

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org March/April 2024



Photo Credit: Mike Summers

Visiting former Lotus engineer, Nick Adams (left) shares a moment with Casey Lynn from the GGLC Sacramento Chapter prior to the club's monthly meeting. Learn more about Nick and the visit on page 10.



An aerial drone's view of the fabulous Konocti Harbor Resort and Spa on the shores of Clear Lake near Kelseyville, CA. The resort will be the headquarters hotel for the exciting 2024 West Coast Lotus Meet October 17-20. Learn more about the event and how to book your accommodations at the resort in Kiyoshi Hamai's article on page 6.

March/April Meet-ups

Casual March Drive

Saturday, March 16, 2024

9:00 AM (gather)—9:30 AM (depart)

Organized by Cristian Moreno

Meet at Peet's Coffee

**4100 Redwood Road, Oakland
(Lincoln Square Shopping Center)**

This drive includes a tour of some of the twisty backroads of the East Bay with a possible stop in the Tilden Park area. The drive will end at the Lafayette Whole Foods Market

Spencer's Motorsports

Grand Opening

(featuring a casual drive, lunch, raffle prizes and more)

Saturday, April 13, 2024, 1 - 5 PM

Lunch served around 1:30 PM

2135 S. Vasco Road, Livermore

Please RSVP to:

spencersmotorsports@gmail.com

**Look for event updates on the
GGLC website and Social Media**

Message From the Prez: Planning a Busy 2024

by Jonathan Schreiber

As we emerge from a wet winter and into spring, I am delighted to share with you the latest updates and developments from our beloved club. Despite the rainy days, our enthusiasm for all things Lotus has kept us busy planning a plethora of exciting events for the coming year.

Throughout the winter months, our dedicated team has been hard at work, meticulously putting details together for an array of GGLC events that promise to make 2024 a year to remember. Including the 2024 West Coast Lotus Meet, multiple club drives, vendor days, and of course our track days and AutoXs. There is no doubt that there is something for everyone in our diverse lineup of activities.

However, as we gear up for the season ahead, we are still on the lookout for a few more volunteers to step up and lead drives or other get togethers.

Your passion and dedication are the driving forces behind our club's success, and we are eager to welcome new faces to our team of organizers. Whether you are a seasoned enthusiast or a newcomer to the Lotus community, we encourage you to get involved and help shape the future of our club. Did I mention we throw in a free

track day or AutoX for running an event? Plus you will be the envy of all your peers! Am I laying it on too thick? You get it—lead an event!

In other exciting news, our track days kicked off with a bang at Laguna Seca. It was a fantastic start to the season,

As we look ahead to the rest of the year, I am filled with anticipation for the adventures and camaraderie that await us. Whether it's exploring scenic routes, honing our skills on the track, or simply enjoying the company of fellow club members, there is no shortage of excitement on the horizon.

I want to take this opportunity to express my gratitude to each one of you for your unwavering support and dedication to the Golden Gate Lotus Club. Your passion is what makes our community truly special, and I am honored to be a part of it.

Here's to a season filled with thrilling drives, memorable meets, and unforgettable moments shared among friends. And MAYBE we will even start seeing some Emira deliveries to potential new GGLC members who are eager to join this special group of enthusiasts... Let's make 2024 our best year yet!



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The Hazel Chapman Memorial Drive

—A Special Event—

February 11, 2024

by Rob Esser and Greg Epstein

This annual club drive is a tribute to Hazel Chapman and her vital contributions to Lotus and the Lotus community at large. As part of the drive this year we also celebrated the lives of three GGLC members that we recently lost: Linda (Lulu), Justin and Brian.

As always, and even with him not able to participate in the drive, Kiyoshi Hamai's event organization for this drive was impeccable, including his choice of a sunny, dry day slap-bang between two atmospheric river weather events!

Arriving at the weekly Salinas Cars & Coffee gathering, we were met by John, who gave us an overview of the vibrant car scene in and around Salinas.

The group that made an appearance at the Cars & Coffee event on February 11 included some truly beautiful old timers, American muscle cars old and new, as well as some quirky British cars plus an awesome Thames van.

After a brief drivers' meeting that included a few words remembering our friends, 12 to 15 cars set off at 10:00 AM. The drive out of Salinas unfortunately overwhelmed the lead's navigation abilities, and we proceeded to do a loop of Salinas farmland before Google and the turn-by-turn directions agreed on where we should go.

The roads out of Salinas were very bumpy, and the recent weather events had clearly contributed to their decay. But the countryside, farm views,

and the range of hills off in the distance were just beautiful.

After about an hour of driving, we stopped at Kirby Park to take some photos with the Elkhorn Slough in the background. There we were able to have a better look at Dennis' Elan, as well as the beautiful E-Type Jaguar, BMW 2002, and Alfa Junior, and the rest of our (equally beautiful) Lotus cars.

The drive's leader was then relegated to the sweep position for the remainder of the drive by someone who could follow directions. Kiyoshi had chosen some exceptional roads for this stage of the drive, including fast sweeping and technical sections that wound in and through the scenic hillsides. All in, the

countryside views and roads we took can make you reconsider your decision to live in the suburbs. The Hecker Pass Road was one of Brian's favorite Lotus roads, and it is easy to see why.

