

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Jan/Feb 2010

Santa Arrives!

Editor

Photos by Jennifer Vizcardo

Greetings of the Season to one and all! For December, the club not only helped make the '09 Toy Rallye a success (see story p. 6), but we also enjoyed a super Holiday Party thanks to the efforts of our very own Santa, Tom Carney, and his gift-toting elf, Kiyoshi Hamai. We even conducted some business by installing our new Prez, David Ellis, and had some real fun exchanging those garage White Elephants.



(continued on p. 2)

Jan/Feb Meetings

Friday, January 15, 2010 -- 7:30 PM

Hosts: Tom and Cherie Carney

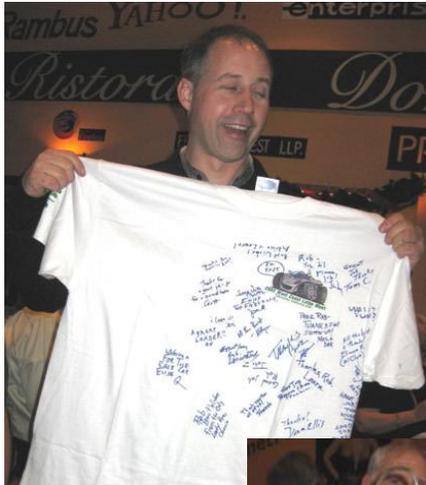
Friday, February 19, 2010 -- 7:30 PM

Hosts: Pete and Noni Richen

AutoX and Track Days Scheduled for 2010 (Mark Your Calendars):

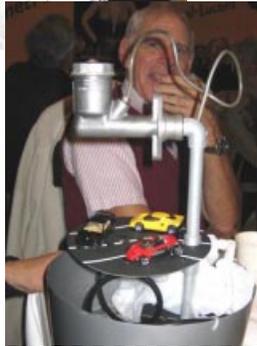
AutoX

- Saturday, April 10
- Saturday, May 1 (GGLC/BMW AutoX School)
- Sunday, May 2 (GGLC/BMW AutoX School)
- Saturday, May 15
- Saturday, June 5
- Saturday, June 26 (GGLC/BMW AutoX School)
- Sunday, June 27 (GGLC/BMW AutoX School)
- Saturday, July 31
- Sunday, August 8
- Sunday, September 19
- Plus one more in October at Great America—TBA



Thanks also to Jen Vizcardo for her great photos of the festivities.

Best Wishes for the New Year!



Track Days

- Tuesday, March 23 - Laguna Seca
- Tuesday, May 18 - Thunderhill
- Tuesday, July 13 - Thunderhill
- Tuesday, Sept 28 - Thunderhill

Calendar

| | | |
|---------|--------------|---------------|
| Feb. 19 | Club Meeting | San Francisco |
| Mar. 19 | Club Meeting | TBA |
| Mar. 23 | Track Day | Laguna Seca |

For more and updated information about these GGLC and other events check the GGLC website at www.gglotus.org



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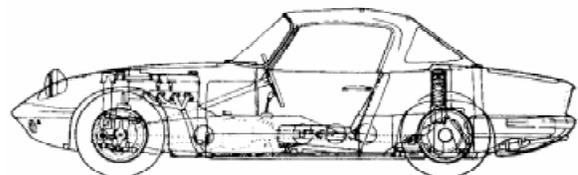
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Evora in CA!

by David Ellis, editor and
Kiyoshi Hamai

Several GGLC folks managed to score test drives in the Evora when it made its stop at Boardwalk Auto Center in Redwood City last month. All in all, about 25 people signed up for the test drives that were offered, which kept Carl Jackson, Lotus Cars USA Western Region Sales and Marketing Executive, busy from 9:30 AM to past 4:00 PM.

