

The Chapman Report



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(Photo Credit: Kiyoshi Hamai)

The Quail, A Motorsports Gathering provided the perfect setting for Lotus Cars USA to introduce the newest Lotus, the Emira, to North America along with a return of their stunning electric hypercar, the Evija. Design features of both cars are described in detail by Kiyoshi Hamai in his article starting on page 3. The Quail Show was a featured part of the 2021 Monterey Car Week.

Sept./Oct. Meet-ups

Anti-Social September Drive

Saturday, September 18, 2021

8:30 AM (gather) — 9:00 AM (depart)

Organized by Gorkem Cakir

(meet at Starbucks, 442 N. Santa Cruz Ave., Los Gatos)

Our destination is the Pigeon Point Lighthouse in Pescadero via the Miller Mud Works and an intermediate stop at the Safeway in Fenton. The route is a combination of twisty mountain and scenic coastal terrain.

BBQ—Garage Sale—Party!

Saturday, October 23, 2021

**Gather at Mike Ostrov's shop at 10 AM
4119 Santa Rita Rd., El Sobrante**

Master BBQ chef, Jon Rosner, will do the cooking as Mike provides his hospitality and some garage sale items. You can also contribute some of your own priceless items to the sale.

This special event will be a "Going away / we'll miss you" party for GGLC'er Jackie Feakins who is soon moving out of the area. Please contact Jon at jon-at-roscotech.com if you would like to contribute food items to the BBQ.

Message from the Prez

The Goal is Constant Improvement

by John Zender

I really do not enjoy fixing cars too much. But I do get a lot of satisfaction out of modifying and improving my cars.

Participating in 5 or 6 track days every year, and going on various GGLC casual drives, give me lots of opportunities to figure out what needs to be improved in my cars.

It turns out that driver ergonomics are super important to me when it comes to both track and street use. Taking my Esprit to Barry Spencer's place in Rohnert Park a few months ago got me to finally get around to doing something about the clutch on this car. The pedal effort is really high, which makes the car kind of a pain to drive, especially at low speeds around town.

Of course, the car is far from stock, so I am not sure if other Esprits share this trait or if I am just a big pussy. My car is a 1980 S2 updated with a 1989 SE turbo motor. The pedal assembly, bell housing, and gear-box are S2 components, but the clutch is SE.

Changing the bore size on either the master or slave cylinders should be a simple task and get just the results I want...but maybe not.

After pulling things apart, I realized that I am already running the largest slave cylinder (7/8") and smallest master cylinder (5/8") that Girling makes. With the car partly disassembled for a few days, I considered other approaches to address the high effort issue such as changing lengths on the

clutch pedal or throwout bearing arm, or adapting a larger slave cylinder taken from a different type of car. Well, none of these ideas actually worked out, but then I remembered White Post Restoration. This is a company back East that specializes in rebuilding any type of automotive hydraulic cylinder.

They typically bore out the original cylinder and re-sleeve it with a bronze insert. They do good work, and they give their "new" cylinder a lifetime guarantee. I know that because they re-sleeved my original Europa brake master over 30 years ago.

After a few email exchanges with them, they were able to source a 15/16" piston and seal out of another brand cylinder, and they re-sleeved my unit to accommodate the bigger size.

I am very happy with the results. Clutch feel is about 15% lighter than before, and there is still enough disengagement.

In the end, the lighter clutch, together with the electro-hydraulic power steering I installed several years ago, make my Esprit a much better driver.

So, here's to improved ergonomics, and to hell with originality and resale value!



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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Lotus Emira N. America Introduction at the Quail

by Kiyoshi Hamai

The Story:

After the online streaming launch of the Lotus Emira from Hethel in early July, and the public debut of the car at the 2021 Goodwood Festival of Speed (where Lotus was the featured marque), the GGLC learned that the Emira's North America introduction would be at The Quail, A Motorsports Gathering, which was held August 13, 2021, in conjunction with this year's Monterey Car Week.

We made a few calls and exchanged some emails with the result that the GGLC was invited to attend and report on the official introduction of the Emira at The Quail show. That invitation also gave us a unique opportunity to get up close and personal with the new car.

