

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) July/August 2023



*Photo Credit: Kiyoshi Hamai*

*Some photos from the Cystic Fibrosis fundraiser held May 13, 2023.*

*Top: It seems Colm's car attracts cones wherever he goes.*

*Mid: Evora owners express themselves with unique colors and features.*

*Bottom: Will Harvey, event organizer, presents Scavenger Hunt award to participant Kevin Chan.*

*See page 6 for more info about the event.*

## July/August Meet-ups

### Save the Date: July 29, 2023

*Shinoo Mapleton, President of InoKinetic, will be in the SF Bay Area for a GGLC hosted event where he will answer questions, talk Lotus aftermarket, and show off his 111RS build, including the Katana3. Test drives will be available! This event will be based at the Trackspec AutoSports site (7100 Stevenson Blvd., Fremont). More details will soon be available on the club's website and via social media.*

### Casual August Drive

**Saturday, August 26, 2023**

**9:00 AM (gather)—9:30 AM (depart)**

**Organized by Cristian Moreno**

**Meet at Alum Rock Park Parking Lot**

**15350 Penitencia Creek Road**

**San Jose**

*Enjoy a scenic drive up and over Mt. Hamilton with a planned breakfast/lunch stop at the iconic Junction Bar and Grill. Several options are available for the return including a photo shoot at the Lick Observatory.*

## Message from the Prez Summertime!

by Jonathan Schreiber

Welcome to summer!

It's time to catch up on the latest club updates and exciting news from the Lotus world. More than that, if you have not pulled your Lotus out of winter storage yet, what are you waiting for?!

Our GGLC AutoXs and track days have been tremendous successes, with enthusiastic participation and thrilling experiences for all. Of note, we have revised the Lotus indexing for AutoX, to add fairness—and to help Colm move faster cars out of his class.

Now for the commercial: Although our AutoXs and Track Days are doing well, we are in need of more volunteers to help us organize and run other events. Whether you have ideas for general meetups or want to participate in more Cars & Coffee events, scenic drives, or any other creative events, we encourage you to step forward and contribute to the vibrant spirit of our club.

Now, let's dive into some updates from my own garage. First and foremost, it was time for the dreaded oil pan baffle service, which is due every two years on the Evora GT. But I am happy to say that the service has been completed now, and I would like to express my gratitude to Trackspec for their outstanding work on this. It's really a gift to live in the Bay Area with such amazing shops that support our beloved Lotus cars.

On the Exige, I narrowed down an early season issue to a bad spark plug gasket causing a misfire. I took this job on as a DIY, with some help from my

usual friends—the “beer and heckling” crowd. I am glad to report that after the work, and a shake-down at our AutoX, the misfire seems to be resolved.

In addition to the mechanical updates, I had the pleasure of collaborating with a talented local student photographer, @lai.media. For starters, we had an amazing photo shoot at a local site (see adjacent example photos). This experience got me thinking—should our club consider aligning with local photographers to make it easier for them to offer their services to our members? An arrangement like that would provide an opportunity for professional-quality photographs and cherished memories of our Lotus cars in picturesque settings. I invite you all to share your thoughts on this idea and how we can further enhance our members' experiences.

As we move into the summer months, I want to extend an invitation to all members to participate in and/or plan our up-



coming events. Your presence, enthusiasm, and support are what make the Golden Gate Lotus Club such a vibrant and welcoming community. Let's continue to explore the open roads and tracks as we celebrate our shared passion for Lotus cars.

  
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## A Busy Time For the San Diego Lotus Club Chapter

By Dan Gibson

After hosting the 2022 West Coast Lotus Meet last October, we had a fun and busy first half of our year that included activities ranging from: go karting, mountain drives, picnics, track days, and vineyard visits.

Our year began with a minor refresh of our SDLC website, the creation of our Instagram @SanDiegoLotusClub, and some maintenance items that were best completed during our “cold and rainy winter” in San Diego.

It seems that when you are in a Lotus, the drive itself is just as important as the destination, so we love including canyon drives as part of our events.

In March, the SoCal canyons took us to the Malloy Collection. Tom Malloy has raced and amassed a significant number of historic race cars and memorabilia. His collection includes one of the most impressive arrays of Indy Cars in the world.

