

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Sept./Oct. 2012



A unique wheel-to-wheel display of a Lotus Exos T125 and a 2012 Lotus Renault E20 F1 car was just one of the attractions at this year's Goodwood Festival of Speed featuring Lotus.



Mike Ostrov prepares to separate a spring and shock using his custom tooling during his shop day August 4, 2012. See story pages 4-5.

Sept./Oct. Meetings

Friday, September 21, 2012 – 7:30 PM

Hosts: Dave and Susan Ellis

Friday, October 19, 2012 – 7:30 PM

—Featuring Nominations for 2013 Club Officers—

Host: Scott and Carol Whitman

Lotus Cup USA Returns to Laguna Seca for Round 4

June 30-July 1, 2012

by guest contributor *Robbie Montinola, LCUSA Series Director*

World-famous Mazda Raceway Laguna Seca hosted Round 4 of the Lotus Cup USA (LCUSA) championship presented by Lotus of Newport Beach.

While enjoying perfect weather, LCUSA drivers attacked the challenging 2.23-mile circuit in what was to be the largest racing field of Lotus cars ever to appear in North America. This event also featured a diverse line-up of cars, including: the Evora GT4, 2-Eleven GT4, 2-Eleven, Exige Cup, Elise, and Evora. In addition, we welcomed a handful of new drivers who helped to strengthen the competition and increase the starting grid to 20 cars.

For the race, Andy Kern took pole position with a 1:35.3, two-thousandths quicker than Robb

Bonanno who would start outside of the first row. Both Andy and Robb were driving 2-Elevens. As the field took the green flag, Robb got a good jump on Andy and they went two-wide through several corners. Robb was able to take the lead until a small mistake allowed Andy to sneak by. As he had done all weekend long, Andy put his head down and ran consistent laps to stretch out his lead. Just behind the leaders, returning driver Kevin Marshall and Glen Irani swapped positions during the opening laps, running nose-to-tail for the entire race. Meanwhile, a number of other drivers were locked into battles throughout the field.

At the start, Eddie Park was able to gain a small advantage and pass several competitors

gridded in front of him. He was soon dicing with Jack Fried. On lap 3, Fried was able to pass the Eddie's 2-Eleven to take 5th overall. But the battle wasn't over, Park came under attack from newcomer Mark Gallop and Peter Mokran. Gallop slipped past Park to take over the position with Mokran in his Production class Exige losing positions to the higher horsepower cars.

The action didn't stop there; Mike Bryant, Rob Dietsch and Ramon Niebla in the Cup class and David MacMillan in his new Evora GT4 were in a tight battle throughout the race. Ramon came from the back of the pack to work his way up past Rob and Mike. The four drivers continued their close competition for the remainder of the race. Just behind them, Randy Sturgeon, Bob Sachs, Sam Barlaam and Tom MacMillan were also in a tight race of their own. Randy led the pack with Bob closely behind. Although Tom MacMillan fell back at the start, he quickly began to move up with Sam waiting for the others to make a mistake.

As the checkered flag waived, Andy Kern earned his 3rd overall victory of the season with Robb Bonanno crossing the line 2nd overall and in class. Glen Irani held off a hard-charging Kevin Marshall by a tenth of a second at the line for 3rd overall and first in the Open class. Marshall was 4th overall and 2nd in Open class with Jack Fried rounding out the top 5 and taking 3rd in the Open class. Mark Gallop finished 3rd in the 2-Eleven class behind Kern and Bonanno. In the Cup class,



Ramon Niebla drove a smart race to come from the back to take the class win over Rob Dietsch and Mike Bryant. Peter Mokran returned to the series to take the Production class win over newcomers Randy Sturgeon and Sam Barlaam. David MacMillan took victory over his brother Tom MacMillan in the Evora class in his Evora GT4 .

In summary, round 4 of LCUSA featured exciting racing throughout the field. Fans were treated to an awesome race and the largest Lotus field in North American history. Some upsets took place that will definitely shake up the battle for championship points. Needless to say, it was a great race that capped off a perfect

weekend at the iconic Mazda Raceway Laguna Seca.

In the Time Attack group, Cappy Pratt in his Production class Elise took the overall fastest time with a 1:42.8 for the win. Jeff Raggio took 2nd overall and 1st in the Cup class with Craig Knowlton rounding out the podium and 2nd in Cup class. Mike Dean was 2nd in Production with Miguel Broce taking 3rd in Cup class. The Time Attack group is the training grounds for future Lotus Cup racers. We

hope to see these drivers graduate to the race group in the near future.

