

President's Message

by Peter Richen

I've been working in Eastern Washington, for the past few weeks, and have been forced to look into non-Lotus activities for entertainment. I found a pretty good substitute last weekend - The Monster Truck Jam. If you have never seen one of these things and have a chance to go, you should do it.

The events are staged in an indoor arena, which kind of limits the top

speed (horizontally, that is), however they compensate for this with ramps and obstacles that allow the competitors to get some serious vertical elevation.

These events are sponsored by the National Hot Rod Association. The one that I attended had 8 monster trucks and about fifteen street trucks that had been modified for the course by local hot rodders. A lot of dirt was hauled

into the building to create an oval track on the perimeter with a set of 6 wavy bumps plus a couple of ramps that really get the vehicles airborne. The infield had two sets of 4 cars (from the local junkyard) with a ramp on one end, then between the two sets of cars was a third ramp which was the finish line for the oval track circuit.

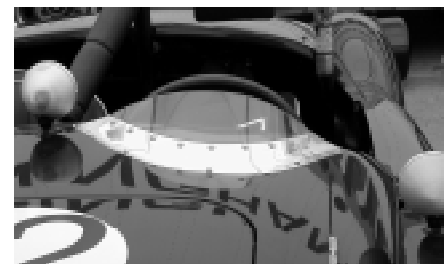
They start off with time trials for the local hotrodders. They make 1 1/2 laps around the oval track which ends with the finish line ramp in the middle. All but the top 4 are eliminated in the 1st heat, then 2 more are eliminated in the second heat, and then the final heat.

Between the heats, the monster trucks jump over the cars. They jump two at a time simultaneously, and the first to clear the cars and hit the ground wins the heat. They use stop/go lights, which place a premium on foot/eye coordination (like the drag races). In subsequent heats, winners compete until there is only one winner left.

The monster trucks then finished off the evening with a one minute freestyle competition, kind of like ice skating.

There were also some youngsters racing quartermidgets and radio controlled vehicles during the break periods.

Check it out.



March Meeting

Friday, March 21st, 7:30 pm

Host: Hana Mori and Sean Morrison
home # 650-345-2478
3909 Kingridge Drive
San Mateo CA

Special instructions from the hosts: Bring as many Loti as possible!
Park in and around the driveway, and along the top of the house, as much on our side, and off the actual street, as possible.

from 101

exit Hillsdale Blvd., go west about 2 miles, past Hillsdale Mall
left on Alameda de las Pulgas, next block: right on 36th
straight through 2 stop signs (you should stop though)
36th becomes Kingridge Drive, house is on left.

from 280

take 92 east (toward Hayward)
exit W.Hillsdale Blvd and go east
straight about one mile, then right on Alameda de las Pulgas
one block, right on 36th, straight through 2 stop signs
(watch out for skateboarding kids)
36th becomes Kingridge Drive, house is on left.

GGLC Calender

March 21	Monthly Meeting	Host: Hana Mori & Sean Morrison's, San Mateo
April 9	GGLC Track Day	Laguna Seca
April 18	Monthly Meeting	Host: We're looking for a volunteer !!!
April 27	Pacific Coast Dream Machines	Half Moon Bay
June 25	GGLC Track Day	Thunderhill

Caterham Seven shop. There was a showroom for displaying the basic Seven kit, a shop for assembling the subsystems, and a number of bare frames stacked in the parking lot. Also in the showroom was Graham Nearn's collection, including the famous Series 1 'HSK227' and the Series 2 'NEARN 7'. That collection is still alive at the Caterham town showroom, actually in the large shop behind, instead of at their newer factory in Dartford, over thirty miles away.

So now, want to see the new Caterham Superlite R, 0-60 in 3.8sec, but don't have the time to go to England? Problem solved! Our local member and shop owner, Rich Kamp, has become a Caterham Seven dealer, as 'Golden Gate Sevens'. Rich has been a San Francisco local for some time, along with his shop. But, with the added space needed to handle the Caterham Seven, he is in the process of moving his shop to Sears Point. New address to follow, probably in next month's issue. Good Luck and hope to see one of these cars at an upcoming track day or other GGLC event.

end

Road To Caterham

by James McClure

I'm on the train to Caterham, about 4 pounds same day return from London's Victoria station, and less than an hour each way. When you get out of the train station, just turn right and the Caterham Cars showroom is only about three doors down on the right. It's just a showroom now, with about six cars in there, BUT, there's a large attached warehouse with another thirty or so sevens. Yeah, this is a lot easier than my first time to Caterham.

