

The Chapman Report



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The Events Lamp Is Lit *editor*

The HAYWARD FIELD MEET will be this Saturday, June 7, 2008 at Cal State East Bay from 9AM to 2PM.

The Meet will be on the practice field where it was held for so many years before it moved to the parking lot the past two years. To get the grass field we had to move from a Sunday to Saturday.

This is a great event because it's free to just show up, easy to find parking. cheap to show your car, AND you can buy and sell in the parts flea market autojumble.

This is put on by the San Francisco Mini Club, but all British cars show up. As we need a place to show our cars and buy/sell parts, this is a perfect venue for Lotus.

I believe that they charge to show your car or to sell parts, but I was not able to find the price. I think it's about \$20. That's still cheaper than the All British Car Meet, now held in Brisbane and costs \$25.

The Hillsborough Concours is the season 'kick-off' to many upcoming car shows. It has become more of a local family event, with few cars on display. A large section was setup as an amusement area for kids. The only Lotus was a new Elise from the San Francisco dealership.

The Palo Alto Concours will be 22nd of this month. Better selection of cars. Leave the brats at home. Honestly, children are fine at a concours, as long as they DON'T TOUCH.



*The biggest display at the Hillsborough event.
It must have eaten all of the British cars.*

June Meeting

Friday, June 20th, 7:30 pm

Host: David and Judy Anderson

Spyker Deal

Lotus has signed a deal with Dutch supercar manufacturer Spyker to share parts and technology.

The agreement was announced in Zeewolde, Holland, today, and is designed to reduce parts and components costs.

The deal includes a 'Parts and Platform Commonality Agreement (PPCA), a Parts and Accessories Supply Agreement pursuant to which Lotus would provide certain parts for Spyker's new C8 Aileron super sports car, and a concept Design and Engineering Agreement relating to all of Spyker's future models', Spyker said in a statement.

Calendar

June 7, Hayward Field Meet, CSU Hayward

June 20 Club Meeting: The Andersons, Hillsborough

June 22, Palo Alto Concourse, Palo Alto

June 28, Autocross, Marina

July 8, GGLC Track Day, Thunderhill

July 18, Club Meeting: John Zender, Mountain View

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



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Ebay Watch *editor*

This Jensen Healey rear-end got no bids, starting at \$200!



Elises below the \$30K barrier? Yes, this '05 sold for just over \$28K.

A nice S1 Europa, serviced by Rich Kemp, sold for only \$8K.



P.S. Beware of dealers selling on Ebay. You may be the winning bid on a car but they may still refuse to sell it to you if they feel they didn't get enough for it, according to Autoweek.



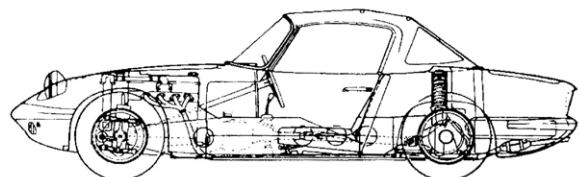
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Can This Lotus Blossom?

from Stuart Schwartzapfel, *Business Week*



On display at the Geneva Motor Show, a Lotus crossover concept heralds the auto maker's new platform. Does it work?

As the 76th Annual Geneva Motor Show makes evident, the designers and engineers at Lotus have been busy. In addition to the world debut of the Europa S, a 2+2 mid-engine coupe aimed squarely at the likes of Audi's TT, the Porsche Boxster, and the Nissan 350Z, Lotus Engineering is showing its APX Crossover concept.

APX is Lotus for "Aluminum Performance Crossover," and serves as a demonstration of the company's Versatile Vehicle Architecture. All of which is a fancy way of saying that Lotus Engineering has developed a new platform, and is trying to gauge public reaction. Designed to reflect the company's core value of "Performance Through Light Weight," the car boasts a new V6 engine and an innovative use of aluminum for struc-

tural components.

The APX is attractive, from a Mercedes R-Class-meets-Edward Scissorhands perspective. With an extreme cab rearward design, the roof gradually slopes lower as it reaches the c-pillar. The teardrop-shaped body looks mean and firmly planted, with its flared wheel arches and big double-five spoke wheels.