As we move into the second half of the season, the series takes a two-month break through the summer and returns to competition at Buttonwillow Raceway for Round 5 on September 22nd and 23rd.

(David Anderson also notes that GGLC members were well represented in the final results of the weekend's competition:

Mark Gallop was second in the 2-Eleven class, **Rob Dietsch** was second in Cup class, **Cappy Pratt** was first overall in Production Class Time Attack, and **Craig Knowlton** was second in Cup Class Time Attack. Congratulations to all!)



Spencer's Motorsports

LOTUS Factory Trained Technician

"Specializing in Lotus Elans, Europas, Esprit S1, S2 and all Turbos to 1995." Also, Full Race Twin Cam Engines. Race setup and Fabrication!!

www.spencersmotorsports.com

(510) 589-3525 spencersmotorsports@yahoo.com

JAE

Independent LOTUS Parts & Service
www.jaeparts.com
 Tel: 805-967-5767 Fax: 805-967-6183

Factory parts for the latest Esprits and M100 Elans to Vintage racing and restoration parts for the classic Lotus. Also, pain-free next-day drop ship service for parts we may not have.

CALL NOW FOR COMPETITIVE PRICES, EXPERIENCE AND SERVICE.

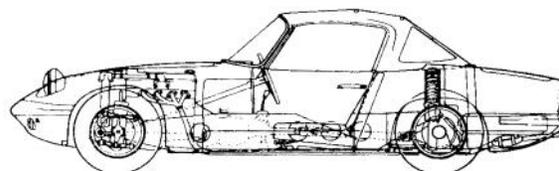
KAMPEÑA MOTORS

LOTUS SPECIALISTS

Infineon Raceway
 28935 Arnold Drive F-10
 Sonoma, CA 95476
 Phone # 415-341-3822
WWW.KAMPENA.COM

Parts and Service for Lotus Cars
 Specializing in Lotus Elans and Europas
 Quality and Considerate Service
 Total Ground Up Restorations to
 Routine Maintenance

**Huge Inventory of New and Used Parts
 Many Hard to Find Pieces**



Mike's Shop Day Features Diverse Projects & Fun

editor

After a year-long absence, Mike Ostrov opened his shop in El Sobrante August 4, 2012, for members to tackle a variety of their projects. The event was a great success as quite a few members shared help and advice, not to mention the use of Mike's specialized Lotus/auto tools that he developed over the years. The projects ranged from installing a new windscreen on Greg Tatarian's type 45 Elan to a review of Weber carburetor technology by the club's resident guru, Keith Franck. After some labor and learning, the attendees enjoyed a well deserved social lunch at Mike's local Chinese restaurant. The photos below and on the next page capture some of the action.

Many thanks to Mike for an interesting day of learning and doing!

Don't forget, you still have a chance to get some help and advice on your favorite project since Mike is offering two more shop days this year: **September 8 and October 20**. The plan again will be to start each day around 10 AM at: 4119 Santa Rita Road, El Sobrante. Please RSVP to: mikeostrov@webtv.net or (510) 232-7764.



www.davebean.com



Official North American
Lotus
Vintage Parts Distributor



dave bean engineering

Phone (209) 754-5802

Fax (209) 754-5177

US & Canadian Fax Orders (800) 469-7789

636 east saint charles street • star route 3 • san andreas ca 95249 • usa



Silicon Valley's Finest Lotus Collision Repair



Minor scratches to major collisions repaired

Direct your inquiry to: **Carlos Costa**
408-370-5009 • Carlos@exoticautoworks.com

www.exoticautoworks.com

950 Camden Avenue, Campbell, CA
Exotic Autoworks is a Member of the Dell Auto Group

We are the Lotus Repair Experts.





Owner - Eric Gauthier
former Lotus Design Engineer

SUSPENSION PERFORMANCE

www.suspensionperformance.com

Full service, repair and upgrades

General maintenance & service • Suspension tuning
Brakes and tires • Track preparation and support

Highest quality at competitive rates



2239 Old Middlefield Way, Suite H • Mountain View, CA 94043 • 650.625.8499

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept 3	AutoX	Marina
Sept 8	Shop Day	El Sobrante
Sept 21	Social/Club Meeting	Redwood City
Sept 22	Bay-to-Breakers Drive	Redwood City
Sept 23	AutoX	Marina
Sept 25	Track Day	Thunderhill
Oct 13	AutoX	Marina
Oct 19	Social/Club Meet/ Nominations	Saratoga
Oct 20	Shop Day	El Sobrante
Oct 23	Track Day	Thunderhill

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



Scan to get current GGLC calendar on your mobile device.