Quail Arrival:

I picked-up Ben, the GGLC's Video-Dude, at his place near Prunedale, and we arrived at Quail Lodge around 8:35AM. Lotus Cars USA (LCU), had sent us a special parking pass along with the tickets, and we were directed to a convenient parking lot.

With our Early Event Entry passes, we were able to enter the show grounds ahead of the official show opening, and we quickly located the Lotus stand. We had a few minutes before the start of the Lotus press conference, which gave us an opportunity to see and greet most of the staff from LCU.

Unfortunately, no one from Hethel was in attendance due to the COVID-19 travel restrictions. But the cars made the trip, and on the stand at the press conference were three covered "hunks" of pure automotive joy!

Lotus Press Conference:

The Lotus press conference was scheduled to start at 9:15AM. However, the presentation started

a few minutes early as there was a lot of material to cover in the various presentations.

The press conference began with a Lotus rep welcoming the audience and introducing a short video message from Matt Windle, Managing Director of Group Lotus.

First up was the uncovering of a Camel Team Lotus Livery Evija. The car was in production-ready configuration and looked stunning in the Camel yellow with brilliant blue striping.

Next up was the Emira. Unveiled was the same Seneca Blue car that was shown at Goodwood in early July. This Emira sported the AMG engine and Dual Clutch Transmission with a gray interior.

Jenson Button, 2009 Formula 1 Champion, was introduced, and he was asked how he liked driving the Emira at Laguna. He noted

how it was an exceptional driver's car, and that it put a smile on your face.

Attention then shifted to Radford, and the introduction of Ant Anstead, along with designer, Mark Stubbs. Jenson Button, along with the Radford team (based in the Los Angeles area), unveiled the Radford 62-2.

The foundation of the Radford 62-2 is the Lotus Exige Cup chassis and drivetrain (V6), and it is a re-imagined Lotus 62 from 1969. Only 2 Lotus 62s were constructed, and they sported Gold Leaf colors. (By the way, one of these cars is located in SoCal and is currently for sale.)

So, let's get to the cars...

Evija:

The last time Ben and I saw the Evija was at the Quail in 2019 on the occasion its North America launch. A gentleman from Lotus Cars named Matt Windle introduced the amazing vehicle to us. Little did we know that within 12 months

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(cont'd. from p. 3)

Matt would be promoted the Managing Director of Group Lotus! (Here is a link to the GGLC's 2019 Evija introduction video: <https://youtu.be/5HfDrHpJotU>)

The Evija shown at the Quail this year is production-ready, and it is still jaw-dropping. Even with all the other "hyper" car introductions at this year's Quail, the Evija stands out and does not fail. It is simply stunning!

This Evija was finished in Camel Team Lotus colors that harkened to the Lotus 99T of 1987 where a young driver named Ayrton Senna took the 99T to victory at the U.S. Grand Prix on the streets of Detroit.

I was impressed by the fit and finish, the superb quality of the interior, the jewel-like brake rotors and calipers, flawless body panels and rich paint. As an aside, it was enjoyable to watch people walking by and then seeing them stopped by the shape. Yes, we have seen the shape for 2 years now, but it is still more than fresh, and is still elegant in line with its understated style. As with every Lotus, the form and styling emerge from function. (If you want an example on the opposite end of the styling spectrum just look at any Toyota and the amount of busy, unneeded decoration that clutters the car.)

Okay, now on to the main stage...

Emira:

The car shown was the same one that was displayed at the Goodwood Festival of Speed in early July, and it was also the car pulled out of the "garage" during the online streaming launch of the Emira from Hethel on July 6.

The Seneca Blue paint work was perfect as it was subtle, and yet the fine metal flake glistened in the sun. Why Seneca Blue? Seneca is the lake in upper New York State that is adjacent to the fabled Watkins Glen circuit, and the blue reflects the lake's deep, rich hue and thus provides a connection to Lotus F1 lore.

