

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Nov/Dec 2018



Photo Credit: David Anderson

Scott Hogben (on the stairs) discusses track procedures with the starter at the GGLC Thunderhill West track day. See David's story on page 2.



Photo Credit: Mel Boss

Spotted at the Blackhawk All British Motor Show October 21, 2018, Mike Ostrov enjoys relaxing on his Elite while chatting with event participants.

Nov/Dec Meetings

VOTE VOTE VOTE VOTE
SATURDAY, November 17, 2018 — 10:30 AM

Host: Mike Ostrov

This will be an impromptu shop day at Mike's place. Come to check out the latest projects, share in some good talk, light nibbles (no BBQ this time), and exercise your opportunity to VOTE for the 2019 GGLC officers.

SATURDAY, December 8, 2018 — 6:00/7:00 PM

Gala Holiday Party (Cocktails at 6:00 / Dinner at 7:00)
Four Points by Sheraton,
San Francisco Bay Bridge
1603 Powell St.
Emeryville

See more details on page 10. Note that space is limited, so do not delay signing up on the club's website:
<http://www.gglotus.org/ggshop/ggdinner.htm>

Directions from I-580/ I-80 Macarthur Maze in Emeryville
Exit onto Powell St and go East
Hotel is on your Right

(Plenty of parking is available in the hotel lot.)

Thunderhill West Track Day September 27, 2018

by David Anderson

This was a lightly attended track day with around thirty entrants. While the club truck was left at home for this event, the track day team (John, Scott, Rita, Carlos and more) brought snacks and water for all.

The entrant handouts provided at registration were well done, and they included a group-sticker for the entrant's windshield, a track map, a schedule for the day, and the on-track rules for the day for the two track-day groups.

John and Scott set the day up with 30-minute sessions. The Open Passing group ran on the hour, while the Restricted Passing group ran on the half-hour. First runs at 9 AM, lunch break at noon, and the last run group was at 4:30 PM.

Things were so busy at the East course Thunderhill Grill (there was a big NSX group running on the East course) that our West track course workers had no way to get lunch. Rita, et. al. came to their rescue with snacks, soft drinks, and water.

The day started at about 70°F and by mid afternoon was in the high 90s. So keeping hydrated was a serious goal for everyone. I found it necessary to sip water continuously from 10 AM on (when not on track in Dietsch Elise #214, of course), and that was barely enough!

The West track really is quite challenging to learn, but once you get over that hurdle—and you remember where the off-



Next year we will surely be using the West track again. Be there! It's fun.

camber parts of corners are—it really is a fine course. I got some good advice on where-to-be at a few crucial places, and that helped with lap times.



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Announcement From Lotus Cars October 1, 2018

Highlights:

- Major developments planned for Lotus' Hethel HQ
- Customer Experience Centre, Heritage Centre and Museum all proposed
- Renovation of original buildings including Chapman's office
- A destination to experience the brand's history and heritage
- Home to Lotus for over 50 years, development ensures Hethel remains the heart of Lotus

Press Release

As the company prepares for the culmination of its 70th anniversary celebrations, Lotus has unveiled the latest stage in its investment plan, which will see the 100 acre site undergo extensive development and renovation work.

With a new Customer Experience Centre, Heritage Centre and Museum designed by architects Feilden+Mawson and submitted for planning, the British marque has outlined a bold vision for its future at the famous Hethel facility, its home for over 50 years.

The plans were unveiled just ahead of the company's 70th celebrations in Norfolk, marking the anniversary of the founding of Lotus by engineering genius Colin Chapman.

Combining the creation of brand new facilities and the



Customer Experience Centre

renovation of some of Hethel's historic sections, the scope of the work perfectly reflects the company's ambitions going forward. The planning application also includes a spacious, modern new restaurant catering for all staff and visitors to the Lotus site.