Tom was introduced to racing by his dad, Emmett J. Malloy, who owned two open-wheel race cars. Emmett also built/owned Carrell Speedway in Gardena, CA. Because of his passion to preserve the history of American auto racing, Tom has built a unique private collection of cars and racing memorabilia.

April saw many events for us, starting with a night of go karting in the format of a Formula 1 event: practice, qualifying, and race. We then had a weekend in the desert (Palm Springs area) for another amazing back-road drive and a tour of Allan Grant's collection, where we heard his stories from racing and working with Carroll Shelby, and saw up

close and personal the one-of-three Lola GT Mk6 race cars that was essentially the DNA of the Le Mans winning Ford GT40. After staying at the on-track cabins that night at Chuckwalla Raceway, we enjoyed a fantastic track day with the LCoSC. A low car-count event found us all enjoying significant track time in the desert heat.

The San Diego British Car Club Council, composed of representatives from 12 British car clubs in the San Diego area—including the San Diego Lotus Club—held their annual driving event in late April: the San Diego Rolling British Car Day. It was a chance for British car owners to enjoy their cars on some of San Diego's finest back roads.



There were North and South starting points, and for the last 20 years, the routes have drivers pass each other on a common stretch, which gives participants a chance to wave at each other and see the wonderful collection of 100+ British cars.

This year's North team Captain was our very own Lawrence Sher who helped the North Team stay together (and

*(continued on p. 4)*

### KAMPEÑA MOTORS

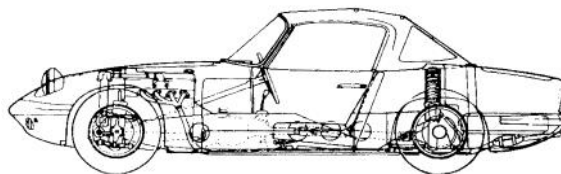
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(cont'd. from p. 3)

also assisted a stranded Lotus driver along the way). Members of the San Diego Lotus Club joined in the event, and the drive was through beautiful back country scenery, with plenty of twisty roads for those enjoying a sporty drive. It ended at the Menghini Winery in the mountain Village of Julian, CA. The 125 cars were parked in the Winery's orchards for display while the participants enjoyed a picnic and socializing on the grounds, with views of the surrounding orchards. The winery was open with a wine bar and gift shop for everyone to enjoy. The weather was delightful, clear, and warm, which was a welcome change after the long winter in SoCal. After socializing, the members departed, driving in numerous directions to return home.

In May, one of our board members hosted a watch party for the Formula 1 Miami GP. We had an amazing collection of Lotus Elise and Evoras show up, in addition to a Rossion, a classic Porsche, a Bobsy race car, an OG Dodge Viper R/T, and a Ford Escort with a Cosworth BD race engine (literally 1/2 of a Cosworth DFV F1 engine).

Mid-June started with a beautifully sunny and warm drive through the vineyards on our way to the open house and 111RS test drive opportunities at Inokinetic.

Please see adjacent photos highlighting past events.

As for what is planned this summer—look for us on the back roads on our way to Cars & Corks at Burchtech Family Vineyard in June, Back Roads, Beaches, and Brunch up to Aliso Beach in July, the San Diego British Car Day at Tideland Park in Coronado mid-August, and more as the year unfolds.

Visit us at [SanDiegoLotusClub.org](http://SanDiegoLotusClub.org) or on Instagram for more details.