In '84 I had flown in to Gatwick Airport with panniers and a ten speed for luggage. I bought a map and started riding towards Caterham, getting there before evening, but found no "B&B" signs anywhere. Hey, this is a 'bed-room' community for London, not a tourist hangout, so no place to sleep except in one of the nearby fields. This lasted until about three in the morning. It wasn't raining but damp and cold enough to seem like it. So I pedaled into town to the police station and asked if I could just sleep on the bench in their waiting room where it was warm. 'Sure, not a problem', the constable said. Of course I ended up mostly talking to the night shift policemen, even got a ride in the patrol car,

checking that everything was 'tidy' in the area. "The shop you're looking for is up Caterham hill, right here, infact the hill is where the name 'Caterham' originates", said the constable. "The hill was the site of a Roman settlement, called Catrium. The name went through Celtic and then English language influences, hence Caterham."

The morning came; I cycled to the top of the hill and Graham Nearn's



Historic collection above, very fast inventory below, and a magazine ad from my 1984 trip on the right



MacauGPII

by Tom Carney

continued from last month

My time was running out, so I made my way back to the entrance right at the proper time. As I came down the stairs and around the corner, I fully expected to see at least one of my people waiting for “the pass”. Wrong. Well, they’ll be here in a minute. I watch for taxis pulling up. One or two do but not with anyone I know. I start to pace up and down the sidewalk. I hear the second heat of the Guia race take off. Someone’s missing a race besides me. Where the hell are they. Fifteen minutes have passed the deadline, I make a deal with myself, I’ll give them five more minutes, then I go back in. OK, five minutes is up, one more look up and down the street, nothing. I walk back up the stairs...that’ll teach’m to keep me waiting. I walk around for about five minutes, and start to feel guilty. Five more minutes and I can’t stand it anymore. Outside on the curb, I’m walking back and forth because...what else can I do. After awhile I’m getting paranoid, I figure someone’s going to notice my suspicious behavior. Now I’m starting to get a little angry...I would have been back if I were them...as a matter of fact, I was back on time. What the hell is going on! After almost an hour they drive up in a very small taxi, and the three of them pile out. They’re very apologetic, but there’s only enough time left for Joe to use the pass for a short time. I explain where he can go and send him in. I turn around to Grant and Angie with my hands on my hips. With my “I’m pissed” smirk on my face, I wait for some kind of explanation. Grant says “should we tell him”. Angie says, with a smile “I guess we better”. Now I’m really confused. The story as related to me was too far out not to be believed. It seems after I went in, they walked across the street to a bus from the Mandarin Oriental Hotel hopped on and the driver started it up and off they went for a free ride to the Hotel. When they got there they asked someone where the big screen TV was. They were directed upstairs. Now you have

to picture this group. Joe has on his red Forty Niner football windbreaker, Grant and Angie were dressed nice, not race tee shirts or anything grubby, just nice. As I said, the insiders had jackets that had the 49th logo and of course Joe’s jacket had the football logo which spelled out Forty Niners, but if you didn’t know the difference you would think Joe was an insider. At least that’s what someone must have thought. When they got to the top of the stairs they spotted an open door with a big screen with the race on inside. They started to go in and an employee stopped them and said “sorry we’re not quite ready yet, if you’ll wait just a few more minutes we’ll open the doors”. So as they waited more people arrived and milled about. A short time later the doors were opened and everyone filed in. It was set up as a banquet with several round tables. Grant, Angie and Joe sat at a table and were joined by nice family. They all went and filled plates with lunch. They said the food was fabulous, shrimp as big as some lobster, and everything tasted wonderful. As they were eating, the governor of Macau or someone like that got up and gave a speech. Then someone else obviously connected with the race gave another speech. Poor Angie started feeling a little uncomfortable. Her instincts told her that they weren’t supposed to be there. She finally couldn’t hold back any longer and asked the father of the family at their table what was going on. He thought it was very amusing and welcomed them to stay. It seems they had stumbled into a lunch for all the ambassadors in Macau. They were seated with the ambassador from Mali and his family. He thought it was great and said as far as he was concerned they were representatives of the United States. He was a great guy and they discovered he has homes all over the world including San Francisco. He gave Grant his business card and said if while he’s in Macau and needs anything to give him a call. The three of them figured, ya right. All this time they’re telling me that they were feeling bad about leaving me in the lurch. They explained to the ambassador that they had to get back

