by Keith, plus levels of competition from practice to a full field of competitors.

Cars also feature individual characteristics including tire grip and down force plus crash recovery modes from no damage to pieces leaving the car, ending your race. Driver error is rewarded with skid marks on the track and wet/grassy tires that requires reduced speeds until they are cleaned.

The NASCAR race car is on an oval track with fully automatic shifting, while the Indy car is on a road course, and it features a sequential shifter. The Lotus utilizes the same road course and sequential shifting with period control characteristics including no aerodynamic down force and threaded tires. For \$10.00, you can buy 12 minutes behind the wheel in a single car in time trial mode.

(continued on p.14)

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(cont'd. from p. 13)

However, there are several requirements you must meet to use the WoS driving simulators.

- maximum weight of 225 lbs,
- able to fit into a 15-inch wide seat,
- the steering wheel must turn freely with driver in car, and
- maximum driver height of 6'-2" (Lotus/NASCAR) and 5'-10" (Indy car).

Another Lotus "simulator" is located in the WoS Start Line Club, a special area reserved for children's car activities. But, as you can see from the photo, this car requires stricter height and weight limitations.

When the Lotus simulator was placed in the museum, I searched my personal automotive library and the infallible internet for additional information. I had no success, so I decided to ask the experts, including an ad in the *Chapman Re-*

port. John Michaelich, Registrar of the Lotus Formula Ford Register and the Historic Lotus Register, forwarded an electronic copy of a six-page technical description brochure and additional data that I passed along to the WoS archive and Keith Maher. Thank you, John!



Ford GT350R Preview Event at Laguna Seca

by Ben Beames

So how much does it weigh? You would be surprised how many people I heard ask, or comment, about the new Shelby GT350's weight; and these people did not even own a Lotus. It made me wonder if all these owners of other makes care that much about weight why they did not buy a Lotus in the first place!

Ford Performance, the "hot car" development division of FoMoCo, is on a campaign to market their latest Shelby Mustang to track day enthusiasts. To this end, they are inviting members of local car clubs to tracks around the country for test drives of the new Shelby GT350 and GT350R.

Our very own GGLC was contacted, and we quickly gathered nearly 40 names and emails of potential participants. Ford Performance then followed up with official invitations to this exclusive event. For our region, Laguna Seca was the venue; and on August 27-28, 2015, about 200 people from various clubs got to take the wheel of the fastest Mustang Ford ever produced.

Our day consisted of rotating stations where we: 1) had detailed discussions about the options and features of the car; 2) learned about the engineering and history behind the project; and 3) got a few laps behind the wheel plus a hot lap with an instructor.

Perhaps the most impressive feature about the "R" is its car-

In closing, if you ever have some extra time when in the Portland, OR, area, head to Wilsonville so you can enjoy the WoS and have a go at driving this unique simulator.

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bon fiber wheels, which alone shave 60 lbs of un-sprung weight from the car; although a close second is the splendid exhaust note of the flat plane crank V8 with the exhaust opened putting out 101+ db.

The track time was what we were all anxious to get to, though, and I have to say it was pretty impressive. Ford was smart to give us our laps behind the wheel before the instructors showed us what the car could really do. This sequence discouraged trying to take a car we had never driven to the absolute limit—except for Rahul Nair who got sideways on turn 11, but let him tell you about that.

Driving the car at speed, it displayed surprisingly vice-free characteristics. Helped I'm sure by stability control, but still, a 3,600 lb car with a 526 bhp engine up front that comes from the factory that well balanced is a great thing for the car buying world. After 3 laps of driving, the only thing I had to really adjust to coming from an open wheel car was how much the bulging hood obscured the view of the corkscrew. I guess stuffing a massive 5.2 liter V8 up front blocks a lot more of the view than I had expected.

Discretion dictated that I not push the car too hard, but the instructor-driven hot lap revealed more of what I started to experience during my own drive. The car for all its heft was perfectly controlled and balanced. It is important to remember that the car comes from the factory this way. As many of you know, most cars from a manufacturer have understeer built in for safety, and it's not

until you install after-market springs, tires, roll bars, etc that a car becomes more agreeable on the track. No, the GT350R is not a Lotus with impressively direct steering and lightning fast reflexes, but at near double the weight it was a very fast, impressive, and enjoyable car. Plus it has a trunk you could put a guitar in, and it has reasonably comfortable ride qualities. You remember comfort, right?

I, like many of the others attending, have owned Mustangs in the past. Several in my case;

and they do hold a special place in my heart despite having steering wheels that I'm not sure were always connected to the front wheels. I am happy to report that the new 350R version of the Mustang has come a long, long way, and I can't thank Ford Performance enough for inviting us to experience a little "play time" with their new creation.

Now, if we can only get Lotus to do something similar in connection with their introduction of the next Elise promised for our shores.

The advertisement features a central image of a dark-colored Lotus sports car on a track. Above the car is a row of five small images showing automotive parts: two shock absorbers, a brake rotor, a brake caliper, a wheel, and a suspension component. Below the car, the text "ultra tasty" is written in a cursive font, with "sector111.com" and "951.296.6762" below it. At the bottom, the "DIETSCH MOTORSPORTS" logo is displayed, followed by "Lotus Specialist" and "service.maintenance.performance". Below that is the "TurboHoses R&D" logo, which includes a stylized green car silhouette. The text "A TurboHoses R&D Company" and the address "5948 Las Positas Rd. Unit H, Livermore CA 94551" are also present. At the very bottom, there are three faint silhouettes of cars.

There is a New Lotus Shop in Town!

by Jenni Dietsch

In Livermore, on October 15, 2015, Hoover Chan, renowned Noble specialist and owner of TurboHoses R&D, shared with the world his plans to open his Noble shop doors a bit wider to become a new service center for the Lotus community. In addition to service/repairs of the Noble M12/M400 and Rossion Q1, TurboHoses will now be a fully equipped facility for servicing the Lotus Elise, Exige and Evora.

How does a Noble specialist just open a Lotus service center? By acquiring Lotus specialist Dietsch Motorsports and Lotus guru, Mr. Robert Dietsch, himself! Lotus parts, service, maintenance, performance upgrades and collision repair will all be part of THD Motorsports, which is equipped to do all things Lotus, just as Dietsch Motorsports has always been. In addition, the service capabilities of THD have been enhanced with TurboHoses

dyno tuning equipment and expertise. Dietsch has gone Turbo!

As of November 1, 2015, you can find Rob Dietsch in Livermore at TurboHoses R&D where he will head the department for Lotus service and racing while Hoover Chan continues to engineer, develop and manufacture products for the marque.

More information can be found on their websites: www.turb hoses.com and www.lotusraceshop.com.

Classifieds

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

For Sale: Rare set of 4 Elan+2 Dunlop reproduction wheels. Size 13 x 5½, K/O, 10 spoke, with 5-pin drive. These wheels are no longer available. Near-new condition, some minor cosmetic blemishes. Originally made for, and sold by, Paul Matty Sportcars. Asking \$720 (includes ground shipping in the U.S.). Photos upon request Contact Kiyoshi at webguy-at-gglotus.org

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