Speaking at the unveiling of the plans, Group Lotus' chief executive officer, Mr. Feng Qingfeng said: "The progress of these developments at Hethel demonstrates our commitment to Lotus and its bright future. Hethel is rightly the centre of the brand and what better place for customers, aspiring owners and staff to experience our values? Hethel is, and will always be, the heart of Lotus

and our plans are the next step in readying the site for the next 50 years."

The future of Hethel

Dynamic and modern in their design, the plans for Hethel are the next chapter in the story of the famous site. In 1966 Lotus' founder Colin Chapman re-imagined the old

(continued on p.4)

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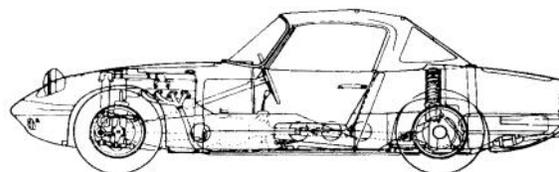
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(cont'd from p. 3)

WW2 airbase as the company's headquarters and manufacturing facility that have evolved into the Lotus of today, encompassing all aspects of the modern sports car company.

The new purpose-built Customer Experience Centre will be located alongside the pit lane of the famous test track to create a focal point at Hethel and afford fantastic views across the entire site. Showcasing the Lotus brand and its range of vehicles, it will provide a destination for customers as they develop the specification for, and later return to take delivery of, their vehicles. With a two-storey display area, the building will include private vehicle specification salons and delivery areas, as well as preparation and service facilities.



Customer Experience Centre



Heritage Centre & Museum

An impressive Heritage Centre and Museum will also be created, incorporating the site's original main office and executive suites. This extensive renovation and conversion work will provide a modern space, fit to display a wide range of Lotus vehicles and exhibits. Bringing the original executive suite, including Colin Chapman's office, to life, the Heritage Centre and Museum will allow visitors and staff to experience the history and heritage at the heart of Lotus.

Alongside the Heritage Centre and Museum, a modern new restaurant facility will extend forward



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Nov. 10	Breakfast/LCoSC	LA
Nov. 13	Track Day	Laguna Seca
Nov. 17	Members' Social / Meeting / Shop Day / GGLC 2019 Officer Election	El Sobrante
Dec. 1	Toy Rallye	Mountain View
Dec. 8	Annual Holiday Dinner	Emeryville
Dec. 15	GGLC/LCoSC Track Day	Rosemond (Streets of Willow)
Jan. 19	Members' Social / 2019 kick-off	Burlingame

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



Clubhouse



Scan to get current GGLC calendar on your mobile device.

from the existing buildings to create an impressive, and uniform façade. With views over the garden areas of the site, it will provide hospitality facilities for a wide range of activities.

The site's existing clubhouse (the control tower of the former airbase) will be extensively

renovated as part of the plans. Located near the test track, it will incorporate a new roof terrace and modern facilities for track-based activities and customer or staff events.

As well as the new buildings, the development of Hethel will see extensive enhancements and the landscaping of the site, including improvements to access, parking areas for staff and security.

When did the GGLC Start Autocrossing?

by Kiyoshi Hamai

I was recently asked this question, and it got me thinking about how the GGLC and Bay Area Autocrossing in general have been intertwined for decades.

The GGLC's autocross history goes way back to our beginnings, and Bay Area Autocrossing got its start in the 50s and 60s. Indeed, it was clear early on that sports cars and car enthusiasts found a welcoming home in Northern California with its conducive weather and remote, twisty roads. The area was ripe for road racing, rallies and what was at the time called Gymkanas (borrowing the term from equestrian competitions). Gymkanas ultimately morphed in what we now know as Autocross.

When the GGLC formed in 1973, a number of our members were already taking their Lotus cars to local events and dominating in autocross competitions. So much so that in the GGLC's 2nd EVER newsletter, you can find an article describing how GGLC members were winning and effectively ruling their classes in these competitions.