to their friend and said their good byes. As I said it was too good a story not to believe. Neville came out to retrieve his pass and about a minute later Joe appeared. We all had a good laugh and thanked Neville for the great time. We crossed back across the street to see if we could find the bus to take us back to the Hotel. As the our little group was leaving the hotel they found the area Neville had recommended to watch the race originally, so they knew where to go. The bus was there but no driver. We figured pushing our luck, by hunting down the driver, wasn’t worth it. We found a taxi and took it back. We walked through the lobby straight to the back patio. They had a portable bar and kitchen set up and one of those walls of TV screens plus individual screens spaced around so that all tables had a view. The race course went by maybe 75 feet from where we were seated. So it was a very cool spot. You would think it would be crowded, but no it wasn’t. There were probably 30 or 40 people there. Joe ordered beer for us all and because I hadn’t had lunch, like the rest of the group, I ordered a lamb kabob which turned out to be a pita like sandwich with marinated lamb. It was really quite good, what I would expect from a first class hotel. I can only imagine how good the banquet was. As a race started a few folks got up and walked over to the fence to watch them go by. We were at the end of a straight with a curve leading away from us. It was a very fast top gear turn that was exciting to watch. They didn’t slow down much to negotiate the corner. Watching the bikes go through there made me hold my breath. All the bike races I’ve seen had hay bales to absorb impacts, the tires on the outside looked very hard, and the space between the Armco looked just big enough for a skinny rider to slide through. Luckily everyone made it through our curve OK. We went back and watched on the TV’s. The second half of the Formula 3 race was really good, the winner of the first heat was dicing and ended up crashing out. Considering the past winners of this race, I think you might want to remember this name. Tristan Gommendy from Paris, France. He was

next page-----

second in the first heat and first in the second heat, a very impressive performance. This was the scheduled last race, but I noticed they didn't open the course and all the workers stayed in place. After the awards ceremony they lined up nine bikes for the last race of the day. They were the 125cc class. These were just as scary to watch as the big bikes, on this car circuit. Everything was going OK until about half way through, a rider fell hard and impacted the tire barrier. The first shot on the TV was the bike and rider laying on the track and he wasn't moving. Finally, he moved an arm, and at about the same time the safety crew showed up. The TV showed a replay, and everyone around us flinched. They ran several more laps with only local yellow and the ambulance was still on the course. The race was finally red flagged with one lap to go. We figured because they were ready to remove the ambulance, but the official word was there was rain on a part of the course. It's possible I guess, but we didn't see any. The podium ceremony was a little strange. The three riders were there, but the third place guy looked like he was being supported by two PR girls, and he was obviously in tears. We surmised his team mate was the fallen rider and we were sure his injuries were very serious. I later checked to see what had happened and found nothing, I guess nobody gets hurt at the Macau Grand Prix. We left the hotel and found a Portuguese restaurant for dinner. I'll cut forward to Tuesday morning...Joe and Angie had scheduled the day for decorating Joe's new place in Zhuhai. Grant and I figured it was time to get out of Dodge. I thought it would be cool to go back down to Macau and see the Macau Grand Prix Museum. The four of us, and our interpreter Chin, walked down to a shop to check on a dress I was having made for Cherie. Some major executive decisions were made, and then we split up with Grant and I walked to the border crossing. We crossed into Macau after getting our visa's extended, we needed to take care of that after we had used our last one. We found we could get a Zhuhai only visa

