

The Chapman Report



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Photo Credit: Jerry Bassler

Regardless of its state of undress, a green Evora has a certain presence as seen at the new digs of Lotus of San Francisco in Corte Madera while they hosted a casual GGLC Meet and Greet on March 5.



Photo Credit: Brittian Beames

Ben Beames puts his home-built GT40 replica through its paces during its first AutoX outing at the Crows Landing venue April 10. Is he having fun yet? To find out, see Ben's story on page 3.

May/June Meet-ups

Casual May Drive

Saturday, May 14, 2022

7:30 AM (gather)—8:00 AM (depart)

Organized by Colby Teller

**Lagoon Park Playground parking lot
160 Armory Dr., San Rafael**

We will explore some N. Bay venues on this drive starting with Lucas Valley Rd. through Nicasio, Pt. Reyes Station and Hwy 1 to Tomales for a coffee and bakery stop. There will be an option for a return route and lunch stop.

Casual June Drive

Saturday, June 18, 2022

9:30 AM (gather)—10:00 AM (depart)

Organized by Phil Sykes

Taco Bell, 2770 Alum Rock Rd., San Jose

Starting in the S. Bay, we head over Mt. Hamilton on Mines Rd. towards Livermore with a planned refreshment and re-group stop at the legendary Junction Restaurant. Please fill up before the meet-up/start in San Jose.

Message from the Prez Philosophy and Lotusing

by Jonathan Schreiber

“Be Good, Be Smart, and Have Fun”—that is my family’s motto, and also how we have signed off or said goodbye for generations. It is also the triage with which we weigh decisions, and it certainly was a guiding light that led me to Lotus ownership.

In 2009, a friend let me borrow an Elise for a weekend. As Rob used to say: “Don’t drive a Lotus, until you are ready to buy one.” He was not wrong, I was hooked.

My car at the time was an R53 Mini—fast, sporty, and fit-anything-in-the-boot utility. There was nothing wrong with it. And yet, I found myself weighing options.

Good. Smart. Fun. I don’t have to tell you, the Elise/Exige platform is all of those things. (Even fits a hockey bag and stick in the passenger seat.) If I thought driving one on the street was amazing, my world would change again when I learned about the GGLC. That change was cemented when I became a member and started going on club drives. Those outings led to my first AutoX, and later my first track days.

In my opinion, Lotus ownership has met all criteria. Even beyond the car, it is the people and experiences this community has driven. And both the club, and the brand, continue to grow.

These past two months, the club has had great events. The Autocross season has kicked off

with two great events, one at each venue. This year, Colm, our AutoX chair, has changed the Lotus-specific classing rules, so if you haven’t submitted your new index score, please do so soon.

What’s new in Lotus? Well, did you watch the Eletre launch event? Have you been reading about the Type 133 sedan? Have you ordered an Emira FE? Tell us all about it! Meanwhile, I am at the edge of my seat waiting to see the Emira on the road. I am

naturally curious to find out how it differs on the street, AutoX, and track compared to the now classic Elise/Exige lineup.

Love it or hate it, the press and brand evangelism is working. As new people learn about the brand, and the world slowly reopens, it has been great meeting old friends, and new members alike.

Whether you own a Lotus, multiple Lotus (guilty), are shopping one, or just have a passion for cars and motor-sport, we want to hear from you. Have an idea for a club event? We’re looking for people to organize events in the late summer and fall. Please reach out!



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First Outing— My Replica GT40 On Track at Last

by Ben Beames

FDA Warning: *The following is not a substantial source of serious journalism.*

So, you built a GT40 from scratch, stretching the limits of your undergraduate degree in, what was it? Oh yeah, film. What could go wrong? Frankly, everything.

In reality, my experience demonstrates some of the benefits of just buying a turn-key car. You do not know what went into it; like when certain workers were having an “off” day, or when the proper parts were not available, and a quick substitution was made. As a result of that blissful ignorance, you can just get in and drive without being acutely aware of every little part of the car and imagining how any of them might fail and what it would take to fix it.

In my case, taking a freshly built car to its first event is an exercise in not worrying. In particular, I do not want to be the reason an event suffers a major delay. Especially since an AutoX event day tends to be a long one, and people may not get all the runs they came out to do. But philosophically I know that if I do not try, I have already failed. On the plus side, the GGLC generally has good-natured and tolerant people at their events.

Ready to go with a truck filled to the brim with tools, ramps, chairs, and a pop-up canopy, my son, Brittian, and I head out before sunrise to the perfect place to test an experimental vehicle—the old Naval runway at Crows Landing. Hopefully, we were ready to face the heat and lack of shade that defines the place.

