

The Chapman Report



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Photo Credit: Stawsh Murawski

Pop Quiz: What are you looking at?
See Stawsh's story starting on page 3
for the answer.



Rita, Dave and Judy welcome guests
to the 2021 GGLC Holiday Party on
December 4. See page 7 for more
photo coverage of this fun event.

Jan/Feb Meet-ups

Anti-Social January Drive + Lunch
Saturday, January 29, 2022
9:15 AM (gather) — 9:45 AM (depart)
Organized by Kiyoshi Hamai
**(meet at Starbucks in Sausalito—110 Do-
nahue St.)**

*The club's annual Anti-Football drive has been renamed the Hazel Chapman Memorial Drive in honor of Hazel and her immeasurable contributions to all things Lotus. The drive will start in Marin City and finish in Rohnert Park, with an intermediate stop at the Marin French Cheese Company. The route will take us out Hwy 1 and then up the Panoramic Hwy and back to Hwy 1 on the coast. We will turn inland in Point Reyes Station toward Petaluma. Just prior to reaching Petaluma, we will veer north and into Rohnert Park. Total Distance is about 65 miles, and it will take 2-3 hours. Lunch at Barry Spencer's shop will follow the drive. **Please RSVP for lunch to Kiyoshi (marcom—at—gglotus.org)** Check the GGLC website for more details.*

Anti-Social February Drive
Sunday, February 13, 2022
8:30 AM (gather) — 9:00 AM (depart)
Organized by Brian Van Winkle
**(meet at Peet's Coffee, 1110 Blossom Hill Rd.,
San Jose)**

We return to the South Bay on this drive that begins on the Almaden Expressway and ends at the Gizdich Ranch in Watsonville. Participants will have the option of two different routes depending on their desired level of challenge. Both options end with no-host pie and/or lunch at the well known Gizdich Ranch Pie Shop and Deli.

Message from the Prez GGLC Under New Management for 2022— Thank You, John!

by Jonathan Schreiber

In the final issue of *The Chapman Report* for 2021, our then president, John Zender, put out a call for nominations for the club's next president. After careful consideration (featuring a wife approval step), and a grueling campaign (3 emails), the election results were announced at the club's holiday party last month.

In a traditional and solemn ceremony at the party, John was defrocked, and I was frocked as the new president of the GGLC.

John, let me just say that you were a wonderful steward of the club, and as such, you set the bar high for all future presidents. Thank you.

You are not off the hook yet, however, as you are now the new GGLC VPrez for 2022!

But who am I, and why does this make any sense?

My name is Jonathan Schreiber. I have been a member of the GGLC since 2010 when I took delivery of a new-to-me 2006 Lotus Exige.

Since then, I have tried on several other Lotus cars (7 to date) for daily and pleasure use. We can explore those experiences in more detail in upcoming articles. Currently, after selling the Exige once, I find myself back in that same car for track and AutoX fun, and I also have a 2020 Evora GT for daily use as the family hauler.

I have spent the past 11 years enjoying all that the GGLC delivers, from club drives, meets, AutoXs, track days, and other special events.

If you have been to a GGLC AutoX of late, you will know me for working the gate in the morning, and the Mic during A-group runs. I hope to continue that, but I also want to be more involved, and help promote the club that I have enjoyed for so many years.

So, what does that look like? I am still figuring out the details, and I am, of course, open to your ideas. Right now, I have some ambitious ideas of my own for club karting, wine tasting, North Bay drives and other silliness. Ultimately, we will have to see how the pandemic and other planning issues play into those ideas.



Photo Credit: Kiyoshi Hamai

I am looking forward to meeting many of you, so please do not hesitate to reach out via email, or introduce yourself in person at an upcoming event.

That's all for now, hoping you have a safe and happy 2022!



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Lotus Los Gatos Service Clinic

by *Stawsh Murawski*

I attended the Lotus Los Gatos Service Clinic on November 6, after I noticed this event was happening in the latest *Chapman Report*. I had a 1 PM appointment for my 1966 Elan S2's "safety inspection and fluid check". I arrived around 11:30 AM to find that there was still plenty of coffee and pastries available, even though the event had officially started at 10 AM.

