The Chapman Report

Published by the Golden Gate Lotus Club www.gglotus.org Nov/Dec 2023

Captured at Sanoma Raceway during the GGLC track day October 3, 2023. A study in contrasts as Jerry Bassler deftly maneuvers his S1 Elise in turn 10 while John Zender follows closely in his C8 Corvette. A clear example of the importance of Lotus' and Chapman's philosophy of adding lightness.

The GGLC UK tour group enjoys a visit to the beautiful and secluded Hazel Chapman gardens located on the grounds of East Carleton Manor, the Chapman estate. Learn more about all of their memorable adventures during their Lotus "Kool-Aid Tour" in an article starting on page 4.

Nov/Dec Meet-ups

Shop Visit and Lunch

Saturday, November 11, 2023, 11:30 AM
Kampeña Motors
19676 Eighth St. East, Suite #102
Sonoma

The shop (https://www.kampena.com/) is owned by Rich Kamp, who has a long history repairing, restoring, and rebuilding Lotus cars, especially early Elans, Europas, and Sevens. He is also an authorized Caterham dealer, offering test drives in CSRs and Superlights. After the visit, it's about 1.5 miles from the shop to the square in Sonoma, where we'll have a no-host lunch. Details on location will be coming later, depending on the size of the group. ***NOTE: Please RSVP to Jim (JIM.FLAKUS@GMAIL.COM) and/or Jon (JON@JONHENRY.ME)*** *as soon as possible so that they can get a head count for lunch.*

Holiday Party

When: December 9, 2023
5 PM cocktails, 6 PM dinner

Where: Embassy Suites by Hilton - Milpitas
901 E Calaveras Blvd
Milpitas

Details: See club website for reservation link

Message From the Prez: Wrapping up 2023

by Jonathan Schreiber

I write this after parking the Exige from my last GGLC track day of the year at Laguna Seca (there is, however, a final track day of the year scheduled at Buttonwillow on December 30 that is organized by our affiliated SoCal folks).

As we approach the end of the year, it's time to reflect on the incredible journey we have had in 2023. For our club, this year has been nothing short of amazing, filled with thrilling autocrosses, heart-pounding track days, open houses, club trips (to Hethel!) and picturesque drives. It has been a year of shared passion and unforgettable experiences that have brought us closer together as a community.

As this year comes to a close, I want to invite each and every one of you to help us make the next year even better. Your input, enthusiasm, and dedication are what drive our club forward. Whether you are interested in organizing a scenic drive, suggesting new and exciting events, or simply sharing your ideas, we welcome your contributions. Together, we can make 2024 an even more remarkable year for the Golden Gate Lotus Club.

Looking ahead, we have some exciting prospects on the horizon. An especially important one is the 2024 West Coast Lotus Meet that is already in the planning stages. The 2024 WCLM promises to be an event to remember. If you want to lend a hand, or voice an opinion, please do so by contacting me or another member of the management team.

Before we turn our full attention to the new year, we have one more special event to look forward to in the Bay Area. Our club holiday party is scheduled for Saturday, December 9. It will be a chance to come together for awards, gifts, reflections on the past year, and to enjoy the camaraderie that makes our club so unique. Please mark your calendars and check the website for more details about this festive gathering.

As we wrap up this remarkable year, I want to express my gratitude to each one of you for your continued support and dedication to the Golden Gate Lotus Club. Together, we have made 2023 a year to remember. Let's carry this momentum into the next year and continue to make our club a vibrant and welcoming community for all Lotus enthusiasts.

Wishing you a wonderful winter wrenching season and looking forward to an incredible 2024!

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Blackhawk British Car Show Features Classic & New Vehicles

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On October 15, 2023, the 33rd annual All British Motor Show was held at the Blackhawk Museum in Danville, CA.

The event was hosted by the museum and celebrated British automotive heritage. The show was held in honor of the late Nick Becker, who conceived and promoted the show for many decades.

The event was held in the museum's parking lot and featured classic cars and motorcycles that paid homage to British craftsmanship. The featured marques of the show were Austin Healey Sprite and Triumph Motorcycle. Admission to the event was free, and it was open to all enthusiasts of British automobiles.

