

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org May/June 2021



Lotus teases an image of its newest sports car, the Emira, to the press on April 27 along with an announced debut date of July 6, 2021. This is to be the last Lotus model equipped with an internal combustion engine. Check out the Press Release from the factory on page 11.



Photo Credit: Lawrence Sher

There were some strange sightings in the Anza Borrego Desert during the casual drive organized by the San Diego Lotus Club Chapter of the GGLC on March 6. Find out more about the club's events in the Southland in the story starting on page 6.

May/June Meet-ups

Anti-Social May Drive

Saturday, May 15, 2021

9:00 AM (gather) — 9:30 AM (depart)

**Organized by Philippe Duchamp
(meet at Evergreen Coffee Co, 4075 Evergreen Village Square #150, San Jose)**

A fun, casual drive on Mt. Hamilton and ultimately into Livermore for a winery visit. The route includes stops at the Lick Observatory and the legendary Junction restaurant on Mines Road.

Anti-Social June Lunch & Drive

Sunday, June 13, 2021, 11:30 AM

Organized by Barry Spencer

Spencer's Motorsports

5701 State Farm Dr. #9, Rohnert Park

*Barry is hosting a COVID-friendly, outdoor seating lunch at his shop in Rohnert Park to kick off this event. Lunch will be followed by a casual local drive. **Please RSVP to Barry (spencersmotorsports@gmail.com) so that he has an accurate count for lunch.***

Message from the Prez

New Addition to the Garage

by John Zender

Most of you probably figured out that the Lotus Evija I was supposed to take delivery of on April 1 was my version of an April Fool's joke. Good for you for not falling for that one.

I did, however, take possession of a brand new C8 Corvette on April 17—about 12 hours before the start of our April 18 Anti-Social Drive. I have been talking about getting a Corvette since I was about 16 but have never made it happen. And certainly I didn't think I would be buying a brand new one!

Nevertheless, the stars all aligned for me 2 years ago—both my personal life and the fact that the new Corvette was announced as mid-engine made it possible. I ordered this car around June 2019 as a 2020 model. I was number 95 on Boardwalk Chevrolet's waitlist, but they only received 85 cars that year (out of 200 that they were promised). Bummer. The GM strike, plus COVID, plus parts shortages killed their plans.

All of the magazine reports are true. It's a fabulous car. Super easy to drive on the street, and an absolute blast when you want to go fast. All of the infotainment/electronics/nav/voice recognition, etc. are the best I have seen in a car. An important added feature for me is that my 86 year-old mom can get in and out with relative ease, which is impossible with the Europa or Exige, and not recommended for the Esprit (last time she hurt herself).

The Z51 version I got has lots of important track goodies including big brakes with cooling ducts, larger radiators, electronic limited slip, on-board lap timers and data recorders, and tunable parameters for suspension, steering, braking, shifting, power delivery, and performance traction management.

This car will definitely be going to some GLC trackdays this year. The old Europa will still be my primary track car, but the Corvette will be a great back-up car. The Corvette's primary duty is to be my daily driver whenever the weather is dry and Rex isn't coming along.

It would be cool if Lotus made a car like this because I would have bought that instead. I doubt that Lotus ever will, however. The newly announced Type 131 (Emira) is probably a really cool car, but I doubt that it has a useful trunk.

I hope to see lots of you at the May Anti-Social drive. I'll probably be the one in the Elkhart Lake Blue Corvette.



Photo Credit: David Anderson

From the Archives:

John and his Europa "Flamer" take a paddock break during the September 25, 2012, Thunderhill track day.



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Another Successful GGLC Digital Event: Virtual Tour of Jim Clark Motorsport Museum April 11, 2021