Anticipation and expectation:

This clinic was at the Luxury Cars Los Gatos dealership, which recently added Lotus to the "Lamborghini, Aston Martin, Rolls-Royce, Bentley or Bugatti" marques that they help their guests to acquire and maintain. When it comes to Lotus, it is clear their focus is on the newer cars, and I surmised that their goal in hosting this event was to gain new service department customers for their new car clients. For that reason, I was reluctant to make an appointment for my classic Lotus. It was not clear if any toolbox in this shop would include inch specification wrenches as needed for my classic Lotus, e.g., a 7/16 inch wrench rather than a 10 mm? Would they even have the right Castrol hydraulic fluid for topping up my clutch master cylinder? But despite those potential issues, I made an appointment when I noticed that one was available at 1 PM.

Arrival and coffee:

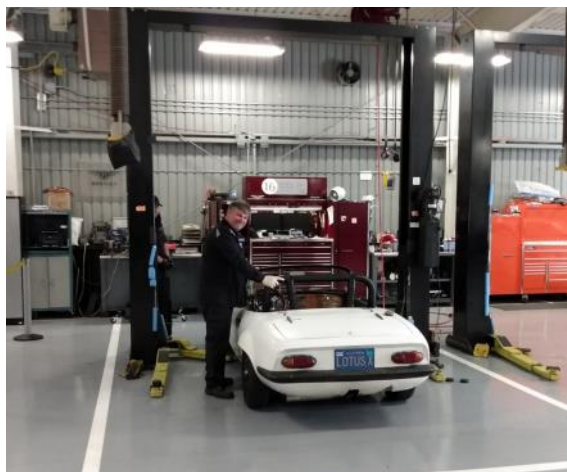
I arrived with a bit of apprehension. As I pulled into the lot I saw only 3 other Lotus cars, 2 brand new (for sale) and another late model. But then as I parked beside them my arrival was warmly welcomed! When I came into the service lobby the service manager greeted me saying "You must be Stan here for your 1 PM appoint-

ment. Would you like to come in early?" I saw 2 or 3 large urns of coffee and trays with about 100 croissant and other pastries (*yum*), and said that I wanted some coffee first. (I saw maybe 2 other club members at the shop. I think they were expecting more than 3 of us!)

They have a first-class shop, orderly and spacious (and also pretty quiet on this relaxed Saturday). I was introduced to Daryl, the shop foreman, and the tech who would take care of my Elan. Daryl drove her into the shop.

Lift time and car:

I did have a few items to inspect from underneath, which would be much easier with the car up on a lift rather than having to lie on the floor of my garage with the Elan on jackstands. Fortunately, Daryl did have inch specification tools, but I had to wonder if the arms on his lift would fit under my low ground clearance Elan. By removing a few lift pads,



Daryl was able to get the lift arms to fit, and he thoughtfully and carefully placed the pads before he lifted her up and proceeded to "look around".

Daryl said he worked at Lotus dealers in SoCal in the 1990s, and on some of the '80s and '90s "older cars" like Elite/Eclat/Esprit, and the front wheel drive "Isuzu" Elan, and that he once rebuilt the Renault engine in a Europa!

(continued on p.4)

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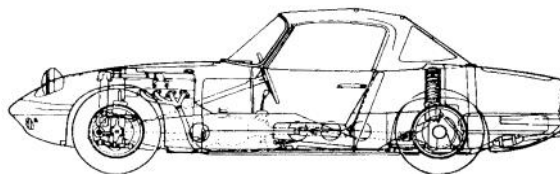
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(cont'd. from p. 3)

Some specifics about the inspection:

She has been dripping too much oil recently, even after a short run, so I asked Daryl to check the tightness of the oil pan and front cover bolts. Daryl reported that several of the pan bolts were quite loose, and that some oil even squeezed out when he tightened them. Fortunately, the front cover bolts were tight. (As an aside, our friend, Gary Dunn, suggested that the loose pan bolts probably meant that I had not been "nutting" the Elan often enough.) Daryl also did a general inspection of suspension joints, etc., and he noted that the following services are due:

- Many age-related cracks in the rear axle's Roto flex couplings (gentle driving only was recommended until they could be replaced).
- Tighten right front wheel bearing.
- Clutch master fluid was low, and so possibly clutch slave needs new seals.
- Rubbing of radiator top on underside of the bonnet. (the nylon bushings/rub blocks in the front hinges are worn causing the bonnet to sit too low, and they should be renewed.)
- And two additional items they missed that I already knew about:

Some "play" in the steering wheel shaft.
 She needs new rear strut dampers, i.e., new KONI's. (I recall that these came with a lifetime guarantee. Wonder if I can find that now ~46 year-old receipt?).