The event started at 9:00 AM and lasted till 2:00 PM. The weather was perfect for an outdoor event, with clear skies and a pleasant temperature.

Visitors were treated to a wide range of classic cars and motorcycles, including some rare models that are not often seen on the road.

The Austin Healey Sprite and Triumph Motorcycle were the stars of the show, with many enthusiasts admiring their design and craftsmanship. Visitors had the opportunity to interact with other enthusiasts and share their passion for British automobiles.

Overall, the All British Motor Show was a great success, with many visitors enjoying a day of classic cars and motorcycles that paid homage to British craftsmanship.

The event was a fitting tribute to Nick Becker's legacy, who played a significant role in promoting British automotive heritage in California and the Bay Area.

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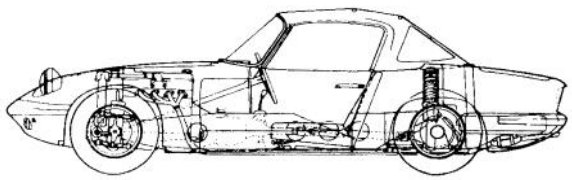


The GGLC Tours England aka The Lotus Kool-Aid Tour

by Kiyoshi Hamai

The GGLC hosted an 8-day tour in England that could be referred to as the "Lotus Kool-Aid and Goodwood Revival Tour". In total, 19 GGLCers spent 8 days being indoctrinated in Lotus history, Lotus today, and the Lotus 75th Celebration at the Goodwood Revival. The tour participants came from all the GGLC groups, namely: Don, Karen, Joe and Joey from the San Diego Lotus Club; Richard and Sandy from Lotus Club of SoCal; Greg, David, John, Julie, Dan, Adrian and Laurel, Scott, Michael, Kiyoshi and Laura from the GGLC Bay Area; Joel and Nancy from the GGLC Sacramento.

What follows is a diary describing some of the highlights of this epic tour.

September 3 – Assemble at London Heathrow (LHR) hotel

Our group came together at the Holiday Inn Express at LHR, and we were joined by Richard Parramint. Unfortunately, we learned that Adrian and Laurel would be unable to join the group until late in the week.

Some of you may recognize Richard's name as he also led the GGLC's 2016 UK tours. Having grown up in Norfolk County—and worked for Lotus—he not only knows the area, but is also a friend of the Chapman family as well as being well versed in Lotus history.

September 4 – Lotus Immersion Begins

Lotus Kool-Aid Day One began with hotel check out and loading our bags into a private coach (we quickly learned it was not a "Bus"!) that Richard had booked.

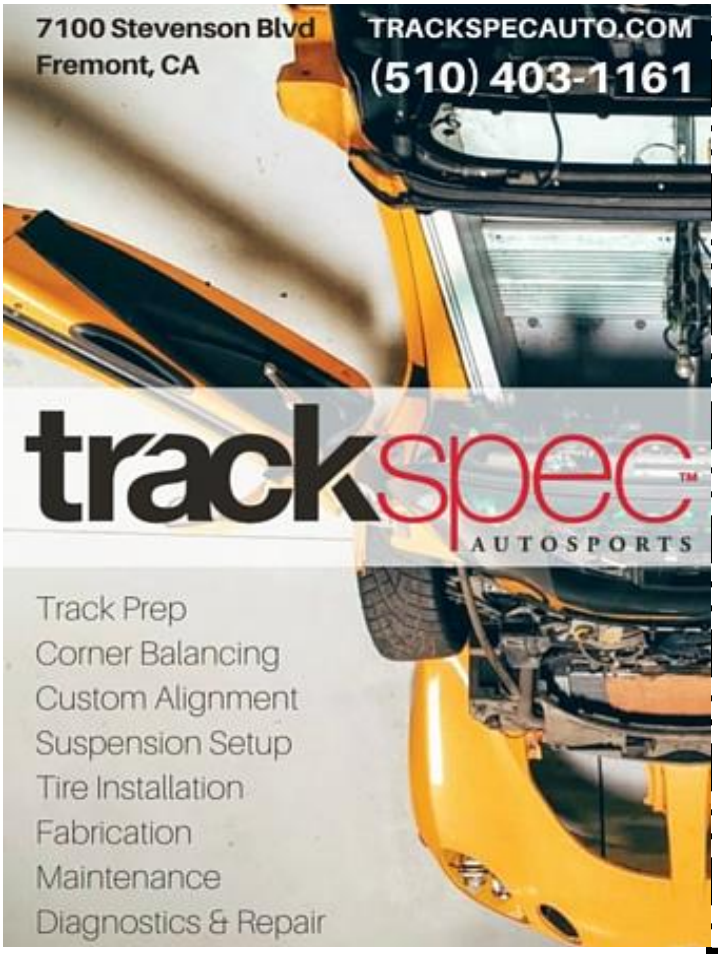
The first stop on our adventure was a northern suburb of London where Chapman set up shop (1952-1959) in Hornsey next door to the pub operated by his father. Today the Pub is a restaurant, and the old factory houses a Jewson DIY store (think Home Depot).