"We wanted the design to communicate the driving experience of the car, which is characterized by extreme power, performance, and grip," says Russell Carr, chief of design for Lotus. That means that APX is supposed to look fast while standing still. With the exception of the prominent hood line at the front of the car, the APX definitely looks flowing and symmetrical.

The Verdict: Lotus continues to shine in the engineering realm, though a crossover might not be the best application of its latest platform technology.



Mike Druin's Lotus Cortina. Needs some work.



Member's cars, Lotus Cortina and 61. OOPs, lost the member's name.



New Elise motor at the Hillborough event.



Fiat at the Hillborough event.

Mike's Garage

Jon Rosner, photos by Joel Lipkin

April 26th Tech. Session at Mike Ostrov's

Coming up to Mike's shop the first view was of Joel Lipkin polishing the "milking" off the carbon fiber wing of his green Noble. Alan Copeland was already there discussing replacing the dead alternator from his Elise and the alternatives to paying LCU a slightly steep \$1400.00 for a new one. John Stice was speaking with Dale Two Eagles about their respective S-2 Europas and John went into how he is getting along with putting a supercharged 200 horse Ford SVT / NG-3 tranny in his Twin Cam Europa.

Centerstage were Mike, Tom Griffith's and Jeff Garrett (part-time driver) measuring the settings and toe-in on Tom's CSRG/HMSA/Monterey Historics 1965

Lotus 23.

This was followed by Mike spinning the wheels up to 95 mph to see if all the tires were balanced. In spite of quite a few weights on the wheels of jet black #73 the left front was way off.

Julius Melendez had a small crowd around him including Mel Boss, Carey Russ and Jon Rosner talking about his latest find that he will be putting up on eBay ~ Carlos Santana's Citroen Prestige Limousine. A bit later



Mike and the crew examined the chip at the end of the short cam from Jon Rosner's Europa TC engine.

A full work-stoppage was declared at high noon and most parties decamped for Bianco's Delicatessen for delightful custom-made sandwiches and excellent chips and beverages.

The balance of the afternoon followed the morning pace with solid results and smiles

~ another great Tech. Seminar at Mike Ostrov's shop.



Palo Alto Concours *Press Release*

The 42nd Annual Palo Alto Concours d'Elegance is poised to uphold the reputation of quality which sets this automotive event apart from others in the Bay Area. Plans are underway to once again assemble a field of outstanding sports, racing, vintage and classic cars, supplemented by a variety of special-interest auto displays.

The Concours takes place on SUNDAY, JUNE 22, 2008, on the Stanford University athletic fields. CORVETTE, America's sports car, is the American marque, and ALFA ROMEO has been chosen as the European marque. Although for quite different reasons, both hold positions of high regard in the automotive community, and pristine examples of both will be on display.

Our 2008 GALLERY OF THE GREATS will feature retired Indianapolis racecars, and the SUPER-CAR exhibit will feature the latest in exotics - always showstoppers. We are working to create a special exhibit of Rods and Customs; all the work of Steve Moal. We will have the VINTAGE TRAILERS back again this year with plans to double the size of the trailer park. It should be impressive.

As usual, there will be plenty of food, entertainment, auto-related vendors, and convenient FREE parking. From I-280, go east on Sand Hill Road for about a mile. The show field is located on the right at the corner of Sand Hill and Pasteur Drive, just before the Stanford Shopping Center.

The Concours is sponsored by the Palo Alto Host Lions Club. The proceeds support more than two dozen local charities and organizations. Select Updates to view the latest Concours news items.



Golden Gate Lotus Club, Inc.

PO Box 117303
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GGLC Monterey Historic Races Lotus Corral & Tickets Aug 15-17, 2007

Once again the GGLC offers the Lotus enthusiast a chance to see the Monterey Historic Races at a discount and get preferred parking in a Lotus ONLY corral.

Go to the GGLC website to order your tickets and complimentary Lotus Corral Pass. <http://www.gglo-tus.org>. You will be able to pay for your tickets through PayPal.

The GGLC must sell a minimum of 35 tickets to secure the corral. Order today!

Deadline to place your order is June 15th.

You can expect to receive you tickets about 2-3 weeks prior to the event.