The first thing that struck me when seeing the Emira, especially next to the Evija, was how its design was an expression of the Evija. You immediately knew the two cars came from the same company and designers. Often referred to as "Design Language", that language expressed by Lotus Chief designer, Russell Carr, and his team starts at the nose below the bumper crease with the tri-opening grills as seen in the Evora GT and Exige Cup cars, and it extends to the hidden barge boards that are incorporated into the outer openings for the oil coolers.

I also noticed that sensors (range detecting) were seamlessly incorporated into the grills, making them barely visible; that is, there are no ugly warts on the bumpers or bodywork.

Moving above the front bumper, the LED headlamps reflect the shape of the Evija, with a triple stack of lights and separation blades with Emira branding. Most pronounced are the diagonal slashing vents between



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept 10-13	LOG40	Salt Lake City
Sept 16	GGLC Track Day Hooked on Driving	Sonoma
Sept 18	Casual Drive	Los Gatos
Sept 19	GGLC AutoX Round #9	Cow Palace
Oct 3	British Car Day	San Diego
Oct 7	Track Day T'hill / 5 mile	Willows
Oct 16	Lotus Corral / F1 Historic Masters	Sonoma
Oct 16	Malloy Collection Tour	Corona
Oct 17	All British Car Show	Blackhawk
Oct 23	BBQ / Garage Sale	El Sobrante
Oct 31 (tentative)	GGLC AutoX Round #10	Crows Landing

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

fenders and bonnet. Again, it played off the similar looking slash vents on the Evija, but in the Emira these vents act to exhaust hot air off the radiator to enhance downforce by filling the low-pressure areas at the base of the windscreen.

Speaking of the windscreen, the Emira's windscreen is more upright and "feels" taller than that of the Evija. Additionally, there are two wiper blades, maybe contributing a bit of added weight?

Moving to the side, I immediately noticed that the door appeared longer than the Evora's. This was verified later when I got in and out of the car.

The large scoops for engine cooling, charge coolers and intake are the big feature on the side of the Emira. The "scoop" again reflects the Evija's giant side venturis. However, the internal combustion engines offered in the Emira do not allow the Emira to have

big, open tunnels and venturis like those on the Evija.

Enhancing the aggressive look of the Emira are the tight wheel openings and hunched fenders that Roger Becker referenced as "Driver's Points". The sculpted lines and soft creases gave me an immediate sense of how the air would flow over the car and slip into the scoops.

The roof line is smooth and has just the right proportions; not too forward and peaking at the right place to give a sense of balance fore and aft. There are vents incorporated into frame surrounding the backlight (i.e., rear window) with mesh that continues the hexagonal theme that is present throughout the Emira (and also in the Evija).

The wheels are quite large for a Lotus, at least they seemed that way to me. Tires are Goodyear, although I was told the Track/Sport option would get Michelin Cup tires.



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

Brakes look to be the same or similar to those on the Evora GT, with 4-pot AP calipers at front and rear vented steel discs.

I peeked under the fenders and saw exactly what I expected, double wishbone A-arms with coil over dampers. I was unable to see/find the brand of dampers, but I suspect they are the same as used in the Evora.

The Emira shown on the stand was equipped with an AMG

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turbo four with a dual clutch transmission.

(Ben and I spotted the gray Emira a bit later, which is the car powered by the Toyota V6 (used in the Evora and Exige) that was driven by Jenson Button a few days earlier at Laguna.)

The rear of the Emira, like the front, takes cues from the Evija. Most striking are the tail lamps that are like squished Evija lamps. There are also distinctive exhaust vents behind the rear tires to relieve the high air pressure in the rear wheel wells. Of course, the entire bottom of the car is flat and smooth and tails into the diffuser beneath the rear bumper. Finally, the tailpipes are pieces of car art; they are perforated, with each small hole shaped like the Lotus roundel.

Can I say I love the door handle? Push it on one end with your thumb and the handle pops into your hand and you just pull. Love it!

There were lots of questions about ingress/egress because the Elise/Exige requires acrobatics and the early Evoras required you to fold your legs into your chest.