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Jan 15	LCOSC Breakfast Meet	LA
Jan 29	GGLC Hazel Chapman Memorial Drive + Lunch	Marin/ Petaluma
Feb 5	GGLC/LCOSC Track Day / Streets of Willow	Rosamond
Feb 13	GGLC Casual Drive	San Jose / Watsonville
Feb 19	LCOSC Breakfast Meet	LA

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

Camaraderie:

This was a nice gathering, and I had a good time. Plus, of course, I got a reasonable inspection of my Elan (actually Daryl and I mostly did it together). And the weather was just right for driving my roadster Elan both to and from the event.

There was an excellent sense of camaraderie amongst the shop's staff and between them and the few GGLCers who were there. There was a lot of interest in the car; one of the service writers, Long Hoang, expressed a keen interest in the vintage Lotus cars and the history of Lotus, in general. He and at least one shop technician said they thought that mine was the first classic Lotus that had been in the shop and up on a lift.

A fresh perspective:

Note that this Elan, US66/5227, I estimate has at least 250K miles on her—maybe over 300K. Think

daily driver for 10 years at 15,000 miles per year, plus casual driving during the other 15 years of owning her, plus her 10 years life before I got her. Part of that life was commuting from Belmont to UC Berkeley.

And, yes, the photo on page 1 of this newsletter is the view from underneath—a perspective I confess that I never had before.

She had a major cosmetic rebuild in 1976, including the addition of those fender flairs that were *oh-so-cool* in the 1980s (remember the 916 Porsche?).

Mechanically, she had engine and trans rebuilds during the few years after that. Oh, and a suspension re-do including new KONI's. Otherwise, it has just been just routine maintenance. But the months and the miles and the minor damage of a few bumps now show.

One of the interesting bumps was when an 18-wheeler "idled"



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into my rear while I was sitting at a stop light. The truck driver had no idea he had hit me, let alone that his rig crunched the Elan's rear.

So maybe it is time for the next major rebuild? As part of that rebuild, I will remove those fender flairs and paint her some color—other than white.

Any suggestions?

Strombergs OUT/ Mikunis IN

by Lee Cohee

I offer this article to those Lotus owners with Stromberg cylinder heads who have thought about a carburetor swap but who do not want to convert their heads to run Webers.

I have owned my Stromberg-head, '71 Plus 2S for 23 years. A few years ago, I began looking for ways to get more than the 84 horsepower and 84 lb-ft of torque it recorded on a chassis dynamometer. Ken Gray at Dave Bean Engineering suggested boring and stroking the engine and fitting higher lift cams.

So I fit a Formula Ford 1600cc crank with a 0.060 inch overbore that increased the displacement to 1720cc. Next came a Dave Bean 114 intake cam and Sprint exhaust cam. The head was also skimmed, which upped the compression ratio to 10.2:1.

These modifications yielded a noticeable performance increase, but, unfortunately, not the dramatic difference I had hoped for.

To ensure the Strombergs were performing at their best I decided to have them rebuilt. That is when Ken suggested I fit Mikuni flat slide carbs instead. I was resistant at first thinking this was one step too far in departing from the originality of the car. But then when I considered the multiple changes I have made to the car over the years—beginning with fitting a Spyder chassis—I thought one more change will hardly diminish its originality or character.

My thinking was reinforced after having a conversation with

another Plus 2 owner who had already made the Stromberg/Mikuni swap, and he reported a significant improvement in throttle response and power.

The company selling Mikuni conversions for British and Swedish cars is Vintage Performance Developments (VPD) in Syracuse, NY. The particular Mikuni recommended by VPD for engines under two liters is the HSR 42. The cost for a pair of these carbs (including choke assembly, collars for fitting the OEM air box, short idle adjustment screws and the jet tuning kit) was less than \$1,300.

Overall, the carbs were easy to install; however, the mounting bracket for the chokes needed to be modified to provide bonnet clearance because my car runs a Euro intake manifold. This manifold causes the carbs to sit higher than they would with the U.S. emissions manifold. (The Lotus owner I spoke to running the U.S. manifold had no clearance issues using the bracket as supplied.)

When I was able to road test the car, I was thrilled at the difference in response the Mikunis provide when you pull those slides open. VPD claims the HSR 42s flow 25% more air than the Strombergs, which is consistent with the improved response I observed.

