

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Jan/Feb 2014



Photo Credit: Jon Stern

Santa (aka Rick Buonassisi) pays a visit and spreads some good cheer at the Holiday Party December 14.



Photo Credit: Jon Stern

Linda Hiebert (aka Lead Foot LuLu) accepts her First Place trophy from the 2013 AutoX season at the Holiday Party. See more on pages 5 & 10.

Jan/Feb Meetings

Friday, January 17, 2014 – 7:30 PM

Host: Pete and Noni Richen

Friday, February 21, 2014 – 7:30 PM

Host: Rahul and Nithya Nair

Sierra Foothills Tour Features Great Drives and Historic Venues

October 19-20, 2013

by Lee Cohee

Expanded to a two-day event this year, the Dave Bean Open House and now Fall Foothill Tour drew over a dozen Lotus cars, both old and new, to San Andreas and the surrounding hill country. Dave, his gracious wife Roberta, along with Tom and Ken were again on hand to welcome the arrivals at his shop/warehouse where some hot coffee and donuts were available to ward off the morning chill. Dave and his staff were also available to discuss technical issues and to answer questions about all the tasty performance parts they had on display.



Several of us took advantage of Dave's special Open House discount. For example, I was unable to resist the siren song sung by the alloy calipers on display—guaranteed to remove 10 ugly pounds of unsprung weight from my Elan+2.

We next adjourned to the Pickle Patch restaurant in San Andreas for an outdoor al-fresco luncheon as the weather was perfect with sun and temperatures in the 70's. At the conclusion of the meal, Mel Boss honored Don



and Betty Nester for their long-standing GGLC participation and the celebration of their 50th

wedding anniversary. A celebratory cake was trotted out and carved up for everyone's dessert enjoyment.

Reinhard Aufdem Venne spoke to the assembly about plans to establish a

Sacramento branch of the GGLC. Formalizing this status extends the club's insurance umbrella to events held by members in that area and gives them a chance to participate in a series of Lotus events planned for 2014. Of course, members in the Bay Area will also have the opportunity to drive some of the pret-

tiest roads in the state, which were, naturally, designed for the excellent handling properties of our cars.

After lunch, Don Nester and his BRG Elan, fresh off a concours win at Ironstone Winery, along with co-pilot Betty, led a group of seven cars for a spirited drive on country roads through Calaveras and Amador counties. The colorful autumn leaves heightened the enjoyment of the tour as our caravan wound through several small mountain towns before looping back to Sutter Creek.

After a brief stop, it was on to Volcano, a charming little 49er mining town that boasted a population of 10,000 when gold fever reigned. Those spending the night in Volcano met for dinner and drinks at the Union Inn and were joined by Ken Gray and his wife Becky. The "joint was jumpin'" to quote an old Fats Waller tune, but, after a good meal and suitable adult beverages, it was early-to-bed for our group because we were, as the Brits would say, "knackered."

The town of Volcano is always colder than the surrounding countryside, and early Sunday morning Dave Platt found



himself busy scraping ice off his Esprit's windscreen. Breakfast in the warm, sunny Union dining room provoked some very funny stories about previously owned Lotus Europas.

After breakfast and checkout, the tour left for Fair-play to visit Oakstone Winery with Don and Betty again leading the way.

Oakstone welcomed us warmly, and the owners were amazed and pleased to see so many exotic cars in their parking lot. After some prudent sampling alongside tasty appetizers, a few bottles of the grape were tucked into available Lotus luggage compartments and we were on

our way to our final destination, Andis Winery in Plymouth's Shenandoah Valley.

At Andis, we were treated to a catered luncheon of gourmet sandwiches courtesy of the GGLC. As we sat outside under the umbrellas on a knoll overlooking the valley one couldn't help thinking what a fine time we had had over the past couple days enjoying our cars and in the company of others who share this interest.

We are already planning to do it again next year; and we hope to have even more fun by exploring some different roads.

I hope you will be joining us.



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Round 7 AutoX / Special Theme and Excitement

October 26, 2013

by David Anderson

This penultimate event in the 2013 GGLC AutoX series featured a Halloween theme. It was well attended, and the weather was very fine: sunny and cool.