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| Saturday, Aug 18 ONLY includes GGLC Lotus corral pass | \$66.00 (\$85 at the gate) |
| Sunday, Aug 19 ONLY includes General Marque corral pass | \$46.00 (\$55 at the gate) |
| 2 Day Tickets - Sat & Sun, Aug 18 & 19 includes GGLC Lotus corral pass | \$96.00 (\$115 at the gate) |
| 3 Day Ticket - Aug 17-19 includes GGLC Lotus corral pass | \$126.00 (\$145 at the gate) |

Questions? E-mail Kiyoshi at webguy@gglotus.org.

One Speed Tesla *edited press release*

“JB Straubel, Chief Technical Officer at Tesla Motors has just put up a new post at the Tesla Blog with an extensive update on the Roadster drivetrain updates that are coming later this year. As we reported at Tesla's recent schedule update, the Silicon Valley start up is currently planning a **running change to the upgraded powertrain beginning with car #41 which should happen sometime in late summer.**

Unfortunately as the temperature of a circuit climbs, the resistance tends to go up creating a cascading effect of rising resistance and temperature making the problem even worse. In both the PEM and the motor, Tesla's engineers addressed the sources of resistance and temperature generation. Changing components and materials in both components has allowed them to reduce the resistance in both areas. The revised PEM has new transistors that help improve the overall efficiency, allowing more power with less heat generation.

The more substantial changes are in the motor. The terminal connectors have been redesigned and the high voltage cables that connect the motor to the PEM have been switched from a copper/aluminum composite to pure copper. The locations with the highest resistance were attacked directly allowing more current flow without increasing temperatures. The result is 33 percent more torque at the thermal limit than the existing motors. Accommodating that extra power required some mechanical updates to the motor shaft and spline. The motor housing was also reworked in order to mate up with the interface to the new single speed gearbox.

The gearbox is, of course, the main thing that prompted all of these changes in the first place. The idea of a two-speed gearbox has been abandoned in favor of a single speed constant mesh unit. Clutches, double-clutches and the need for any kind of shifting mechanism are all gone. A 12 percent shorter gear ratio going from 7.4:1 to 8.27:1 provides the 4 second 0-60 time when combined with the updated motor and electronics while keeping those parts within thermal limits. The simplified gearbox also drops about 17.6lbs compared to the original unit.

If it all works, this approach of improving efficiency will not only improve the dynamic performance of the Roadster, but also the range. The combination of less heat generation and the new gearbox is expected to improve the range of the car by about 10 miles. Over the coming months, Tesla plans to install the new hardware in all the prototypes as well as completing durability testing so that they can get upgraded cars into customer hands. We can't wait for a chance to try out a production Roadster with drivetrain 1.5!”

Interestingly, the Tesla engineer does not discuss the probable loss of efficiency by changing from two available gear ratios to only one. The most telling point in the statement is the admission that they will only be building the 41st car by the end of summer. They have been mute on production statistics before this, saying only that they were at 'regular' production speed. With over 200 cars previously paid for, they are still a long way from delivering on their commitments. They may have opened a showroom in LA and promised deliveries to Europe, but the ability to deliver on new orders is still over a year away at this rate of production. editor





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Contact "Vladimir" at ...925-798-5537

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Submissions to the Chapman Report are accepted and encouraged. Please email them to EDITORGGLC@YAHOO.COM in MS Word, rtf or ASCII text. Submissions may also be mailed to Jim McClure, 11238 Bubb Road, Cupertino, CA 95014.

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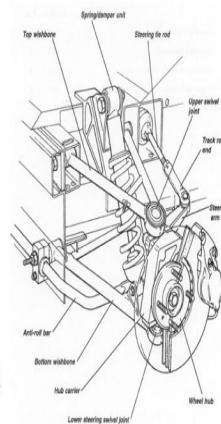
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For Sale: Lotus Exige S – 2007 – 7000mi. Track / Touring Pack. LSD Starshield.

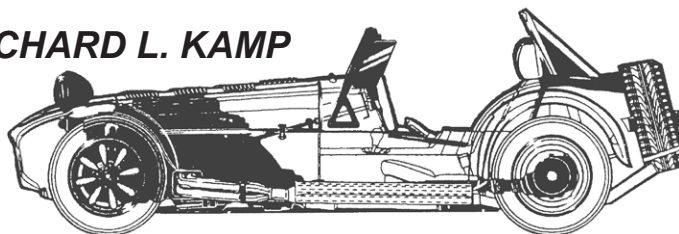
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