Since this would be the first time I had the opportunity to drive the car in anger, the plan was simple. Don't break it on the first lap, and pay attention to what the car is doing. For example, a lot of math



Photo Credit: Kiyoshi Hamai

went into choosing the car's springs, but there are so many assumptions built into that math that some real-world testing is required before you know how the car is going to actually behave.

Forget thoughts of 1800 lbs and 400+ horsepower equaling a top-time run on the course. The real bottom line is: If the car does not blow up, then it has been a good day.

Of particular concern, as some of you may remember from my previous article, my drive shafts were cobbled together from two sets of shafts cut and welded to-

gether by yours truly. So, it would not be too much of a surprise if they suffered some kind of failure.

We were greeted at the event by what can best be described as a mild hurricane. The wind was blowing so strong that you could almost lean against it. What made it worse was that it was relentless. Hour after hour it blew, ripping every bit of warmth from your body and moisture from your skin. I conducted a simple test with a metal folding chair. I set it up, and it blew over. Not surprisingly, the

(continued on p. 4)

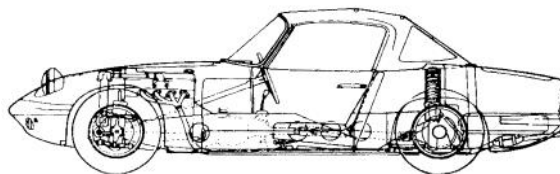
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(cont'd. from p. 3)

canopy would not be making an appearance. So much for being prepared for the conditions.

But never mind! It was great to see everyone out at the event, and you could tell that it was going to be a fun day one way or another. We were even joined by two Factory Five Daytona Coupes, which we managed to get lined up together with my car for an impromptu photo shoot.



Everyone was excited and enthusiastic about my new car, and I spent my free time doing my best to temper expectations. Lots of witty retorts seemed to fit the occasion: "No, it's not a kit." "Because I'm an idiot." "Fast? Not if I can help it."

Then the delays started. There were some difficulties with the club's timing gear (that's fine I didn't want anyone to know how slow I was going). Of course, the wind wasn't helping anything, which probably contributed to an incident midway through the first run group when the back window of one of the Daytona Coupes came unlatched, caught the wind and celebrated its new-found freedom by shattering all over the course. (As an aside, Ford factory GT40s blew out their rear windows in practice at Le Mans in '66. What if that happened to me?)

The clean-up took 30 minutes, and I spent all of that time thinking about how I would deal with it if my car caused a further delay, which it might. I may possibly have to explore the option of refunding everyone else's money for the event.

Two hours after trying not to think about it, brings us to my first run in the car. I refrained from dropping the clutch, first gear means that by the time my engine torque is reaching the questionable drive shafts it has been multiplied to nearly 6000 ft lbs. But I fed in the throttle more and more and nothing snapped so I grabbed 2nd and then 3rd gear. This thing might actually work!

Coming into the first hard turn, it was obvious the car was a little skittish. The tires were over inflated on purpose to keep the traction (and therefore forces on the car) low for the first lap, so being a bit skittish was understandable. Then, OOPS, the course goes THAT way! I made an all too hard, and late, course correction and



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the back end decided it would like an opportunity to lead the car.

With the first spin out of the way and happy that I didn't stall, I finished the lap thinking if it can handle bad driving like that the car might be up to going faster. I dropped the pressure in the tires down a bit and took off for my second lap with a little more urgency. The engine has a ton of torque. Overall, the car is not as loud as I

thought it would be, and, with a helmet on, it feels slower than it is—in a straight line anyway.

Into the turns it still wants to wag its tail. That's fine, I brought other sets of suspension springs to swap in once I knew how far off and in which direction the balance was. With my growing confidence, I came into a hard right turn a bit too fast and around came the tail again. This time, I was directly



Photo Credit: Brittian Beames

Calendar

| <u>Date</u> | <u>Activity</u> | <u>Location</u> |
|------------------|---|------------------|
| May 14 | Casual Drive | San Rafael |
| May 16 | GGLC Track Day / Thunderhill | Willows |
| May 21 | GGLC AutoX Round #3 | Crows Landing |
| May 28 | GGLC AutoX School | Cow Palace |
| June 9 | GGLC AutoX Round #4 | Cow Palace |
| June 18 | Casual Drive | San Jose |
| Oct 20-23 | West Coast Lotus Meet <i>(Please check the club website for updated info)</i> | San Diego |

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.

across from where my son was filming me and I thought, "if it's going to be on camera, lets make it look good" (that film degree talking), so, as I spun, I started working the gas pedal, lighting up the rear tires, until I had made a complete 360 and was facing more or less in the correct direction again.

