

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org October 2006

Cars, Skids and Shows editor

We had a great car show, as usual, in Palo Alto, along with a fun autocross in Marina. I missed the car meet but made the autocross and mounted a videocam inside for the first time. I now teach High School Auto Shop part-time, and thought that an introduction to this form of car event would be helpful to them. I started with SCCA autocrossing MANY years ago and I bet many of you did too.

On car shows, a short story on the ABCM to the left. Also, my wife and I were still talking about Pebble Beach. Our big question is: Have the owners spent more in car restoration costs in the attempt to get a trophy for the car, OR more on the extensive restoration work on their aging trophy wives. Who charges more, the car restoration shops, or the plastic surgeons.....may be a toss-up.

Another car show coming this month in Brisbane.....looks to be free by their flyer; www.ci.brisbane.ca.us



British Car Meet David Anderson

The Golden Gate Lotus Club (GGLC) attended the 29th annual Palo Alto British Car Meet. This long running meet has become a staple in the GGLC annual outings. This year was no different with a wonderful showing of Lotus and hundreds of other British Cars. This year the organizers skipped the long running "Club Participation Award". However, the GGLC had 46 member cars in attendance. However the organizers did present marque awards to cars that best represented the "Spirit" of the marque. The winner of the Lotus Award was long time GGLC'er, Joel Lipkin who drove his Elan S3 to the meet. It was a fun event with lots of great cars. Big kudos to all our club members who attended!



October Meeting

Friday, October 20th., 7:30 PM

Host: Scott Hogben

Calendar

| | | |
|---------------|--|----------------|
| October 13 | CSRG Charity Race | Infineon |
| October 13-17 | LOG 26 | Texas |
| October 20 | GGLC Meeting <i>officer nominations</i> | Host: |
| October 21 | Autocross | Marina Airport |
| October 22 | Brisbane Marina Festival, Car Show | Brisbane |

for more and up to date information these GGLC and other events check the GGLC website at www.gglotus.org



More photos: All British Car Meet

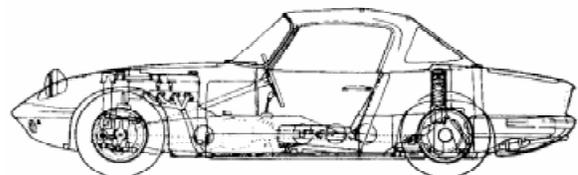
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Thunderhill Track Day

by David Anderson

The last scheduled track day for 2006 was a fine day enjoyed by 52 entrants. There was 1 Esprit, around 10 Elise, 3 Europas, and a single early Seven (or a Mark Six?) which left so early your scribe failed to get a picture or an interview! A wide variety of other vehicles filed out the field.

We ran in the normal direction, but this time taking the bypass, avoiding the cyclone. The bypass is nearly straight, but it is a hill and it is tilted off-camber. A very large challenge and not one I was too brave with.

There were no serious incidents. One car got some brake fluid onto the track (bad for the track surface) and one car was blowing oil. Both had to come off track (black flagged). Things went smoothly all day and the only track closure (for 5-10 minutes) was when someone got off track and sprayed dirt onto the track. The sweeper machine had to be brought out to sweep the dirt off.

The temperature was definitely 10 degrees or so lower than the July track day, but still hot. Whether it was 90 or closer to 100 air temp in the sun depended on which temperature gauge one believed!

As usual there was a wide range of experience in the entrants. Some had never been on track and some had years of experience on track.

Entrants divided into 3 groups according to the rules we've been using lately: Advanced, Intermediate, and Novice

where each group got 20 minutes each hour but every entrant was set up for two of the groups and could run either or both (except first-timers were restricted to the Novice group). By afternoon some had left and those who wished could spend 40 minutes (or more) of each hour on-track.

It's been a successful track-day season. Safe, good for the entrants, and good for the GGLC. John Zender and Scott Hogben deserve the credit for organizing the track days and running them so well.

GGLC track days are fun and cost much less than anyone else's and if you've not been to one by all means enter one or more when your schedule permits. Passengers are allowed on track (with helmets). There is no charge to be a spectator (spectators and entrants must sign a waiver at the track entrance).

Membership Numbers

September, 2006

total active members: 463
CR sent as pdf : 201
CR sent via USPS : 262

If you'd prefer your newsletter arrive in email send us a note (email or via post office). Be sure to write your email address legibly! Via email you get it faster and it saves us money and time.