There were two things I immediately noticed getting into the Emira: A) The sill was dramatically lower and B) the door pillar was much further forward than in the Evora. Step-in was easy, you do not have to fold your legs into your chest nor do you fall into the seat. All this and yet the sill is still wide to ensure structural rigidity. I think this improved access will translate into broader audience appeal for the Emira than that enjoyed by the Evora.

Speaking of pillars: the A-pillar is relatively thick, and I got the impression there was structure up the pillars and tying into the firewall. If this is the case, it may mean that no open-top version of the Emira is planned.

The seats were well upholstered, firm, but soft enough that

you didn't feel any hard points. For sure they are wider—both bottom and back—than my Elise seats. There also seemed to be ample support beneath the thighs. And, a first for Lotus, electrically adjusted and heated seats (at the cost of more weight).

The steering wheel, well it is not exactly a wheel since it has a distinct flat bottom, gives the illusion that it is mounted slightly off-center. You will find the expected and typical controls for the infotainment system, phone and cruise controls. The wheel was finished in Alcantra with a yellow “top-center” line. Behind the wheel rim are common stalks for turn signals, headlamps, wipers and, on this DCT car, paddle shifters of tactile, well finished aluminum.

If you have watched the GGLC's Emira Introduction video on the club YouTube channel (<https://youtu.be/MqWqM-Unqi4>), you may have caught my initial impression where I said the cabin seemed airy and open. I think the horizontal dash and lack of clutter

and simplicity, add to the openness of the cabin. There is even a heritage feeling with the way the door panels sweep up into the dash and the flat incline of the dash to the base of the windscreen is reminiscent of the Esprit while the horizontal bar across the width of the dash speaks to the Evija.

There is a large center screen for infotainment, and I like that Lotus retains knobs and buttons for the HVAC controls.

There is no +2 option for the Emira. The space behind the seats while generous and fitting for parcels and luggage is clearly smaller than in the Evora.

The materials seemed to be high quality and luxurious yet not to the point of plush. It still has the look and feel of a “Driver's” car, one oriented to making driving a priority.

The Other Emira:

Ben and I learned that the gray (fully driveable) Emira was parked in public in front of the Quail

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Lodge. This was the car driven by Jenson Button at Goodwood, and, then a few days prior to Quail, at Laguna Seca. So we began our “hunt” for the gray car.

We left the show grounds and headed towards the Lodge. We expected the Lodge to be 2 or 3 blocks from the show, but it was more like half a mile away. Find it we did, however, tucked in between a BMW SUV and a Land Rover, parked in public, no one around, except for the guy in a Porsche that went by looking for a parking space.

The interior of the gray car was slightly different, not as nicely appointed as the blue show car. There was an electrical kill switch in one of the cup holders and one could see the familiar engine cover of the Exige/Evora V6 through the backlight. Additionally, the gray car wore different wheels than the show car.

Looking through the backlight, we could see the very familiar charge cooler of the V6. We also, noted that this car was equipped with a 6-speed, and, like the Evora, it sported a semi-exposed shift linkage in the center console.

I also mentioned that the Radford 62-2 was on the Lotus stand. You will have to wait for my separate review of this special vehicle, however, as I am planning to share

my Radford impressions in the next issue of *The Chapman Report*.

Conclusion:

It was great to get reacquainted with the Evija. It had been 2 years since the car debuted at The Quail, and on the surface not much had changed, but underneath (and in detail) it was different as it is now a whole, finished-to-perfection product, and it is still a jaw-dropping stunner.

No doubt about it, the Emira will be a winner in the market place. It hits all the right buttons, and it ticks all the important boxes. It has the right creature comforts to allow it to be used on a daily basis, and it drives like a Lotus, as per Jenson Button. But maybe even more to the point, the Emira was developed on the Hethel test track by Gavan Kershaw, Director of Attributes and Product Integrity at Group Lotus, along with other members of the Lotus team.

However, there are already cries from the Lotus-faithful concerning the weight of the Emira. I have no doubt that Lotus engineers—as they have in the past—agonized over every gram. Nevertheless, there were important choices that had to be made. For example, if you eliminate a feature

like heated seats to save weight, you will likely constrict sales because consumers expect such things in mainstream cars.

