

The Chapman Report



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Photo Credit: Kiyoshi Hamai

A jolly, jolly pair. Tom Carney (l) and Barry Spencer prepare to challenge and confuse the participants of the Toy Rallye held December 3, 2016.



An impressive cache of mysterious white elephant gifts lurks under the tree at the annual Holiday Party. See more photo coverage on pages 2-3.

Jan/Feb Meetings

Friday, January 20, 2017 – 7:30 PM

—2017 Kick-Off Meeting. Welcome our new Prez, Jenni, and hear all about an exciting year of GGLC events—

Hosts: Dave and Susan Ellis

Friday, February 17, 2017 – 7:30 PM

Hosts: Pete and Noni Richen

GGLC Holiday Parties Feature Fun Times and Good Food

editor

New Prez, Jenni Dietsch, and V. Prez, John Logan, were formally installed in a traditional changing-of-the-guard Frocking Ceremony at the club's gala Holiday Party in San Jose in December. The party was well attended (see accompanying photos), and everyone enjoyed a great selection of door prizes and an "interesting" collection of white elephant gifts.

Meanwhile, the club's Sacramento Chapter held their own party featuring lots of good Lotus cheer in the spirit of the Holiday Season. Many thanks to Craig Hunter for his photo coverage of the event.



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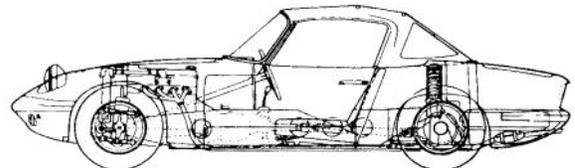
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GGLC Track Day / Mazda Raceway Laguna Seca November 7, 2016

by David Anderson

We had a full slate of over 100 entrants on a typical, beautiful Monterey day—65°F in the morning, with light cloud cover that transitioned to blue skies and 70+°F temperatures at midday.

The Lotus contingent was an estimated 15 Elise/Exige plus a very quick 1966 Elan (a race-only vehicle), three Seven-like cars, and one Evora.

Rita Satulovsky, GGLC President, drove the GGLC truck to the event, and she ensured we had water, coffee, and snacks on hand for all. The club sound system was kept busy with announcements of grid timing for each group.

John Zender started the Drivers' Meeting at 8:30AM, and his comments about being careful had good effect: there were no crashes, and, as far as we could tell, there were no spin outs during the day.

To conclude the meeting, the starter reviewed the flag meanings and Dito Milian described his services as the official photographer for the day. (Your scribe always purchases the photos of his car on track as a memento of the occasion).



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The first car was on track at 9AM. The plan was for the advanced group to be on track on the hour; intermediate at 20 after; and novice at 40 after the hour. Each group ended up with seven 20-minute sessions, and every session started on time. The Laguna course workers did a fine job of keeping the groups on time.



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Jan 14	Breakfast/LCoSC	LA
Jan 18	Dinner/Meeting	Sacramento
Jan 20	Meeting/Social	Redwood City
Jan 28	Annual Anti-Football Drive	Castro Valley
Feb 11	Breakfast/LCoSC	LA
Feb 15	Dinner/Meeting	Sacramento
Feb 17	Meeting/Social	San Francisco
Feb 24	Track Day	Laguna Seca
March 11	Breakfast/LCoSC	LA
March 15	Dinner/Meeting	Sacramento
March 17	Meeting/Social	TBA

See www.gglotus.org for additional information about upcoming events.



Scan to get current GGLC calendar on your mobile device.

The sound limit was at a low 90dB. Although a few cars went over the limit, and had to do something about it, most people had no problem.

Unfortunately, John Zender did not get all the Exige track time he wanted. He had brake fade because (he only realized that day) his new front calipers had stock aluminum pistons. Those heat the brake fluid too much on track. Next time he

will no doubt have the proper stainless steel pistons, and the brakes simply won't fade with track-capable pads.

Your scribe was again in Dietsch Elise #214 that was equipped with race slicks from the Oct 29, 30 LotusCup races. The car was flawless all day, and, with the new Dietsch-designed shifter, it was much easier to select gears than a stock car.

Rob had also installed a stock exhaust system. Although it is a bit heavier than some race-legal systems, the stock system always passes the 90dB sound limit.