This was the performance I was looking for. However, to ensure that the engine air/fuel ratio was correct with this set up, I decided to book another chassis dynamometer session.

The dyno operator enriched the idle mixture and noted that the ignition was breaking up at higher rpms. He replaced the dis-

tributor cap, plug wires and coil to cure that problem. (This proves the old saw that half of “carburetor” problems are likely to be actually ignition problems.) The operator thought the jets and needle position chosen by VPD were close to spot-on and ideal for a street car.

At the end of the dyno session, the engine made 104 hp at 6,000 rpm, 97 lb-ft of torque at 4,500 rpm, and produced a torque curve that was close to flat from 3,000 to 6,000 rpm. Comparing these results with a stock Lotus big-valve twin cam running Weber carbs, which will make 90-95 hp on a chassis dyno, I was very pleased with the results.

While my almost 25% gain in hp since my last dyno session cannot be attributed solely to



the Mikunis, I can say that they did make the biggest difference in “seat-of-the-pants” performance increase of all the modifications I made to the engine since then.

Holiday Party Photos

Editor

Here are a few photos from the club's Holiday Party held December 4. As you can tell, it was a fun event as we were able to re-visit some of our traditional high jinks in a COVID-friendly gathering.



News From The San Diego Lotus Club

by Lawrence Sher

Sadly, as I prepare this newsletter, I must report that we recently lost one of our founding members, Emil Zucarro, to cancer. Emil was our legal guru, and he would do anything to assist fellow members, friends, and family. He was always telling us as we got ready to go on local drives that he would be happy to be the “back of the caboose”. On meeting Emil for the first time, I can truly say he opened up his hands and welcomed me, and, when it came to the club, he made us his number one priority. Emil leaves behind his loving wife, Renee, daughter, Alex, and son, Joe.



Emil and his Elan

On December 4 we had one of THE largest Lotus gatherings to date in San Diego. We actually ran out of parking spaces at the Cielo mall, which was a site made available to us courtesy of the Secret Car Club and Chris Erikson. We saw many, many new faces and some truly different varieties of cars. Special thanks go to those who attended as you really made a huge impression on everyone.



As the new year closes in, we are starting to ramp up our plans even more with many

events in the pipeline. If you would like to see something different, or have ideas for future events, please let us know, my personal email is shr100T—at—gmail.com, and I am always open to ideas and suggestions.

Just remember, you are the club, and with your participation and ideas we will get stronger. As a result, we will no doubt be able to provide loads more fun opportunities to enjoy our cars.



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Vegas, 37 Hours and the Emira

by Kiyoshi Hamai

The Story

In early October, the GGLC learned that Lotus had scheduled the Emira to visit select Lotus dealers across the U.S. Included in the tour were two early stops in New York and Las Vegas designated as sales training sessions exclusively for dealers.

The New York City stop came immediately after an introduction event at a Concours in Fort Lauderdale, FL at the end of October. NYC was to be followed by the dealer training in Las Vegas on November 13.

The Las Vegas training kicked off a 4-week tour that looped around the U.S. beginning in Seattle, then moving on to Los Angeles, followed by Austin, TX, Naples, FL, inland to Chicago and Indy, then the final stop in New Jersey. Each stop was designed to be no more than a half day. After that, the show car was loaded back on the truck, and it was on its way to the next stop.

Needless to say, the club was extremely disappointed to learn that a stop in the Bay Area was not included on this whirlwind tour.

Vegas Baby!

Without a Bay Area stop, we were faced with two choices: (1) try to sneak into the dealer launch/training in Vegas on November 13, or (2) join the masses at Galpin Lotus during the Los Angeles tour stop on November 20.

After contacting Lotus Cars USA, the GGLC (including LCOSC, SDLC and Sacramento GGLC) was invited to have a handful of members attend the Las Vegas dealer event on November 13 at 7:00PM.

Representing the Bay Area, we had Mark Alloy, Rob Esser and me. With limited prep time, we decided to get up early Saturday, drive to Vegas, attend the evening

event, and then make the return trip to the Bay Area the next day. That plan meant covering 1100 miles in 37 hours. Crazy?

Mark offered the use of his Tesla Model 3 for the marathon trip. Rob and I were excited to experience the Tesla's abilities on a long trip, as it promised to make our weekend Emira adventure even more adventurous!

At the pre-dawn hour of 6 AM Saturday, Mark pulled into my driveway in Palo Alto. I quickly loaded up, and we silently headed south to pick up Rob at his home in San Jose.