That is the reality; the market for bare-bones hardcore vehicles is simply not sustainable. Lotus needs one, or more, mainstream cars so that the anticipated production volume of those cars will allow them to produce hardcore niche models that can potentially replace the Elise/Exige.

Should you put in your deposit? While that is up to you, were it up to me... I would say, “YES!”. Will it attract folks away from other marques? Again, I think yes, which is exactly what Lotus needs to do to expand its market. You do that by producing a car with a broad appeal, but is still a Lotus at heart. Even if that approach means a few compromises and some weight gain, the Emira is still light relative to the competition, just not light-at-all-cost light.

It is for exactly these reasons that I think the Emira will ultimately outsell the Elise and become one of the best, if not *the* best, selling Lotus cars ever (or until the Lotus SUV comes out). Time will tell...

You will find a few of my photos from the Lotus stand and press conference at the Quail Show on the following pages.



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R.I.P. Arnie Johnson

by Kiyoshi Hamai

Sadly, as I write this for *The Chapman Report*, I must report that we have lost a Lotus legend. Arnie Johnson, former Chief Executive Officer of Lotus Cars USA (LCU), lost his fight with cancer, and he passed on August 26, 2021.

From the 1970s to 2015 Arnie WAS Lotus in North America. He started with Lotus East in Millerton, NY in 1971. At that time, he did dealer tech training and he dealt with warranty issues as he worked on many Europas and prepped race cars.

In 1979, Lotus took over North American distribution, and Arnie moved to Lotus North America in Costa Mesa, CA. By the end of the year, Rolls Royce signed to distribute Lotus in the U.S. As a result, Arnie relocated to RR headquarters in Lyndhurst, NJ, where he met his wife, Cathy, who was the distribution manager for Rolls Royce at the time.

Arnie continued to follow Lotus in the states by going to Lotus Performance Cars in 1983, then to LCU in 1986. LCU moved to Atlanta in 1986 with Arnie as VP.

In 1997, then Managing Director of Lotus, Chris Knight made him CEO. Arnie retired from Lotus in 2015.

During Arnie's decades with Lotus, he had a significant role in keeping the Esprit alive for the states, including getting the Esprit X180R into professional racing.



From 1994 to 2004, he worked closely (and behind the scenes) with Tony Shute and Roger Becker to find a way to bring the Elise to the North American market. This included Arnie taking the step of buying a used Celica GTS and having it shipped to Hethel as a donor car for the Toyota engine. All this was done without the knowledge or approval of top management. And we should not forget Arnie's adept hand working with the Feds to gain the right approvals and waivers to bring the Elise into the U.S.

It can be said without exaggeration that there would be no Elise in the U.S. without Arnie. And, without the Elise, no Exige and no Evora.

I will argue there would be no Lotus in North America without Arnie. He has been the too often underappreciated foundation and rock that kept

Lotus in the game in North America.

There are many stories of customers calling LCU for support only to get passed over to Arnie who would then bend over backwards to help.

The dealers loved Arnie, customers loved Arnie. Lotus enthusiasts loved Arnie.

Rest in Peace, my friend. My mind is filled with stories of our time together. My eyes swell with tears and my heart aches knowing that I will no longer be able to call or email you.

Photo: Arnie helping a Lotus customer at a meet. Thank you, Richard Parrament.

All Things British

by Michael Thompson

Greetings fellow Lotus enthusiasts, Mike here. I joined the GGLC this past March, and I look forward to attending one of the upcoming drives. I currently do not own a Lotus, but I have owned several 1973 Lotus Europa Specials back in the day, and I have been attending Lotus track events over the years.

I am currently a co-owner of a 2006 Radical SR3 purchased in January of this year. The car is painted in Gulf racing colors, and it appeared in the July/August 2021 issue of *The Chapman Report* on page 10 near John's Flamer Europa.