by Kiyoshi Hamai

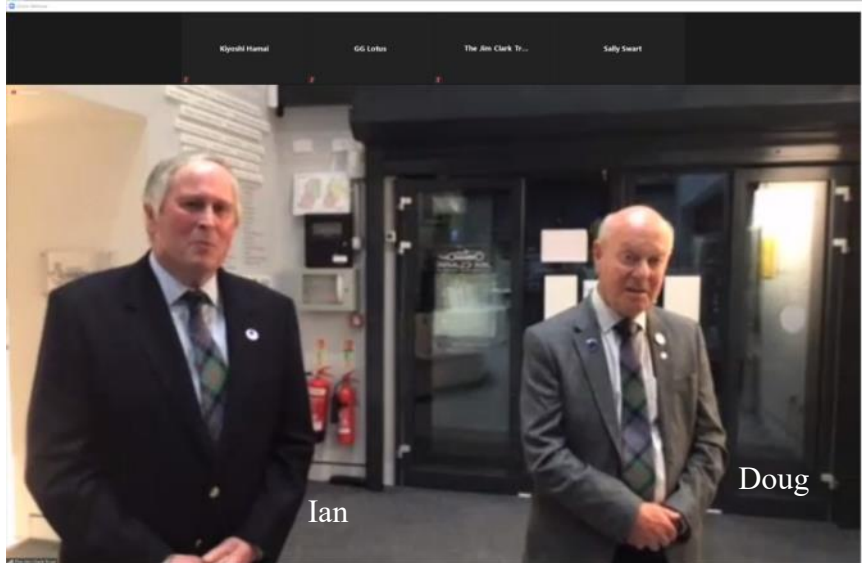
Hot on the heels of the virtual tour of Classic Team Lotus (CTL) in January, the GGLC's Digital Events Director, Ron Schramm, was able to put together a memorable virtual tour of the Jim Clark Motorsport Museum located in Duns Scotland.

The tour kicked off at 12N Pacific Time on April 11, and it was hosted by Angus Lathangie, museum docent, and it was coordinated by Liam Howel from the Jim Clark Trust (JCT). They were joined by Doug Niven, Clark's cousin, and Ian Calder, Clark's nephew, who shared their personal memories of growing up with Clark.

The virtual visit was topped off by having Sally Swart join the discussion. Sally was Clark's close friend and frequently travelled with him to his races. But I get ahead of the story...

Ron reached out to the JCT after our virtual tour of CTL. Word had already reached them via JCT Board Member, Clive Chapman, about the success of the CTL virtual tour. So, the folks at the Jim Clark Motorsport Museum were excited to work with Ron and to coordinate a virtual tour.

The Jim Clark Motorsport Museum in Duns Scotland opened in mid-2019 but has been closed since the start of the pandemic in early 2020. Support from the GGLC was asked, and we were more than pleased to donate and collect



funds for the work the JCT is doing to perpetuate the life and history of Jim Clark.

Our virtual tour began with about 25 GGLC members joining the live Webinar session. Ron introduced us to Liam, who with Doug and Ian were standing street side in front of the Jim Clark Motorsport Museum. Liam shared a brief history

of the Museum and building.

The building originally housed the Jim Clark Memorial Room, created in 1969 by Jim's parents. The building was remodeled and expanded before it was re-dedicated by Sir Jackie Stewart as the Jim Clark Motorsport Museum in 2019.

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(cont'd. from p. 3)

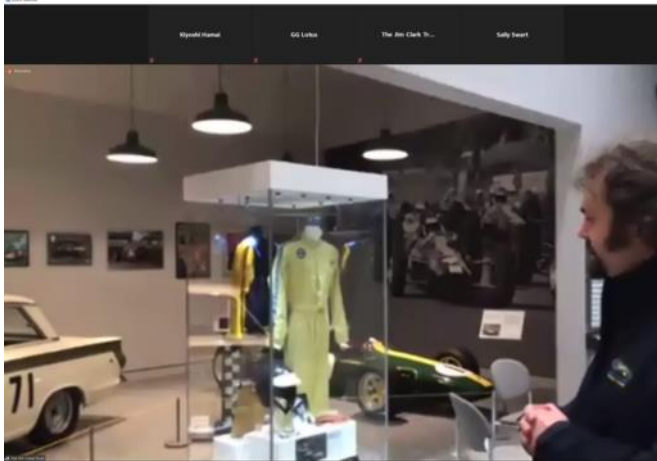
The tour then moved into the museum proper, and Liam introduced us to Angus. The first stop was an exhibit of Clark's childhood, family, life as a farmer and his introduction to racing, as a successful amateur racer. On display were several farming implements and photos of Clark's early life. Ian and Doug then shared a few personal stories from their childhood memories with Clark.

The next exhibit "World Champion" highlighted Clark's major racing achievements that included 3 Formula 1 World Championships, LeMans winner, Indy 500 winner, Saloon Car Champion and Tasman Cup winner. It highlighted that Clark was one of the most versatile drivers of the period who managed to excel in most every form of racing he touched. Doug shared how Clark would often travel for a race, win it, and then return home and be seen in a field on a tractor the following day.

The exhibit also featured Clark's sudden and surprising death in 1968 with artifacts and photos from the accident and notices from his funeral.

A separate and impressive Trophy Room holds about one-third of the trophies won by Clark at every level of racing. It is sobering and awe inspiring. Each trophy and artifact is marked and explained with a combination of printed and digital media.

The museum has room for a few cars. On this day, Clark's Lotus 25 and his Lotus Cortina were displayed. Also showcased was Clark's driver's suit worn during his 1965 Indianapolis 500 victory.