Helpers and observers join in the delicate process of removing and replacing the windshield on Greg Tatarian's classic Elan.

It was a Busy Monterey Week—

Events & Planning

by Kiyoshi Hamai

Here is a “behind-the-scenes” look at the 2012 Monterey Car Week from the GGLC perspective.

Unlike last year, there were no big introductions, concept cars or anything “fancy” that Lotus corporate wanted to announce. With a new owner, budgets slashed and the relatively recent removal of Dany Bahar we did not expect much. But, what we got was an indication of a return to sanity. Lotus had a presence at the Carmel-by-the-Sea Concours on the Avenue with a pair of Evoras, as well as at the McCall’s show with three Evoras and at the Monterey Motorsports Reunion (Historics) with the same three Evoras. The focus was on selling Evora, Evora S and Evora with IPS models, no hype, no fancy palaces, just showing and selling what is currently in the dealer showrooms.

With that expectation, I was surprised to get an email in late June from Kevin, the Director of Marketing at Lotus Cars USA. Kevin asked for some help and advice for promoting their efforts this year at Monterey.

Carmel-by-the-Sea Concours on the Avenue

The Carmel Concours on the Avenue (COTA), now in its sixth year, has had Lotus as one

of its sponsors for a few years. The COTA takes place on the Tuesday of Monterey Car Week and now kicks off the week of automotive festivities that culminate with Pebble Beach on the following Sunday.

In the email from Kevin came the suggestion to have a “Lotus class/display” at COTA along-



side LCU’s display of Evoras. I was intrigued and shared the conversation with a few others in the GGLC, which spawned the idea of using the COTA to celebrate the 50th anniversary of the original Elan. I proposed the idea of getting 5-6 Elans together to Kevin and he shared the concept with COTA organizers. There was an immediate positive reaction and we were off and running.

Given the late notice the deadline for entry submissions was literally days away and our little group of Elan owners had

to scramble to get our entries into COTA.

I originally wanted to try to get my ’64 S1.5 Elan to COTA, but there was too little time to repair the clutch and few other mechanical issues so I switched my entry to my red ’65 S2.

See David Anderson’s accompanying story for more details about the Lotus presentation of cars at COTA. Suffice to say, all of us who showed our Elans were delighted to get amazing compliments. There were literally hoards of spectators at the

event, and numerous times they shared their Lotus experience with us as many were surprised and appreciative to see our small, but unique group. It was a fun day that the GGLC will try to repeat next year—perhaps with a different theme.



Monterey Motorsports Reunion & GGLC/Lotus Corral

The GGLC has been hosting a GGLC/Lotus Corral at the Reunion, nee Historics for over 30 years! This year nearly 65 Lotus enthusiasts took advantage of getting a discounted priced tickets and special corral parking.

One of the significant side benefits of having a corral pass is the special treatment you get when you arrive at the track and you find a long queue of cars waiting to get into the general parking areas.

When the workers see your special paddock pass, they wave you to the open lane and point you around the queue. That means you can virtually drive right into the track and park!

After the positive feedback we got from the first GGLC/ Lotus Paddock Tour last year, we announced that we would do it again. About 10-12 people showed up in our corral at 1:30 PM. Our little group headed for the paddock with a brief stop at the Lotus Cars USA booth. The highlight of the Lotus Paddock tour was a stop to see Chris Locke. Chris is a long-time GGLC member. It was in Chris' Elan that Clive Chapman (Colin's son) experienced driving an Elan for the very first time.

Chris had his Lotus 27 at the Reunion this year since his ex-Andretti Lotus 77 F1 car was being prepared to be shipped back to the states after participating in a number of events in Europe. Chris shared with the



group that late last year he was contacted by Ron Howard's production team. It seems Howard was going to film a movie about Formula 1 racing based upon the 1976 season and the rivalry between Niki Lauda and James Hunt. Chris' Lotus 77 was campaigned that year by Team Lotus with Mario Andretti driving, so Howard wanted Chris' car in the movie. Chris obliged assuming

there would be qualified stunt drivers used in the filming.

Chris had assumed incorrectly, as a month later the production team called again, this time to ask if he would be interested in driving his car during filming. This of course meant that Chris would have to be "Mario"!