In case you are not aware, the Radical is built in England using a steel chassis and a fiberglass body. The engine and transmission are from a Suzuki Hayabusa motorcycle. The engine is 1340 cc stroked to 1500 cc using an Arrow crank and Cosworth pistons, and it is rated at 225 HP. The car weighs approximately 1,200 pounds. The transmission is sequential, like a motorcycle, and neutral is between first and second.

I thought the transmission in my car was a five-speed until the fourth time on the track at Laguna Seca when I pulled the lever back in fifth going over the top of the hill through turn one and I found a sixth gear! I probably should have read the owner's manual.

An additional feature of the car is that it does not have a tach. Instead it just has a series of lights that I cannot see. Therefore, I live on the torque curve. Once I feel the car running out of steam, I up-shift. Probably a good metaphor for life.

The radical came onto my radar back in 2004 when I was attending a track day at Thunderhill in my C4 Corvette Z06. The manufactur-

er was giving rides. I strapped myself in as a passenger with an ex-Formula Atlantic driver, and we did a few thrilling laps at speed. I think we passed everyone on the track on either the inside or the outside. Nothing like passing on the outside of the off-camber turn three. Running through turn one, I do not think he used the brakes, and I remember closing my eyes thinking we were going to end up in downtown Willows. Needless to say, the car was very impressive.

I looked into buying a Radical after the ride. However, since I have been riding dirt bikes my entire life, a friend suggested I try motorcycle track days. As a result, I switched gears and purchased my first street bike, a Yamaha R1, installed DOT track tires and took lessons from Keigwins at the track. I still attend motorcycle track days, and I can share more details about the differences between motorcycles and car events at a later date.

The opportunity to buy the Radical came via a motorcycle friend that decided to try track days in a car. That did not work out—during twelve laps on the track, he spun three times. That might be a record.

As you might expect, the radical handles like an oversized kart. Great vision, easy to steer, good balance and fabulous brakes. I think I can out brake-anyone. That fellow Chapman was on to something by adding lightness to the equation.

This year, at Buttonwillow, my partner and I shared the driving, I

ran the advanced group and he ran the intermediate group. One of the advantages of having a partner, is that when people come up to you in the pits and compliment you on your driving skills, you can easily acknowledge the compliment. But, when they say you passed them a little too close for comfort, you point at your partner and say he was the driver.

The Radical ran great all morning until we developed a fuel leak. For the afternoon counter-clockwise sessions, I switched to my back-up car, a C7 Corvette Z06 with a Z07 package minus the carbon ceramic brakes (I'm too cheap) on street tires. I had a great time in the Corvette going into Phil Hill's corner. I would hit the apex at the bottom of the hill going 95 MPH from the reading on the heads-up display, off the throttle climbing the hill, tap the brakes to set the car up and drift over the top. I felt like I was, well, Phil Hill, except on the second lap, I followed another car and they were doing the same thing. Just when you think you are somebody.

I would like to thank John and Scott for making me feel welcome at the GGLC events. Also, on my bucket list, is a ride in an Esprit. For some reason, over the years, I have never had the opportunity. Please text me at 408-607-2795 if you want to follow up.

If you like this article, let me know. If not, my partner wrote it.

I hope to see you at the next event at Sears Point and the five mile at Thunderhill in October.



The Tale of Toothless—A Unique Lotus Ownership Experience

by J. Martin Schreiber

PART 3: Ownership Experience

Having owned an Exige in the past, I knew exactly how I wanted to build Toothless. The only difference was timing. With child #2 planned, I thought it best to take a build-it-all-at-once approach to maximize the available driving time for my perfect Elise. An additional motivator was that I was looking at a NY winter to get the job done.

Since most events of interest were a decent drive from my home, the plan was to make Toothless' interior a nice place to be for long drives. The faulty gauges were repaired, and the interior reupholstered. For entertainment, a Bluetooth stereo was added, and, along the way, a copious amount of cat fur was vacuumed out. With everything re-installed, she was gorgeous inside.



The next job was to re-create the driving dynamics of my former Exige, and that meant healthy bumps in power and han-

dling. A quick call to Shinoo at InoKentic had me set up. It was not quite overnighting parts from Japan, but it certainly got the job done.

