

The Chapman Report



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(Photo Credit: Kiyoshi Hamai)

Tom Carney's beautifully restored 1970 S2 Europa fits in perfectly with the wide variety of cars on the road for the first annual Hazel Chapman Memorial drive January 29. See Kiyoshi's story about the event on page 3.



(Photo Credit: Kiyoshi Hamai)

Matt Kaplan fires up the grill to serve participants at the GGLC/LCOSC February 5 track day at the Streets of Willow. See Matt's story on page 5.

March/April Meet-ups

Lotus of San Francisco Meet and Greet

Saturday, March 5, 2022

1:00 PM

5830 Paradise Drive, Corte Madera

Lotus of SF is opening its new service location in Corte Madera. Come see the facility, meet the local Lotus rep, Nicole, and enjoy a complimentary lunch.

RSVP to prez@gglc.org requested (not required) so they can order the right amount of food.

Lunch, Drive & More at Barry's Saturday, April 16, 2022

Starting at 12N Barry Spencer will host a Special Event at his shop:

5701 State Farm Dr. # 11, Rohnert Park

Barry will be providing lunch and some fun activities including a raffle and games. He will also be introducing some new products at the shop before leading a casual local drive. The drive will start at roughly 2:30 PM. Please RSVP for the luncheon by April 10 to spencersmotorsports@gmail.com

Message from the Prez Launching the New Year

by Jonathan Schreiber

Hello GGLC!

The new year kicked off to a great start with two successful Bay Area club drives. The January drive was the former Anti-Football outing now rebranded as the *Hazel Chapman Memorial Drive*. And the second one happened in February taking us to the quaint Gizdich Ranch and Pie Shop in Watsonville.

It was great to see so many people coming out to these events. I was particularly struck by the variety of Lotus models in attendance. I recall a few years back that these drives were often dominated by Elises and Exiges, but that is no longer the case. For example, on the Hazel Chapman drive, we had almost as many Esprits as Elises! Overall, these drives enjoyed great turnouts, and they were fun days on the road. If you were not there, I hope you will join us for an upcoming event.

Being in gorgeous California, our motor sports season is nearly year-round. As early as February we see the club track days kicking off, and the club's AutoX season is hot on its heels in March. Personally, I'm excited for both, and I have started to get the Exige ready for a full season of events.

Here are some Lotus updates I am planning:

—Beyond the regular yearly maintenance of fluids and filters, the Exige was primed for a suspension refresh. After talking over options with John Vo, and doing my own reading, we decided on upgrading to spherical bearings rather than just replac-

ing the worn out OE rubber parts. Combined with a fresh alignment and new tires, this upgrade made the car feel amazing! I can't wait to test it on track, and I hope to do that soon.

—The Evora also had some work done during the winter lull. These changes were more focused on daily drivability, and they included swapping in the later model OEM stereo to get rid of a known feedback issue and dumping the cup2 tires for Conti Extreme Contacts to keep her pointed the

right way on cold, wet days.

The Evora has been perfectly reliable, and it is a blast to drive. (Plus, the looks I get in the school drop-off line from the minivan and SUV drivers are priceless!)

Did you do any winter upgrades or maintenance? We would love to hear all about it! Come join us at an event, say hi, and tell us about what you have been up to.

Do you have an idea for an event, or want to organize a drive? GREAT! We are always looking for people to organize club activities. Feel free to reach out, and we will get you on the club calendar.



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Hazel Chapman Memorial Drive

January 29, 2022

by Kiyoshi Hamai

The club's annual Anti-Football Drive got a name change, and it became the Hazel Chapman Memorial Drive in honor of Hazel and her enormous contributions to all things Lotus.

The Start:

I'll admit, I panicked a bit when Laura and I arrived at the start in Marin City. The Starbucks I had selected was GONE! Then I noticed that it had actually been relocated across the parking lot, whew! But the doors of the new place were covered, and, on closer inspection we found a sign, "Sorry closed, opening Jan 30". We ended up parking towards the entrance to the lot and waiting for folks to arrive.

Our group grew to a nice size for the drive. I counted 20 cars that included 11 Lotus made up of 3 Esprits, 2 Evora GTs, 4 Elise, an Exige and a Europa. The non-Lotus cars were a couple of Ferraris, an Audi R8, a pair of Miatas, a Mini, a Mazdaspeed3, and some German iron.

On Route:

After a brief drivers' meeting to discuss the route and a few reminders about on-road courtesy, we mounted up and headed out.