David Anderson, Membership Chair



Lotus Bytes:

editor

Festival at the Brisbane Marina? The flyer doesn't say anything about paying to show your car.....that's a good start. The British Car Meet guys must want \$40 by now (I was out of town and missed it). CSRG was going to have a car show at \$100 per car.....had to be cancelled (at least that was all going to go to charity, though). I have a tough time paying to park my car. OK, a parking ticket in SanFran would be over \$100; a good reason to shop in Gilroy. Anyway, October 22, Brisbane Marina. Bring your car between 9 & 10.

BMW gave British manufacturing a boost yesterday by announcing that it was switching production of the engines for its new Mini from Brazil to Birmingham.

The company said it would invest £200m and create 450 new jobs to produce the next-generation Mini at its plant at Cowley, near Oxford, increasing the proportion of the car that is produced in Britain from 40% to 60%.

The launch of the new Mini was attended by Gordon Brown who said it was "a great day for Britain" that showed "the continuing vitality of the UK motor industry" and that the country could be "the home of world-class manufacturing".

Fernando Alonso cranked up his end-of-season battle with Michael Schumacher by slamming the seven-times champion as "the most unsporting driver in the history of Formula One". Speaking on Spanish radio station, Radio Marca, Alonso said: "Even (Zinedine) Zidane retired with more glory than Schumacher!"



next column Autocross photos courtesy of Larry Bisarres

Bio-Terror

PistonHeads Article

How fast is the ethanol-powered Exige, then?

It's very fast. Lotus has calculated (on computers with brains the size of Manchester) that the 265E will sprint from zero to 60mph in 3.9sec and zap to 100mph from standstill in 9.2sec. Top speed is 158mph.

Impressive though they are, those figures don't reveal all. Riding shotgun around the Hethel test track with one of Lotus's top development drivers, Gavan Kershaw, he explained that the 265E exits the circuit's famous Windsock corner about 10mph quicker than the Exige S. And approaching the chicane wall at the end of the main straight at 140mph+, Kershaw also pointed out that you'd struggle to beat that speed in a twin-turbo V8 Esprit. Apparently the 265E is significantly quicker all the way around the track, to the extent that the brakes in the car have been upgraded to four-pot callipers at the front working on larger diameter (310mm drilled and vented) discs.

Out on the road you feel the advantages of the bio-ethanol fuel in a number of ways. Firstly there's the car's speed, which is noticeably greater than that of the Exige S and easier to access than that of the limited edition 240R. The biggest difference is at the top end where the superior volatility of ethanol in comparison to petrol really makes itself felt with a solid, relentless stream of acceleration all the way to the 8500rpm limiter. What could be tricky to explain away in court with the 265E is that its natural speed down the road seems to be just the other side of 100mph, so keen dial watching is advisable, particular after you've overtaken slower traffic.

Key changes

- * Fuel system
- * Engine calibration
- * Four fuel injectors on the inlet manifold have been enlarged
- * Two additional fuel injectors have been fitted at the supercharger



inlet to increase the amount of fuel being injected in to the engine under higher engine loads and to further cool the charge air prior to combustion.

The added performance has prompted Lotus to upgrade the brakes to four-piston AP Racing calipers with sport brake pads and increased diameter 310 mm drilled and vented discs at the front. Brembo single-piston sliding rear calipers with 282 mm diameter discs are fitted at the rear.

Benefits of bio-ethanol

The Lotus Exige 265E now produces 264 hp at 8,000rpm, and 184lb-ft of torque at 5500 rpm, up by 46 hp or 21 per cent and 25lb-ft or 16 per cent over the standard petrol / gasoline Exige S. With the total weight of about 930 kg (unladen), the power to weight is some 283 hp / tonne.

The way the booze-sipping Exige ramps up to speed is also impressive. Compared with the petrol-powered car the throttle response is more eager and the delivery of power crisper – not that there's much wrong with how the regular Exige S dishes out its performance, but it's as though the whole of its system has been flushed through with some sort of miracle detergent that has left a cleaner, more muscular car in

its wake.

Sounds fantastic – any downsides?

From a practical perspective there are still a few issues to sort out with bio-ethanol fuel. For starters, the infrastructure. The cobwebby pump mentioned at the start of this article was at a Morrisons filling station in Diss, Norfolk, and for the moment all the bio-ethanol outlets are in that part of the country as part of a trial to check the fuel's viability – the spider's efforts maybe aren't a good sign.

Even with nationwide bio-ethanol pumps, though, there's another difficulty. Per litre, bio-ethanol fuel – which currently is a blend of 85 per cent ethanol, 15 per cent unleaded – won't take you as far down the road as straight petrol. Therefore you need to fill up more often, although if this fuel takes off in a big way then car makers would doubtless fit larger fuel tanks.