We were able to tour the old building, see where cars like the Mark VIII and Elevens were built, see the old showroom, and go upstairs to an area where Chapman's drawing desk still sits!

Next, we drove north to Wheathampstead to visit Malcolm Rickett and his collection of historic Lotus cars where we enjoyed his stories of racing with Chapman.

The third stop was Cheshunt and the site of the Lotus factory from 1959 to 1966.

Lotus occupied 2 buildings; both still stand, but the area is actively being redeveloped, so it's likely the buildings will be razed in the next year or two. The front of the main building housed the Lotus offices. The remainder of the building was the factory where on the main floor Elites and S1/S2 Elans were built and the second floor was the production line for Lotus Cortinas. We walked up



Calendar

Date	Activity	Location
Nov 11	Shop Visit / Lunch	Sonoma
Nov 16	Sacto Dinner	TBA
Dec 2	Toy Rallye	Virtual
Dec 9	**GGLC Annual Celebration and Awards Dinner**	**Milpitas**
Dec 30	Track Day LCOSC/GGLC	Buttonwillow

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

the ramp to the second floor where the finish cars were driven down to ground level.

The adjacent and smaller building were home to Team Lotus, and, significantly, they were where both the F1 Champion Lotus 25 and 33 emerged as well as the Indy winning Lotus 38. Also sharing the building was Lotus Components (building customer race cars) and the production line for S2 Sevens in the loft.

The day was getting long, so we rushed off to our dinner stop at the Bird in Hand Pub in Hethel. The Bird in Hand is popular with Lotus folks, as it is the nearest restaurant to the factory, and it is adorned with Lotus memorabilia. After a well-needed meal, we headed off to our hotel, Caister Hall, outside of Norwich.

September 5 – Full Lotus Immersion

Lotus Kool-Aid Day Two and the first stop was our Lotus factory tour.

Driving up Potash Lane, it was easy to spot all the changes that had taken place in the past 6-7 years. A steel-frame building skeleton was finished, Classic Team Lotus (CTL) was in a new building (gone were the old draughty lock-ups that previously housed CTL), and there was a new larger security building at the front gate of Lotus.

We were greeted in the new visitor center by Nick, who gave us a brief introduction and then led us over to the Chapman Production Center and the Emira production line.

While walking past a lot filled with finished Emiras, we were stopped in our tracks by a piercing turbine-like whistle as a white and green streak flashed by. It sent chills down our backs and our necks snapped to catch sight of the Evija-X rocketing by on the Lotus test track. WOW!!

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

Two things impressed me about the Emira production: 1) The attention to quality and detail far exceeds any past level for Lotus; and 2) The Emira is still largely assembled by hand. The hand-built, low-production aspects are reinforced by the production target of 19 minutes, meaning a finished Emira emerges from the production line every 19 minutes. Compare this to, say, a Toyota Corolla where a new car comes off the line every 25-30 seconds!

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And, to answer the BIG question everyone has: production of North American Emiras had not started as of our visit. Lotus is still waiting for some final certifications.