With little excitement on the road trip, we rolled into Vegas a bit after 4 PM. Plenty of time to freshen up and head to the venue by 7 PM.

Emira Dealer Launch

The dealer training was a 2-day affair that kicked off on Saturday evening. That was followed the next day with sales training.

The Saturday evening portion was the Emira launch, which we were invited to attend. For most of the dealers, it would be their first hands-on introduction to the Emira. The dealers knew of the Emira and had seen renderings and photos at previous Lotus sales meetings, but they had not yet seen the car live.

With spotlights, music, the draped Emira center stage and surrounded by anxious Lotus dealers and a handful of Lotus enthusiasts, the Emira was dramatically unveiled to the crowd of 70-80 people.

There was applause, gasps and cheers as the crowd took in the flowing, and purposeful, shape of the Type 131 Emira.

The car shown was the gray preproduction vehicle that was driven by Jenson Button on the Hethel track at the UK Emira Launch in July and then again at Laguna in August. It is a V6 powered car with a 6-speed gearbox. Indeed, it was the same car I photographed in the parking lot of the Quail Lodge during the Monterey car week.

The Emira was immediately surrounded by the crowd, even as we choose to hang back, drink a cocktail and watch. We knew that the initial onslaught would pass so that we would have easy access to Emira.

Unfortunately, representatives from Hethel were unable to attend; but LCU was well represented by the sales, marketing, and technical teams. Rob and Mark were able to meet and spend some time with them and get their questions answered.

(continued on p. 10)



tasty Lotus bits

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(cont'd from p. 9)

I spotted a few subtle changes and confirmed that parts (mostly interior) have been swapped and updated as they continued to evolve to production level.

Production for the UK has slipped since first announced at Quail with North American shipments now expected to land in October 2022, which means they should be in dealers' hands around Thanksgiving.

Speaking with a few dealer folks, we learned that they were excited, impressed and that they thought Lotus had "hit it out of the park." All the dealers have been taking reservations for cars, with lists as small as 20 to some with near, or more than, 100. Most were sticking to MSRP, but some were open to adding some dealer markup.

Seeing the Emira a second time was a great reminder of why I think Lotus design is top tier. The Emira's design follows Lotus philosophy that form follows function. It is clear that every vent, scoop, intake, etc. on the Emira has a function—nothing is fake or just decorative. Well done, Lotus!

I think we left around 10 PM after being fully impressed with the Emira. Our general questions were answered, and we learned that a few new questions will only be answered when the final production cars were at the dealers.

Speaking of which, we can expect to see drivable demo cars touring dealers in the Spring of 2022. And the Bay Area will not be left out this time!

Breakfast and Return

We wanted to get an early start to avoid the southbound traffic on I15. That meant an early breakfast where we met up with Matt from LCOSC. Over breakfast, I asked for his impressions of the Emira. Matt shared: "I was really impressed with the car overall. The styling is a little softer and less angular than the Elise, but a bit more aggressive and edgy than the

curves of the Evora. Although I liked the pictures I had seen previously, I was pleasantly surprised to find the few things I didn't love in the pictures are actually much better in person. It doesn't look too tall, or too wide, and the nose is not too stubby in real life, whew!"

Matt went on to say that: "Far and away, my favorite thing about the car is that it really embraces what makes Lotus special. Little touches like the visible shifter linkage, the line in the dash for driver orientation, the aerodynamic side mirror supports. These things would go unnoticed by most, but they are appreciated by the people this car was made by and made for."

Appetites satiated, we were charged up, as was the Tesla. With Rob behind the wheel, we hit the highway. Next stop was the charge station in the town of Mojave (Hwy 58). Charge and lunch and back on the road with me driving. The final charge stop was on I5 at Panoche Rd, Mark got in the saddle for the final leg home.

Impressions: Long-distance Travel in a BEV

Mark's Model 3 is an Extended Battery version and when fully charge has over 300 miles of range and has fast DC charging capability. As we learned on the trip, these attributes are essential to distance driving in a BEV.

As a benchmark, I typically allow 10 hours to drive the 540 miles from Palo Alto to Vegas. This includes 1-2 fuel stops and a stop for a meal.

Here is the trip summary:

Leg 1, Palo Alto to Kettleman City – about 185 miles. Stopped about 40 minutes to charge to about 90%.