It could be interesting to see what happens at MoT time, because although the '(oil) well to wheels' CO2 figure being bandied around by the likes of Saab suggests a 70 per cent reduction in that emission, at the tailpipe it's

next column



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greater than a petrol-fuelled engine. That could be attended to with a more sophisticated catalytic converter, but in turn it could bite into the power gains.

Then there's the price of fuel. When we filled up bio-ethanol was 91.9p per litre against 94.9p for regular unleaded, a reasonable differential but not sufficient to take into account the heavier fuel consumption using bio-ethanol. Government assistance with fuel taxation is therefore required here, but we all know how helpful the government is when it comes to the needs of motorists...

Bio-ethanol, a fuel for the future – yes or no?

Probably. The performance gains you can achieve from it, as proven in the Exige 265E, are mouth-watering, particularly as they come with the added bonus of an overall reduction in CO2 emissions – you have your cake and you're eating it, delicious.

Then there's the fact that motorsport is embracing ethanol, especially in the US where in 2007 the Honda-powered Indy cars will be running on straight ethanol. The big US car makers are also pushing their ethanol-powered road cars with lots of marketing dollars, so the UK will probably follow suit soon.

However, bio-ethanol does need the government to get behind it and reduce tax before the general public (who are unlikely to care about the extra performance) pays it much attention.

As for the Exige 265E, the men from Hethel insist that it's simply a rapidly rolling advertisement for the talents of Lotus Engineering and that it's not destined for production. On the other hand, the guys in motorsport can see that a bio-ethanol fuelled racer, that would be allowed a larger fuel tank under the regulations and could run for longer than petrol-powered rivals between fuel stops, has plenty of potential in endurance racing.

The Chapman Report is published monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club and is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA. The GGLC's annual membership dues are \$25.00.

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@gglotus.org in MS Word, rtf or ASCII text. Submissions may also be mailed to Jim McClure, 11238 Bubb Road, Cupertino, CA 95014.

2006 GGLC Officers are: President: Scott Hogben, Vice President: Clark Vineyard, Treasurer: Laura Hamai, Event Coordinator: John Zender, Membership Chairman: David Anderson, Secretary: Jon Rosner

Chapman Report Staff: Editor: Jim McClure, Circulation Manager: Tom Carney, Advertising Manager: Mel Boss.

Classifieds

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

FOR SALE: Black front seats from my first +2 (1972), very good to excellent condition (little wear on one seat where the seat belt rubbed). All original. These are the narrow seat style high-back. They have been in storage for 10+ years. They had almost no use in their life. \$500 for both or best offer. I'm located in San Anselmo if you would like to see them in person. Contact: Will Burke — will.burke@mac.com for more information and pictures. (6/06)

FOR SALE: Pearl Yellow Lotus Esprit. It is car #93 of only 100 ever built for the 25th Anniversary. 3.5L V8, 15K Mi. Includes interchangeable glass moon roof, Upgraded Chrome Larini Sport Catalysts and Exhaust System, I also have the stock system. -Genuine Lotus Waterproof Car Cover. -Invisible bra installed. Call: Dorian, 415-206-1656 (9/06)

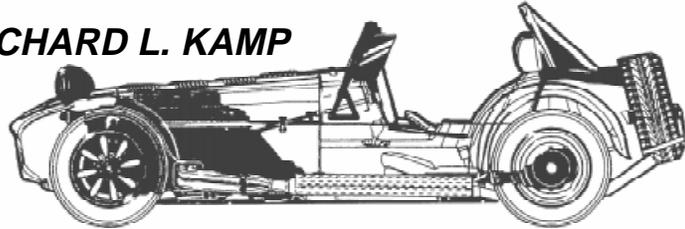
Wanted: Front and rear suspension parts for 1989 Esprit. I need all of the hard bits except for the rear upper suspension links. Contact Mike Griese (mike.griese@att.net). (09/06)

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WANTED: Lotus Elan+2. I am looking to buy a +2, would prefer Weber head car, that is all there. All cars considered. Projects, mechanical problems, needs to put together, needs paint or interior OK. Although would be nice to get a driver for once. I am in southeastern Arizona, better if car is in southwest but all cars considered. For right deal or car would ship. Thanks. yukosj@msn.com or phone 520-378-4665 ask for Steve. (3/06)

FOR SALE: '69 s4 fixed head. please feel free to call me a 805-559-7772. thanks, david

FOR SALE: Lotus Europa. Too many projects and zero time. S2 with 39,000 orig miles. The engine is dead. There are many xtra parts new brakes, calipers etc. new alum radiator - used 352 Twin Cam trans, Konis and very rare 8 spoke Sebring wheels (real mag). I'm asking \$3,000. Brett MacDonald 626-339-0871 (3/06)

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