Many thanks go to Carl and Tom Sutton, Boardwalk



have to be careful not to kick the speaker located on the door right where your toes want to hit. Once in, I slid the seat forward several inches for a comfortable leg extension to the pedals and likewise to rest my hand on the

Volkswagen Internet Manager for giving us the opportunity to drive the latest offering from Lotus. There has been a lot of eager anticipation from the local community, especially considering the outstanding reception the car has received from the European press. (A summary of the automotive awards the Evora has already won and the associated comments are below.) The car we got to drive is Euro spec, but current plans are to start delivery of cars to U.S. customers by the end

of March 2010.

Although the driving opportunity was brief, we did form some quick impressions. Here's a summary:

Dave:

Getting in and out—I'm a relatively large guy, at 6' 3" and 247 pounds soaking wet. (Or is that phrase reserved for the other end of the weight spectrum? Oh, never mind...) The driver's seat slides 'way back, and I had little problem sliding under in the steering wheel. However, I did

shifter. Everything fell naturally to hand and foot thereafter. Getting out is the reverse: slide back, carefully move your feet past the door, sit on the sill and stand up. The Recaro seats are comfy and hug you nicely. After I got settled I didn't notice the seating at all (which is a good thing).

Visibility—There's plenty out the windshield and side windows to the side mirrors. I didn't feel shut in or like I was in a bath tub at all. The

(continued on p. 4)

(cont'd. from p. 3)

rear window is tiny, however, and it serves only to show the underside of the front bumper of the 4x4 looming behind you while stopped at a light. The driver's side mirror is substantially convex, and it made my eyes go funny when I glanced at it because they had to refocus to pick out the image in that mirror. It would take some getting used to. The right side mirror is flat and large and gives you a good look at what's on the right. This car also had the optional back-up camera.

Braking—I had already admired the huge front rotors when checking out the car, so one of the first things I tried was some hard braking. I warned long-suffering Carl first and he said not to worry, and that people had almost put him through the windshield on more than one occasion. The car stops FAST with just a little bit of pitch-down. I did, however, feel that the brakes respond a little too quickly at low speeds so one has a tendency to over-brake in that situation. I learned to use a lighter touch by the end of the drive but the first few low-speed stops were on the jerky side.

Acceleration—The spec for the car is 0-60 in 4.9 seconds with one shift. I didn't try for that (there is the old saw about thou shalt not drive a friend's car at 10 10ths; I take it to apply to test drives as well) but the engine revs quite nicely. There were plenty of other cars all over 101 so there wasn't much room to see what the car can do for mid-range acceleration, but the promise is there. Top speed is listed as over 160 mph.

Handling and Grip—We negotiated the Holly Avenue clover-leaf briskly, and the car tracked right around the constant-radius turns (thank you CalTrans) with no inputs after setting the turn rate. I asked Carl if he needed me to slow down and he said no worries. The turn-in is linear with no surprises. There must be a bit of caster in the front end because the car tracks very nicely straight, unlike any number of other cars I've driven (a pet peeve of mine about cars in general, but that's another story...)

Interior—We had black leather everywhere and it was very comfortable. The sill is also leather, and I asked Carl about wear issues. His reply was that this particular car has had 700 drivers already and I for one couldn't see any scuffs or abrasions on the leather. It's quite a classy interior in general with a lot of high-quality leatherwork.

Quibbles—the dead pedal is more of a dead "ledge" that supports only the left side of your left foot. It is at the same height as the clutch pedal so the change from one to the other is natural. On long drives, I'm sure I'd have my left foot on the floor at various angles to keep the blood flowing. The passenger side has plenty of foot room.

Overall impression—It was a new car for me, and I was entirely comfortable with it within a few minutes. The shifting was easy to coordinate and the steering was nice and light. The engine provides a visceral snarl from over your right shoulder and there are lots of satisfying mechanical noises. I'd

call the car classy and civilized and plenty satisfying to drive.

Joel:

Way too quiet, in my opinion—The Evora has a solid GT feel and that is good, but some engine/exhaust sounds would help the sporty image. According to Carl, the U.S. car gets a different exhaust system from this Euro version, and that may improve the aural aspect of the driving experience. I might also mention that I never opened the windows during my brief drive, and that probably contributed to the overall quietness of the cabin.