for 50 Yuen less than a full visa, and sense we weren't going anywhere else, jumped at the deal. We were both feeling like world travelers at this point. Chin had written in Chinese "Macau Grand Prix Museum" on a slip of paper. We hopped in a cab and showed the driver the paper and he said "no problem". A lot of English is spoken in Macau, and even more in Hong Kong. He dropped us in the bus stop across from the museum. Full of anticipation we bounded up the steps. The Wine Museum was upstairs and the GP Museum down stairs, in the lobby a guard approached us and asked if he could help us. We told him we were here to see the Grand Prix museum. He replied "it's Tuesday, we're always closed on Tuesday". Again perfect English. We had just spent a week in the interior of China, so I guess I was overly impressed to hear our familiar language. I figured we were dead in the water, but Grant pressed on regardless. "We've come all the way from San Francisco and we only have this one day to see your museum". The guard was sympathetic but reiterated he could do nothing. Grant kept pressing, which really surprised me. Finally he suggested we go down to what sounded like San Malo Square to the "Macau Government Tourist Office". The actual name of the square is "Largo do Senado" and the main street is San Ma Lo. He told us to go back outside to the bus stop and take the #10 bus to the square. Hell, I don't even take buses when I'm home, but here in Macau it's an adventure. Besides the price for the bus to go anywhere was 2.50 Macau Dollars (about .30 cents) and the taxi was 30 dollars, I'm always looking for a bargain. Taking the bus was easy, the driver pointed to where we needed to go but had to continue to the next stop. We walked back and found the Tourist Office right away. Nice modern lobby with a counter and two people just waiting for foreigners like us. We approached the counter and since Grant had gotten us this far I stood back and let the master work. He was brilliant, giving them our tale of woe. I was starting to feel sorry for us too. As a last resort he pulled out the card from

the ambassador. Looking at it he said "my friend said if I needed anything in Macau to call him...may I use your phone". They asked to see the card. Grant handed it to the woman, who looked at both sides and quickly handed it to her partner. He looked at it and razed his eyebrows. They talk to each other in hushed tones. Meanwhile Grant gets on the phone and gets the office of the ambassador, but he's not in. As I said Grant was brilliant, he kept after whoever answered the phone, but it was pretty much hopeless as far as I could tell. The two counter people finished mumbling to each other, and asked for the card again. He said "we're going to have to talk to our director, please make yourselves comfortable," then he disappeared up a staircase. The atmosphere had changed, that card had some clout. We waited about ten or fifteen minutes and we hear high heels coming down the staircase. We were both sitting in modern lounge chairs and a woman approaches us. Big smile, very gracious and soft spoken she welcomes us to Macau and says she has spoken to the museum director and we would be their "special guests". "Just make sure you show the card". "Everything is ready and they will expect you in about a half hour." We thanked her profusely and headed back to the bus and on to the museum. The guard was only mildly surprised to see us. We dropped the museum directors name and he dug out a phone from under his desk and called. They were expecting the call because all he said was yes their both here. A few minutes later we hear, then see Regina Ku as she comes up the stairs from the museum. She welcomed us and seemed genuinely happy to show off her museum. I had no idea what to expect. The place was gorgeous. The lighting was spot lights on all sorts of cars, all highly polished and clean. They had the first car to win the race, in 1953, to the modern F-3 cars of most of the famous drivers that have won there, including Ayrton Senna, Mauricio Gugelmin, the David's...Brabham and Coulthard, and the brothers Schumacher. The history here is unbelievable. They even have a collection of wining motorcycles.

Regina gave us a great tour. As we would approach a display she would unhook the barrier rope and we could get up close and personal. As we were looking at one F-3 car she said "you know the director has given me permission to allow special guests to sit in this car". Grant and I have video of the two of us each playing race car driver with silly grins on our faces. Another display was a BMW Guia car in a pit. She asked if we would like to see under the hood. Of course we said yes, so she popped the pins and lifted the hood. She said the first time she did this she was afraid she wouldn't be able to lift it. She's tiny. She said she almost threw the hood to the back of the car. The thing was carbon fiber. On closer inspection the whole car was carbon fiber. Oh, yes there were several Lotus formula cars. Sorry I can't remember the numbers. I guess I was in shock at having such a great personal tour. If you get to Macau you have to see this museum. If you can get the "card" it will be a spectacular tour.

end

EBayWatch

Pamela Sez.....

More nice toys . A couple of Lotus Excels in the UK, both went for less than \$4,000. OK, nobody wants these cars, but if the wife said you have to have a four-seater and you had to have a Lotus.....I think they look great! Another Sport 190, this one in New York, got to \$30K, but didn't make the reserve. A 'Locost' 7 sold for £4,200 in the UK. A Seven knockoff that actually looked as though someone had done a clean job putting it together. Rover V8, Edelbrock manifold & Holly carb. And an Automatic Tranny!! Must go like stink, but only in a straight line, maybe.