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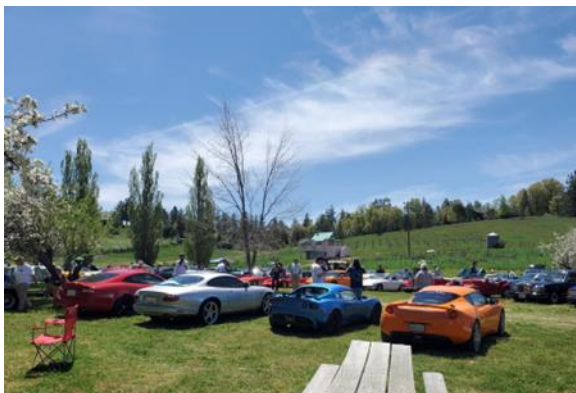
# Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
July 20	GGLC/Sacto Dinner	TBA
July 22	AutoX—Round# 5	Laguna Seca
July 29	Shinoo Mapleton visits SF Bay Area	Fremont
August 12	AutoX—Round# 6	Salinas Airport
August 16-19	Rolex Monterey Motorsports Reunion (Quail Show, 8/18)	Monterey
August 17	GGLC/Sacto Dinner	TBA
August 25-27	LOG 42	Knoxville, Tennessee
August 26	Casual Drive	Alum Rock

All dates and events are tentative.  
Please see [www.gglotus.org](http://www.gglotus.org) for current information about upcoming events.



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



## Unique Fundraiser Supports Cystic Fibrosis Charity

### Editor's Note:

*This event was not only unique in its structure, but it also became an opportunity for me to experiment with an A.I. tool. The article printed here was mostly generated by the Microsoft Bing A.I. powered search engine. I had to insert several details into the A.I. version that were not available via open-source information, but the majority of what is printed here was computer generated—Amazing!*

On Saturday, May 13, the GGLC helped support a Cars and Coffee car show and scavenger hunt at BrightSign in Los Gatos.

This event was a fundraiser for the Cystic Fibrosis Foundation (CFF), a nonprofit organization that funds research and provides care for people with cystic fibrosis (CF), a genetic disease that affects the lungs and digestive system.

Many thanks go to the key organizers of both the Cars and Coffee and the scavenger hunt, Will and Katie Harvey, who also worked to secure the partnership with BrightSign.

The Cars and Coffee show featured a variety of exotic and classic cars, including—in addition to Lotus—Ferrari, Porsche, Lamborghini, Aston Martin, and more.

The attendees enjoyed admiring the cars, chatting with the owners while sipping coffee, and sampling tasty snacks.

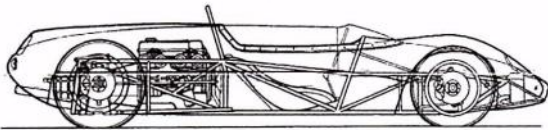
The scavenger hunt was a fun and interactive way to learn more about the cars and CF. The partici-

pants had to find clues hidden on the cars or answer trivia questions about them. The clues also included facts and stories about CF and how the CFF is working to find a cure. The winners of the scavenger hunt received prizes donated by the GGLC, local businesses, and other sponsors.

The event raised over \$5,000 for the CFF, which will support its mission to make CF ultimately stand for *Cure Found*. The organizers thanked all the participants, volunteers, donors, and sponsors for their generosity and support. They also expressed their gratitude to BrightSign for providing the venue.

This event was part of the Great Strides campaign, the largest national fundraiser for CFF. Great Strides organizes walks and other events across the country to raise awareness and funds for CF research and care.

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# SoCal Chapter Holds a Track Day at Chuckwalla Valley Raceway

by Theodore Garland

On 23 April 2023, the Lotus Club of Southern California, in conjunction with the GGLC, held our first track day at Chuckwalla Valley Raceway. This remote facility is near the defunct "town" of Desert Center, CA. We didn't quite sell out, which we attribute to multiple factors, including: competition with the Coachella Music Festival (which led to many nearby hotels being booked); the Sunday date; the potential for high temperatures in the desert at this time of year; and the distance for our Los Angeles members and friends.

Nonetheless, we had a good turnout (~26 paid attendees plus ~5 board members) and everybody seemed to have a good time. As usual, we had plenty of Lotus cars (about 10) because, of course, we did; but there was also a gaggle of Porsches (because there is no substitute, or so they say) plus a bunch of Miatas (because it is

always the answer, and because most people can afford one).

The majority of folks hailed from the greater Los Angeles area, but let us also offer a big shout out to several of our San Diego Lotus Club brethren who made it out! Others came from as far as Bak-ersfield and Phoenix (trailing a lovely Elise Cup R). Hopefully, the next time we do Chuckwalla, some of the GGLC Bay Area folks will make it.