The first leg was on Hwy 1 out of Mill Valley, which was a bit of challenge due to signals and traffic. The signals tended to break up the group, but slow traffic can also be your friend as it allows folks to catch up to the lead cars.

We broke off from most of the traffic at the Panoramic Highway, and we then followed a small group of cyclists diving down from Mt. Tamalpais into Stinson Beach. Then back onto Hwy 1 heading north along the Bolinas Lagoon where there were numerous aquatic birds. We continued up Hwy 1 to Olema. (Okay, how many of you Hippies out there recall the song by the Youngbloods – "Hippie from

Olema"?) We pulled off Hwy 1 to the Point Reyes Visitor Center for a break and photo opportunity.

Returning to Hwy 1, we turned left and continued toward Marshall. First through Point Reyes Station and then following the shores of Tomales Bay we passed by the Tomales Bay Oyster Company and Hog Island Oyster before turning off Hwy 1 in Marshall on to Marshall-Petaluma Road.

While the region has been dry for nearly all of January, the hills were green making the overall scenery lush and spectacular. Marshall-Petaluma Road is incredibly scenic. There's one stretch that runs along the hill's crest with amazing views. To right you can see Tomales Bay and on the left you see green rolling hills dotted with native oak trees and

large outcrops of serpentine rocks.

We kept a nice casual pace considering the rather bumpy pavement and number of cyclists encountered. Eventually the road conditions improved, and we turned toward Novato on Hicks Valley. At the end of Hicks Valley, we turned right, and about a mile later pulled into our destination, the Marin French Cheese Company.

With a nice lagoon, grass, picnic tables, lots of sunshine and a deli and cheese counter full of hand-crafted Brie and Camembert, it was a great place to end the drive.

Thanks to all that attended! It was a delight to see you.



Photo Credit: Kevin Enderby

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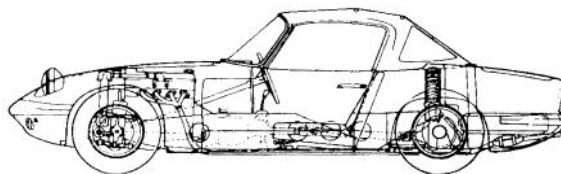
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Thoughts from a Track Day First Timer

by Kara Kaplan

While my husband, Matt, and I do enjoy spending time together (which is not something I'm just saying because I know he will read this), I also know that track days have been one of the hobbies he has been doing without me for about a decade now. This arrangement has worked well for both of us.

Even though I do like the Evora (especially when we get a babysitter and drive it to a nice restaurant), and I have driven it a handful of times over the years; I do have to admit that driving it on the track was just not something I have ever felt the need to do. So, when he brought up that idea from the passenger seat after he offered a comment about how fast I was driving my own car on the freeway, I did not take it too seriously. Weeks later, he handed me a helmet to try on and told me I was signed up.

Was it scary?

Yes! It was a totally new experience even though I understood that I had 99% control over what happens. As an aside, my driving record on the road is less than stellar. I rolled a vehicle 20 years ago, and it still freaks me out today.

For track driving, I had to forget most of what I know about road driving and learn a lot of new rules. Plus, I had to remember these new rules while shifting, braking, turning, following a lead car, giving hand signals, etc.—it was a lot.

Perhaps the scariest thing was knowing that there is an actual possibility of hurting myself or hurting the car. My husband loves us both and I don't know if he would be more upset with me or the car if we hurt each other.



Photo Credit: Kiyoshi Hamai

Am I glad I did it?

Yes, again. It was a lot of fun and a great thrill. I also learned a lot. Driving on the track is not a math or physics class, but it is a great practical application of momentum, g-force, friction, balance, etc. and in the most fun way possible.

What tips do I have for other potential first timers?

I'm not used to wearing a helmet, so I'm glad I was able to get a bit of a feel for it by going to a go kart track just a couple weeks prior to my track day outing. It helped me get comfortable with the limited visibility you have with a helmet on. The "fast driving" practice in the kart probably helped too. I wish I would have been a little more comfortable driving the car on the road because it had actually been years since I drove the Evora, and I had to reacquaint myself with the pedals, shifter, and all the other stuff that is different in the Lotus compared to a typical car.