A Katana2 kit, 46mm Nitrons, baffled pans, grabby clutch, lightweight flywheel, and lots of other little bits. William Thomas Roadsters in NJ dialed her in, and she was ready to fly.

And fly she did! From northern MA to southern NJ, I was participating in any AutoX or track day I could cram into my busy calendar. Toothless seemed to get better the harder she was pushed. Spring and summer flew by as I checked off different events, and new-to-me tracks, all with a big ear-to-ear smile on my face.

Late summer saw a day at Lime Rock; and upon arriving home, the decision was made to push for one more event. I would end my season with a bucket-list track. A track day at Watkins Glen was only four days away, so I requested PTO, and I booked a spot to drive the legendary track as my personal season finale.

PART 4: An Untimely End

Watkins Glen was roughly 250 miles from my home, which meant an early start for my journey. The evening of August 21, 2017, I packed my bags, hugged my pregnant wife and my son and began my trip.

The drive was sublime. Autumn foliage mixed with the

whine of a supercharger is sheer bliss. Until it wasn't. At 132 miles into the trip something went very wrong.

FIRE!

As flames danced on the rear window, just behind my head, my mind raced through a million scenarios that I quickly dismissed. Kiyoshi's fire safety talk filled my brain.

“STOP - Belt off - Key Out - RUN!! - Call for help”

That is exactly what I did, FAST. As I ran, I heard and felt the car go full fireball. After reaching a 9-1-1 operator I heard: “Are you currently in the vehicle on fire?” Who would call from inside a car on fire?

The operator did connect me to the local Sheriff, however, who lazily stated: “I see the fire from here, be right over.” Upon arrival, he started putting out cones to divert traffic. (Candidly, by their very nature, car fires tend to divert traffic all by themselves, but the cones made it official.)

The fire fighters showed up next. They quickly got into position and then waited. All the while Toothless burned brightly. Apparently, being on a bridge at the time meant a dam had to be set up so that they would not pollute the river below while putting out the fire.

Then the EMTs cleared me. They informed me that people typically make it out of their burning car, but many die reaching back in for their belongings. “A lungful of black smoke will knock you out, and then it's game over.”

Two hours later, the adrenalin had worn off and reality settled in. I looked at the remains of Toothless and realized how

close a call I just had.

Physically, I was completely fine. Mentally, it would take me longer to recover.

So, 11 months after buying her, I said goodbye to the scorched wreckage that was formerly Toothless.

Since I was convinced my days of automotive adventures were over, I started to move on. Until a year later when I received an email from a stranger. He was being deployed out of the country, and had to sell his car, which he correctly believed was my old Exige—would I like to buy her back?

My understanding wife had only one condition: install a full fire-suppression system. I obliged.



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First Lotus Victim of New CA Smog Checks

By J. Martin Schreiber

Is your ECU tuned? If so, you should read below before your next smog appointment.

In a nutshell, there has been an important change in the CA smog laws. Beyond the previous checks, CA now also verifies the calibration number of your car's ECU, which means, if you are running a non-CARB-compliant tune, you will fail. I did.

During the first ownership stint of my Exige, a Lotus supercharger from a later model Exige S was installed, and the ECU was tuned by BOE. Even with this modification, routine smog checks every two years had not raised any issues.

In late 2020, when I received my registration notice (with smog required), I expected the

process to go just as smoothly. But when the tech scanned my registration letter, the smog computer beeped, and said "Referee Required." The car had been flagged.

It turns out that the smog check done in 2018 recorded a non-CARB (E.O.) tune, and it flagged the car. At the time, however, that was not an infraction that would result in a smog check failure. But now it is.

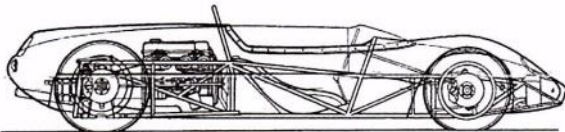
An appointment with a state referee was needed to rectify this issue. The referee required proof that a CARB-legal tune had been installed in addition to an in-person appointment for a full inspection—including a sniffer test. Even the Lotus CUP airbox had to be reverted to pass this inspection as it was not CARB-compliant.