The GGLC built up a core of avid autocrossers during the 70s, 80s and into the early 90s. Notable among them were: Gary Seaborn, Mike McHugh, Wally & Fran Sinclair, Stawsh Murawski, John & Pat Kelly, Rich Kamp, Dick Rasmussen, Scott McFall, Brian Seeley,

Ralph Hallett, Steve Hoover and others. Many of these folks went on to become National Champions in the SCCA's annual autocross competition (known as Solo II at the time).

The GGLC joined the Northern California Sports Car Council (NCSCC) around 1975, and our members were very active in the NCSCC autocross series. In the late 70s, we started doing a practice event for our members, and then in the early 80s we started presenting at least 1 autocross event a year as part of the NCSCC Series.

Most the events were held at the Alameda County Fairgrounds in Pleasanton with an occasional event at Golden Gate Fields in Albany. I recall our events were highly regarded by the NCSCC community. They were well run, we had some creative courses and we had non-traditional participation plaques (one year we gave away Frisbees!).

In the 90s our autocross participation waned because the classic Elans, Sevens and Europas that were once competitive were aging, and, at the same time, participation from newer current Esprit owners was low. Then the NCSCC slowly dwindled as clubs disbanded and autocross event



sites became scarce.

A last comment about NCSCC (and some trivia). Around 1980, GGLC member Wally Sinclair was NCSCC Chairman for at least 2-3 years. At its peak, there were at least 12 autocrosses a year in the series, and over 40 different car clubs were involved. I followed in Wally's footsteps as I chaired the Council for 2 or 3 years in the mid-80s.

Jumping forward to 2004, the introduction of the Elise to the U.S. was a game changer in our little community. Suddenly, there was a new and younger audience for Lotus, and they wanted a safe place to drive (even then the streets were getting too crowded).

That is when Alex Komlik and Larry Bisares volunteered to put on a few GGLC autocrosses. Then within a year or two there was an annual series comprising 6-8 events. For most of these events, we partnered with LERA (the Lockheed Sports Car Club), and we relied on Lockheed's equipment.

We used the Marina Airport, Great America (where Levi Stadium now stands) as well as a

few outings at the Cow Palace for autocross sites. Around 2008-2010 Alex started getting serious about bicycling, and Larry started doing track days, which is when Colm stepped in to organize the series (THANK YOU Colm!).

As we got more active, we started accumulating our own equipment, cones, timers, etc. This culminated in purchasing the GGLC events truck about 10 years ago.



Our partnership with Lockheed waned as their membership dropped, and, knowing we could not support events with just Lotus drivers, we invited

70 drivers in order to ensure that we can maintain their high quality level. Interestingly, we still seem to get only about 20-25 Lotus drivers per event, which begs the question: where are the rest of you?

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other clubs and non-Lotus drivers to our autocross events.

At first, we would be fortunate to get 30-40 drivers with about 20 or so Lotus drivers. That grew to 40-50, then 50-60 and now we could easily fill an 80-90 driver event. However, we have now capped our events to around

One thing that has not changed over the 35+ years of GGLC autocross history, our events put Safety and FUN first as we try to keep things casual, light-hearted and inclusive.

(Notes about the attached photos from my archives: Greg Mitchell on the start line at Pleasanton, circa 1986; Steve Hoover on course at Pleasanton in his quick Europa, circa 1984; Mark DeFrancisco in his Elan negotiating a course at the Sonoma airport, circa 1991.)

Streets of Willow: Take 2

by Matt Kaplan

My first-ever track experience was at Willow Springs Raceway on the "Big Willow" circuit, and it was terrifying. Little did I know at the time that a few hundred yards away the "Streets of Willow" circuit (SoW) sat unused. Most likely designed with a Lotus in mind, the SoW facility (or just "Streets") is a tight, technical, 1.6 mile circuit with up to 20 turns (depending on the configuration). It is truly a track where high horsepower and high top-end speed do not stand a chance against a well driven, nimble Lotus-esque vehicle.

