

Playing the Devil's Advocate here:

So, you buy a Goblin kit from DF Kit car. You pay them for their hard work designing and making a fabulous chassis. Win. Win.

Decision time. Spend money for a Cobalt donor. Put Goblin together following great instructions and you have built your dream. Or are you an out-of-the-box type person.

You're a Ford, Honda, Toyota, Subaru, GM, Dodge or any other car fan. You want that brand of power in your Goblin.

More decisions. Are you a mechanical kind of person, or engineer? How much fabrication are you capable of doing or know "a guy"!

When I look at a Goblin chassis, I see many possibilities. Lonny has already done a few. The Electric one and the of road model.

I have a 3800 Supercharged GM V6 with computer collecting dust in my garage, so that would be my engine. It is a 90-degree engine - but has the 60-degree transmission bolt pattern. I can use the 3800 automatic transaxle, or bolt it to the Cobalt transaxles – manual or automatic, F35, F40, F23 (earlier Pontiac G6's. With adapter plate use an Audi, or such transaxle. Another engine with transaxle bolt on pattern is the 5.3 GM V8 in the Chevy Impala. I would use the Cobalt engine cradle with modification. I would source individual parts as needed from my resource files. I would use the Goblin kit suspension with changes to the rear one. Gas tank would be located and fabricated elsewhere. Some modification to radiator positioning.

I would not use power brakes or steering. Probably use a different CV axle – make to fit. Would go old school with gauges. Stand-alone wiring harness. Have done this already. I also visualize a V8, V6 or Subaru with transaxle powered Goblin.

Honda, Toyota, Audi, or other power plants. Your choice is wide. It's your car, you are the builder, make it your own. No Locost Lotus seven is the same. No Stalker V6 seven is the same. Builders choice.

I've read and watched your builds on the forum. All of you have been busy folks making changes to your liking. Making it how you want it to be. Common thread is chassis and doner car.

So, if someone wants to go out-of-the-box on their build, so be it. Encourage, support that person just like you do everyone else on the forum. The Lotus folks are a family. I feel the same in the Goblin group even though I am not an owner or builder. I have my cars and don't need any more. I would like to help folks auto-crossing set up their suspension.

My back story: In 1968 in Germany, I fell for the Lotus brand. In 1970 I bought a new Lotus Europa S2. I auto-crossed it in Germany, did a couple of hill climbs, drove Hockenheimring and Nurburgring tracks. I shipped it back to the USA when I came. I now own a 1971 Lotus Europa S2 I bought in 2005. I have a Stalker V6 supercharged and a Birkin with Ford power – both are Lotus Seven replica kits. My SO lets me drive her C6 Corvette more than she does. My opinions. If I have offended anyone I apologize here. Lonny and crew have built a great little car with much potential and smiles of fun. Yes, Smiles of fun! I'm glad I've been to the factory and have met a few Goblin owners. Motor safely on!