All in all, it was a wonderful day in Monterey. Even if you don't intend to drive on track you can join us in the paddock, which you can enter for free (just sign the waiver at the entrance). If you are going to go on track as a passenger, then you must also sign the GGLC event waiver (usually available at the GGLC canopy).



How They Build a Zenos

by *Rahul Nair*

During our trip to the UK as part of the 2016 GGLC/UK Fall Lotus Tour, we were able to spend some time at the Zenos factory in Wymondham.

By way of background, Zenos Cars was founded in 2012 by Ansar Ali and Mark Edwards, both of whom had spent time at Lotus and Caterham. I was lucky enough to attend the U.S. unveiling of the Zenos E10S at Club Auto Sport, and I was very impressed with what I saw. It struck me that the car was somewhat equivalent to the Lotus 211, and it had significantly better fit and finish than the average Caterham I have seen in the U.S.

Zenos hates the term “kit car”, and they stress that they build the whole car. However, the reality is that to sell the car in the U.S. they have to follow the Caterham model of selling them as kits, which essentially work with only one specific engine.

There are a bunch of reviews on the web for folks who want to know more about the cars and how they perform, but I wanted to talk about the factory tour in this write-up.

We were lucky to have their Operations Director, Matt Windel, leading the tour; and they were extremely open to having the 15 of us traipsing through the shop. There were a couple of things they asked us not to photograph, but, other than that, we had full access.

We start off at Station 1, where they essentially build the

base chassis by mating the various sub-frames. You will note in the accompanying photos that the chassis has an extruded aluminum central spine that has a rear sub-frame bolted and bonded to it. This spine lends great rigidity to the chassis, and it is also used to carry both wiring and coolant (similar to the side sills of the Elise/Exige).

Station 1 is also where a jig is used to attach the carbon fiber (CF) floor pan, which is the first part of the carbon “tub”. They use an innovative process to create these panels from recycled CF and drinking straws to form a honeycomb-like structure which has 90% the strength of virgin CF at around 10% the cost. This is what allows them to sell what is an essentially carbon-tub car for ~\$50,000.

At Station 2, the cars receive the rest of the carbon tub along with the front suspension. The tub integrates side impact tub-

ing which is hidden inside the car’s bodywork and leads to the clean look of the car. In addition, I like the very Lotus-like design where a single front bracket holds the radiator, lights and front bodywork. They have tried to minimize the part count, in general, which means that the same part often performs multiple functions. I also like the feature that the front sus-



