

President's Message & Vice-Prez

by *Peter Richen*

We had two events in June; the track day at Thunder Hill and the fiberglass workshop at Mike Ostrov's shop.

I wasn't able to attend the track day, but learned afterward that there was a "fender bender." Fortunately, no one was hurt. There have been a lot of emails and other conversation, exchanging opinions on whether changes need to be made to the track day rules. This is normal – anytime an accident happens, we try to understand why. It is also normal there will be disagreements how the event should be run. So lets bear in mind that we all want to have a fun, safe event, and keep these exchanges constructive and respectful.

I appreciate all the work that John Zender has put into these events. When I first joined GGLC about six years ago, there were no track events during the first couple of years. Then John stepped in and made it happen. In my opinion, these events serve a need for those of us who don't want to or are not ready to get into organized racing. I haven't been to other club's track days, so don't have a basis for comparison, but I do like the casual pace of the GGLC events.

We had a nice day at Mike Ostrov's shop. Mike went over some of the fundamental fiberglass tools and techniques. Later, we took some of his cars for a spin around San Pablo Reservoir, making the best of the scorching day. Mike has just finished an addition to his shop and is looking for an engine dyno to go with the nifty test stand that he has built.

Thanks, Mike.

Scott Hogben

This is just a short report this month but I simply had to write a little something to say that it finally happened, I got the rear disks on the Europa! I stayed up all night to do it and I arrived at the Thunderhill track day with absolutely no sleep, but it was worth it. I've been wanting to make several improvements to the Europa for some time now and it seemed like this time, all of it happened. Well, almost all of it, at least the important ones got done. I managed to throw the adjustable rear transverse links I've had for over a year on the car, I adjusted the rear toe so that it came in at 1/16" toed in, and I did a quick and dirty job of lowering the front end to get the static geometry correct. Considering I did all this in the last few days before the track day, I was pleasantly surprised at the way the car behaved. I found all the

changes to have made a very neutral handling car and one that was easy to drive fast. In the past I always had trouble with the car turning in and although it's not perfect, the difference between this track day and last is pretty impressive.

As usual, I had a blast, but this time it was much more fun driving the car, as it was so much better balanced. I managed to turn a few laps in the 2:17's and I'll be looking to lower that time even more with the proper rear camber, brake bias, and perhaps a little more lowering of the front end. I've only got a month to do it so I better get started!

Finally, I'd like pump the next event in July and encourage everyone to get out there. Things will be a bit different this time, as we will be running the track in the reverse direction! Sound like fun? Come out and see for yourself. In the meantime, see you at the next meeting.

July Meeting

Friday, July 18th, 7:30 pm

Host: Kyoshi Hamai
775 Paul Ave.
Palo Alto

From Hwy 101:

1. Head for Palo Alto
2. Exit at San Antonio Blvd. and go West
3. Right at first light (Charleston)
4. Right at El Camino Blvd.
5. Left at Los Robles (second light, Blockbuster on right)
6. Right at La Donna (1st stop sign)
7. Left at Paul (3rd street on the left)
8. House on the left, look for the usual suspects' cars

GGLC Calender

July 17	Monthly Meeting	Host: Kyoshi Hamai
July 23	Lotus Club Track Day	Thunderhill
July --		
August 15-17	Monterey Historics Pebble Beach, etc. & venue for our monthly meeting !	Laguna Seca Monterey
August 28-31	West Coast Lotus Meet details next page !!	Portland, OR
September 4	Lotus Club Track Day	Thunderhill

Lotus Bytes

Anyone interested in tickets and a corral at the Monterey Historics? Please email or call me **ASAP** so we can see if we can get the 35 minimum. This is our August meeting place, also. goldengatehornet@yahoo.com; 408-257-1463

From Jon Rosner: "Hayward Field Meet: Old Mini Coopers facing new in a long first row, marvelous assortment of Triumphs, Jaguar, MGA, MGB, a long row of Land Rovers in the most amazing configurations, troop carrier to snorkel special and camper bodies. Mike Ostrov in his maroon Elite/Elan automatic made the field. With lots of British Parts vendors and the Ministry of food selling hot dogs and bangers."

EBay Watch

Pamela Sez.....