Leg 2, Kettleman City to Mohave – about 135 miles. I drove this leg, but we weren't paying attention, and I passed Mohave. When I realized the mistake, we were 30 miles from Barstow. The Tesla nav app was showing that we would arrive at the Barstow charge station with 4 miles of range remaining. Uh-Oh! I dropped our cruising speed and used a semi to draught. We

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made it... with 9 miles in the battery. Whew! We charged and ate lunch. The stop was about an hour. **Leg 3**, Barstow to Vegas – about 153 miles. No sweat. Plenty of juice in the battery. Total travel time was 10h 10m.

The trip home bordered on mundane. Vegas to Mojave, charge & lunch; Mojave to Firebaugh CA (I5), pitstop; Firebaugh to Home. Travel time 10h 15m.

Takeaways: long-distance travel with a BEV is doable, can be hassle free and on par with the time needed driving an ICE vehicle, but there are a few essentials and things to consider, such as:

- BEV with a range minimum range of 300 miles,
- BEV with fast charging capability (at least 150kwh, >300kwh is better),
- For quicker charge times charge to 80-90% capacity (30-45 min), and
- Charge stations with fast chargers. (Tesla has done a good job of putting fast chargers along major highways. Other charging networks are behind, but they are installing new stations daily.)

Charge stations with fast chargers are predominantly found along major highways. That means that travel to, and around, more remote areas will be a challenge. But, as mentioned above, new charge stations are opening daily.

Some photos from Vegas:



GT 40 Replica Project: Part II / Getting Closer

by Ben Beames

It has been so long since I last wrote about my current project that I don't remember exactly what stage I was at with the build when I wrote it. So, to recap a bit, I decided to build a second race car from scratch (I apparently did not learn my lesson from building the Lotus 38 replica), and the target I settled on this time is a replica of the legendary Ford GT40 MK II.

The car could have been finished in June. But now it is December as I write this, and all I can say is that the car is now just mostly done.

The major points that needed doing to get beyond the "mostly" stage were paint, engine, transaxle, and CV axles.

Paint was easy enough. After years of stressing over paint drying and either running or orange peeling, I adopted a new strategy. Just get the paint on and then expect to sand it. Yes, color sanding by hand takes FOREVER, but the paint comes out perfectly smooth and I get to trade a fist full of new gray hairs for some sore arms.

The transaxle was pretty straight-forward, too. I got a used 5-speed out of a Porsche Boxster, and I also was able to use a Boxster cable shifter. That way, if it doesn't shift well, I can't be blamed for having made any of the involved components.

Once I had lined up the gearbox with a Kennedy engine adapter kit and fabricated some

mounts for it, I was able to take the measurements for the CV axles so that I could get those custom made. I was in a hurry to do that as I did not want the engine to show up, get installed and then not be able to move the car. So, in February I contacted the guy who made the axles for my Lotus 38 replica as these were very similar in design to what I needed for the GT. We debated a little about the output flanges on the trans-axle since even though 108mm is a very common flange diameter, my ruler kept showing a few less mm than that.

Next, the engine from Blueprint Engines arrived complete with a dyno sheet that showed a tad more power than advertised. My 347 cid V8 is reported to make 440 lb-ft of torque and 429 bhp. It also had a listed weight that was 15 pounds less than my similarly built engine in the 38. I'm not sure why it would be lighter as both have the same number of iron and aluminum parts, but I'll take it.

With the engine in and running well, I started to wonder where my CV axles were. I contacted the guy again, and he said he had not gotten to them yet. In 3 months, he hadn't gotten to them? And now he sounded non-committal in his replies. So I decided to go elsewhere (aka The Drive Shaft Shop), and I started the process over again.

About a month later I received two beautiful axles. I did not know axles could be beautiful, but they were. There was just one problem. They did not fit. Turns out those flanges really are not 108mm.

I contacted the Drive Shaft Shop to find out what my op-

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tions were. They offered to swap the inner CV joints for free provided I paid shipping.

Now, 17 weeks later, and thanks to supply and staffing issues, I still do not have the axles I need. So, out of a fit of desperation, I bought some used Boxster axles, along with some new Ford axles (if you're curious, new Ford axles cost half what used Porsche axles cost).

I cut them in half and welded them together to get the correct inner and outer joints as well as the correct lengths. I have seen a racing outfit do this before, and I knew from talking to them how to make it work, but I also don't expect them to hold up to the torque my engine can put out. So, I am still waiting for my proper custom-built axles to come, but in the meantime, I can at least test drive the car and start sorting it out.