Photo Credit: Kiyoshi Hamai

When viewed from above, the course resembled a jack-o-lantern, and there were some strategically located jack-o-lantern cones in a nod to the season. The course looked simple on paper, but a few people got lost early on.

Most runs were in the range of 50 to 65 seconds, while some cars/drivers were able to get below 50 seconds. The slightly longer than usual run times meant that only groups A and B had their first 5 runs before lunch. Lunch was provided as part of the entry fee as usual, but it featured a hot BBQ, unlike the usual sandwiches. Following lunch, the event resumed with group C on track.

The Lotus entries were: 1 Evora, 1 Europa, 1 Elan, 1 M100 Elan, 8 Elise, 5 Exige, 1 Birkin Seven plus about fifty non-Lotus cars.

The only stunning excitement of the day was provided by a Subaru bursting into flames at the finish line. The driver wisely exited the car immediately, but, unfortunately, he initially left the motor running, which meant that the fire was fueled by fresh



Photo Credit: Les Ellis
(See more photos on p. 9.)



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gasoline for a while. A quick-thinking Kiyoshi Hamai was first on the scene with a fire extinguisher and the words: "Don't open the hood," and after several of the GGLC's 5lb extinguishers had been used, and the engine turned off, the fire was out, but the car was later deemed a total loss. No one on hand remembered a fire at an AutoX before, but, of course, it pays to be as prepared as possible for things going wrong during any event.

And the Winners Are: *editor*

The final points event of the 2013 GGLC AutoX season was held November 16, 2013. After all the points were tallied, the class winners were awarded their

personalized trophy and a gift basket from series sponsor Dietsch Werks as part of the festivities at the club's Holiday Party December 14. Here is a summary of the winners:

Open Class—
Praneil Prasad
Lotus Race Class—
Linda Hiebert
Lotus Street Tire Class—
Alfonso Chartier
Lotus R-Tire Class—
Brian Turner
Lotus Classic Stock Class—
David Anderson
Lotus Open Class—
Jason Sams
Lotus Classic Open Class—
David Close

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Jan 15	Dinner/Meeting	Sacramento Group
Jan 17	Meeting/Social 2014 Kickoff	San Francisco
Jan 25	"Anti-Football" Drive	TBD
Feb 19	Dinner/Meeting	Sacramento Group
Feb 21	Meeting/Social	Daly City
March 19	Dinner/Meeting	Sacramento Group
March 21	Meeting/Social	TBD
March 27	Track Day	Thunderhill

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



Scan to get current GGLC calendar on your mobile device.



Photo Credit: Colm Gavin

2013 LA Auto Show / Lotus Presence and Other Observations

by Kiyoshi Hamai

For 2013, the LA Auto Show continues to be one of the most significant auto shows in North America. January's North American Auto Show in Detroit is the other important show for auto makers. But CA, and specifically SoCal, is where new trends are set and where "Car-Culture" perhaps burns more deeply and more brightly than any other place else in the world.

You need not look further than Ferrari and Porsche sales figures to validate this point, as 50% of their sales are to the U.S. and half of those are in CA; yes, 25% of the global sports car consumption is in the Golden State!

Unlike 2012, Lotus USA had a budget for a display at the 2013 LA Show. On the Lotus stand were an Evora S, Evora IPS and an Exige S V6 Cup Car. Sharing the stand was Lotus Engineering with a display of the Evora 414 Evolution (series hybrid).

The backdrop for the stand was the chic white walls that were first seen in LA at the 2011 Lotus stand.

The backdrop still looked fresh even though it was last used two years ago.

Attending on Press Day (Nov 20th) from Lotus Cars USA were Arnie Johnson, Dave Simkin, Kevin Smith; from the Lotus Engineering offices in the Detroit

area were Sunil Lall, Mark Wilby and Tim Holland. Here are some of my take-away highlights:

Evora 414 Evolution / 414E Hybrid. The Evora 414 Evolution shown on the Lotus stand was a cut-away that exposed the Evora chassis, suspension and the hybrid drivetrain. It showcased the range-extending electric propulsion drive train, the Lotus VVA (Versatile Vehicle Architecture) and a new roof system.

In addition, Lotus partnered with Harman to create the next generation in intelligent pedestrian warning systems. This system detects potential pedestrian movement and instantly emits a

warning sound from the HALO sonic safety system.