Finally, after a brief stop by the Uvas reservoir for more photo taking, we made our way to Morgan Hill to have a bite to eat and some more car talk. It was great to hear about everyone's restorations, dream cars, tuners, and track and autocross ambitions!

It was a wonderful drive, the roads were beautiful, the weather exceptional. and the company friendly. A special thanks goes to Kiyoshi who planned the whole event. It was a fitting celebration of Hazel Chapman and the lives of our lost friends.

A few photos from the event are included on the next pages.

(continued on p. 4)

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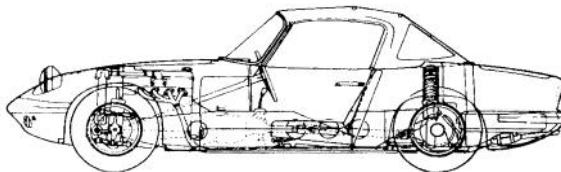
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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
March 16	East Bay Drive	Oakland
March 23	AutoX—Round #1	Crows Landing
March 31	GGLC Track Day (with Lightspeed)	Sonoma
April 13	Spencer's Motor- sports Grand Opening (Drive & Lunch)	Livermore
April 20	GGLC/PCA Car Control Clinic	Alameda
April 21	GGLC Practice AutoX	Alameda
April 28	AutoX—Round #2	Salinas

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



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



Announcing the 2024 West Coast Lotus Meet (Room booking available now.)

by the 2024 WCLM Team

The 2024 West Coast Lotus Meet (WCLM) will happen October 17-20, 2024, near Kelseyville, CA. Kelseyville is roughly a 2-hour drive north from San Francisco. This area is home to scenic Clear Lake, one of the largest lakes in California, and it is teeming with parks, redwood trees, vineyards, wineries and, of course, twisty Lotus roads.

2024 WCLM Resort

The 2024 WCLM will be headquartered on the western shore of Clear Lake at the Konocti Harbor Resort and Spa. This expansive, cozy, rustic

resort is secure, with gated access. In total, the resort spans over 100 acres that include a private marina, restaurants, mini-golf, gym, workout room, spa, concert hall, tennis and pickle-ball courts, swimming pools, kayak rentals and tons of parking. Every room has recently been renovated, and each room has a view of the lake.

Rooms are now available for reservation. We have been able to lock in the resort's 2023 room rates in addition to a 15% discount for WCLM participants. See below for links and instructions to book your room.

WCLM Events & Activities

The WCLM Team has been putting together an exciting list of events that will make the 2024 WCLM exciting, unique, and fun! Of course, there will be many of the traditional WCLM events such as an opening reception, an awards banquet, and a Lotus car show. But you can also be assured that there will be a few fun surprises and special events that will take advantage of what Clear Lake and the surrounding area offer.

Reserve Your Room Today!

You can book your room today! (Room reservations can be cancelled up to 48 hours prior to your arrival date.)

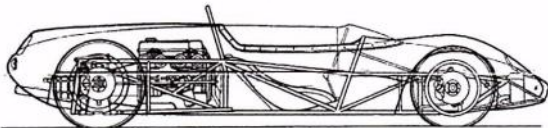
The daily room rates that have been negotiated for the 2024 WCLM are:

Standard Room - \$149;

Deluxe Room - \$199; and

Suite - \$299.

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Emira Ownership, Lotus Passion, and GGLC Membership

by Jonathan Schreiber & Kiyoshi Hamai

At the time we are writing this, Lotus Cars is still awaiting final approval of the Emira to be granted by the California Air Resources Board (CARB). Until that happens, no Emiras can be delivered to those thousands of customers who ordered cars and placed deposits with dealers across the U.S.

Some dealers have gone so far as to have the Emiras they ordered delivered to them, so that they can store them in anticipation of Lotus receiving CARB approval. Once they have that, they can immediately contact their customers and deliver the cars. Truly, it has been

a long, 2-3 year wait for many, but it now appears that the Emira dam is just days away from bursting! (Or maybe it has even broken by the time you are reading this.)

The GGLC group of clubs want to welcome our new Emira friends to the Lotus family, and we want to share our passion for these special cars. In addition, we are looking forward to see-

ing new Emiras joining the craziness! Let's welcome the new Emira owners and show them why Lotus owners are unmatched.

So, what can we do as Lotus enthusiasts and club members?

Meet, Greet, Invite...

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greet the new owner, congratulate him/her, engage them about their new car, find out what makes the Emira special to them and introduce yourself, and then encourage them to engage with our local Lotus community and events. Obviously, we would love to see them at future GGLC events.

GGLC Membership Offer

The GGLC is resurrecting a membership promotion that we had when the Elise first came to our shores. The GGLC will offer new Emira owners a complimentary one-year GGLC membership. We are working with the California Lotus Dealers to share this news with their Emira customers when the new cars are delivered.

If you meet a new Emira owner, do invite them to join the GGLC, and mention they qualify for a complimentary year-long membership.