Brakes seem over-boosted, especially at low speed—they felt better in higher speed stops.

Steering felt kind of heavy to me—Although it was hard to tell on such a short drive. I guess I was expecting better "communication" with the front wheels.

Performance is OK—Good torque and power, but not close to supercar class (a supercharger rumored to be available in the future would certainly help, though).

Overall, this Evora drive actually reminded me of the first time I drove an M100 more than 15 years ago—The car comes across as supremely competent, solid and well appointed but somewhat understated.

Kiyoshi:

Overall feel and performance of the car belies its curb weight—The chassis feels rigid, but the ride is hardly jarring.

The car has the upscale features and performance that should appeal to a wide audience.



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As some final words, the following European automotive award summary for the Evora is taken from a recent Lotus press release.

Acknowledged by the motoring industry as 2009's car 'du jour', the Evora claims winning titles from *Car*, *Top Gear*, *Autocar*, *Evo* and *iMotor*:

Car Magazine – Performance Car of the Year 2009

“There are executive saloons that don't ride this well, super cars that don't turn in so crisply, and surely no car on the planet steers like this. Lotus has managed to transfer everything that we love about the Elise to a bigger, more refined, more grown up platform...It couldn't really be much better to drive - the Evora is nigh-on perfect. A winner on every conceivable level.”

Top Gear – Sportscar of the Year 2009

“It's pretty, quintessentially British, fast and handles like a dream. Evora takes Lotus to a new place in terms of quality but more importantly delivers a sports car rush that puts other marques to shame.”

Evo Magazine – Car of the Year 2009

“It's a magical thing across the ground, deft like an Elise, with exceptional poise and feel. What was telling for me was that, getting into it after any of the other finalists, it was even better than I remembered: a bit smoother, a bit quicker and even sweeter dynamically, too. It's a beguiling car. ... A quite brilliant car and worthy winner.”

Autocar – Britain's best Driver's Car 2009

Editor's Special Award for Excellence, Group Lotus

“The best here. Brilliant on the track. Nimble, delicate and forgiving. Even better on the road.”

iMotor – Most Rated Car of 2009

“It's [Lotus Evora] 'rated' score of 95 per cent is truly impressive and enough to see it beat brilliant machines such as the Lamborghini Gallardo LP560-4 and Nissan GT-R.”



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Fun Day at the '09 Toy Rallye

by David Ellis

The Toy Rallye is a holiday season annual Bay Area event that is put on by The Rallye Club. The organizers collect new, unwrapped toys as entry fees, and they donate them to a local “Toys for Tots” charity organization. Over the years, the GGLC has helped out as a co-sponsor and by manning the Rallye’s checkpoints.

This year, five of us GGLC-folks showed up in Mountain View, got our instructions for manning the checkpoints, and then headed off to set them up after making a stop at a nearby Starbucks.

The Rallye participants started arriving a little later, and they were mostly driving passenger vehicles with driver and a navigator. There

was also one driver doing it solo, but with the aid of his laptop computer in the passenger’s seat—I wonder if he was operating it hands-free! Some had kids or dogs as well. (We almost got custody of one Zack when his parents started to pull away after an instruction-40 short-stop, but they remembered him in time.)

The Toy Rallye is classified as a Gimmick Rallye, and it is definitely focused on fun. It is a non-racing event where the idea is to follow deliberately deceptive instructions at your own speed along a route laid out on city streets to get to a pre-determined destination. The checkpoints were set up at strategic locations on the route. The

participants knew the locations of the checkpoints in advance, but what they did not know was when their instructions/route would actually get them to a particular checkpoint. The drivers and their navigators proceed by attempting to solve puzzles and avoid being tricked.