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I'm also glad I drove the car on track prior to riding in the passenger seat with my husband driving. When he drove at full speed, the first few laps were pretty terrifying. Had that been my first track experience, I may not have wanted to drive it myself. That said, I was a lot more confident when I drove in the second session (after being a passenger) because I knew the car was capable of going a lot faster than what I was asking it to do.

Would I do it again?

Absolutely! I really enjoyed the overall experience. There were a few times during the day that I thought this would be my first and last track day, and, to be honest, I'm not 100% sure of what changed. Maybe I felt more comfortable with the car. Maybe I was more confident in my abilities. Maybe I still wanted to practice after making my husband come *this close* to getting car sick, twice!

Whatever it was, when I had the opportunity to stop or take the car back on the track by myself at the end of the day, it was an easy choice.

Now I can say without hesitation that I am looking forward to doing it again at another track day in October!

Thank You, Mavis!

by Matt Kaplan

I love cars, especially Lotus, but, if I'm honest, that love takes a backseat to my greatest passion—Food.

At my last track day I saw a group of drivers making lunch on a grill. It looked and smelled a lot more exciting than the PB&J sandwich I was munching on. I also knew that I was planning to bring a grill to the GGLC/LCOSC Streets of Willow track outing on February 5.

If you are going to grill for one, you might as well grill for everyone. So, the idea of doing that was briefly discussed among the locals, and it was quickly decided that the club would provide breakfast and lunch at the track for all in attendance.

Some preparation was required, of course, and a few days before the event I found myself pushing an overloaded shopping cart into the checkout

Calendar

Date	Activity	Location
March 5	Lotus of SF Meet/Greet and Lunch	Corte Madera
March 14	GGLC Track Day/ Buttonwillow Raceway	Buttonwillow
March 27	GGLC AutoX Round #1	Cow Palace
April 10	GGLC AutoX Round #2	Crows Landing
April 16	Lunch/Drive at Spencer's Motorsports	Rohnert Park
May 16	GGLC Track Day/Thunderhill East	Willows
May 21	GGLC AutoX Round #3	Crows Landing

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



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

line at Smart and Final. The person in front of me had an even bigger order so I settled in for the wait.

The next customer pulled in behind me, looked at my cart, and with a smile said, "You must be having quite a cookout!"

We then proceeded to have a very pleasant chat for the next five minutes, or so. I told her about the club and the event. She told me her plans were to go home and enjoy a cannabis gummy. She "never got into that stuff" when everyone else was doing it in the 60s and 70s, but several years ago her

(continued on p. 6)

husband got sick and his doctor mentioned that cannabis might help him find some relief. He passed away a few weeks ago, and now gummies help her take the edge off in the evenings.

The cashier was now scanning my items and the bags were piling up. I apologized for cutting our talk short, and I ran over to start putting things into my cart. Fitting it all would be a challenge, and I was giving this Tetris game my full attention, so I did not notice right away that my new friend had walked around behind the cashier and handed her a credit card.

I looked up just as the cashier was about to swipe the card. The woman smiled as I went frantically back and forth between pleading with the cashier to give the card back and assuring the woman that I appreciated the gesture, but it was unnecessary.

"No, no, I want to do this," she said as she walked around to my side of the checkout stand. "This is very nice of you, but it's for so many people, this is going to cost—" she cut me off and extended her hand, "I'm Mavis."

I shook her hand and gave her my name, then she continued, "I've run my business in town for 35 years. I don't have any children or family to buy things for. It would make me very happy to do something nice and pay for this." It took my brain a few seconds to reconnect with my mouth and the only thing I could think to say was, "Can I give you a hug?"

The cashier kept scanning and I kept loading bags as Mavis and I continued our conversation. We live in a small town, so it was not surprising to discover that her good friend and my wife are coworkers. The total had finally come, and it was sizeable. The cashier looked at Mavis as I did my best to give her an easy way out. Mavis smiled again and bought all of our food.

Through my wife's coworker, I have now learned that Mavis owns the State Farm office in Bullhead City, AZ. I plan to visit her with a thank you card and some photos from the event shortly, and my wife and her coworker have plans to take Mavis out to dinner later this month.

Some of us Live for Track Days

by Theodore Garland

Although I bought my first Lotus in September 2013 (a new 2011 Evora, manual, naturally aspirated), I had no idea at that time about track days. Indeed, track day rules seemed confusing and intimidating based on reading some postings on the web. Plus, I did not know anyone to ask about them at the time. But I eventually found the website for the GGLC and for my local chapter, Lotus Club of Southern California. They had an event coming up soon, along with a tech day at A1 Automotive, and, as a result, I was able to sign up for my first track day at the Streets of Willow in December of 2017.