My situation was unique, though, because my Exige was fitted with mostly factory parts it was able to pass inspection by processing "engine change" paperwork to a newer model year specification in addition to making other minor changes, including, of course, a Lotus-tuned ECU.

In fact, after 6 months, 2 in-person appointments and DMV trips, the car is now fully CA-legal with the later model supercharger installed.

But what will others do? Is this the end of ECU tuning in CA? Is this a step too far by the CARB?

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Are You a Lotus Outlaw?

From your friends at the InoKinetic Group

The term “Outlaw” has recently started popping up in the Lotus community. In an effort to shed some light on the context of this ‘new’ term as it relates to Lotus cars, we have decided to take a stab at answering the *Who*, the *What*, the *Where* and the *Why* questions as they pertain to the Lotus Outlaw.

***Who owns an Outlaw?—** Outlaw cars are owned by people who march to their own drumbeat (like most Lotus owners). Outlaw owners therefore represent a subset of the Lotus community.

***What is a Lotus Outlaw?—** A Lotus Outlaw is defined as a car that has undergone modifications to suit the owner's needs. An Outlaw is a machine formed from each owner's vision of their ideal Lotus. In particular, an Outlaw should have at least one modification from each of the following categories: Exterior, Interior, Performance, Reliability/Safety.

We created a checklist that assigns points for each modification to help you rank your own car. The checklist can be viewed by scanning the adjacent QR code. We did not place any importance on complex vs. simple mods in an effort to Simplify and Add Lightness...

As you might expect, one of our favorite Outlaws is the 111RS Spyder. The Spyder was created with one goal in mind: produce the Ultimate Canyon Carver with a coach-built body. The final product of this effort won the ‘Best of Show’ award at the West Coast Lotus Meet in 2019, solidifying the legitimacy of Outlaws within the Lotus community.



***Where are Lotus Outlaws?**

—Lotus Outlaws can be found all over the world. They have been around for a very long time, and they will continue to be around as long as people are driving their Lotus cars. You often can find Outlaws at club events (e.g., organized by the GGLC), including casual drives, track days and online. There is even a Facebook Group dedicated to them.

***Why do people create Lotus Outlaws?—**Owners modify their cars to suit their needs and improve them in their own eyes, regardless of anyone else's opinion. These owners take pride in their individuality and express themselves with their vehicle, so in effect their car is an extension of their personality. Clearly, Outlaws celebrate individuality, and they support others who feel the same way.

Who are we to argue? Go, Lotus Outlaws, Go!



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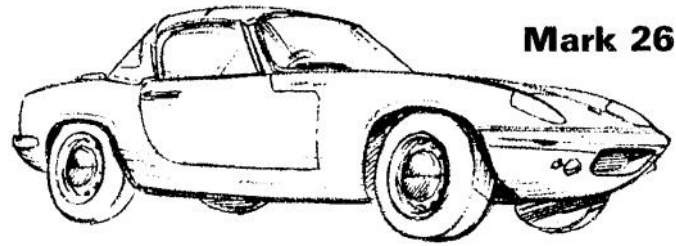


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Classifieds

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



Mark 26

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

Parts For Sale: Sold my '05 Elise after 7 years. Now I have some parts for sale: four clean Rota wheels, balanced with near new Toyo R888R tires (4017 date code, stored in garage) \$700. New (in a sealed box) Pagid "black" brake pads. Cost \$450 / Price \$300. I loved the first set of Pagids I had. (Rob said they were great.) Parts located in San Ramon. Contact Bob Howe at (925) 858 5871 or Bobhinsram—at—sbcglobal.net.

For Sale: '07 Lotus Elise. Saffron Yellow over Black. With both hard and soft tops. Current milage: 25K. Two owners. Never tracked. Equipped with new tires. Car is located in San Mateo. Please use email for inquiries: smchcc—at—gmail.com.

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

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.

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

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Contributions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport-at-gglotus.org in MS Word, rtf or ASCII text.

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