The Chapman Report

Published by the Golden Gate Lotus Club www.gglotus.org February 2009

Lotus Evora Introduction

Kiyoshi

The Lotus Evora was introduced to the US Press and to consumers at the Los Angeles Auto Show on November 20, 2008.

My notes & impressions

The Lotus Press Conference was held on Thursday, Nov 20th at the Los Angeles Convention Center. Recent addition to the Lotus Cars USA (LCU) team, Kevin Smith, PR Manager hosted the event. Standing in front of the Evora surrounded by over 100 members of the press Kevin introduced both Roger Becker and Russell Carr from Lotus Cars. Russell heads the design group and Roger is in charge of the Vehicle Engineering Group.

Big Announcement

Kevin introduced the new Director of Operations for Lotus Cars USA. This was an old – new face in the body of Arnie Johnson. Those that have been following Lotus for the past few decades recognize Arnie's name as it was Arnie who led LCU for over 15 years from the late 80's. It was Arnie's impassioned arguments with the management team in Hethel to convince them to bring the Elise to North America. But, just prior to the Elise launch Arnie was replaced and for a few years we North American Lotus enthusiasts dearly missed having Arnie's voice and passion leading the Lotus efforts in North America. Now Arnie is back!

Evora - What's it origin?

Evora, it follows the long tradition at Lotus to start the names of the cars with "E", but Roger Becker, explained

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February Meeting

Friday, February 20th, 7:30 pm

Host: Brandon & Susan Burke

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that there was more to the name. "E" stands for Evolution, since Lotus has been evolving for 60 years! "VO" stands for Vogue, because the Evora brings the cutting edge in technology and driving. "RA" is for the feeling of the "Special Presence" that the Evora evokes.

The Evora chassis is 50% stiffer than the Elise. The body is weight bearing and together with the chassis the Evora is 150% stiffer than the Elise! Brakes have ABS by Bosch and have a very high threshold. There is traction control that is fully integrated with the handling package. Stability Control - driver controlled, and integrated. Sport version will come with higher rev limit and more "freedom" in the stability/ traction control. 2 Transmissions, one for higher fuel economy (taller gears) and a Sport version. Automatic Transmission will come in mid-2010

- Expect the 1st Evoras to hit the showrooms in October 2009 Evora Trivia... The Evora is only the 4th mid-engine 2+2 ever produced.

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Calendar

February 20, Club Meeting, The Burke's, Los Altos

March 7, Karting, Le Mans Karting, Fremont

March 20th, Club Meeting, Venue TBA

March 29, Practice Autocross, Marina Airport

April 26, Pacific Coast Dream Machines, Half Moon Bay

2009 track dates are May 27, July 14, Sept 3 at THill.
For more and up to date information on these GGLC and other events check the GGLC website at www.gglotus.org

"They've Given You A Number And Taken Way Your Name" *Editor*

Patrick McGoohan passed away this month, at the age of 80. He had a full life as a dramatic actor, but 'will be remembers as a number', as he, himself, once said. **Number 6**

'Secret Agent Man' was the theme song for the TV series 'Danger Man'. This song foretold the next TV series that McGoohan would be in, The Prisoner, which was my introduction to Lotus.

It was the mid-sixties and the time when many of us started to realize that our world and country were not as advertised. The line between good guys and bad guys was becoming blurred. The WWII era was definitely over and the age of Vietnam would be very different.

Patrick McGoohan saw this and incorporated it into the message of both TV series. He only took the part of John Drake, the secret agent, on the promise that he would try to solve problems before using deadly force, and that his character would not be involved in sexual escapades, considered pure fantasy in that line of work. This is considered the reason why he turned down the role of James Bond.

His character, John Drake, had doubts that his employer, British Intelligence, was always doing the right thing. I remember one episode where Drake was given the assignment to execute a former colleague. The colleague had not turned into a dark villain, working for Spectre, but merely another disillusioned employee, who had fallen from grace. A far cry from the Communist menace or the Axis of Evil. Real life is not an episode of 24.