A fast time? Not at all. But I suddenly had full confidence that the car could handle being abused.

(continued on p. 6)

(cont'd from p. 5)

And we got it on camera, Two runs in, and the day was looking like a complete success!

I spent the rest of the morning session driving more conservatively to see how the car performed when it was not spinning. At that point, I was not too interested in trying to learn the car since I knew that I was going to make some major spring-rate changes that would affect the way it handled (or rather didn't handle). I just had a blast. And, as a bonus, everyone at the event can talk about the time they beat a GT40!

After lunch, the wind settled down to ONLY 20 mph. But I still did not feel comfortable popping the tail of the car up to change the rear springs as I'm pretty sure the wind would have ripped the back right off its mounts and carried it on down to Fresno. So rather than try to actually be fast in the afternoon I let our club president take a lap in the car and I took a lap in his Exige. He didn't spin (which was a bit disappointing for me), but the car didn't break either so it was still a win.

While I can say the car didn't break, a few little things actually did—just enough to assure me that this was reality. Nothing major, just some ducting to the carburetor that fell off, and an alternator belt that came a little loose as did the shifter knob. So, out of a few thousand things that could go wrong, I felt pretty darn lucky.

We cut the day a little short as my son was getting tired, and I could tell that my face was fried.

I can't say thank you enough to the club for putting on these events and for the support from all of our participants. It was without a doubt the best day I have had in a long time.

And the moral of the story? I'm always wrong. If I think the day will be smooth, the car breaks down before it makes it to the event—even if it is on a trailer. If, on the other hand, I assume the worst will happen, then nothing much seems to go wrong.

Legal in CA? A Caterham Story

by Tom Salter

I was not expecting to purchase a Caterham during the pandemic, but I got an offer I could not refuse.

A long-time British friend of mine and I used to talk 10 years ago about how we would like to build a Caterham one day. When the pandemic hit, he went ahead and bought a kit for a Caterham 310S, which was the start of a building project shared with his kids. They finished the job in the Fall of 2020.

He had such a blast putting the car together that he moved on as soon as it was done to a build a 420R. And that meant that the 310S was now up for sale. I just had to jump at the opportunity!

The only problem: the car was in Seattle, and I live in the Bay Area. After a rather painful drive home on New Year's Day 2021 (in the snow), I finally had my Caterham that I had wanted for years.

Now I just had to register it in CA...



I started the process of getting it registered by paying my fees to the state easily enough. Then I got my SB100 sequence number at the Santa Clara DMV, also easy, and the CHP inspected the VIN to lots of "Wow, this is cool" comments.

Next, I had to apply for the SB100 exemption with the BAR. After submitting all the build photos, receipts and documents, and a few worrying weeks of silence, I finally got the bad news from the BAR:

"Your vehicle cannot be registered in the state, because the manufacturer Caterham is importing their vehicles without meeting USEPA or California emissions standards. These vehicles do not meet the definition of a specially constructed vehicle."

Oh no! But after lots of really helpful advice from Caterham dealers around the country (thank you Bruce, Rich, Josh and others!), a couple of calls with the ARB, and me sending almost weekly emails to them, I got the welcome reply: *"We have revisited our review and you should be able to proceed now."*

I am certainly glad I persisted, and I have now heard from other Caterham owners that the path is finally clear for them to register their cars in CA. Happy Driving!

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The San Diego Lotus Club Plans More Fun Events

by Lawrence Sher

On February 26, the San Diego Chapter joined our sister So Cal Chapter for an outing starting at InoKinetic.

First, we got together at North County Fair at 7 AM where a few Aston Martins and McLarens joined us for a spirited back-country drive north

that was led by our fellow board member Dr. Dan Gibson.

We arrived at InoKinetic at 9 AM for a tour of their new shop along with some hospitality coffee and donuts. Thank you, Shinoo!

After the shop tour, we departed at 10 AM for a spirited canyon drive ending up at the Doffo Winery in Temecula where we saw their huge motor bike collection and enjoyed a traditional Argentinian-style BBQ.

If you are on Facebook, please member request at: <https://www.facebook.com/>



[groups/1871392056485439](https://www.facebook.com/groups/1871392056485439) We do post interesting articles.