On December 2, I took the car for its first test drive. Amazingly everything works, but unsurprisingly a number of things need better sorting. Cue the *winter project montage* scene!

Anyway, until I get my real axles I do not consider the car quite finished. However, if I have not broken my current axles by the next Crows Landing autocross event I may bring the car out and see what holds up. Maybe some lucky club members will get to tell the story of the time they had to push some bozo's broken GT40 off the course!






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Production Ends for Lotus Elise, Exige and Evora: A New Era Ramping up as Another Draws to a Close

Abstracted from Lotus Press Release dated December 22, 2021

On December 22, 2021, Lotus commemorated the last of the Elise, Exige and Evora sports cars.

Between these three model lines, and over the course of 26 years, a total of 51,738 cars will have come off the production line. Combined, they represent almost half of the total production of Lotus in its 73-year history. In addition, 9,715 sports cars were built for Lotus' third-party clients, including GM and Tesla.

From 1996 to 2000, the first-generation Elise and Exige sports cars were built in a small assembly hall at Hethel alongside the Lotus Esprit. The current assembly lines, which were installed in 2000, will be dismantled and replaced with new, state-of-the-art facilities in support of the all-new Emira factory. Full Emira production begins in the spring of 2022, after the prototype and test phases currently underway are completed, taking Lotus sports car production into an exciting, high-tech and semi-automated era, and

increasing capacity up to 5,000 units per year on a single shift pattern.

The last examples of the Elise, Exige and Evora models are reserved for Lotus' growing heritage collection. Joining the collection will be the last Elise, a Sport 240 Final Edition finished in Yellow and the last of 35,124 cars; the last Exige, a Cup 430 Final Edition in Heritage Racing Green – number 10,497; and the last Evora – a GT430 Sport finished in Dark Metallic Grey – the last of a production run of 6,117.

The Elise and Exige sports cars are built around the Lotus 'small car platform'. On the same platform, and also manufactured by Lotus at Hethel were the Opel Speedster / Vauxhall VX220 (7,200 cars built between 2000 and 2005) and the Tesla Roadster (2,515 cars built between 2007 and 2012).

Therefore, including the Lotus 340R, Europa, 2-Eleven and 3-Eleven cars, this brings the total Lotus small car platform production volumes to

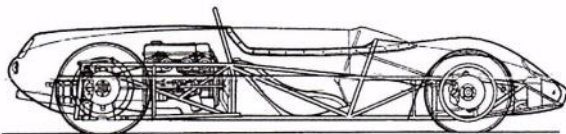
56,618 cars.

Matt Windle, Managing Director, Lotus Cars, said: "First of all, I would like to thank the Lotus team who have worked on the Elise, Exige and Evora over the years and who are now transferring to Emira and Evija manufacturing. I would also like to convey enormous gratitude to all the customers of the Elise, Exige and Evora over the last 26 years for their passion, enthusiasm and support. These customers have given our 'three Es' true cult status, which is usually reserved for long-out-of-production classics. As we say farewell to the last few cars, we look forward to the Emira and Evija in the all-new factories at Hethel and sub-assembly facilities in Norwich, which introduce greater efficiencies and automation, higher quality and flexibility and the hugely exciting next chapter in our Vision80 strategy."

Russell Carr, Design Director, Lotus Cars, added: "These iconic cars have not only played a huge role in Lotus' 73-year history but have also been ever-present in my daily life. Together with the Lotus design team, I have lived and breathed these cars for over 26 years. We will miss them, but a bit like Christmas, once it's over, the excitement for the next one starts to build – and that's what's happening now at Lotus with the Evija, Emira and forthcoming Type 132. Indeed, 2022 is going to be a great year as a new Lotus generation swings into action."

Richard Rackham, Head of Vehicle Concepts, who was vehicle architect on the Lotus Elise and part of the team that pioneered extruded and bonded aluminum technology in the automotive industry, said: "The impact of these three cars has been spectacular over the years, technically, structurally and dynamically. But all technologies and innovations move on and, if you had asked me of my proudest moment four years ago, I would have, without hesitation, said the Elise chassis. However, this has been usurped by our new Project LEVA architecture for our new range of electric sports cars, starting with the Type 135 that will debut in a few years' time. LEVA is now the zenith of Lotus architectures as it has moved the technology game so much further. There is a lot to look forward to."