The same HALO sonic sound system has an interior sound-

generating system that simulates a car's engine sounds. The driver can select nearly any type of engine from an I4 to a V12. Coupled with the Lotus controllers, the system can even simulate up and down shifts with momentary cut off of the power to the motors to give the illusion of a shift.

Range-Extender Drivetrain. There are two parts to the Evora 414E. The main drive comes from two 150kW axial flux drive motors with integrated inverter that allows independent rear wheel control. The inverters convert DC voltage from the battery into 3-phase voltage for the drive motors.

The energy storage system uses the latest lithium polymer battery pack; providing an energy storage capacity of 17kW, and it also has over 300kW discharge capability that can propel the Evora 414E up to 135 mph (pure EV). For every-day commuting, the Evora 414E can travel up to 35 miles on battery power alone.

A range-extender, 3-cylinder 1.3 L engine is



2014 Track Day & AutoX Schedules Announced

editor

Another busy year of club activities is planned for 2014. In addition to the regularly scheduled monthly meetings/social events both in the Bay Area and now in Sacramento, numerous driving tours and special activities are in the planning stages.

The always hotly contested AutoX points series gets started again in April, and the following dates are currently on the calendar for the Marina site:

Sunday, April 27;
 Sunday, May 25;
 Sunday, June 29;
 Saturday, July 26;
 Sunday, Aug 10;
 Saturday, Sept 13;
 Saturday, Oct 18.

A full season of Track Day dates has also been secured at regional venues:

Thursday, March 27—TH*;
 Tuesday, May 27—TH;
 Thursday, June 26—TH;
 Thursday, Sept 11—TH;
 Thursday, Nov 6—LS.

*TH-Thunderhill, LS-Laguna Seca

As always, there can be last minute changes or additions, so be sure to check out the latest information via the club website.



paired to a generator designed specifically for hybrid electric vehicles. The 1.3 L engine is compact, lightweight and operates at optimal speed for fuel efficiency and electrical power generation.

If the batteries are completely drained, the Evora 414E is still capable of cruising at 70-75 mph using the 3-cylinder engine.

Porsche Macan and 918E. Porsche took the wraps off their new mid-size SUV, the Macan. On the surface, the Macan could

Porsche engineered suspension tuning, upgraded brakes and a 7-speed dual clutch transmission. Porsche claims the S version with 400HP will sprint to 60 mph in under 4.6 seconds. Expect the Macan to hit the showrooms in spring 2014 at \$49,900 and the Turbo version at \$72,300.

Porsche also showed their 918E Spyder. A parallel plug-in hybrid drive train that Porsche claims can go all of 18 miles in pure EV mode, just enough range to get from your garage to the gas station.

Under The “WTF” Heading. I was at a loss for words when KIA introduced their new rear drive luxury model, drum

roll please.... “K900”. This Jag look-alike may be a great car, but why name it for a hundred dogs? As in K9-hundred... Giving this KIA my “WTF” moment of this year’s LA Auto



be written off as a badge-engineered Audi Q5, but, in reality, Porsche re-engineered the platform and offers two twin-turbo engines of 340 or 400 HP. Additionally, the Macan sports

Sacramento Chapter Supports Annual Toy Rally

December 8, 2013

By Reinhard Auf dem Venne

Our local chapter of the GGLC was nicely represented at this year's Rally4Kids toy drive in Sacramento. This was the 7th annual Rally organized by Euro-Sunday, and it benefits the Shriners Hospitals for Children in Sacramento.

Despite freezing temps, eleven of us (me and my wife Janet, Craig and Liz Hunter, Casey Lynn, Scott Hudson, Lurn Langhofer, Rick and Theresa Buonassisi, and Tom and Jeanie Alvey) managed to participate.

Under Rick Buonassisi's guidance, we were warmly greeted by the organizers, and,



as a plus, we were awarded preferred parking right in front of the hospital's main entrance.

According to Rick's estimate, 10 other automotive groups (with vehicles ranging from VW Karman Ghias to Miatas to Porsches, Ferraris and Lambos) were also represented at the event. Every participant had his/her photo taken

at the time their unwrapped gifts were handed over.