Another Seven Clone? 'Tiger Super 6' with a reconditioned ford pinto 2000 cc engine, Dellorto carbs. No bids at \$10K start. Never heard of this mark.

Selling for \$25K: 1991 LOTUS ESPRIT TURBO SE, JIM CLARK / INDY SPECIAL, 25th Anniversary Edition, #6/20, 4 cylinder, 280 HP, Lotus racing Green with Yellow OZ Wheels and detail Striping, Yellow Leather Interior, Alpine 6CD, 2 removable sun roofs – Green and Bronze Glass, Perfect Condition, new Goodyear F1 Tires, Napa CA

Bellingham, Wa; sold for \$6.5K. "1956 lotus eleven kit. Chassis built to factory plans. Correct period parts include front suspension with steering rack & brakes. Correct rear end with four link set up. splined hubs for each wheel. correct 1100 cc bmc motor & gear box freshly built to perform. Fiberglass body, fuel pump, park brake, electrical components. All patterns to complete aluminum body sections." I think this is a old Westfield kit. The BMC was never a 'correct' motor for an eleven.

Got a top offer of \$22K, wanted \$25K. 2000 S1 Lotus Elise, only 2500 miles. "Under direction of US Customs, I have to export this from the US. The car is located in Houston, Texas and I can ship it to anywhere in the world, except Canada (I'm told it is not legal there). The car cannot be kept in the US, so DO NOT bid on it unless you are ready for it to be shipped elsewhere." This is one of the cars illegally imported to Florida, I bet.

1960 Lotus Elite fully restored & running and parked in Tennessee. Should be a \$35K car but didn't sell at \$23.8K. Mike Ostrov didn't buy it? Mike knows the owner; good car. Few buyers for good cars, right now.

Print Shop Ad

KAMPEÑA MOTORS

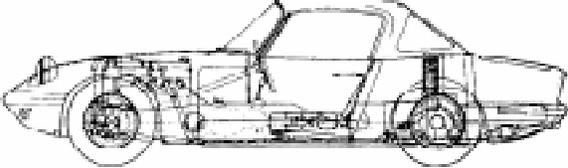
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2003 West Coast Lotus Meet

Entry is now open for the 2003 West Coast Lotus Meet!

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
- WCLM Lotus Bar-B-Que

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
- WCLM Lotus Corral

Entry is only \$110 per person for the Lotus Convention and includes everything except the optional Lotus Track Day (\$120 per driver).

Be sure to book a room at the DoubleTree Hotel Jantzen Beach by calling (800) 643-7340. Double occupancy rooms are only \$76/night!

Registration form is below and on the next page. Fill it out and mail it in TODAY!

Cut and Mail This Form !!

***Sign other side to complete
your registration!***

Super 907

by Jon Rosner

continued from last month

“The next day I called the head of the E.P.A. and pleaded with the secretary, I told her the whole story, every (blessed) mistake, fifteen minutes (more steam.) I called the Project Manager (at E.P.A.) the very next morning and he told me that the car was done, it had passed everything – and then he laughed and asked me whom I knew in Washington. So the car came out clean !!!!!”

“They gave me my 1978 EPA/CA certificate. That was REALLY an accomplishment I was proud of. It was legal, it was real, it could be sold in a dealership. . . . and we did it

on pennies!!” “DOT did not require a crash test, but they did require it to meet bumper standards. The black nose on the car (rubberoid) met the five mile per hour test.” “Actually, we designed the 5 mph bumper but were never required to test it. The red 7 with the black nose had the only legal bumpers !!” “The engineers had said it would work, and we went with it.”

“The DOT will let you say that this car is legal and that it meets all the standards. . . then you can start production.” “The kicker is that if you are found in violation of ANY of these (standards) then you can be fined \$10,000.00 per violation, per car! We sent our documents in, done, we were legal.”

“Now we had our DOT/EPA street legal SUPER 907. I went to a contract attorney in Oakland and told him that I wanted a twenty year contract for exclusive rights. Then I placed a 3 by 5 ad in AUTO NEWS for the car and got 150 phone calls and 70 dealers sent me the required letterhead document stating that they would meet the minimum purchase of 5 cars.”

“I took the contract, the EPA and DOT docs, the sold order docs for more than the 75 cars they wanted to see orders for, flooring financing from Bank of America – which is financing for cars,

and went back to New Zealand ready to do business.”