Angus turned the session back to Liam, who shared many of the available museum souvenir items, including hats, jackets, shirts and more. GGLC members are encouraged to go online to the museum website ([Shop - The Jim Clark Trust](#)) where you can purchase Jim Clark Motorsport Museum items and take advantage of the special dis-



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
May 2	SDLC Rolling British Car Day	El Cajon Rancho Bernardo
May 15	GGLC Casual Drive	San Jose to Livermore
May 15-16	SDLC Track Weekend	Chuckwalla
May 22	GGLC AutoX Round #5	Cow Palace
May 29	GGLC/SDLC Track Day	Buttonwillow
June 13	Lunch & Drive Barry Spencer	Rohnert Park
June 27	GGLC AutoX Round #6	Cow Palace

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

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The final part of the tour featured a virtual meet-up with Sally Swart, nee Stokes. Sally was Clark’s close friend and traveled with him to many of his races from 1963 on. She shared with us a story of being in the racing pit area when Colin Chapman put her to work keeping the lap charts and logging lap times. In addition, she often flew with Clark (who was also an accomplished pilot) to and from races. Our tour ended with a short question and answer period.

It was a special event, with special stories highlighted by personal memories from those close to Jim Clark during his too brief life and career.



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



San Diego Lotus Club Schedules Meet-ups, Drives and Plans for a Busy 2021

by Lawrence Sher

As we start to get hold of COVID-19 and its restrictions, we find that many of us are getting vaccinated so that the San Diego Lotus Club GGLC Chapter is able to ramp up activities and provide more and more fun events for all of our members.

Notably, on March 6, the SDLC with the great support of Michael Perry of RE/MAX coned off an area in downtown Rancho Santa Fe where we were able to display over 20 cars. After that get-together, we moved to an area behind the Bank of America building where a group photo was taken before starting off on a casual drive through the back country.

Please check out the accompanying photos to see some of the sights we shared along the way.

The next SDLC event was held on April 29 at the San Diego K1 Speed indoor karting venue where some of our gear heads put on their helmets to take part in an enjoyable evening.

Then on May 2 we are planning a Rolling British Car day where we will be leaving from two separate locations: El Cajon and Rancho Bernardo. Later, on May 15 and 16, we have scheduled a track day at the Chuckwalla Valley Raceway. Please register for this event as soon as possible since the available slots are filling up fast.



San Mateo Coast Drive to Half Moon Bay

April 18, 2021
by David Anderson

After several delays and postponements due to COVID restrictions, fires and traffic, we were finally able to put on a casual drive on the peninsula from the Crystal Springs Shopping center to San Francisco's Ocean Beach followed by a drive South on Hwy 1 through the Lantos tunnel and ultimately on to Half Moon Bay.

We had about 17 cars at the shopping center, and the great majority were Lotus. With everyone wearing masks at the starting point, it was sometimes difficult to recognize even our oldest friends. But it was still nice to gather and share some stories before getting under way.

We left at 10AM under sunny skies. Unfortunately, I made a brief navigation error early on that led most of the group off route and into a housing area near Serramonte Center. Eventually we did get back on track, though, with a little help from some of the participants.

We were then able to return to Hwy 280 and Hwy 1/Skyline. (I blame poor signage at the Hwy 1 interchange for the mix up.) As we approached San Francisco at north Daly City we encountered fog! Not totally socked in, but very definitely foggy.

As expected, the Great Highway was closed just past the San Francisco Zoo, so we used the turnaround and headed south passing Fort Funston and Thornton Beach. At the Hwy 1/Pacifica exit from Skyline we headed for the coast. After passing Rockaway Beach and Pacifica we went through the southbound Lantos tunnel through Montera Mountain.

The drive on Hwy 1 along the San Mateo coast was very nice as

(continued on p. 8)




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(cont'd from p. 7)

traffic was moving pretty well. There were many cars parked (or desperately searching for parking) near the beaches. Lots of surfers were also out trying to catch a wave or two. Then by the time we arrived at our destination of Half Moon Bay, it was sunny again.

After all the excitement and exploring, it was now time to relax, which meant that Judy and I could have a nice lunch in Half Moon Bay as did some others.

As expected, the drive back across the hills and into the Bay Area was easy with at worst moderate traffic.

Thanks go out to everyone who was able to join us for a fun drive that featured a little unexpected orienteering experience on the peninsula.

Santa Cruz Mountain Drive

March 20, 2021

by Kiyoshi Hamai

Photo Credit: Alexander Komlik

An impressive array of 27 cars gathered in western San Jose for a casual drive in the Santa Cruz mountains hosted by Carlos and Rita.