An example of a trick is the item I displayed at checkpoint two: a board covered in wrapping paper with little toys glued to it. Each toy had a number and I would ask the participant to add up the numbers and tell me the sum. Easy (if you can do arithmetic) but of course there was a catch—one of the toys was a small block, and one of the Rallye instructions the participants got at the start of the event told them that there are no block numbers. Aha! Only 3 cars out of 30 spotted the trick.



A total of 33 cars registered at Larry's AutoWorks in Mountain View; 32 found checkpoint 1, 30 found checkpoint 2, and the finishers ended at the Round Table Pizza on Stevens Creek Blvd. The first checkpoint was manned by Dave Anderson, Joel Lipkin, and Tom Carney. The second checkpoint was manned by Kiyoshi Hamai and yours truly.

It was entertaining to see the cars pull up before the checkpoint to check over their instructions carefully, and then proceed to us where we would ask them the instruction they were on. If they gave 40 as their answer, we would hand them a slip of paper and send them on their way. Some 10 minutes later we would see them go by on a cross street and then



reappear at the check point, where they were presented with the toy board. (Those who arrived on instruction 48 got the board then and there.) Serious head-scratching would ensue, and sometimes there

would be a multi-car backup, at which time Kiyoshi would start humming the theme song from Jeopardy.

The checkpoint routine went something like this:

--Stand around and talk about things automotive (what else?) until a car came.

--If they were on RI 40: on your way have a nice day.

--If they were on RI 48: present the board and ask for the sum.

--Stand around and talk some

more.

--Eat cookies.

--Put on more layers, hats, and gloves.

--If a queue develops, hurry them up and hum the Jeopardy jingle.

After we closed the checkpoint at 5 PM, we hung around just a bit to be gracious to those who are trying to get in under the wire but we eventually wrapped it up.

All told, it was an entertaining afternoon in the fresh air and sunshine while enjoying good company. I'll sign up again next year and may even drive one of the things sometime.

The Rallye Club was founded in 1981 and currently has about 60 members. The toys collected at the Rallye this year went to the EHC LifeBuilders organization, which is dedicated to ending homelessness through a variety of solutions such as shelters, long-term housing and homelessness prevention.

For more info about The Rallye Club see www.therallyeclub.org.

Spencer's Motorsports

Happy New Year

I'm excited about the reopening of Spencer's Motorsports as of January 1, 2010. After being closed for several years, I have truly missed the friendships I established with my customers and vendors.

Thank You , Barry Spencer



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Lotus F1 Announces 2010 Drivers

Abstracted from Lotus Press Release

Lotus F1 Racing has confirmed that Italy's Jarno Trulli, Finland's Heikki Kovalainen and Malaysia's Fairuz Fauzy have joined the team to spearhead driving duties for its 2010 debut Formula 1 season.

Jarno Trulli (35) is one of the most experienced, consistent racers in Formula 1 and unquestionably still one of the fastest men over a single lap. He is one of a select few drivers to have tasted victory in Formula 1 (Monaco). He has also finished in the top ten of the drivers' Championship table seven times.

Heikki's F1 career began in 2006 when he made his debut as a test driver. His appointment to the Lotus F1 Racing team will see the 28 year old Finn starting his fourth season in Formula 1, and he brings with him a race-winning reputation, confirmed by his first victory in Hungary in 2008, and a wealth of experience that will make a potent

combination with fellow race drivers Jarno Trulli and Fairuz Fauzy.

Fairuz Fauzy (27) joins the team having previously worked as a test driver for the Spyker F1 team in 2007. Since then he has driven in the F1 feeder series GP2, the World Series by Renault, as well as being named as lead driver for Malaysia's involvement in the A1GP Championship.