Walking back to the visitor center there was a different sound coming from the test track. The turbine-like whistle was replaced by a familiar sound of an ICE-powered vehicle, in this case the Emira GT4.

All too soon, our time at the factory was over and it was off to lunch. This was followed by a surprise visit to the Chapman estate, East Carleton Manor. We were allowed to walk around Hazel Chapman's expansive gardens, the sunken Italian garden and adjacent pool house.

The final stop before dinner was a visit to the Chapman graves, where now both Colin and Hazel lay in rest alongside their daughter, Sarah.

Dinner was again at the Bird in Hand. We ended the day with an evening tour of CTL led by Richard. While many of the cars belonging to CTL were being transported to Goodwood in advance of the Revival and associated Lotus 75th anniversary event, what was still in house was significant, including Jim Clark's Lotus 25, Emerson Fittipaldi's championship Lotus 72, Ayrton Senna's Lotus 99T, and so many more.

The entire day was a FLOOD of Lotus Kool-Aid!

September 6 – Getting To Know Norwich

We took (and needed) a small breather from two days of drinking Lotus Kool-Aid.

First up on Day Three was a walking tour of Norwich. Our morning guide met us at our coach near the center of Norwich. Over the next 2+ hours we visited The Forum; St Peter Mancroft Church (one of 31 churches in central Norwich); Norwich market; The Royal Arcade; Chadds Menswear (where Hazel Chapman would shop for Colin's hats); River Wensum; The Maids Head Inn (opened in the 13th century); and the Norwich Cathedral.

Returning to the coach, we headed north to visit Blickling Manor and grab lunch. Next up was Sheringham. There we boarded a steam train with the North Norfolk Railway for a scenic and entertaining ride to Holt where our coach met us. After exploring Holt, it was off to dinner in Wroxham where we were joined by Julie, Richard's better half.

September 7 – More Lotus Immersion, The People

We had an open morning, so we elected to return to central Norwich for a few hours of shopping and exploring.

Reboarding the coach, it was off to Ketteringham Hall (near Hethel). Ketteringham Hall was purchased by the Chapmans and was the home of Team Lotus.

Chapman had his expansive office on the ground floor with the design team and engineers a few steps away. Cars such as the Lotus 49, 72, 77, 78, 79, 88 were all created and built at Ketteringham

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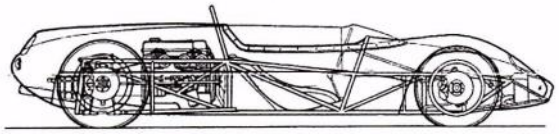

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Hall. Today, the building is occupied by a number of businesses.

We gathered for a quick bite and were joined by none other than "Mr. Lotus," Mike Kimberley. Mr. Kimberley began his first stint at Lotus as an Engineer where he worked on the Twin Cam Europa. Over the course of the next 20+ years, he rose to become the Managing Director (CEO). He left Lotus in 1991 and went to work for GM, heading GM's group in Southeast Asia. Later he headed Lamborghini before returning to Lotus in 2005. He led the company until his retirement in 2009. Nearly every Lotus designed and produced from 1970 through the Evora was created under his watch! It was a special opportunity to meet and visit with him!

After lunch we headed back to Potash Lane, but not to visit Lotus. Instead, we went to the 389th Memorial Exhibition, which is a small museum and display set-up to memorialize the service men and women that made up the U.S. 389th Bombardment Group of World War II. The Lotus factory is built on the runways and hangers of the 389th. Learning about the heroes that flew B24s on missions over Germany and Europe was both sobering and enlightening.

Our day was topped off with our Lotus Tour Dinner at the hotel. We were told we would be joined by a few special guests. The evening started with a brief reception. When we walked into the room, we quickly realized that we were in the presence of Bob Dance, Alister McQueen, Patrick Peal, and Tony Shute. These men made Lotus history.

As a part of Team Lotus, Bob Dance was the Chief Mechanic for Jim Clark and Mario Andretti. Alister McQueen was the first Chief Development Engineer for Lotus Cars. Alister's deft hand defined what a Lotus was and how it handled, which are key to the Lotus driver experience. Patrick Peal MBE also joined Lotus as an engineer, but later headed Press Relations and became Hazel Chapman's "Favorite Son-In-Law". And Tony Shute was the Chief Project Manager for the Type 111 (Elise). The next few hours, we broke bread and heard amazing stories, but only managed to scratch the surface of their incredible knowledge and experience. What an evening!