If you want to volunteer to help support our activities, please contact me at shr100t@gmail.com.

At the moment, we are desperately looking for volunteers for our big event coming up in October. We know we will need all hands on deck to pull this event off successfully.



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Double Trouble Part 2 of 2

by Kiyoshi Hamai

The Pick-Up, Load and Drive

With the rack built and mounted on my trailer and me equipped with a tote full of straps, I head to TrackSpec. Jon is expecting me, but I really do not think he was fully prepared to load Liyan's Elise tub on a specially built rack that was 4 feet in the air. I caught a glimpse of that "look" when I said we need to lift it "up there". Too funny!

Anyway, Jon, his two techs and I hoisted the tub atop the rack, and I tied it down using the 3/8" eye bolts I had mounted on the 2x6 uprights. It was quite secure. Nevertheless, I drove a few test miles before pulling over to check the tight-

ness. No slacking. We were good to go.

A few days later it was time to load the Elise. I folded in the outside mirrors, lined up the car and slowly pulled it under the rack. It cleared, barely. Maybe 1/4" on either side!

Friday, February 4, I'm loaded and on the road before 8 AM. Destination is Pasadena. I tell Liyan to meet at 3 PM with his helpers.

As I'm towing a full load, I can feel the additional drag from the tub that is fully in the air stream. The first fuel stop was in Lost Hills on I5, 210 miles from home. I suspect I'm burning more fuel, but I cannot confirm that because the pump stops when it reaches its limit at \$95. Straps are still tight. Nothing has moved. Great news!!!

Another coffee break about an hour later at Grapevine, no issues. This is easy! Up the grade, and 90 miles to go.

I get to the outskirts of Pasadena and traffic STOPS; yup, it's Friday afternoon in the LA basin. Fortunately, there are surface streets I could take for the remaining miles, and I pulled up at Liyan's new place a few minutes before 3 PM.

All in all, it was a painless drive with the added plus of arriving on time!

Off Loading

Liyan and his helpers were waiting. I unloaded the Elise and unstrapped the tub. Liyan grabbed several furniture dollies, and the 5 of us lifted and unloaded the tub. Looking at the strained faces of the team, I got a little internal chuckle as their expressions seemed to say,

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“Wait, aren’t Lotus cars supposed to be light?!”

But after some strains and a small abrasion, the tub was on the dollies and getting pushed up the driveway to the awaiting empty garage. Job DONE!

I re-loaded the Elise and was back on the road to an awaiting hotel 80 miles away in Lancaster in preparation for the LCOSC track day the following day.

Final Observation

I refueled in Lancaster; topping up at 22 gallons. Total fuel was 41 gallons. That meant I got about 10mpg, which is about 4mpg less than what I normally get towing the Elise.

A 29% decrease in fuel economy is a LOT, but I guess not too surprising given that the tub was riding well above the truck’s roofline, and it was, therefore, completely in the air stream.





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Sometimes it is Hard to be Faithful

by Matt Kaplan

I was lucky enough to join a few GGLC members attending the Las Vegas reveal of the gorgeous Emira last November. And I will also admit that my eyes have recently wandered to a few attractive continental European models.

I do still love my first-generation Evora. But we have been spending more and more time apart over the past few years, and the flame just isn't what it once was. However, I did catch a glimpse of that spark we had when I made the two-hour drive from Bullhead City, AZ to Vegas, for the Emira launch.

NV Highway 95 cuts across the eastern edge of the Mojave Desert near Hoover Dam. Dried lake beds stretch out to the west and the mountains cut by the Colorado River are to the east. For an area that feels like it is actively trying to cook you for much

of the year, it actually is quite beautiful. And in the winter months, the temperature is not unpleasant. When I wasn't distracted by the scenery, the long, straight road gave me lots of time to ponder the Evora's curves through the windshield and especially in my side mirror.

Times like that are a great reminder of how much I enjoy being on the road in this car, so when my wife decided we needed to get away from the kids for a weekend, I decided we should take the Evora back to Vegas. This time, however, I turned off 95 in a tiny little speed trap called Searchlight toward an even smaller town called Nipton.

Interesting side note: the entire town of Nipton is for sale. It's a whole other non-Lotus related—but significantly more interesting—story about cannabis legalization, tourism, and speculation.

Anyway, the mountain road into Nipton was completely empty, perfectly winding, and, at the top of the pass, covered with about an inch of snow. It was breathtaking.