Real life for some may be what Patrick McGoohan envisioned in 'The Prisoner', which he created and wrote. This miniseries may be the first show to hint at what may have existed then, and does exist now. The word is **rendition**. His tale of a person, secreted away to an unknown site for interrogation, was considered pure fantasy. Patrick McGoohan did not think so. I read an interview with him in TV Guide in 1968. He stated that places like 'The Village" did exist and some of them were operated by the CIA. I had heated discussions on this, and many topics, with my dad back then. My dad was a 22 year veteran of the Army and Air Force, while I was now watching 'The Prisoner', 'The Vietnam War' and 'The Chicago Democratic Convention' on TV that year.

A man created a TV show that became a cult classic. A generation learned to "Question Authority". A lot of us decided that the Lotus Seven was the 'coolest' car out there and the only one that, as the Prisoner said, "I've built this car. I've put every nut and bolt into her."

Patrick McGoohan gave me that dream, to drive my Seven to 'the powers that be', throw down my resignation, and drive off.

I will not be pushed, filed, stamped, indexed, briefed, debriefed, or numbered! My life is my own."

Drive To The Coast

Mel Boss

When January daytime temps are as mild as they've been as of this writing, well, you just have to take advantage and announce an impromptu "Lotus run." We did. Kiyoshi devised the route, and five-faithful accommodated the short notice to make the run-to-the-coast via the back roads from Menlo Park to Pescadero.

It was brisk at ten-o'clock when we assembled at Starbucks sunny and very clear, a great morning for driving the twisty, coastal mountain-roads.

It was, also, a morning for meeting people - new faces for our group. There was Bill in his newly acquired, midnight-blue Elise, Henry in a maroon Elise, Steve and Tammy in their Volvo along with Kiyoshi in his Elise and me with "Blackie." Tom Carney joined us for a cup at Starbucks, as he happened to be in the neighborhood but stayed behind.

The route was, probably, common to those living on the Peninsula but unfamiliar to me as an East Bay resident, which made this morning's diversion even more enticing. Our group-of-five drove west on Sand Hill Road and made our way to Ca-84 south to La Honda where we diverted southwest along scenic Pescadero Creek Road. "Fearless-leader" drove a sane, yet, entertaining pace that kept everyone happy while seasoned-racers Steve and Tammy had no problems keeping up in the heroic-Volvo.

The Pacific never looked better as we hustled across the insane-coast-highway for a brief photo-opportunity at Pescadero State Beach to stretch and take in the amazing vista and bullshit about our cars.

Dashing back across the madness, we backtracked a bit and headed north along Stage Road for a couple of miles. We then

joined the northbound madness for ten minutes to Half Moon Bay where we parked and walked about to find someplace to eat. The consensus grill we settled on was not memorable and would not attain any Michelin stars, but it provided the fuel for our return to the real world. A world where spirited driving on remarkable routes to amazing places shrouded in uncommonly beautiful conditions is not the norm. We should never take where we live for granted!

The Stig Revealed *from The Telegraph, London*

Top Gear test driver The Stig has been unmasked as professional stuntman and Le Mans racer Ben Collins.

For years the identity of The Stig has been a closely guarded secret, but Collins – who has previously competed in Formula Three, Le Mans, GT and NASCAR – has apparently outed himself to staff at a Bristol gallery.

The 33-year-old let his secret slip when he asked them to help him produce a limited-edition print of The Stig in action.

Gallery owner Simon Whitehead, 27, said: "I was absolutely amazed when he said he was The Stig, it was quite a big thing in a weird way."

Builder Jason Goody, 21, also discovered The Stig's identity when he did some work at Collins' home and found the famous white suit and gloves on display in a cabinet.

Other fans of Top Gear, presented by Jeremy Clarkson, Richard Hammond and James May, have been closing in on Collins in recent months. One YouTube clip shows The Stig, in full disguise, talking with a Bristol accent to a foreign TV crew – and then cuts to Collins sounding very similar.

Collins, from Bristol, has always denied being The Stig and could face the sack if he admitted it. The first Stig, stunt driver Perry McCarthy, lost the job after outing himself in his book Flat Out, Flat Broke, published in 2002.

He was known as The Black Stig and always wore a black suit and helmet before he was "killed off" during the third series in 2003. Collins has since become The White Stig, and wears an all white helmet and suit.

Collins started his motorsport career in 1994, competing in Formula First and Formula Vauxhall Junior on his way to International Formula 3.

He has appeared on BBC's Top Gear as himself on various occasions to perform some dramatic stunts.

The Health & Safety Executive report into Hammond's accident in September 2006 recorded that Collins had "worked closely with Top Gear as a high performance driver and consultant" and had prepared a briefing for the presenter.