September 8 – Travel to Goodwood

Friday was our travel day to get from Norwich to our Goodwood hotel. A 4–5-hour drive with a break at the Brooklands Museum. The Brooklands Museum is a celebration of the history of Brooklands as the home of British motorsports and aeronautics. Seeing the 30° banked track in person makes one wonder how drivers with minimal safety gear, skinny and tall wheels and tires survived speeds of 150 mph or higher. The display of planes and aeronautic history was fascinating and impressive!

Adrian and Laurel joined us at our Goodwood hotel and so our group was finally complete.

September 9/10 – Goodwood Revival & Conclusion

Our final two days together as a group were at the Goodwood Revival.

GGLC members are likely familiar with the Monterey Historics (now known as the Reunion). Each August, hundreds of historic racers and thousands of fans converge on Laguna Seca and Monterey for what is considered the premier historic racing event in North America.

Experiencing the Goodwood Revival, one will quickly understand that the Monterey Reunion pales in comparison. On every level, the Goodwood Revival is *more*. More quality cars, more fans, more vendors, more period atmosphere, more food, more merchandise—just more.

Nearly all our group dressed in period-correct clothing, which is part of the fun and vibe.

Both days featured on-track celebrations for the 75th anniversary of Lotus. The parade of Lotus cars included a recreated Mk I, Mk II, Mk III, Mk IV, Eleven, Elite, 12, 16, 18 and on, all the way up to a Lotus 88.

Our final official dinner was on Saturday, September 9 at The Crown Inn in Cootham, a family run, 500-year-old inn situated in the heart of the Sussex countryside This pub is a stark contrast to historic buildings in CA where we are in awe of structures erected in the 18th century.

Sunday, we boarded our coach one last time in Goodwood, and

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ultimately landed at the same hotel at LHR we used earlier. It was a bit sad to know that our group would be disbanding, some returning to CA the next day and others, like Laura and me, continued our travels, some headed to Scotland, some to London and Paris, others to Italy and Greece.

Conclusion
After the trip, Michael, Scott's dad, shared:

My son, Scott, invited me to come along on this "Lotus Tour" in England. I wasn't too familiar with the brand and didn't know what this "Goodwood" thing was about. Considering that I'm 80+ years old, and it will be a grueling 14-hour flight from Seoul, Korea to London, UK, I initially declined. However, I decided to attend after my wife's insistence.

Once I landed in London, I got to meet and spend time with wonderful fellow GGLC members, and I got to learn about the legendary feats by Colin Chapman, Jim Clark, and the others. I had a great time tracing their footsteps throughout the tour - the past, the present, and the future.

Best wishes to the GGLC members in the U.S., and I send many thanks and warm regards to the best guide I've ever had - my friend Richard Parramint.

I think it could not have been said any better!

And David shared:
When the London trip was announced, I was immediately onboard. The best part of the trip was meeting everyone and how nice everyone was in the group. Made me feel welcomed and as if we had already been friends. As for the trip, Richard was amazing. You can't put a price on the memorable stories he told and the places we visited! Will always feel fortunate to have been included on the tour.

Was it fun? Were we full of Lotus Kool-Aid? Were new indelible friendships formed? Were a few items checked off bucket lists? Are there memories that will last a lifetime? Yes, yes, yes, and HELL YES!!

Several photos from the Lotus Kool-Aid Tour are included here, but for more extensive photo coverage, be sure to visit the GGLC's Photo Album of the tour - https://photos.app.goo.gl/Vpp6WnwBmQawW4Kn8

Should you be thinking about a trip to the UK? Just block out 4 or so days and immerse yourself in everything Lotus!