One of the first things you notice about a gathering of Lotus cars in a parking lot is how we break up the bland world of white, black, and gray everyday cars as we display brilliant hues of yellow, green, blue, orange and an occasional purple or Krypton green. All that color is just bound to bring joy to one's eyes!

The assemblage of Lotus cars included an Esprit S1, Esprit Turbo, Evoras (S, 400 &

GT), Exige, Elise along with an eclectic assortment of non-Lotus cars represented by a Datsun 240Z, Toyota MR2s, and a few Porsches. But the cream of the crop of the non-Lotus contingent was Dan and Sharon arriving in their Citroen DS21, Vive la France!

We circled around Carlos and Rita for a brief drivers' meeting where Carlos described the route and the planned stops. Then it was time to go!

The route took us through Saratoga and onto Hwy 9. We crossed Hwy 35, Skyline and continued toward Big Basin. Carlos had explained that we would stop at a popular vista point for photos and gathering the group to-



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gether. The original plan was to continue into the Big Basin State Park, but the road to the park was still closed as crews continue to clean up after the destructive fires last summer. Instead, we stayed on Hwy 9 toward the town of Big Basin and then made a left onto Bear Creek Road. A second stop was planned, but we found that the parking lot was completely full. It was pretty clear that the great weather had attracted a lot of hikers and folks just wanting to get out. As an alternative, we continued towards Lexington Reservoir for the final stop.

The route made for an enjoyable few hours of driving and comradery. Thank you, Carlos and Rita, for organizing the event!



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The Tale of Toothless—A Unique Lotus Ownership Experience

by J. Martin Schreiber

PART 1: Purchase

Sitting in my New York home on Oct 3, 2016, I saw a deal I could not believe. A clean title 2006 Elise was for sale in Atlanta for \$24K, o.b.o. The ad consisted of one grainy picture, and not a whole lot of detail.

After convincing the wife that storing two toy cars for the NY winter was OK, I put down a PayPal deposit and bought a one-way ticket to Atlanta using FF miles.

No time to arrange for an official PPI; I just put together some basic tools to take with me for my own inspection. One carry-on bag with only hand tools

and your basic road trip emergency kit consisting of zip ties, tape and towels, plus a pocket full of cash. I'm sure it was easy for the TSA inspector to conclude that this guy is OK to fly—or maybe kidnap someone.

It was not until I was airborne that it occurred to me that this could all be a terrible idea since all I really had was an address and a stranger's word.

Nevertheless, at 10 AM I was at his front door, and more than 800 miles from home. His tiny garage door opened, and a starlight black Elise was crammed inside; looking for all the world like a four-wheel version of the stealthy dragon



Toothless from the popular series of animated films *How to Train Your Dragon*.

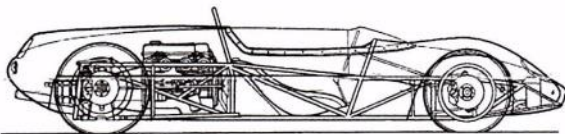
After my DIY PPI was done, I had identified a dead battery, a tear in the red seat, a sagging headliner, and cat fur everywhere, but otherwise the car was all there.

We negotiated a little, I gave him \$23K, and he gave me an Elise, a new battery, a soft top and a spare stage II exhaust to ride passenger with me.

It was about 1:30 PM local time when I left his house. A quick trip to a gas station revealed two things. First, the dash gauge cluster died. This is not uncommon for Elises, but it did mean I had no gas, miles, or speed readouts. Second, my Dad called. "You're in Atlanta today?!? Didn't you know that Hurricane Matthew is making landfall on the eastern seaboard, starting in about an hour?"

It suddenly became crystal clear that this would be an exciting 800+ mile drive home...

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PART 2: Atlanta to New York—Eventually

I have driven the eastern seaboard a few times in my life. The major interstates are not exciting, but they get the job done. My plan was a 13-hour brainless drive home. It was 1:30 PM, so I could be home by 2:30 AM—if I played my cards right.

A dead instrument cluster meant not having a fuel gauge. An Elise should make 200 miles on a full tank without issue, so I decided to gas up at that interval. I could use an old GPS I had to track my speed, but I had a bigger issue than lack of gauges to deal with.

Hurricane Matthew did indeed make landfall. The day quickly turned dark, wet, and windy. My dad set up a command center of sorts at his home, and he was able to send me updates and reroutes. I planned to stay inland until DC, which should keep me west and north of the main part of the storm.