A very clean Mk 1 Lotus Cortina from New York got no offers at an asking price of \$11.5K. Also, an Elise in Wales, NO bids at £12K to start. But, a Chicago-based Europa Twincam sold for almost \$4K, and it really needed alot of work and \$\$ to get on the road.

Oh, what about Lotus Esprits? Sure, lots of them for sale, but they've been made for so many years now that the prices vary as wildly as their condition.

Hey, there's parts out there, also! I bought a 1275 Cooper S head for \$65 last month, and a pair of side lamps for a Series 1 Seven this week, now on their way from New Zealand.

But the best bet? I think it was the 1965 Citroen Fire Truck that sold for about\$800 and was in perfect condition. OK, it was in Normandy, France, but what a way to cruise the Cote-d-Azur!



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Warning! Next month will be the fabled 'April Fools Edition.' Though there will be timely news, there may also be material that some yahooo, such as myself, thought would be very funny. We are human, so it is our duty to play fools, to an audience of fools, at many times in our lives. I myself, unfortunately usually look forward to such times with relish.



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Website Update

by *Kyoshi*

www.gglotus.org

Many GGLC members have recently commented that the GGLC web site was stale and "ugly". The "green" background was terrible and caused numerous stomach ailments. Then adding insult to injury we've experienced some technical problems in the past few months that has made it difficult to update the site.

Well, I'm pleased to tell you all these issues are going away!

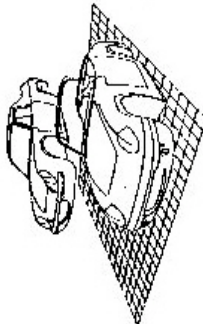
Recently, Daren Stone took over the title of GGLC Web Master. I'm still the Web Editor (responsible for content). David Anderson has been HUGE help us overcoming the technical issues. But, Dave went even further and updated some of the information on the home page and calendar pages! Thank you Dave!!!

EVEN BETTER NEWS!

As you read this we are working on a MAJOR overhaul on the GGLC site. It will get a brand new look and feel. Gone will be the "lovely" green background. And even more improvements:

- Improved site navigation
- Easier reading
- Easier to find what you need
- Brand new pages
- Brand new content
- More Stories
- More Technical help
- Eliminate broken links
- Sorry, but we'll likely lose the "For Sale" section...

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WCLM 03

by *Kyoshi*

The 2003 West Coast Lotus Meet (WCLM) is scheduled for August 28-31 on the banks of the Columbia River in Portland, Oregon. Hosted by Club Lotus Northwest and the Golden Gate Lotus Club.

A VERY full schedule of Lotus activities is set! You won't want to miss any of these fantastic Lotus events. Plan now to be there.

Thursday - Aug. 28th

- Registration and Opening Reception

Friday - Aug. 29th

- WCLM Lotus Track Day at Portland International Raceway

Saturday - Aug. 30th

- SOVERN Vintage Races featuring Lotus
- British Field Meet
- WCLM Concours and Lotus Corral
- WCLM Banquet

Sunday - Aug. 31st

- SOVERN Vintage Races featuring Lotus
- British Field Meet Tour
- British Field Meet Autocross (tentative)
- WCLM Lotus Corral

Registration information will be coming out in a future Chapman Report, so watch this space for forms and hotel info. But, mark your calendars now and plan to be in Portland on this weekend. It's a great way to end the summer!!!

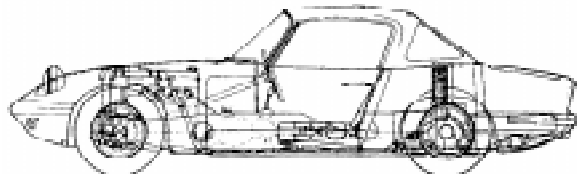
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More Classifieds

For Sale: 1999 Lotus Esprit V8, located in San Jose, CA. It is Norfolk Mustard with a black interior with yellow piping. It has 19K miles and has had all of its scheduled services. It is totally stock and is in excellent condition. I would like to get \$55K. Dr. Butch Anton, butch@butch.net, 408 282 1600 x101 (3/03)

Wanted: Looking for an early production 7; a Series 1 or an early Series II America. Prefer original specifications. Chassis/Frame must be verified as original. Will consider a project or fully restored car. Willing to pay a competitive prices. Erich Reichenbach (415) 302-2144 westpac@comcast.net (3/03)