For those of you who have not had the pleasure of running this track, it is a great facility. Being in the desert, you have lots of runoff and few things to hit if you should happen to make a little offroad excursion. The pavement is in excellent condition and the curbing

really lets you hit those apexes while also helping the car rotate.

The track is a technical one, used in lots of car-test videos by the pros. They have an air conditioned classroom, large awning with plenty of tables, toilets with showers, and a food truck.



Snacks and ice are also available at the check-in building when you drive on to the property. Cabins are available to rent (but they can sell out early), and camping is allowed. The Chuckwalla staff provide the drivers' meeting and manage the track, and they are friendly but also no-nonsense.

In the afternoon, a bunch of folks flew into the airport and came over to the track to check it out. A drone photographer showed up and took some great videos that we plan to post at some point.

We are now in the process of planning another Chuckwalla date for 2023, so stay tuned!

Pro tip: when you go to Chuckwalla, be sure to stop at Chiriaco Summit, where you can find gas, a good restaurant (yes, it has beer) and tourist shop, and even the General George S. Patton Memorial Museum, which is definitely worth a visit. It's also very near an entrance to Joshua Tree National Park, so you could take a route through the park if you have time.



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# Tom's Europa

by Tom Carney

During the Covid lock-down, I decided it was a good time to retire from the family refrigeration business. My brother and nephew were doing just fine without me. I figured I could focus instead on my classic Europa to take care of a few stress cracks and do something about the 1970 color—Bahama Yellow. Truth be told, not everyone cares for the Series 2 Europa styling. It has been referred to as a bread van, especially with that color. (I actually had a neighbor comment, after seeing it in my driveway: "I saw you got a new truck".) So, my baby wasn't getting the respect I thought it deserved, and it was clearly time for a facelift.

I never liked the door handles because they cause the fiberglass to crack around the mounting. It's made worse because the latch doesn't eject the door open, so it must be pulled open. I found that

Richard Winter of Europa Engineering had a [NACA Duct/Fuel Filler/Door Handle Panel \(pair\) – Europa Engineering \(lotus-supplies.com\)](#) available. And as a perk he even threw in a used fuel filler.

I have limited experience with fiberglass body work, but ignorance is bliss, and, with a little advice available from Mike Ostrov, I thought—why not? I took a deep breath and cut a hole in the side of my baby,

Without getting into details, I actually got the panels mounted on both sides of the car. Because I have only one gas tank I ended up with one panel with an indent that didn't have a fuel filler. I could have simply filled it in, but as I said, the big sides on the S2 Europa make it look van-like. I figured with the NACA duct and fuel filler in that spot it breaks up the line a bit, and it also looks a little racy—like a Lotus type 47. So, I needed to make a disk to fill the space and look kind of like the other side. I

tried to find a local machine shop to make the part, but nobody wants that small a job. If I wanted a couple hundred ... then maybe.

My savior was Dave Anderson, who has a small lathe in his garage and also had the time. While we were at it, we made a couple of other bits, one to cover the original gas filler and a replacement for a plastic antenna mount. Proving once again, it's not what you know, but who you know.

One of the best things I ever did was join GGLC, you meet the best and most helpful people!

After building up epoxy and fiberglass and sanding it smooth,



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and filling again and sanding again, I finally got to a point that I figured it could be painted. (That, and the fact I was sick and tired of looking at it.) I talked to my business neighbor, a body shop that does great paint work. I told him all the glass work was done and it just needed a little more sanding maybe, but all he had to do is spray it. He told me he didn't want to do fiberglass work and I assured him I had taken care of all that. Well, he found a few spots that needed a little more work. I had discovered that my baby had a hard life before I owned her and there were quite a few hastily made repairs that I ran out of patience patching up. His guys took it to the next level and when it was finally ready we picked out colors that I thought would work for me and what I had imagined.

So, now for the rest of the story . . . The club had this little outing down in San Diego called The West Coast Lotus Meet in October. Before the drive to San Diego, I did the standard maintenance, which included checking the brake pads and other items. A two-day 500-mile trip should not be a problem. After all, I had several other trips logged on the 53 year-old, car in the past, including to Las Vegas and Seattle.