Driving by downed trees and overturned trucks in an Elise was unnerving, however; and gas stops were full of strange

looks and questions. Not able to outrun the storm to DC, I was diverted 30 miles west over a mountain pass, with no cell service, and therefore no support.

But after getting cell reception again, there was more bad news. The storm path changed, and I had to divert through Harrisburg, which would add over 200 miles to my trip. It was after midnight now, and I was exhausted. I pulled into a truck stop, bought a tiny pillow, and figured out how to sort of sleep in the cramped Elise.

Three hours of restless sleep later, the rain dissipated, and it was time to caffeinate and hit the road again.

I pulled into my driveway at precisely 8 AM. Exhausted, I stepped out of my now filthy Elise and was greeted by my smiling wife who exclaimed: “well, sh*t, that’s a Lotus, I forgot how sexy they are, just... damn” so she approved.

A car wash and an ambitious plan to build an enhanced version of Toothless would have to wait, I was off to bed.

Look for the saga of Toothless to continue in the next *Chapman Report*.

Lotus Factory Press Release (abstracted) April 27, 2021

Lotus has today confirmed the name of its eagerly anticipated all-new sports car will be EMIRA.

The news was confirmed during the *Driving Tomorrow* global digital conference broadcast. To date it has been known only by its codename, the Lotus Type 131.

Pronounced ‘E-meer-a’, the word features in numerous ancient languages and often translates as ‘commander’ or ‘leader’. It’s highly appropriate as this is the exciting new sports car leading Lotus on a journey to a thrilling new future.

The Emira will be unveiled on Tuesday 6 July at Hethel, Norfolk – where the Emira will be built – and it will make its public dynamic debut at the Goodwood Festival of Speed on 8-11 July.

Lotus has also confirmed that, contrary to media speculation, the car will not be a hybrid. The Emira will be powered by a choice of internal combustion engines – the last time Lotus will launch an ICE car – with an exciting new powertrain partnership. The additional powertrain option will be new to Lotus, highly efficient, use cutting edge technology and be tuned to help deliver that distinctive Lotus experience.

With a distinctive new sports car design influenced by the Lotus Evija hypercar, Emira marks the acceleration of the brand’s product-led offensive into a new era of contemporary design, highly efficient powertrains, and everyday usability coupled with explosive performance.

Speaking about the Emira, Matt Windle said: “It’s the most accomplished Lotus for generations – the perfectly packaged, powered and formed sports car. Beautifully proportioned, shrink-wrapped, but with comfort, technology and ergonomics built in. With a design inspired by the Evija all-electric hypercar, it’s a game-changing Lotus sports car.”



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

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Parts For Sale: Dual oil coolers removed from '06 Exige after 58k miles. No issues. Located in San Rafael. Best offer. Contact Jonathan at (415) 830-3441 or carphoria@gmail.com

For Sale: '05 Lotus Elise. Chrome Orange. Current milage: 23,452. Located in San Diego. This is an estate sale after the recent passing of club member, Kevin Zuch. Details provided by previous owner Nick Schumacher in this posting: [Sad phone call today - My old Elise is available | The Lotus Cars Community \(lotustalk.com\)](#). Asking

price \$39K. Contact Marlene at Marlene.Zuch—at—comcast.net.

For Sale: '66 Lotus Elan S2 Coupe. S/N 36-5905. One of the first 100 coupes built. Spyder chassis, Lita Springs all around, all steel Spencer-built engine at 85MM (140 bhp), SS header and exhaust. 3.55 final drive with Quaife LSD. Many spares including LAA graded block. Car located in Las Vegas, NV. Asking \$35K. Contact Mark at (702)-673-0671 or email mdefran@earthlink.net


For Sale: '07 Lotus Elise. Approximately 60K miles. One owner. Never tracked Dealer serviced. All records. Make offer. Car located in San Jose. Contact Pat at t.patrick.hannon—at—gmail.com or (408) 768-8360

For Sale: '91 Lotus Esprit SE. Modified to be a twin of an X180R without the cage. 17" OZ wheels and new Toyo Tires, 3" Borla SS exhaust with Alunox 321 SS header. Car located in Las Vegas, NV. Last dyno'd at 297 bhp. Asking \$35K. Contact Mark at (702)-673-0671 or email at mdefran@earthlink.net.

For Sale: '69 Lotus Elan S4 DHC. S/N 45-9216. One owner, 29,697 miles. CA car, always garaged and/or covered. Original fly yellow paint, no accidents. Car has not been driven since 1979 (there were no drivetrain issues at that time). Located in Davis, CA. B.O.O. \$25K. Contact Victor at (530)-756-4497 or wmaster—at—ggweb.com.

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