I had a coach who taught me the ropes, and, by the end of the day, I was really feeling it. Sad to say, I will always regret that it took me more than four years to get my Evora on the track!

That first track day got me hooked; and since then, I have done about 70 track day events! For most of these, I have used the 2011 Evora (now sold), a 2017 Evora 400 (also sold), and a 2005 Elise (I'll never sell it!).

I also did one autocross in the Elise, but, for me, those outings do not give me enough of a thrill, and I also do not seem to get adequately "warmed up" during such a short run time. For me, the track is the ticket.

Lotus club track days are—of course—the best, but we do not have enough here in SoCal to satisfy my desires (needs, indeed!). As a result, I have also run with many outfits besides GGLC/LCOSC, including: the Alfa Romeo Owners of Southern California,

the Porsche Club of America, the Petersen Museum as well as commercial providers such as Speed District, Speed Ventures, Hooked on Driving, SpeedSF, and Extreme Speed. If anyone is interested in knowing more about these organizations, I would be happy to share my thoughts via email.

I will close by mentioning a great opportunity offered by the Sports Car Club of America (SCCA), which set up a series of "Track Night In America" events around the country. In particular, they run at Auto Club Speedway in Fontana on the infield course (and occasionally the ROval). The infield course is perfectly suited to cars like the Elise, and no other outfit currently uses it. The SCCA has announced the following dates for 2022: May 14, June 18, September 10 and November 12. Registration is now open, so check out their website for details. You do not need to be a member of SCCA; they just charge you an extra \$15 for registration if you are not a member.

These events typically include three 20-minute sessions, so they are a bit shorter than most track days, but they also do not take up a whole day. They also do "parade laps" (lead-follow) sometime during the day, where anyone can zip around the track, in any car, for free, which is a good way to get a feel for track driving. They have groups for beginners, intermediate and advanced. Auto Club Speedway in Fontana is very easy to access, with ample parking for trailers. Food, gas, and lodging are also nearby.

Those of us in SoCal can easily drive there for the day, especially as they typically do not start until around noon. As a true track junkie, I would urge anyone who enjoys experiencing their car on a track to give them a try.



The San Diego Lotus Club Plans More Fun Events

by Lawrence Sher

On January 2, 2022, we put together a memorial drive in honor of Emil Zuccaro who sadly recently passed away from cancer. Emil always referred to our rides as a "caboose", and he would either be at the back of the caboose or in the middle or up front. His

preferred positioning depending on which car he was driving.

This drive started at 7 AM, and we met at Steele Canyon High School. It turned out to be a spirited drive lasting roughly 4 hours, and we ended up at Borrego Springs Resort and Spa.

There was a huge turnout of drivers and cars, and Emil was sure looking down at us, smiling with absolute pride and saying "Thanks buddy". Well Emil, you are so welcome, and we sure do miss you.



We have some major events and outings planned for 2022. First up, please save the date, April 9, for Rolling British Car Day, which will take us to Bates Nut Farm in Valley Center. More details are to follow about the starting places as well as what time we will meet.

Lastly, please don't forget that most of us meet every Saturday morning in downtown Rancho Santa Fe for cars and coffee. If you need more information please call me or shoot me an email at sher100T—at—gmail.com.



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LEVA Musings: Pointless or Relentless?

by Shinoo Mapleton

The latest chassis design from Lotus, the Lightweight Electric Vehicle Architecture (LEVA), can be viewed either optimistically or skeptically by many of us who have been around the proverbial sportscar block. Is Lotus simply rearranging the deck chairs on the Titanic or is this yet another engineering opus that will put a smile on our collective faces?

Let me muse away with my perspective as an automotive industry insider and enthusiast.

Lotus have made it abundantly clear that their future is not ICE-powered, it is EV, and, as such, the Emira is their final ICE design. Indeed, the EV Death March demanded by global warming concerns is

forcing the hand of all OEMs who cannot hide from the 2035 requirements being mandated by CA.

Additionally, some of the largest companies on the planet are betting on an autonomous future that would eradicate sportscars from the roads. To many this seems both bleak and inevitable.

Into this sportscar doomsday, Lotus offers us the LEVA as their solution for the drivers. So it seems appropriate for us to have an objective look at LEVA to see if it holds real promise—or not.