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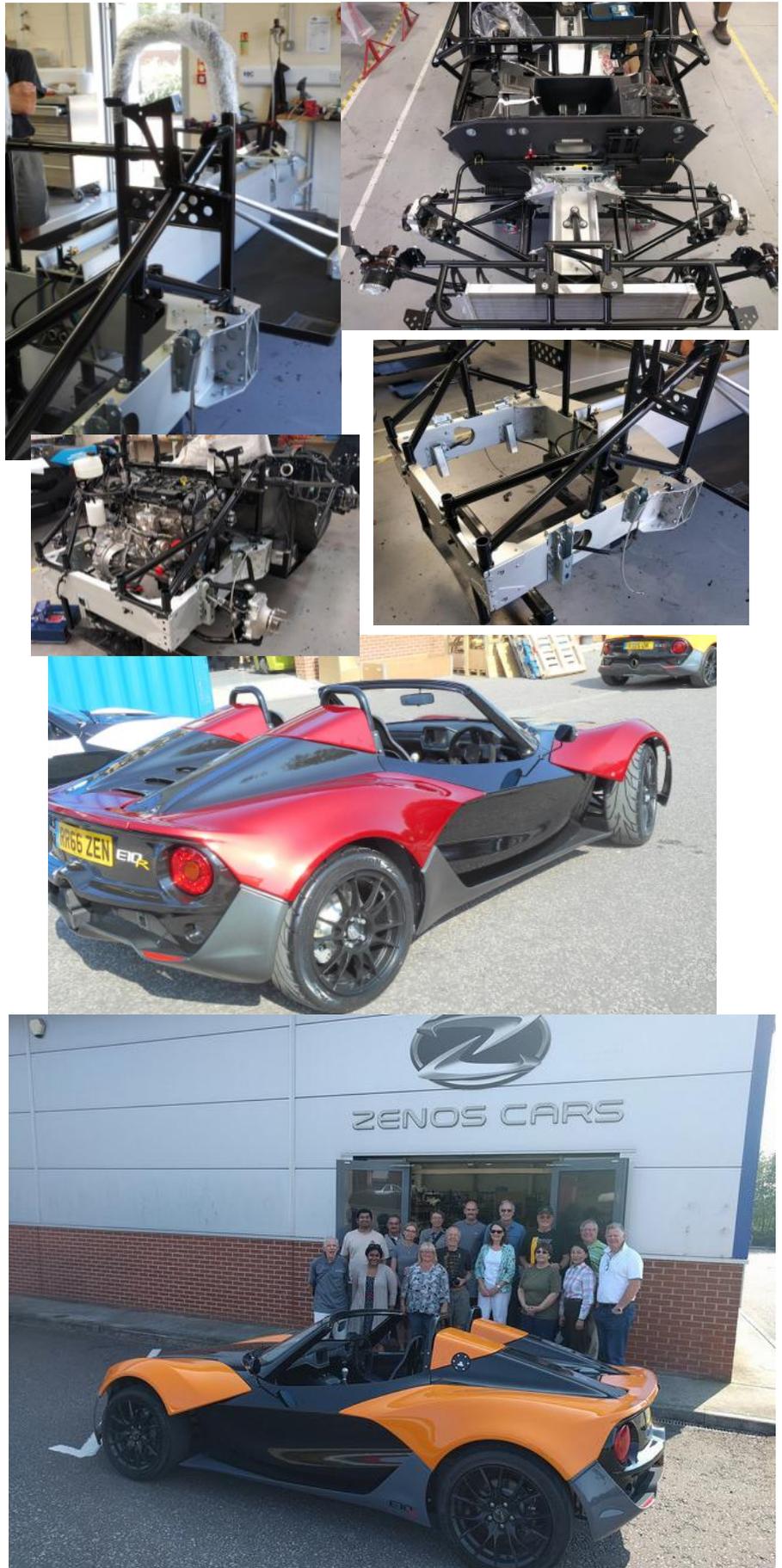
pension is designed to be sacrificial so that a simple shunt will not write-off the entire chassis.

Station 3 is all about engine installation. The Zenos uses variants of Ford's EcoBoost engines that range from 200 to 350 bhp. This guarantees that the engine parts will be very easy to find worldwide. However, they do use their own, locked ECU for engine management, which is less than ideal for the U.S. market since it makes it harder to use the full range of EcoBoost aftermarket products.

At Station 4, the assembly of parts starts looking like a real car with the rest of the body going in along with the adjustable inboard front shocks. The car then goes through the alignment process and a final quality test before being readied for deliver.

It just so happens that the striking custom-painted E10R in the photo is the 100th Zenos produced, and it was to be delivered to its lucky owner the day after our visit.

My thanks to the Zenos crew for taking the time to walk us around the factory floor and answer all our questions. The Zenos is a very impressive car and the closest you will come to a street legal 211 in the U.S. If this has piqued your interest you should head over to the [Zenos Cars North America](#) website and see what cars they have available.



The Secret Lives of Lawyers— Farella Braun’s Chris Locke Puts Pedal to Metal

Editor’s Note: This article featuring GGLC member Chris Locke’s “extracurricular” activities recently appeared in the online Law360 legal news service, and it is re-printed here with Chris’s permission.

At the Sonoma Raceway, where the air buzzes with motor sounds and the hills spill into vineyards, Farella Braun & Martel LLP partner Chris Locke steps out of his loafers and places his wallet on the asphalt, then hops into his 1963 Lotus and makes the race car growl to life.

The machine is bullet-shaped and green with a yellow stripe running nose to tail. Its wheels have no grip so it can fly down the track at 140 mph.



At 800 pounds, it’s light-weight—a Toyota Corolla weighs 2,800—and it makes a tin can ping if you flick it with your finger.

Locke says it’s his favorite car to drive.

“It’s so perfectly balanced, you can drift it through corners, and when you get it right, and it’s at the limit, it’s a very exhilarating experience,” he says.