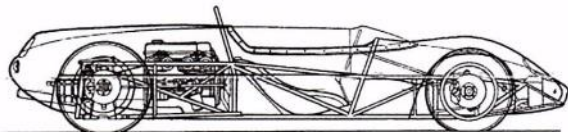
From the road, you can see that Nipton is home to some very interest-

ing Burning Man-inspired art installations. The road eventually spits you out just before the state line and onto the 15, the main route from LA to Vegas.

One of my favorite things about the Evora is that it feels equally at home in a busy downtown setting like Las Vegas Blvd as it does in the surrounding mountains. For a 10+ year-old car, it still turns heads on the strip while the sound it makes in a parking garage is intoxicating. I was also quite proud that it stole some attention from everything in the "Drive A Supercar" stable when I pulled into the parking lot of the attached go kart track. (By the way, all the GGLC and LCOSC track days really helped my karting track times.)

All in all, it was a great date weekend that definitely rekindled the flame between me and the car that I really do love.

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NV Highway 95



*Photo Credit: Pete Greep
Livelikepete.com*

GGLC Autocross School

May 28, 2022 / Cow Palace

by Kiyoshi Hamai

The GGLC is partnering with the Golden Gate Region of the Porsche Club of America to present the 2022 GGR/GGLC Autocross School.

When: Saturday, May 28, 2022 – 8:00am to 4:30pm

Where: Cow Palace, Daly City (2600 Geneva Ave., Daly City)

An autocross is the perfect venue for learning what your car can really do, as well as for developing and honing your car-control skills in a safe and controlled environment. If you have an interest in learning how to drive your Porsche or Lotus at or near its limits, this event will provide hands-on driving instruction that prepares you for participating in autocross events. Registration is limited. registration requests received after the event capacity has been reached will be added to the wait list.

Registration Fee is \$100 for PCA and GGLC members, and \$120 for non-members. The registration fee includes lunch provided at the venue.

PCA members driving Porsches and GGLC members driving a Lotus will receive preference in registration.

The PCA-GGR/GGLC Autocross School is an all-day event aimed at those who have never autocrossed and/or those with little autocross experience.

Pre-Event

You will receive reference materials to review prior to Autocross School. These materials and associated web links will help you become familiar with what to expect at the school.

Preparing you and your car for autocrossing

- Car Prep & Safety
- Driver's needs & what to bring



Photo Credit: David Anderson

Arriving at the Cow Palace

- Where to park
- Check-In
- Drivers' Meeting & meeting the coaches

More!

Autocross School (Cow Palace, May 28, 8:00am to 4:30pm)

Schedule for the day (subject to change)

8:00-8:30 Check-In and Group Assignments

8:30-9:20 Drivers' Meeting (mandatory) & Tech Inspection with Coaches

9:30-12:30 Break out for driving exercises

12:30-1:00 Lunch

1:00-4:00 Practice Autocross

4:00-4:30 Breakdown & Clean-Up

Registration on Motorsport Reg (will open May 14, 2022)

PCA-GGR - <https://pca-ggr.motorsportreg.com/>

GGLC - <https://gglotus.motorsportreg.com/>

Coaches

We are looking for experienced autocrossers as potential coaches at the school. Please contact either PCA-GGR or the GGLC if you are interested.

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Hosting a GGLC event? Let's make tshirts!

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Classifieds

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

For Sale: Brian Buckland's *Rebuilding of a Lotus Elan*, original edition, 2006 loose-leaf binder. Brand new. Opened only to check for damage in transit from UK. \$105 including priority mail shipping (U.S. only). Contact: Foster, email fjc@totlanelit.com

For Sale: 2017 Ford Focus RS. Low miles (18k), extra wheels, Ford premium extended warranty, many extras. All the goodies. Gorgeous. As seen at the 2017 West Coast Lotus Meet, and other club events. Contact Marc, email "lotus-65-elan—at—Berkeley.edu" For more details see his ad on Craigslist (look for 2017 Ford Focus RS (Cupertino)).


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, email "smchcc—at—gmail.com"



Still have some early Elan parts **For Sale** (from '66 S3 S/E and '69 S4). Sold a few things from my last ad, but the following are still available: doors w/ window frames (4); bonnet (no bump); boot lid (full size); headlamp pods w/lamps (4); Weber head, Big Valve conversion (damaged, but valves and guides intact); engine block; pistons; crank/bearings; water pump; gearbox (rebuilt); differential; S3 dash pad; original Workshop Manual; and various other bits. Parts in Laguna Beach. Photos/price available on request. CharlesFerrari—at—live.com, (562) 310-9563.

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