Collins also recently spent three months working as a precision driver on the latest James Bond movie The Quantum of Solace.

He was the double for Daniel Craig and drove the Aston Martin DBS in some of the most challenging driving sequences.

Collins said of the experience: "It was a bit like a dream come true to work on a Bond film. On the first day filming I had to pinch myself as I was sitting there in Bond's pin stripe suit with an Omega Watch. I felt totally at home in the Aston Martin DBS, which is just an awesome car and it was a lot of fun hammering it around the Alps.

"There were sheer drops of a thousand feet on some of the roads we using. I think a highlight was sliding the DBS up the mountain road between two giant rocks, then onto the pass with nothing but a hand rail to stop the car falling off a cliff."

The Stig's name derives from Clarkson's days at Repton School where, he said, new students were always called "Stig".

The identity of White Stig has not been officially revealed and is regarded as a carefully guarded secret by the BBC.

However, it has not stopped people from trying to identify him and names such as Julian Bailey, Damon Hill, Tim Schrick, and Russ Swift have all been suggested.

A Top Gear spokesman said: "We never comment on speculation as to who or what The Stig is."

Driving Academy *Lotus Press Release*

The all new Lotus Driving Academy has been developed to link Lotus' adrenaline-fuelled track experiences and it's hugely successful driver training to create an unrivalled programme that creates better drivers.

Mike Kimberley CEO of Group Lotus Plc comments: "Lotus cars have been designed to be fun to drive, exciting and offer phenomenal performance with excellent safety. The Lotus Driving Academy gives participants the skills to extract the best out of their cars, improving the ownership experience and becoming better, safer drivers."

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Courses with the Lotus Driving Academy are designed to give drivers both practical training and a theoretical appreciation of driving, enabling them to learn at a steady and affordable pace through a license system. The Lotus Licence is a structured, competencies based programme, drivers qualify by achieving three awards; 'Bronze', 'Silver' and 'Gold', with an optional 'Platinum' stage for tailored personal tuition. This tiered system allows drivers to embark upon each stage as an individual course, a unique and practical way to steadily evolve experience, technique and confidence. Not only will drivers get the opportunity of driving the much-loved Lotus Elise but they will do so on the famous Lotus test-track. A challenging circuit, the Lotus test-track is the perfect environment in which to improve driving skills and safety, whilst learning more about the character and DNA of Lotus cars; Jim Clark, Graham Hill, Ayrton Senna, Nigel Mansell and Mika Hakannen are just some of the F1 legends that have driven the 2.25 mile Lotus test-track. Training in the areas of trail braking, heel and toe, gear changes and gaining a better understanding of handling dynamics and reading the road ahead are just some of the skills drivers will acquire through the Lotus Licence programme.

For training the track will be split into a number of circuits to add variety and a chance to apply knowledge and develop skills in different situations and on complex corners. The Elise S, Elise R and Exige S are used to develop experience of cars with different handling characteristics, braking performance and power.

The new Lotus Driving Academy is open to anyone with a driver's licence and promises to be fun, informative and good value; the Lotus Driving Academy offers the most unique training on the market! Chris Arnold, Head of Lotus Sport said "Holders of each of the coveted LotusLicences will benefit from their newly acquired skill levels and be able to get so much more out of their cars. In many respects the Lotus Driving Academy is the best performance upgrade available."

The courses are run using the latest Lotus models and focus on developing skills and understanding, then exploiting these skills in a progressive manner.

The Lotus License courses are priced as follows:· Bronze Licence £299, · Silver Licence £499, · Gold Licence £799, · Platinum Licence £1299 (Price may vary depending on individual requirements)

For full details, dates and availability please visit; www.lotusdrivingacademy.com or call Lisa Dann, Track & Events Coordinator +44 (0) 1953 608547

Classifieds

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

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The Chapman Report is published monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club and is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA. The GGLC's annual membership dues are $25.00.

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For Sale: Lotus Elise Series 1 190 Sport Green. Factory Built after initial production run. Personally imported into the U.S. under the race car exception. Leda Suspension, EBC pads and rotors. Two sets of track wheels, one set transport wheels. Extra driver's seat. Wheel wells tastefully flared. Fun car, 4000km all track. Best reasonable offer. Will deliver to California

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