<https://gglotus.org/EmiraPromo>



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GGLC Sacramento Chapter Hosts Former Lotus Engineer Nick Adams at February 17 Monthly Lunch Meeting

by Casey Lynn

Mike Summers originally brought up the idea of asking Nick Adams to say a few words at the Sacramento GGLC chapter's February 17 monthly meeting. Nick was happy to do so, and I was able to arrange a place and time for this special meeting.

It was kind of serendipity that Nick was spending some time in the Sacramento area while visiting Mike. He was helping Mike restore a 1967 Elan. Mike and Nick go back a while as Mike often helps Nick when questions arise regarding the authenticity of Lotus 23s in North America. (Mike has raced a very well-known Lotus 23B in the CSRG group for years so he is quite familiar with them.)

At one point in the past, Mike had me join him to authenticate a 23 located in the Bay Area on behalf of a prospective buyer in the UK. The process was very interesting, and it quickly became clear that Mike is a very thorough fellow!

As for Nick, he has been a key member of Lotus community for over 30 years (some details of his bona fides with respect to Lotus are given below). Of particular note, in addition to being a talented engineer, Nick was also one of the few engineers at Lotus who could also drive F1 cars.

When it comes to Lotus street cars and his engineering prowess, however, Nick's accomplishments included being

responsible for choosing the Rover engine for the S1 Lotus Elise (1995) as well as the selection of the Toyota 2ZZ (2005) for the S2 Elise. In his presentation at the lunch meeting, Nick mentioned that Yamaha also made an interesting engine. But Toyota was the better choice for the Elise, Exige, and Evora while utilizing Yamaha for the engineering development of cylinder heads.

As an aside regarding Nick's experience as an F1 test driver: the story goes that one day in 1961, the official Lotus F1 test driver was hurt, and Lotus asked Nick to test the Lotus 21. He did such a fine job he was asked to test several other F1 cars including the Type 24, which Nick mentioned was like driving "perfection." Indeed, the 24 was Nick's favorite F1 car. He also drove the Type 30 and even Chris Locke's Type 77. He mentioned one rule that had to be followed with the 77—do not allow the engine to idle more than 10 seconds at 2000 rpm!

When it comes to classic Lotus cars, it is noteworthy that Nick currently maintains Clive Chapman's personal Lotus Elan. The Chapman family and Nick have been friends for many years.

Here is more about Nick Adams and his career (text provided by Nick):

After completing a 7-year Engineering Apprenticeship at Rolls Royce Aero Engines (and

proudly waving his shiny new Mechanical Engineering Degree certificate in the air), Nick started working at Lotus in 1986. Initially hired by Tony Rudd as a member of the Powertrain division, Nick worked on the development of engines for client companies such as General Motors (Corvette ZR1), Chrysler (Shelby Turbo), Triumph Motorcycles (T595). In 2000, he transferred to the Lotus Cars division as a central part of the team that designed and developed the S2 Elise for the European market. He then led the development and testing of the 111R variant and subsequently the Federal version of the Exige. Along the way, a semi-official "evening club" project developed into the 2-Eleven track day car and Nick moved into the Chief Engineer role at Lotus Sport in order to take that car into production as well as lead the GT3 Exige program.

He finally returned to the main Lotus Cars team to lead the development of the V6-powered Exige and also played a central role in the higher performance variants of the Evora.

After only 30 years, and having survived 12 redundancy programs and more CEO's than he can count at Lotus, Nick finally left Lotus in 2015 and created his own company (Historic Racing Services), which is basically him playing with other people's cars in his workshop for money.

In his spare time, Nick has restored several older Lotus cars for himself, including an S3 Elan in which he won two class championships and then the overall Historic Road Sports championship in 2002. He currently races (very occasionally) a 1963 Lotus 23B and is trying to find time to start the restoration of a 1969 Lotus 59 Formula 3 car. He has also done countless miles on the Hethel test track driving everything from street cars to historic F1 machines.


A white Lotus sports car with gold wheels and a large black rear wing. The car is parked on a dark surface. The text 'SECTOR 111' is visible on the side of the car.

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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:
1) 1970 SCCA E-Production race car. 1990 Central FL SCCA Region EP champ, with Log Book and trailer. Fitted with fuel cell and fire system. Includes two R16 engines, two 5-speed R17 Gordini transmissions, one Lotus 4-speed trans

plus one parts trans. Many other spares. Asking \$6K, OBO.

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

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 61112, Palo Alto, CA 94306-9991. The GGLC is a non-profit incorporated car club, and it is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA.

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 2024, the GGLC Officers are: President—Jonathan Schreiber; Vice President—Rob Esser; Treasurer—Laura Hamai; Event Coordinators—John Zender & Scott Hogben; Autocross Coordinator—Colm Gavin; Membership Chairman—David Ellis; Secretary (Acting)—Scott Hogben; Advertising Manager—Mel Boss; Marketing & Comms—Kiyoshi Hamai; Website Manager—Greg Epstein. Chapman Report Staff: Editor—Joel Lipkin; Copy Editor—Noni Richen; Circulation Management Team—Tom & Cherie Carney.

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