The LEVA architecture is claimed to be the next breakthrough after the revolutionary 111 platform introduced in 1996. First off, the LEVA de-

sign allows for two types of battery pack configurations. The one that I like mimics the weight distribution of a mid-engine car.

Lotus refer to this configuration as the ‘chest’ battery that can be mounted vertically behind the cabin.

The other, more derivative config, is a ‘slab’, or skateboard-type, that positions the batteries in the floor of the chassis, underneath the occupants.

Lotus recently revealed three variations of these two configurations: small (2-seat sportscar); larger (2-seat sportscar) and a 2+2 sportscar.

LEVA can support single or dual electric motors with batteries that can deliver 469bhp up to 872bhp. These numbers are outrageous to those of us used to the lower hp Lotus. But it is no surprise that batteries are heavy compared to ICE components, so higher power will be needed to deliver the vehicle dynamics we

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have come to expect. But speed in a straight line is not enough as we also want proper (i.e., Lotus) handling!

Lotus has employed other lightweight measures to ensure better dynamics. The die-cast subframe in the LEVA is 37% lighter than the one used in the upcoming Emira. They are also willing to employ other lightweight solutions as they know that we are tolerant of more NVH than your typical Lexus driver. The days of sub-2000lb cars are likely behind us at least until improved battery tech delivers lighter options.

To me, these chassis designs look quite similar to the 111 platform variants that we love. If you blur your eyes just a bit, those batteries can look like a Rover or a Toyota mill. It's not a stretch to expect that weight distribution should be similar to what we currently know.

Mid-engine cars are inherently fun thanks to their loose behavior at the limit. This is what most drivers want from their sportscars. Some of us also want this style of handling without resorting to complex suspensions or electronic helpers. We know Gavin K. and his merry crew at Hethel will be able to dial in

(continued on p.10)




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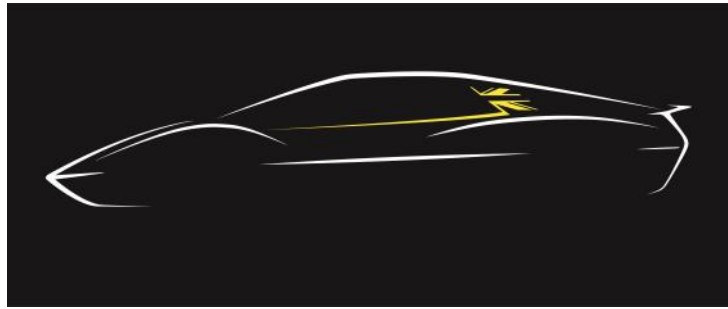
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the chassis since they are starting with a foundation that does not require miracles (such as the tricks Porsche needs to employ with the 911).

Another advantage of the LEVA chest battery configuration is that styling does not need to suffer. If you look at most skateboard EVs, they appear taller than a typical car, and they tend to have a thick mid-section. Why? Because the driver must sit above the battery pack, which forces a higher roof, beltline and more. This may work with crossovers and SUVs, but it is not a good look for low-slung sports cars.



Note this teaser sketch that Lotus recently released of the upcoming EV sportscar. An Esprit homage called the EVsprit? This car is code named the Type 135, and it is due in 2026. LEVA flexibility should allow Russell C. and his team to deliver this sleek design and keep us captivated. This cannot be said for other OEMs dependent upon a skateboard architecture.

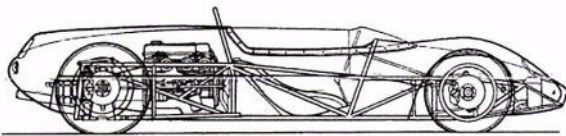
If you have read this far, you can surmise that I am a LEVA fan and firmly in the camp of optimism. LEVA will deliver cars that are not only good

looking but also fun. Yes, the fun that comes from a car that will rotate under you on demand via handling or power.

Sportscars need to look awesome, and the LEVA puts far less restrictions on the designers. I would argue that a fully autonomous future is 50 years out, so robots will not rain on our sportscar parade just yet.

Instead, I humbly suggest that we continue to support relentless companies, like Lotus, who are investing in exciting architectures that are far from pointless. After all, they are doing this *for the drivers*.