“Everything at the factory was as it was four months before when I was last there. None of the improvements I had been promised had been made.”

“I had been paying the engineers OUT OF POCKET. There were no investors, it was all smoke and mirrors.” “But we signed the contracts and I stayed two weeks to see that they were making progress.” “I was a NOBODY, with NO money, but that I got THE job done.”

“My contract said that I had to buy a minimum of 200 cars each year to maintain my exclusivity. That’s an important number.” “In November, I called Lotus and said that I wanted 500 motors.” “I had been putting the pressure on Rod, so Rod had called Roger Putnam, Sales Manager for Lotus, and Mike Kimberly, Managing Director of Lotus over in England. They did not really want to sell him 200 907 motors because of the liability. . . . It was not worth it to them. But remember this was neither a yes nor a no.” Then Lotus called Rod Steel and gave him a definite no to 200 motors, the minimum purchase was 500 motors. And that was my play to goad Rod Steel into getting things moving again.”

“I was going real strong. I got Rod Steel to allow us to manufacture cars on my 3rd trip which was now August 1977.” But I was broke. I had left San Francisco with my American Express card and \$5 cash. I could live on my AMEX card for one month.

I was in New Zealand for two months. I then got Rod to sign over the rights to build the S4 Seven and was preparing to leave.” “David Dixon and I formed a new company called ‘NEW ZEALAND AUTO MAKERS’ for the sole purpose of building the cars.

“Dave had borrowed \$60,000.00 of which I put \$25,000.00 into my pocket.

\$20,000 was to pay the woman I had borrowed the \$10,000 from.” “I had my car company. I had my contract with Lotus. I had all the pieces, but what I didn’t have was the money to make it come together.”

“We didn’t have any money. This

would take three to four million to do. It would take a long time to get parts from England and Japan. There had to be a HUGE amount of float.” “Dave was a CPA and he knew a huge number of financial people. Dave started introducing new people at me. He had a friend in Auckland, and that firm wanted to put us together with another group.” “This Auckland broker/dealer put us together with MOTORSPORTS INTERNATIONAL whose staff flew down to Christchurch for meetings and hot laps with a professional driver. The result was that we went into our meeting as high as marathon runners.

“We did the wine and dine route, we wanted MOTORSPECS INTERNATIONAL to take a 25% position. They were impressed with the car, and with the market for it – They were all smiles. They were a big company like a Target or a Walmart, but they were in the auto parts business like a Kragen. Dave Dixon and I were the two principals and we met everyone (at MOTORSPECS) from the Secretary to the CEO.” “One of the Board Members was a major stakeholder as his parents had started the company.”

“MOTORSPECS said they would take a 25% position for \$350,000.00, not even close to what we needed. We needed three million to secure parts, car flooring and working capital. The Bank of New Zealand sat down with MOTORSPECS, David Dixon and myself and told us that they wanted collateral.”

“So I said, ‘look we need the bulk of the money for parts – hard assets.’ “

These were the giants of New Zealand and I was the little guy.” “But I told them, ‘lend us \$ three mil for parts which will be worth \$ twelve mil in cars.’

“But what they did give us was the money to floor cars in America – with NO collateral from MOTORSPECS. The deal was done, the bar was opened, and everyone was drinking and telling jokes.”

“The proposal was done. I had my \$ three million from the Bank of New Zealand and I had MOTORSPECS. One of the MOTORSPECS board members wanted to come to America, so I took

next page

More Classifieds

For Sale: Elan/Cortina parts, left over from my Cortina race car. Many Twincam parts. Please Email for an extensive list. Brian Robinson brian.robinson7@sympatico.ca
Tel: (519) 940-3082 (5/03)

For Sale: 1991 ESPRIT TURBO SE-JIM CLARK / INDY SPECIAL, #6 Of 20. Special 25th anniversary model, V.I.N. # SCCFC20B6MHF60208, 50K miles, Perfect condition, new Goodyear F1 tires, Special green with yellow wheels, striping, and yellow upholstery. 6 CD changer, \$32,500. Pictures available. Ken Nelson, NAPA, CA, (707) 258-9948 (6/03)