Last December, the Lotus Club of Southern CA hosted their first track event on the Streets circuit, and we had a great time. It was a beginner-focused day of learning (or refreshing) the basics, and understanding the dynamics of driving above and beyond what we may (or may not) have done previously on a public road.

In a safe and controlled environment, about 40 Lotus drivers

went through a variety of exercises, and they eventually worked their way up to open-track time sessions. For some of the drivers, it was their first on-track experience.

Now, on December 15, 2018, we are going to do it again, but this event will include intermediate and advanced driving sessions, and in that sense, it will resemble the successful GGLC track day format we all know and love. However, we still expect to have a large beginners' group



with lots of one-on-one, in-car coaching, plenty of skid pad exercises and, of course, lots of open track time.



Interested drivers of all ability levels can reserve their space on LCOSC.org. Formal registration will open on the GGLC's motorsportsreg page shortly. Advanced drivers interested in coaching will be thanked with access to the advanced sessions during the day.

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Sept/Oct 2018 Photo Album

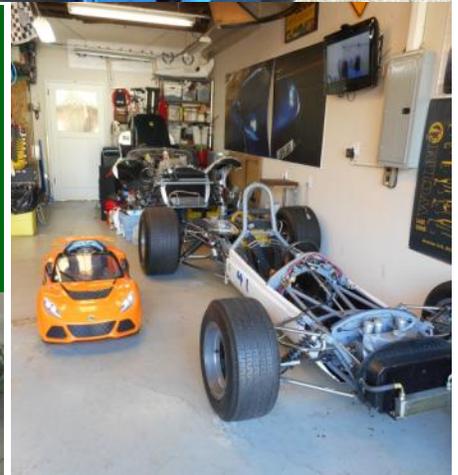
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I thought a few of my photos taken at recent GGLC events and activities may be of interest .



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Toy Rallye

December 1, 2018

by Kiyoshi Hamai

The Toy Rallye scheduled for Saturday, December 1, is a charity A–B-style gimmick rallye presented by The Rallye Club and the GGLC.

This year, the starting point will be Cuesta Park at 685 Cuesta Drive, Mountain View (near Mountain View Tennis and opposite Montalto Drive).

Registration opens at 11 AM and closes at 1 PM. For those new to gimmick rallyes, there will be a Beginners' School (highly recommended) available at the starting location. The school will start at 12 PM. The event will finish up at a local restaurant before 4 PM.

Since this is a charity event, the entry is a tax-deductible donation (per car) of either a new, unwrapped toy worth at least \$20, or a \$25 cash/check.

Donations to the rallye will support Home First with toys going to kids from needy families!

www.homefirst.org

An A-B gimmick rallye is not a race. It is a fun puzzle where your car is the game piece, and the public roads are the game board. No experience is necessary, and, to keep the competition fair, you compete only against entries that have similar rallye experience to your own. First-time rallyeists are encouraged, and they will receive extra help.

From hybrid to Hummer, any car is welcome. Two persons per car is recommended, but you can



have as many people as can legally fit in your car to help out—and all for the same, low price. Don't forget pens or pencils, paper, and a clipboard.

The GGLC provides volunteer workers for the rallye check points, and we would love to see a few Lotus cars competing in this fun event this year. It is a great cause, and one of the few charity events the club supports during the year.

See you there!

Vote for 2019 Officers November 17!

In keeping with this election season, a slate of potential 2018 officers was nominated at the October meeting. The following members (in alphabetical order) are running for GGLC President and Vice President.

- Rob Esser
- Jaclyn Feakins
- Mona Zender.

The following members have agreed to continue in their current positions:

- Scott Hogben, Secretary
- Laura Hamai, Treasurer
- David Ellis, Membership
- Scott Hogben/John Zender, Events
- Joel Lipkin, Chapman Report (Print)
- Rahul Nair, Chapman Report (Online)
- Tom & Cherie Carney, Chapman Report (Distribution)
- Noni Richen, Chapman Report (Copy Editor)
- Ben Beames, Video Dude
- Mel Boss, Advertising Manager
- Kiyoshi Hamai, GGLC Website.