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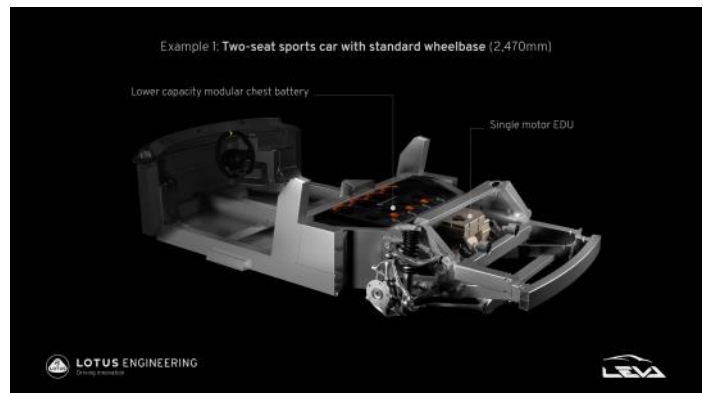
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Double Trouble Part 1 of 2

by Kiyoshi Hamai

It all started with a simple email from Liyan Z., one of the leads of Lotus Club of Southern California (LCOSC) GGLC chapter:

"TrackSpec currently has my original bare chassis. This chassis is still usable, so I'd like to keep it as a spare, but Jon wants the chassis out of his shop for space purposes. However, I'm stuck in SoCal with a new baby, I was wondering if anybody could help me remove and temporarily store the chassis. I'll try to pick it up as soon as I can."

Yup, I replied and then started down a rabbit hole:

"Liyan, I'm planning to attend the LCOSC Track Day at Streets on Feb 5th ..."

That rabbit hole quickly led to my offering to pick-up the Elise chassis from TrackSpec in Fremont and cart it down to Los Angeles. I wanted to attend the LCOSC track day at Streets of Willow because the track was recently repaved, and I thought it would be nice to drive on the new, smooth surface. (It was a fun track, but had been way too bumpy for my taste, so the idea of checking out a nice, smooth track was attractive.)

But now I had a problem; if I were to transport Liyan's chassis on my trailer, then I would not be able to take my Elise to the track. Liyan offered to let me drive his Fiat. An attractive alternative, but it's not an Elise. So...

Deep into the rabbit hole.

What IF I could carry BOTH my Elise and Liyan's tub on my trailer? How? The trailer is 17 ft long. The Elise is a bit over 12 ft and the tub is about 8-9 ft (including the crash structure). I suppose I could carry the Elise as far forward as possible and try to

lash the tub behind and have about 2-3 feet of it hang off the rear. But that seemed sketchy, at best.

Going DEEPER into the rabbit hole.

What if I built a rack on my trailer to carry Liyan's tub above my Elise? I had 2 weeks. Is this crazy?

Measure and Measure again...

How much room would I need? My trailer was certainly long enough, but was it wide enough? The trailer bed is 79" wide. The Elise with mirrors about 76". About 3" to spare. The Elise is 44" tall so if I could get 48" of clearance I should be okay. But, the top of the tub would then be about 8 ft above the trailer bed!

I considered and hoped I could find a pick-up bed rack that I could modify. I quickly surmised it could be done, but it seemed highly unlikely that I could get it done in a week. I decided the best solution was to build my own rack out of 2x4s and plywood and bolt it together.

The Rack

It took 3 days (about 5-6 hours build time) to create my rack. The result was: 2x6 uprights with 2x4 rails and 3/4" plywood corner bracing. The rack was then bolted to the trailer with 5/16" bolts.

According my calculations, there would be about 1/4" of side-to-side flex and load could exceed 1200-1500 lbs. So, I was pretty confident I could safely carry the 250 lb Elise tub.

Check out Part 2 in the next *Chapman Report* to see how the adventure turned out.



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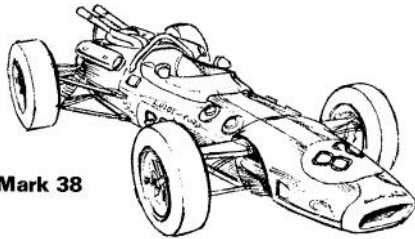
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For Sale: Two Lotus 69 FB project cars. These cars were personally prepared by Dave Bean before he passed away. They are offered as a group of two cars with the following complete assemblies and parts: body sections, wheels, gauges, brakes, suspension 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.

For Sale: '07 Lotus Elise. Saf-ron Yellow over black. Ap- proximately 25K miles. Two owners. Never tracked. Hard and Soft tops included. New tires. Car located in San Fran- cisco. Make offer. Contact Jorge at smhcc—at— gmail.com




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