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R.I.P. Hazel Chapman

by Kiyoshi Hamai

There would be no Lotus without her. The saying: "Behind every great man is a great woman," could be appropriate, but untrue in this case as Hazel Chapman was more than an equal to her husband, Colin.

Sadly, the world lost Hazel Chapman on December 13, 2021, when she passed peacefully at her home, East Carlton Manor, only a few miles from Lotus Headquarters in Hethel, UK. Born Hazel Patricia Williams on May 21, 1927, in North London, she was 94.

At 17, she attended her first dance, at Hornsey Town Hall in North London where she met Colin Chapman, who was a regular at such events. Romance blossomed, although initially that was not altogether welcomed by her parents.

Hazel, along with the Allen brothers and Colin, were the co-founders of the Lotus marque. As the couple's relationship developed, Hazel's parents allowed Colin to build what became the first Lotus, the Mk I, in the garage behind their house on Alexandra Park Road, Muswell Hill.

Colin and Hazel campaigned the Mk I successfully in motor club trials competitions. Virtually every weekend, the couple were involved

in several club trials. They also had success in 750 Formula club race events in the Marks II and III Lotus cars. Hazel would compete in the popular ladies' races and sprints, where she famously out-paced Colin on occasion.

On-track successes led to the formation of Lotus as a business in January 1952. A year later, Hazel, as co-director, invested £25, (roughly equivalent to \$972 in today's USD) enabling the establishment of the Lotus Engineering Company. The couple were married in October the following year. As Lotus expanded, Hazel took a seat on the board of Lotus Cars, Team Lotus and Lotus Components.

In 1956, Hazel gave birth to Jane, followed by Sarah (1959) and Clive (1962).

Lotus moved to Norfolk in 1966, and Hazel, along with Colin, directed construction of a new family home on the site of the former East Carleton Manor. And that is where she created one of the finest private gar-

dens in the country. These magnificent gardens would remain Hazel's pride and joy throughout her life.

After Colin's passing in 1982, Hazel was instrumental in the sale of Lotus Cars and Group Lotus. But she retained Team Lotus as a Chapman family company. In 1994, the Chapman family relinquished control of Team Lotus, establishing Classic Team Lotus in the process.

Hazel maintained a close interest in all things Lotus. Tradition dictated that she was always shown the latest Lotus road car from Group Lotus prior to its being unveiled to the public.



In 1995, Hazel and Clive attended the Lotus Convention hosted by the GGLC at the Monterey Historics. We honored her and the family at the convention banquet. She also served as our Grand Marshall for the on-track Parade of Lotus cars riding up front in a Lotus Mark VI as we filled the entire length of Laguna in 2 columns of Lotus cars.

Hazel is survived by Jane, Clive and seven grandchildren. She leaves a legacy of many significant achievements that she realized together with Colin. There is no question that there would be no Lotus were it not for Hazel Chapman.



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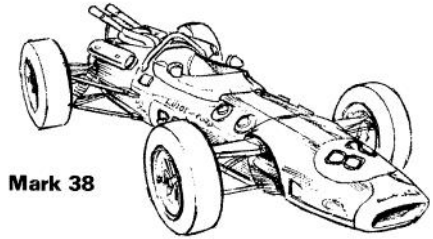
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For Sale: '07 Lotus Elise. Approximately 60K miles. One owner. Never tracked. Dealer serviced. All records. Make offer. Car located in San Jose. Contact Pat at t.patrick.hannon—at—gmail.com or (408) 768-8360

For Sale: Lotus race car collection including: a very rare Lotus 32 (chassis 32-F2-6), a Lotus 23B (chassis 23-S-81) and a Lotus 22 (chassis 22-J-27). Also available are many Ford, Twin Cam, Hewland, and fiberglass body spares. The cars are from the estate of well-known West Coast driver, Bob Bentler, and they are located near Seattle. The estate is in the final stages of sorting the cars, which are mostly disassembled and are all in need of restoration before they can be raced. For more information, contact Don Christopher at: don.christopher—at—comcast.net.

For Sale: Two Lotus 69 FB project cars. These cars were personally prepared by Dave Bean before he passed away. They are offered as a group of two cars with the following complete assemblies and parts: body sections, wheels, gauges, brakes, suspension corners, two Hewland (rebuilt) gearboxes, one Cosworth Jennings BD 1600 and one Lotus Twin-Cam Dave Bean personal engine. Contact Ken Gray at: ken—at—davebean.com.



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

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