You can vote by emailing prez@gglotus.org or at the November 17 meeting at Mike Ostrov's place. President and Vice President will be chosen based on the first and second place vote getters, respectively.

Holiday Party

December 8, 2018

by Jackie Feakins

Join us for the annual GGLC Holiday Party and gift exchange at the Four Points by Sheraton in Emeryville. Festivities start at 6:00 PM with refreshments (no-host bar) and hors d'oeuvres before dinner at 7:00 PM. The dinner features a fabulous buffet including salad, dessert and coffee/tea.

Price is \$35.00 per person including wine with dinner.

Space is limited; sign up via the club website **no later than Tuesday, December 4, 2018.**

Be there to enjoy the fun, and don't forget to bring an EPA-approved White Elephant gift from your garage to help Santa Tom cap off this gala special event.

In Memory of Richard Reins

Edward Richard Reins III (1950-2018)

The Bay Area motorsports community suffered a tragic loss when dedicated Course Marshall Richard Reins lost his life in an accident during a private track event at Laguna Seca Raceway on October 14, 2018.

The Laguna Seca Raceway Fund, a 501c3 non-profit organization for the raceway, has established a memorial fund for those wishing to donate money to the family of Richard Reins.

All funds received will go to Richard's family or to support them with expenses.

Please send donations to:

Laguna Seca Raceway Fund
P.O. Box 2078, Monterey, CA 93942
Attn: Dick Renard, Executive Director

A GoFundMe web page has also been set-up to accept donations:

https://www.gofundme.com/richard-reins-benevolence-fund?teamInvite=dAlbGdW1rgThbwuDkfOgjlKcTLu77aQtdBbZiAENt4iOfaAUJdCP5egmx66qXS3y&fbclid=IwAR2XdtQoXZ5Lxqdx7cp0j03akPx7WKF_WHGg6MBCpyciSr3PUQ_f-aEEOV4

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Hosting a GGLC event? Let's make tshirts!

Have a GGLCs design idea? Let's put it on a tshirt!



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Classifieds

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

For Sale: 1999 Xanthos 23 Sports Racer rolling chassis with Honda B18C1 engine. Engine/drivetrain is complete with computer and wiring harnesses, adapter plate, KCR VW 5-speed transmission with torque sensing differential, wobbly-web wheels, tires, etc. Should be almost all parts needed to complete the build of a unique car. Since they were a maker of replacement chassis, suspensions, clamshells, etc., Xanthos cars enjoy major parts interchangeability with later Lotus 23s. Extensive details about this car can be found on my website:

<http://www.jeffchan.com/cars/xanthos/12june2018/>

Car has been garaged in Silicon Valley since acquired.

Asking \$35k which is my original cost back in the day. Contact Jeff at: xanthos--at--jeffchan.com.

For Sale: Lotus Cortina Parts. Moving out-of-state and must unload my huge collection of Lotus parts. I raced Lotus Cortinas for years, and I acquired many parts along the way that I can no longer store. Some parts are unused. Contact me for more details. Parts are located in San Bruno. Contact: Paul at

(415) 706-5513 (call or text) or paulheld7 -- at -- gmail.com.

For Sale: '05 Elise, 31,260 miles. Black with green and silver stripes. Great fun for tracking, auto-crossing, cruising around Napa, and hugging the turns on Route 1. Upgrades include a ~\$5,000 custom stereo, ~\$1,400 in performance wheels and tires, and ~\$1,000 in green & silver decals. 30K service performed, full record of service events available. The car is located in Santa Clara. Asking \$35,000, or best offer. Contact: Will at kohutw --at-- gmail.com or by cell at (802) 318-7193.

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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 2018, the GGLC Officers are: President—Jackie Feakins, Vice President—Jenni Dietsch, Treasurer—Laura Hamai, Event Coordinators—John Zender & Scott Hogben, Membership Chairman—David Ellis, Secretary—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.

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