As many of you know, included in this WCLM was a drive up Mount Palomar. A nice twisty road up the mountain. I got a bit of a surprise, however, doing that jaunt when I hit the brakes and slid off the road and stuffed the front right fender under a roadside guard rail.

Needless to say, there was serious damage, the car was not drivable and I was devastated. But, thanks to Kiyoshi and his trailer, I got the car home.

The first thing I did was look at the brake pads and then pulled the RF wheel and pads. The friction material was missing on one, and 50% was gone on the other. Obviously, that was the initial cause, and I probably should have simply lifted off the pedal to save the car,

but that's hard to do when panic sets in. The next step was a call to Ken at Dave Bean Engineering and order a front brake rebuild kit. I did not want to give the body shop a car with defective brakes. I had one heck of a time pulling the pads, though, as they were sticking, and after 500 miles, that was all it took.

As I mentioned, the body shop that had done the paint did not want anything to do with fiberglass repair. However, again, it's great to have Lotus contacts as Kiyoshi reminded me of a shop in San Carlos that specializes in fiberglass. We met with the owner Bob Waldschmidt to see if he would be able to take care of my wreck and work with my insurance company, AAA. The first thing he said was: "you need another insurance company." But, as it turns out, he was able to work with the AAA adjuster (who he said "fell in love with my car"). The adjuster

had to do some research, though, because, not surprisingly, she did not know anything about Europas. She even went the extra mile and called Barry Spencer who explained how the fender could not just be removed and replaced with a few screws like a metal car.

Bob told me it would take a while because there were a few Corvettes ahead of me in the queue. During the repair process he sent me pictures, and I did not want to push him because I did not want to end up with a rush job. Good things take a long time.

My Europa now looks as good as new, thanks to Automotive Enterprise. I could not recommend them more highly.

(continued on p.10)



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## Lotus Emira Named New Car of the Year *Abstracted from Lotus Press Release*

The Lotus Emira, the last Lotus petrol-powered sports car, collected another accolade by being named as 'New Car of the Year' at the annual Automotive Management (AM) Awards 2023 ceremony held in London in mid-May.

To win this award, the Lotus Emira was voted for by both motor retail managers and the AM judging panel: "Clearly the Emira is being seen as a fantastic start of a new chapter for Lotus and its dealers. It is the most accomplished Lotus road car yet, balancing a high level of driver engagement with the practicality of an everyday sports car, and our audience—including dealers with rival brands—is now certainly very excited about the Lotus brand's future. Emira will certainly attract new customers to Lotus and this will give the car-maker great foundations for growth," said Tim Rose, editor, AM Online.

Receiving the award on behalf of Lotus, Geoff Dowding, Executive Director, Commercial Operations Lotus Cars said, "The Emira has won a number of accolades around the world, but this award from AM is particularly special as it was voted for by the well-informed AM judging panel and a discerning automotive industry, including retailers, dealers, and senior management. Not only is the Emira a brilliant sports car and the best in breed, but also this award reinforces the confidence and excitement that the industry has for Lotus as it rapidly moves towards the EV future with the Lotus Evija and Lotus Eletre."

Powered by either a 3.5-litre supercharged V6 engine or a 2.0-litre turbocharged 'i4' through a manual, automatic or Dual Clutch Transmission, the Lotus Emira accelerates to 0-60mph in 4.2 seconds before reaching a top speed of 180mph.

The Emira is manufactured at Lotus' global HQ for sports car and hypercar operations in Hethel, Norfolk. Subassembly manufacturing for the lightweight and high tech aluminium chassis is at Lotus Advanced Structures in Norwich.

The Lotus Emira is one of three high tech performance cars built by Lotus, along with the Eletre, the world's first all-electric hyper-SUV and the Evija, the world's first all-electric British hypercar.

# 101<sup>st</sup> Pikes Peak International Hill Climb—GGLC Connection

by Kiyoshi Hamai  
Photos courtesy of Robin Shute

Those who attended the 2022 West Coast Lotus Meet last fall will recognize the name Robin Shute. Robin joined the WCLM at the Palomar Mountain Hill Climb, and he was the featured speaker at the gala event banquet where he shared stories resulting from being crowned King of the Mountain—winner of the 2022 Pikes Peak International Hill Climb.