Tony Fernandes, Lotus F1 Racing Team Principal commented: "I am thrilled that we have been able to sign Jarno, Heikki and Fairuz to drive for Lotus F1 Racing in our debut season. The appointment of Jarno, Heikki and Fairuz as our race drivers is a testament to the quality of our team, to our ambition and drive, and above all to our long-term vision of success in Formula 1. Jarno and Heiki are winners and



have proven track records in Formula 1, and will be a big asset to us as we look to develop the team and the car throughout 2010. Jarno and Heikki are two extremely versatile drivers who have proven themselves more than capable of achieving solid results no matter how tough the conditions. Having Fairuz on board is also great news. He is undoubtedly the best Malaysian senior driver at the moment and it is a pleasure to welcome him into Malaysia's Formula 1 team..."



*The Team:
Heikki Kovalainen, Tony Fernandes, Jarno Trulli and Fairuz Fauzy*

Mystery 7

From the GGLC Mailbox

Dear Fellow Lotus Owners,

I hope you can help me acquire some information about the history of my Lotus7.

I imported the car to Australia in 2008. It has a California Department of Motor Vehicles ID plate DMV60045CA
CODE4No.290045.

I wonder if this prompts any memories?

When I got the car, it was in a sorry state yellow all over, but when I removed the many coats of paint, the original light green color

emerged. Intermediate layers were: red ,dark green, black and finally yellow.

I think the car is a 1967-8 series 3, and it is fitted with a Ford 1600cc cross-flow engine with a single down-draft Weber, plus an escort rear axle and a roll bar (since removed by me).

I purchased the car from Michael Gue of Essex Racing Services on the East Coast, but he can't help me with any history. I have tried the CADMV, but only got through to an endless recorded message, expensive, long-distance call to go round in a loop. So I was hoping one of your members may be able to help. Regards,
Jim Mc Donald
email: sue-jim-at-bigpond.com

New Membership Roster

Reminder: Coming to your mailbox soon

editor

The most recent GGLC membership roster was distributed in hardcopy in 2005. So it probably comes as no surprise that some of the newer club members have asked me and other "old timers" when a new roster will be prepared and distributed. Well, I am happy to say that your wait is almost over. Your Membership Chair, David Anderson, and I are committed to producing an up-to-date roster that we expect will be ready for distribution to all current members early in 2010.

Since the roster could include information you may consider

private, it will only be distributed as hardcopy, and it will be mailed via the USPS to your address of record.

The nominal entry for each member in the roster will be:

- Name
- Address
- Phone Numbers (H/W)
- Email
- List of Lotus cars you own.

If for any reason you do not want some of this information in the final printed roster, please contact David by email (ggmail@gglotus.org) or at GGLC, P.O. Box 117303, Burlingame, CA94011.



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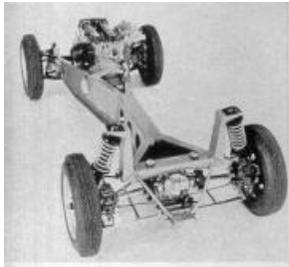
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(non-commercial ads are free to GGLC members and will run for three issues before requiring renewal)

For Sale: Chassis for Lotus Elan. Suitable for S1 through S4 models. Powder coated in black and in great condition. Chassis is located in Sebastopol, CA. Asking \$1200.00 if no shipping is involved. Can also offer delivery in the Bay Area for an extra charge. Contact: John Kenner at (415) 806-2457; jkenner-at-tamcab.com.



For Sale: Wheels from a '73 Europa S. Four available, size 5 1/2 J x 13, alloy, 4-bolt. No damage, but some corrosion. Need to be refurbished. Located in Santa Rosa, CA. Asking \$200 OBO. Contact: Dave Weir at (310) 212-5211 (days); dhw-at-dynres.com.

Wanted: Lotus Seven. Old Lotus guy looking for that special S1 or S2 LHD Seven. Completely restored preferred, but any condition (and S2 RHD) considered. Top dollar paid for impeccable example with chassis plate and frame numbers documented with the Historic Lotus Register. Contact: Rick in NJ at (973) 331-9570; number32-at-mindspring.com.

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Opinions expressed in the Chapman Report are those of the authors and do not represent those of the GGLC or its officers.

Submissions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport@ggglotus.org in MS Word, rtf or ASCII text.

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