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Secret Studio and The Miata Story

by Kiyoshi Hamai

It all started with a simple email; some journalist needs an early Elan for a photo-video shoot. A few emails later, a date was set to tow my Elan to a North Bay location for a video shoot with host Jason Cammisa. (If you are not familiar with the name, Jason is a long-time, well-respected automotive journalist who is now part of Hagerty media. His career can be traced back to *Motor Trend*, *Automobile,* and *Road and Track* magazines.)

Tucked away in a cinder block small "strip mall" building with a variety of businesses was Jason's Hagerty studio. Outside was Jason's recently purchased Canadian Rover and a Ford Raptor. Otherwise you would never guess that inside was where the Hagerty team filmed and recorded the "Carmudgeon" podcast, or the "Revelations" YouTube videos, as well as lots of other automobile-related content.
Jason was joined by the Director of Photography, Anthony Esposito, and Producer Liv Graves.

Note that I had towed my Elan to Marin. As of late, the Elan would idle but didn't like starting, and it bogged above 3K RPM. I suspected bad, or old gas, but I had not had the time to deal with it, so towing was the best option.

After arriving, I offloaded the car and drove it up over a short curb into the cramped studio. A lovely red Miata was already in position, and we pushed the Elan next to it. Next Liv and Anthony prepared the studio for the shoot, blacking

out the windows, getting a smoke machine in place, moving various lights and fans. As a final step, Jason reviewed the individual shot with Anthony.

I could see that Jason and Anthony had broken down the script and put each shot onto an index card. This allowed them to sequence the shots to prioritize which cars, car placement and props were needed. Essentially, they had a story board, and the shoot was done in an order that was most efficient.

I had my camera with me, and I took advantage of the studio setting and lighting to grab a few shots between the video action.

The episode being shot was the backstory of the Miata. It has been reported that both an Elan and a MGB were in Mazda's SoCal design studio during the design and development of the Miata. To that end, Jason and Anthony had weaved an Elan into the script.

As the session neared the end, we broke for a late lunch, which gave us a chance to have a great conversation about cars and recent experiences. Jason shared his recent adventure driving the newly acquired Rover from Canada and his new-found love for the Ford F150 Raptor. We talked about car clubs and various marques and EVs and sport cars.

All too soon, I had to load up and head home before the start of late-afternoon commute traffic.

It turned out to be a very memorable and fun day, my Elan got a cameo in a Jason Cammisa video, and I got a few studio photos to share.

Be sure to check out the video on YouTube: https://youtu.be/pdKLZtS2QVY?si=15Y0CvuM3wfwwr44

Time to Order Your 2024 GGLC Calendar

by Kiyoshi Hamai

The 2024 GGLC Calendar is headed to the printer. That means it is time to get your pre-order into the system.

Featured in the 2024 GGLC calendar are dramatic car photos submitted by our members, as well as photos taken at various GGLC 2023 events. You will find action, beauty, and lots of memories to relive.

We are expecting to fulfill orders before the holidays. Calendars will be shipped via Priority Mail to assure prompt service.

How to Order

Point your browser to: https://gglotus.org/ggshop/gg2024calendar.htm and indicate the number of copies you want. Each calendar is $23 and includes Priority Mail shipping for addresses in the U.S. International orders are only $35 per copy including postage.

Classifieds

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

For Sale: A 1960's Lotus private collection—
1961 S2 Super 7; 1966 Lotus Cortina race/street legal; 1966 Elan race car; 1966 Elan (Dave Bean's last car!); and a 1964 Merlyn Mk6A sports-racer w/ Lotus engine. Cars located in central CA. Available as a collection or individually. Many spare parts available. Contact Greg for more details and photos: speedyede@me.com ; (818)468-4968

For Sale: Nankang AR-1 tires. Two stock-size fronts for Lotus Elise (195/50R16), new (heat cycled by Phil's Tire Service). $400 for the pair or best offer. located in Riverside, CA.
Contact tgarland—at—ucr.edu: cell (951) 202-0743.

For Sale: Three Europas:
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2) **1969 S2**. Needs work but low miles. Good for project or as parts car. Asking $2.5K, OBO.
3) **1973** 5-speed Special. Big valve twin cam, headers. Black and Gold original colors. $15K.
All cars are located in SoCal. Photos available on request.
Contact: Gary (949) 769-9799

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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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