So it was that Chris found himself in England with his car and Howard's film crew on the set of *Rush*. Chris shared how the film crew simulated the rainy start of the '76 Japanese Grand Prix. The 16 vintage F1 cars, many driven by their current owners had to do standing starts.

In one instance, the car on the grid in front of Chris stalled and Chris had to make an evasive maneuver, juking the 77 to the left and right. Chris thought, "That's a retake", but instead Howard said that's a wrap and they moved on to the next scene. Chris later commented to one of the crew members that he had assumed there would be a retake after the car stalled on the grid, but the crew member said that "Ron was delighted with the take because he loved how Chris drifted the 77 to avoid the stalled racer!"



(continued on p. 8)

(cont'd from p. 7)

Rush will be released next year. Obviously the GGLC will have a *Rush* movie event to see our very own Chris, aka “Mario” drift his Lotus 77 at the start of the Japanese Grand Prix! Oh, Chris also got to keep his costume, a “Mario” driving suit and helmet as mementos of his silver screen debut!

It was a great Monterey Car Week for Louts and the GGLC, so I’m not sure that we can top it in 2013, but if it’s half as good as 2012 it will still be outstanding!

Elans in Carmel

by David Anderson

As Kiyoshi indicated, the Carmel-by-the-Sea Concours on the Avenue (COTA) is the first event of the week-long, car-centric activities surrounding the Monterey Motorsports Reunion in mid-August each year. The event is free to spectators—although entrants pay a substantial fee to show their cars. COTA takes over the streets of central Carmel (primarily Ocean Ave. with its long stretch of boutique shopping and restaurant establishments). The weather was typical of summer days on the

coast, that is cool and foggy most of the day.

Lotus Cars USA from Atlanta, GA, had a prominent presentation stand at the head of Ocean Avenue. They featured two Evoras at their display. In addition, since 2012 marks the



50th anniversary year of the introduction of the Lotus Elan, seven GGLC members brought our Elans to COTA in support of the Lotus presentation. We originally signed up in the “display only” category, but the event organizers wanted to judge our group in a special class. That sounded like fun so why not?

Listing from the earliest to latest examples, our special Elan display featured examples from Barry Swackhamer, Kiyoshi Hamai (both type 26), Sarto Rocheleau (type 36), Dan Wardman (type 45), Phil Mitchell (type 36), Don Nester, and me (both type 45).

The organizers were a bit slow getting folks into their assigned spots (there was a total of about 175 cars shown at COTA this year), but the event was well organized with all the judges and officials in uniforms that included dark blazers, ties, and

straw hats.

Several times during the entry and placement process, I was impressed by the warm welcome Judy and I received from the officials for participating in the event. Every entrant had a pair of white chairs provided to sit in while our cars were on display. (For insurance purposes, we were requested not to use chairs we brought ourselves!)

There was really no question that Barry was going to win the

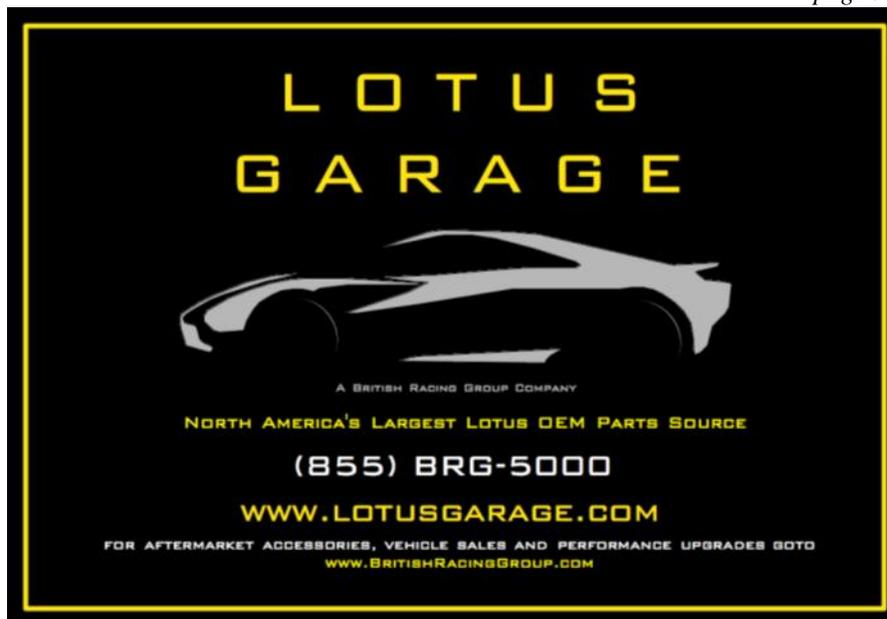
top prize on points (his is really a concours car, although he often drives it to events including to the 2011 Lotus Owners Gathering in Las Vegas) but it was unclear who would be second. In the end, Sarto took a well-deserved second place trophy, and both winners took home nicely engraved glass plates.