FOR SALE: 1970 Lotus Elan +2 S. Yellow with black interior. Very good condition, less than 26,000 original miles. Weber big valve head, stainless headers and exhaust, new Super Starter, electronic ignition. \$10,500 Tom Wimperis Chico, CA., 530-532-899-9380 twimperis@splasers.com (3/03)

FOR SALE: 1963 Lotus Seven Series 2. Project nearing completion. Reinforced frame, new polished aluminum skins, fuel cell + original tank. Double wishbone front suspension, new aluminum radiator + original, 13x7 aluminum wheels with Yokohama 008R tires. Close ratio gearbox, Cortina rear end with brace. Rebuilt 1700cc all steel, Brian Hart Twin Cam with dry sump. Both cycle and clamshell wings. Needs suspension setup and some fiberglass work to nose and wings + painting. \$19,000 Tom Wimperis Chico, CA. 530-532-899-9380 twimperis@splasers.com (3/03)

For Sale: 1967 Lotus Elan Series 3 SE; white, Panasport wheels, new frame, new convertible top, universal driveshafts. Many other new parts; carpet set, console and dashboard under trim, oil pressure/ water temp gage, electric fan, water pump, timing chain, clutch, throw out bearing, engine seals, clutch master and slave cylinders, braided stainless brake and clutch lines. Brake booster rebuilt. Rare fiberglass removable hardtop. Car is in eastern Canada. Tom Wimperis, 530-899-9380. (3/03)



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

2002 GGLC Officers are: President: Pete Richen, Vice Presedent: Scott Hogben, Treasurer: Laura Hamai, Event Coordinator: John Zender, Membership Chairman: David Anderson

Chapma 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: 1991 M100 Elan. Recent Michelin Pilots and wheels, sheepskins and is in good condition. radar detector. Calypso Red. \$23,500 obo. Near Tallahassee FL. Jim & Joanna Parker, 850-925-1087 or 850-567-5608. (12/02)

For Sale: Tilton Superstarter for Elan. Bought from Dave Bean for \$398 plus tax & shipping. Installed once but never started an engine. Make fair offer. Stawsh, mailto: stawsh@enteract.com; 408-264-6812 (home) (2/03)

For Sale: '79 Caterham Seven, LHD, yellow, with frame-up restoration 4 yrs ago. 130hp Kent, solid axle, roll bar, bucket seats. John Zorns, IL, (630) 497-0510 hm; (847) 477-7904 cell; lscarfiotti@yahoo.com (2/03)

For Sale: Pair of AP Lockheed Brake Boosters for Europa, new. Originals are 'Girling' so these are not acceptable for 'councours' use. Paid \$850; will take best offer over \$750. Sandy McDonald, (415) 485-4189, lotus118@yahoo.com (2/03)

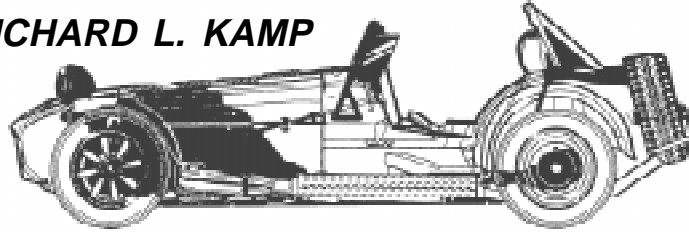
Wanted: racing parts useful to convert a street elan to vintage racing. Stawsh, mailto: stawsh@enteract.com 408-264-6812 (home) (2/03)

GOLDEN GATE SEVENS

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Wanted: Elan chassis frame in new or excellent condition. My frame (250,000 plus miles) broke last summer. Stawsh, mailto: stawsh@enteract.com 408-264-6812 (home) (2/03)

For Sale: Lotus 41 project, many important parts ready. \$19,500 Michael Sands 408-773-1170 Inventory and pictures at: <http://www.sandsmuseum.com/cars/141c/fs41c.html> (2/03)

For Sale: 1971 LOTUS SEVEN SERIES 4. Long time club member needs to sell. Twincam, 40 Webers, big valve, Piper cams, Hepolites, all original car, been in storage past 5-6 years, needs TLC. Top, tonneau over the back, and cover for passenger and driver which zips open, AutoX winner in the past. I hate to sell, but moving and the time has come to part with my toy. Make offer. Skip Bailey, 408-997-647, L.Frazer@ix.netcom.com (2/03)