Robin returned to Pikes Peak for the 101<sup>st</sup> running of the race a few weeks ago to defend his title. The GGLC also returned as token sponsor; and our logo was carried on the nose of Robin’s TSC-Wolfe as he ascended to 14,000+ feet.

## Testing, Practice & Qualifying

Early testing of The Sendy Club (TSC) Wolf was done at Streets of Willow where the car gave a glimpse of its potential by setting the absolute lap record at 1:01. The team then headed to Colorado Springs for practice and qualifying on the hill.

Robin’s main competitor for the overall title was LeMans champion, Romain Dumas, who was driving a purpose-built Ford



Performance Transit Van (EV drive). Nevertheless, Robin’s blistering qualifying time of 3:24.711 held up, which secured Robin’s 1<sup>st</sup> out run position on race day.

## The Race

Weather is often a challenge at Pikes Peak. Last year it was freezing fog. In contrast, this year’s weather was near perfect, sunny, breezy at the bottom, windy and cold at finish, and importantly, the pavement was dry.

Robin was the 1<sup>st</sup> competitor on the hill after the Porsche Trophy class runs. Fast out of the start,

Robin laid down a 1:25.703 for Sector 1. He backed that with a Sector 2 time of 2:01.481. In Sector 3, the rear tires on the Wolf were over heating due to excessive wheel spin, and his time suffered

with a 2:32.054. In Sector 4, the lack of grip at the rear resulted in lots of sliding, and he finished with a sector time of 2:40.842 and an overall time of 8:40.040.

Next up was Dumas who was about 9 seconds back in sector 1, 5 seconds arrears in

sector 2, but then came even with Robin in sector 3 and bested Robin by 7 seconds in sector 4. Dumas finished his run with a time of 8:47.682.



Also of note was the run by the specially prepared Radford 62-2 driven by Tanner Foust, taking the Exhibition class (and 10<sup>th</sup> overall) with a time of 9:37.326. And in the unlimited class, Duncan Cowper from the UK driving what appeared to be a highly modified Caterham had a very respectable time of 9:57 (and 12<sup>th</sup> overall). Finally, in Time Attack class was Scott Knoll in a supercharged 2005 Elise who DNF’d.



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# Classifieds

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

**For Sale:** 2019 Caterham S3 310R. \$50K or sensible offer. Located in East Bay. Assembled and SB100 registered by me. The following factory upgrades included: 6-speed gearbox, vented front discs, uprated AP 4-piston racing calipers, track day roll bar, petty strut (never used), Momo quick-release steering wheel (alcantara), Tillett seats, full weather pack (heater, hood), aero screen, Avon ZZR tires, lightweight AGM battery. Car has covered 3,300 miles (including two track days) as of April 2023. Hands down the best street-legal analog driving experience you can have. Contact Simon for more details: surfsofa at gmail dot com; (415) 580-2847.



**For Sale:** Nankang AR-1 tires. Two stock-size fronts for Lotus Elise (195/50R16), new (heat cycled by Phil's Tire Service). \$400 for the pair or best offer. InoKinetic Items: THE BOOTIE \$100 (\$130 list)—To protect your car's boot; SILLSACK \$15 (\$20 list)—Custom soft glovebox for your Lotus; LFTSTRAP \$59 (\$100 list)—Lightweight fabric tow strap for your Lotus Elise/Exige/211. Lotus Evora Car Cover (brand new in box). Covercraft Ultra-Tect. Sku# C17358UG Color: Gray. \$200 (new cost: \$336 plus shipping). NOTE: this

cover will not fit an Evora 400 or Evora GT. All items located in Riverside, CA. Contact tgarland—at—ucr.edu: cell (951) 202-0743.

**For Sale:** 2008 Lotus 211. Chassis # 212. Green & Silver livery, \$69K. Approximately 4.5K miles. Trailer also available. Contact Mike: (831) 247-3027

**Wanted:** Lotus-related license plates. Contact Foster, email: Fjc—at—totlanelit.com, or phone: (617) 965-2058

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