In concours judging, each car starts with 100 points and the judges subtract points for each non-standard and/or non-working item. I lost points because I was unwilling to raise the top on my DHC. But my Elan also has non-standard stuff (alternator, aluminum radiator, and more) so winning here was never a possibility.



It was a wonderful day, however, and a great opportunity to show off the best examples of the GGLC's historic Lotus cars to a very interested and savvy group of spectators.

Editor's note: in addition to Kiyoshi and David, I would like to thank Sarto Rocheleau and Mel Boss for use of their photos in this story.



New Executives Talk About the Future of Lotus Cars and Racing

Taken from online sources

(This is another turbulent time for Lotus. Corporate ownership and major personnel changes have occurred over the last few months; but only recently have some of the new key personnel come forward to provide a little insight into what the future might hold for the company.)

The two articles below were taken directly from the internet, and they seem to be pointing to a new and refreshing outlook for the company.

The first article was written by Steve Davies and it appeared on the Skiddmark site in early August. The second article appeared in Autoweek a few weeks later. — editor)

From Skiddmark

The first production Exige S came off the assembly line last week, beginning a new phase for the Norfolk sportscar maker.

Chief Operating Officer, Aslam Farikullah, marked the milestone event by speaking out for the first time about his plans for the company.

His statement comes 49 days after taking over from ex-CEO Dany Bahar, who was fired from his position after failing to comply with the terms of company's syndicated loan, placing parent company Proton (and thereafter its acquirer, DRB-Hicom) at breach and therefore liable for significant penalties.

DRB acted decisively, removing Bahar and three of his key executives, to reassure the company's lenders and agree the terms of a new plan.

But Bahar's legacy is not all bad, despite some apparently reckless decisions, he did bring on board some excellent team of designers, engineers and production specialists – something DRB now seem intent on galva-

nising to their advantage.

When I spoke with insiders at Lotus earlier this year, the one aspect of Bahar's management style that repeatedly stood out was his willingness to promise the world and then drive his team hard to deliver – it's an approach I can empathise with, at the time Bahar was being encouraged to boost the perceived value of Lotus to disguise the ruthless decline in Proton's profitability.

It was a high-risk strategy and one which backfired for Bahar and Proton's ex-CEO Dato' Syed – but it's clearly not a style of management which DRB are familiar with (or have tolerance of).

Aslam Farikullah said at the production launch last week, "Our new philosophy is simple: We will keep announcements about our planned products to a minimum. New models will only be launched when the product and timing is right. Once we do launch a new product, we will ensure that we can deliver to customers anywhere in the world as scheduled."

This is the reason why the new Evora variants, that were scheduled to be launched at last month's Goodwood Festival of Speed were pulled at the last moment. Although the cars existed (we took photos of them back in May), they were one-off final prototypes rather than cars which could be produced in any volume

(and to the tolerances needed).

When Farikullah was asked how he felt when reaching the production milestone for the Exige S, he said "We are very proud of the Exige S. It marks the first step towards consolidating and then growing the company. I know that customers have been eagerly waiting for this car, and I assure them that it

lieve that the ability of our engineers and workforce makes them among the best in the world. We will leverage on this key strength as we revitalise and strengthen the Lotus brand. We can all look forward to exciting times ahead as we bring the company to the next level. But I am not a fan of the limelight; I will let our cars do the talking", said Farikullah.



will be worth the wait. We wanted to be sure that we had a product that was absolutely ready before launching it. We are confident that the right time for the Exige S is now."

While some of the changes Bahar made were designed to address the quality of Lotus' cars, it could be argued that this was the most important aspect to address before moving the brand upmarket. Farikullah's focus is on addressing this issue, rebuilding confidence in the product produced by Lotus, before expanding the model range. "Our emphasis now is on the finer details of what we do. I be-

So what is DRB-Hicom's vision for Lotus?

Well, according to Farikullah, they want the Lotus name to become a by-word in the automotive industry for integrity. A jewel in their business portfolio that will showcase their ability to build the finest automotive products.