For Sale: 1999 Lotus Esprit V8, azure with light tan interior and blue piping. It has 33,000 miles and has had all the scheduled services done by the dealer. It has, in addition to the normal hard top, an unused and boxed glass sun roof and is also equipped with an XM satellite radio (Which can be removed, if desired.). The car is garaged at my home in San Francisco and in very fine condition with little tire wear. Pictures are available as email attachments. I want \$45,000 or better, but will consider all serious offers. John Fairfield, (415) 647-1953 or jfairfield@worldnet.att.net (6/03)

For Sale: Twincam motor. It's a MWE built 1.6 with all the goodies (175HP dyno). I'm keeping the injectors but will part with the long block. Included are the 2 1/8 TT jet hot coated headers and the BRM valve cover. I can supply all the specs. Please pass it on to anyone. I'm keeping the sale to the west coast and will sell for a very reasonable price. Andy Dijak 818-903-9418 (7/03)

For Sale: 69 S4 Elan, white daily driver for last 21 years, 122,500 mi. rebuilt engine and transmission by Schlossnagel racing at 116,568 mi. in 1995. Full service records since 1982 purchase at 66,3887 mi. and can be e-mailed as attachment. Never wrecked or restored. Always garaged. Stock except: Crave Cams optical ignition system, adjustable ZC needles, thermostat electric radiator fan, Michelin X 165/70R13 Chuck Botts, San Diego, Ca. cbotts@san.rr.com or 858-292-1480



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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 Bubba Road, Cupertino, CA 95014.

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

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

For Sale: Lotus Europa SP Race Car (#19). Unique car for someone who really wants to learn to drive a fast mid engine car without the hassle of class rules. 2001 SFR Super Production champion. 1:35's at Laguna, 1:54's at Thunderhill. Motec injected Cosworth, all the right stuff but still a Lotus. Some spares. Comes with lightweight custom single axle trailer (1800lb total with car). \$28k or best offer. Call Mike (408)891-5833 or email, mikeohm7@earthlink.net (4/03)

Classifieds

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

For Sale: 1974 Lotus Elite. It is all original yellow with tan cloth interior. Was running two years ago but has been stored many years and does not currently run. Ken Benner>Please call at 510-659-1755 or work no. 408-742-3453 or my E-mail address:

ken.benner@lmco.com (6/03)

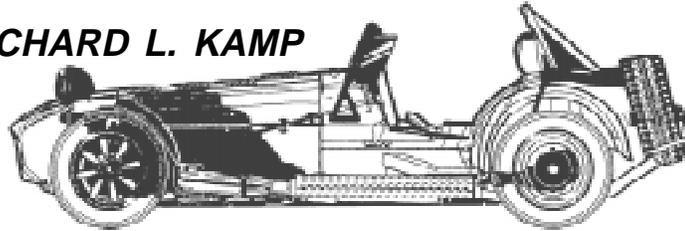
For Sale: Lotus Super 7 (1967, Series 2, orig. owner, street car), RHD, BRG/black, 1500 Cosworth Ford (low miles on rebuild), twin 40 DCOE's, includes full weather gear (all original top and side curtains in excellent condition), original wobbly web mags., Avon tires with low miles, original except Super Starter (orig. Lucas starter included), GT6+ front discs (orig. discs included), Ford semi-close-ratio (4 sp.) trans. (Dave Bean), strengthened rear axle/diff. housing, custom tonneau, custom wind-wings, twin Brooklands racing screens included. Never raced/ never crashed/always garaged between weekend trips. Asking \$25K. Joe (jjcech@ucdavis.edu, 530-758-2922) (6/03)

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For sale : 1980 Lotus Europa 4 speed stick, 4 cyl. exterior grey/interior grey & black less than 30,000 original miles. This is a project car. Transmission/engine in car; engine needs to be finished.
\$6,000 or best offer. Grizzly Flats, Ca
Ron 530-642-0332 E-mail
neumann@directcon.net (5/03)

For Sale: 1972 Lotus Elan Sprint (S4) DHC, White with gold bumpers, 50,100 miles, Twin cam "Big Valve" engine, Dual Zenith-Stromberg carb, Power windows, Tonneau cover.

All original equipment, original owner, well maintained and in very good condition, complete service records, original purchase documents, original shop manual, some Lotus press clippings. \$19,500 or best offer.

W. H. Schaw, (916) 448-4733 (6/03)