We then gathered in the foyer of the hospital where we had a chance to meet members of every group and all of the sponsors who put in a lot of effort to make this another memorable Rally4Kids event.

We hope to have even more participation (and better weather) next year.

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More Photos from Halloween AutoX

by guest contributor Les Ellis



Lotus in costume



Squeezing in before a run



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Photo Journal of 2013 Holiday Party

by Jon Stern



Lessons Learned/ A Driving Vignette

by Mel Boss

I was driving “the Red-One”, our ‘91 Elan M100, one morning last summer, as I needed to get to the South Bay to run some errands. It was a predictably lovely late morning—almost noon—and perfect top-down driving weather when I entered an unfamiliar 2-lane on-ramp to 880-north. Just ahead of me, a big-rig semi lumbered in the inside lane. The ramp was pretty wide, downhill, smooth and newly paved; and I decided to pass the truck using the outside lane.

Consider those momentary, unplanned decisions you occasionally made and wondered later: “what the hell was I thinking?” Well, this is a short account of one of mine...

I accelerated in second gear, and, as I was passing the semi’s cab, a severe decreasing-radius exit was revealed to me for the first time. As an added challenge, a light dusting of gravel obstructed its unattainable apex. Momentarily panicked, I lifted while the Elan responded with predictable, trailing-throttle oversteer.

Well, let’s see, Mel, what did they tell us in that 3-day Jim Russell racing class fourteen years ago? Neverminding that, it was more prudent to consider the present predicament: I’m very sideways in the immediate path of a giant, speeding truck. Actually, I’m not entirely certain which of the two of us, the truck

driver or me, was more panicked at that moment.

The story has a happy and un-dramatic ending in that nobody crashed or died, and the fright was over as quickly as it came on. Instinctively, I steered into the skid and applied “the correct amount” of throttle. My lovely little Lotus responded infinitely more eloquently than its ham-handed driver could ever know by straightening and squatting on its suspension with a slight tail-wiggle as we accelerated “as one” from the turn. Merging

into north-bound, daytime 880-traffic, we continued to accelerate for a short time (so that I wouldn’t have to make eye contact with that truck driver) before we settled into the general landscape of dumb-minded, cell phone-talking, midday drivers.

You know that momentary adrenaline rush when you notice a state trooper in the rearview mirror before realizing that you weren’t doing anything wrong and he passes you? Yeah, I have

(continued on p. 12)



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A silver Lotus sports car, likely an Elan, is shown in motion, driving on a road. The car is the central focus of the advertisement.

(cont'd from p. 11)

had a lot of that. I also paused to consider my blessings and re-evaluate my choices...

So, "what did you learn on the road today - Mel?"

Well, I reconsidered (with great appreciation) a lesson that I learned years ago that the skills we learn and hone on racetracks have applications in everyday driving. In emergency situations, there is rarely time to consider alternatives, and a driver must react instinctively with skills forged in repetition and practice. I also stopped to consider that I should never again commit myself to a situation where I don't know (or see) the turn and the apex location. Flagmen are seldom stationed on public roads to warn you of a hazard ahead, over a hill or around a blind apex as they are on racetracks. Lesson learned.

One more thing: it's good practice to keep a change of underwear tucked away in a discrete location in your Lotus.

Classifieds

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

For Sale: 1999 Esprit. Metallic silver (new Aluminum) with black interior. This car is pristine throughout, including the undercarriage. It has not been used as a daily driver, nor driven in the rain, and it is always covered when parked. Many extra parts are also available, including a nearly new Lotus Torque Biasing transaxle, new half-shaft, and a lot more. Photos available on

request. Contact: Larry at 707-964-9393 or keatley-at-mcn.org.

For Sale: 1962 Lotus Super 7. Black and polished alloy body, red interior. Chassis # SB1527 fully restored in 1997 and subsequently stored in the Reno area. Less than 500 miles since restoration. Car is now located in Eugene, OR. Dry sump Cosworth/Ford 116E engine, 11.5 gal fuel cell, SCCA approved rollbar, Panasport wheels, much more. Vintage race ready and road legal. Contact: Paul at 541-731-2821 or lotus11tolotus23-at-gmail.com.

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-ggplotus.org in MS Word, rtf or ASCII text.

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