This should come as a relief to the many fans and enthusiasts who'd dearly love to see Lotus taken seriously, and for dealers who need the quality of the cars to reflect the premium prices (over Porsche) being charged.

Farikullah has begun this process by reinforcing the company's Quality Assurance team – upping headcount by 20%. DRB-HICOM continue to emphasise their commitment to the future of Lotus, “When I arrived I found a company full of talent, ambition and pride in the Lotus name. It’s my job now to re-galvanise the company and we will be doing that by investing in our existing talent.”

You’ve got to respect the calm and diligent manner in which Farikullah is taking on his new role, he’ll need the time to make it work and the capital to make the necessary changes. Farikullah is uncomfortable being in the spotlight and the business still needs a CEO to lead the commercial development of its sales channels and brand, so we await confirmation of this next piece in DRB’s recovery plan for Lotus.

From Autoweek

Lotus has given a clear indication that it is set to make dramatic cutbacks to its motorsports programs in 2013 in the wake of the takeover by new owners earlier this year.

Claudio Berro, director of motorsport at the British car-maker, revealed that decisions about Lotus’ future in racing will be made in a meeting this month (*ed: August 2012*) with Malaysia conglomerate DRB-Hicom, which in January took a controlling interest in Lotus owner Proton. He stated that every program is under review, with the exception of Lotus’ various involvements in the sports-car arena, because of the



Lotus Specialist

Full Service, Maintenance
and Performance Upgrades

Dyno Testing and Tuning

Track Prep and Support

located inside

**CLUB
AUTO
SPORT.**

521 Charcot Ave Suite 251 San Jose CA 95131 408.725.4243 www.dietschwerks.com

DIETSCH WERKS
The Destination For Drivers

link with its road-car range. “In September, we will present our projects to our new shareholders,” Berro said. “We will have to see what our budget is and then prioritize. Maybe in the future we will have to be more focused in our motorsport activities.”

Berro also hinted Lotus is looking for an exit strategy from the Izod IndyCar Series, in which its Judd-developed V6 turbo has underperformed and been dropped by three of the

four teams that initially signed up to use it this season.

“We want to continue, but there is a clear need to have the right budget,” he said. “We have a five-year contract [to supply engines], but we are having an open discussion with IndyCar.”

(There may not be any “cliff hangers” here, but there is good reason for current and potential Lotus car owners to STAY TUNED for the next installment of this Lotus Soap Opera.—editor)

Boardwalk Lotus Hosts Bay-to-Breakers Drive

September 22, 2012

editor

Tom Sutton and the other good folks at Boardwalk Lotus in Redwood City want to see more Lotus cars on the road. What better way to do that than to host a gathering and drive starting at their showroom at 1 Bair Ave, Redwood City?

The meeting time is 10:00 AM, and light refreshments will be available as we check out the new Evora models on display; including a special GP version and an IPS-equipped car.

A casual drive utilizing some interesting (twisty) roads to get to the coast will start at roughly 10:45 AM. The drive will conclude with an optional lunch at Cameron's Pub in Half Moon Bay.

Come on out and have some fun while supporting one of our local dealers!

Classifieds

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

For Sale: '07 Lotus Exige S. Perfect condition, 15K miles, Carfax report available. Track & Tour Pkgs, Traction Control, ABS, A/C, Power Door Locks, Pioneer avh-p5200bt Nav, bt phone, rear-view camera, leather seats, premium wheels. Dealer extended warranty: 60K miles (~4 years left) Located in Sacramento, \$45,000. Contact Tom: (916)494-1021 or tom_es@yahoo.com

For Sale: 1977 Lotus Esprit S1 in Lagoon Blue. Second owner, ~ 90k miles (8k on rebuilt engine). Well maintained runner, leather interior and dash, some spare parts and tools included. Asking \$13K. Contact: Dominic Giangrasso at DGLO-tusLTD@optonline.net or 914-482-3942



The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. 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 2012, the GGLC Officers are: President--Jennifer Dietsch, Vice President--Rahul Nair, Treasurer--Laura Hamai, Event Coordinators--John Zender & Scott Hogben, Membership Chairman--David Anderson, Secretary--Scott Hogben. Chapman Report Staff: Editor--Joel Lipkin, Copy Editor--Noni Richen, Circulation Management Team--Tom & Cherie Carney, Advertising Manager--Mel Boss.

First Class Mail



THE CHAPMAN REPORT

The Golden Gate Lotus Club
PO Box 117303, Burlingame, CA 94011