His other car is a jet black 1976 Lotus Formula One racer with thick, soft tires and wings

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that create down-force to hug the road. It was raced by the American driver Mario Andretti, and there are only two other cars like it. It can reach 190 mph on the track.

It may seem strange that a well-regarded environmental attorney known for his diligence would engage in a risky, high-adrenaline hobby like racing vintage Formula One cars, but Locke says he enjoys racing in part because it's a release from the legal world.

"It seems completely different, and it is in some ways. I like it because it requires total focus. I can't be thinking about a brief that's due," he says. "It's relaxing to me."

Locke sees himself as a steward of the history he grew up with. As a child, he drove go-karts and watched races on television, rooting for his favorite drivers: Jim Clark and Andretti. Locke describes Clark as a humble Scotsman from a sheep farming family who had tremendous driving skill yet maintained his humble demeanor. Andretti, he says, was one of the most successful Americans in racing history. And they both drove for Lotus—a company Locke admires for its innovative designs and do-it-yourself origins.

Locke's heroes at times mirror his own relationship with racing. As a teenager in Harvard, Massachusetts, he worked construction jobs to save up for a Corvette. He is fond of quipping that he had to content himself with memorabilia because he couldn't afford a race car during his stint as a federal prosecutor.



Chris Locke poses with his Lotus racer at the U.K.'s Goodwood Circuit in July 2012.

Soon after he went into private practice in 1986, he signed up for racing school and got his competition license, which is a demanding process. A driver needs to pass a physical fitness exam and an EKG every year; Locke says his heart rate goes up to 180 when he's driving and that the car's speed is "a sensory overload."

Fellow Farella partner Sandra Edwards experienced that firsthand when Locke took her out for a spin. "Supposedly, we were going at reduced speeds, but I have to say it didn't feel all that re-

duced to me," she said. "It was pretty fun. It's definitely an adrenaline rush."

She said when she first learned of Locke's hobby, she was a bit surprised that someone so "poised and calm" would participate in a sport like racing.

"Now it doesn't surprise me at all, because he can handle it in a way a lot of people couldn't. A lot of people would find it just too stressful."

Locke has raced in the Monterey Historic Motorsport Reunion in California, sped through the Ardennes Forest in Belgium at the Circuit de Spa-Francorchamps, rode a historic track in Monza, Italy, that dates

back to 1922, and handled the narrow streets of Monaco.

The races are competitive, and Locke has had his share of podium finishes, placing third at Spa in 2013 and winning the Rolex Monterey Motorsports Pre-Reunion in 2015, the 2014 Sommet des Legendes at Canada's Mont Tremblant track and the Masters Formula One race at the Hawk in Wisconsin in 2014.

His car has been featured in one of the Iron Man movies, and he drove it himself during

(continued on p.10)

(cont'd. from p. 9)

five days of filming for Ron Howard's "Rush," a biopic about the 1976 Formula One season. The film focuses on the rivalry between Englishman James Hunt, a driver known for his risk-taking, and Niki Lauda, who is calculating and careful.

Bobby Rahal, the winner of the 1986 Indianapolis 500, met Locke through other "car people," and the two have driven in the same races. Rahal described Locke's style on the track as controlled and not reckless. "I think Chris is an accomplished rider. He drives very much in control, with his head and not with his heart," he said. "He's got some great cars and is an advocate of a brand that's

world renowned. People know him as a true believer."

Another of Locke's counterparts on the racetrack—James King, a former Formula Atlantic racer—has also been a client.

As director of the Historic Grand Prix, a showcase for pre-1983 Formula One cars known as "the world's fastest museum," King found himself embroiled in a contract dispute when he thought he had booked the Circuit of the Americas in Austin, Texas, but learned six weeks before the race that there was a dispute over the rights to the track. Locke talked both sides down to a reasonable price in a few weeks, King says. "Everybody had paid their money, had airline tickets

booked, had their cars ready — it was pretty hairy for a while. Thankfully Mr. Locke was involved," King said. "His composure in the cockpit is much like his composure in our dealings. He seems to be able to concentrate on the important part of the issue, and his driving reflects that."

But even with preparation and poise, a driver can't anticipate everything. Locke has had some close calls—though he always refers to them as "incidents." Once he broke his wrist on a drive shaft. Another time his tire failed and he spun out, hit the embankment and flipped. He dismisses that one casually, saying it only gave him "a few scratches and a sore neck."

Yet danger seems built into the cars. On the dashboard of the 1976 Lotus, there's a switch to activate a fire extinguisher that will spew foam all over the car. Behind his head is the "roll bar," a titanium loop designed to hit the pavement before his head does should the car flip.

Locke says he doesn't think about what these mean when he suits up—in fire-resistant gear and an enormous helmet—for a race. "If I did, I wouldn't be able to do it," he says.

He doesn't even think of it as a lawyer? He doesn't hear the word "roll bar," and immediately think "torts"? "No," he says. "And I can tell you that when there is an incident, there are no lawsuits involved."

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2017 Annual Anti-Football Drive

January 28, 2017

by Kiyoshi Hamai

The Annual Anti-Football Drive for 2017 is Saturday, January 28, and this year we explore the East Bay! We will meet in Castro Valley and then head north on Redwood Road into the Oakland and Berkeley Hills finally passing the Briones Reservoir on our way to Martinez.



Meet at 9:00AM at Peet's Coffee, 20439 Redwood Rd, Castro Valley, CA 94546. (Near Castro Valley Blvd & Redwood Rd.)

We will depart promptly at 9:30 AM.

Our destination is the Cobra Experience, a non-profit museum committed to the promotion, conservation, education and preservation of the cars produced by Shelby American. Our visit to the Cobra Experience will include lunch (\$25/person) and a private tour of the museum. The Cobra Experience showcases original Cobras,

Shelby Mustangs, Daytona Coupe, GT40, King Cobra, Sunbeam Tigers and a Lotus! There are engine and wheel displays, posters, photos and a shop depiction as it was at Shelby American in the 60's. Unique to the museum is a 40-seat surround sound theater which features a HD film about the legendary cars along with a telling of the Ford and Shelby American story in general.

This will be a casual and moderate paced drive. The road conditions are always iffy at this time of the year, so the pace will take into consideration recent and current weather happenings.



Photo Credit: Stelios Pappazos

IMPORTANT! Please RSVP and reserve your lunch. Space is limited on the tour. Non-members are welcome, but GGLC members will have priority.

To RSVP and pay for your lunch(es) go to: <http://gglotus.motorsportreg.com/>.

There is no fee or reservation needed for just the drive (i.e., no lunch or museum tour). If you have questions, send an email to: marcom--at--gglotus.org.

Note: This event will be held rain or shine.



Photo Credit: Dave Ellis

Classifieds

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

For Sale: 1970 Lotus 7 S4.

This is the last, genuine (made by Lotus) generation of the iconic 7. This example came with, and retains, a Lotus Twin Cam engine. The VIN is LS42946TC. Chassis numbers reportedly started at LS42650, which would make this the 296th car produced of about 700 made. While not as rare as the Series 1 (or maybe the Series 3), the Series 4 is nevertheless very rare compared to the Series 2--and they are more real and rare than a Caterham, or any of the other pseudo-sevens. The S4 is longer and wider than its predecessors. I am 6'1" and do not fit in the S2/S3 cars, but the S4 is no problem. There is more leg and foot room too! This car is ready for café runs, as well as for Laguna Seca or any other track. I did a body-off reconditioning, starting with new steel brake lines and cali-

pers and going up from there. Many new and re-built parts. Plus many additions for track days or historic racing, such as driver safety equipment, a fuel cell and a dry-sump oil system. All track additions are wrench removable and the factory stock items (still serviceable) are included with the car. This car has wear and tear for sure, but also many improvements, especially for track use.

Lots of photos available. Contact: Stawsh at "Stawsh—at—Corsiglia.net" or (408) 264-6812.

For Sale: 2010 Evora 2+2. Carbon Grey (lifestyle color) with charcoal interior. One owner, purchased from BMC SF. Current CA reg, 23,700 miles. Fully optioned, including forged wheels and power-fold mirrors. Upgraded Kenwood GPS/radio/CD. Diffflow 5-element diffuser, Larini exhaust (oval center exit), car cover and floor mats. Meticulously maintained by dealer and Rob Dietsch. Full maintenance records, only a few k-miles on rear tires. Asking \$40,000. Car is located in Livermore, Contact Joel at "jlipkin--at--comcast.net" or (925) 961-0400.

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

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