

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) November 2003

## President's Message

by Peter Richen

We had a good meeting at Mel and Darlene's place the other day. Plans for the next West Coast Lotus Meet at Lake Tahoe in May are moving along. Kiyoshi has more info elsewhere in this newsletter.

Nominations for 2004 officers were made. Faisal Khan is standing for prez, and I am running for vice prez. There will be the usual cast of characters for the other spots. You should try to make it to the next meeting at Jim McClure's place to make your choices (and make sure that you aren't elected to something at the last minute).

We also had some discussion about making the Chapman Report available as an emailed Acrobat file. This option will be available in the near future.

Don't forget to sign up for the Christmas Dinner at the Acorn Resturant. Details were announced in last months Chapman Report, but I will repeat them here. Location is the Acorn Resturant, 1906 El Camino Real, in Menlo Park (phone 650-322-6201). No host bar service will start around 7:00 PM, and dinner will be served at 8:00. Cost is \$35 per person, and everyone will receive a door prize. Tom Carney will host the traditional white elephant gift exchange. In order to participate, you should bring a car related gift, costing between \$0 and \$20. Gifts can be practical, outrageous, or silly.

Here is the menu; you will have to choose the main course:

- **Kotopoulo** *grilled breast of chicken with fresh rosemary*
- **Linguine Vongole** *Linguine, chopped clams, garlic, olive oil, & white wine*
- **Prawns Me Fettucine** *in house smoked prawns with fettucine and creamy garlic sauce*
- **London Broil** *tender slices of beef with fresh mushrooms & cabernet sauce*
- **Calimari** *calamari steak lightly dipped in egg batter & sauteed with lemon, butter & white wine*
- **Vegetarian** *sorry, no description at this time*

There is also a mixed green salad with cucumber, tomato & croutons tossed with house vinaigrette dressing, and crème carmel desert.

To sign up you can go to the GGLC website ([www.gglotus.org](http://www.gglotus.org)), RSVP, select and pay for you meals with a credit card. Or if you prefer, you can send a check and indicate your meal choice to me at:

Pete Richen – GGLC Prez  
1929 Ellis Street  
San Francisco, CA 94115

next page.....

### November Meeting

Friday, November 21st

Host: James McClure

## GGLC Calender

November 21 Monthly Meeting Host: James McClure

**Election Special ! Caution, the 'backroom dealing' on the ballot nominees is still being negotiated. No one is safe yet!**

November 22,23 NASA Lotus 7 Challenge Sears Point

December 7 GGLC Toddler Rallye Fremont, CA

December 13 Holiday Party Acorn Restaurant

January 16 Montlly Meeting Host: TBA

**2004 !  
WCLM in Tahoe  
Track Days  
Dates TBA**

# Toddler Rallye

by *Kiyoshi*

We need volunteers !! Presented by The Rallye Club and the GGLC

Dec 7, 2004

Start: Round Table Pizza

46600 Mission Blvd

Fremont, CA

**Directions:** Round Table is on Mission Blvd between Hwy 680 and 880 in southern Fremont. From 880 go east on Mission toward 680. Round Table is on the right just past Warm Springs. From 680 take Mission Blvd toward 880. Make a U-turn at Warm Springs and then right into Round Table

Start Time: 11:00am-12:30pm

Rallye will finish around 3:00-3:30pm

Rallye rain or shine. Entry fee is a brand new toy worth \$12 or more + \$1 to help cover costs. Toys are donated to needy families through the Washington Township Volunteer Bureau.

We will need about 5-6 GGLCers to help with Checkpoints and stuff. Please contact Kiyoshi.

*continued from page one*

We had a good day at Mike Ostrov's shop last Oct 26. We checked out Mike's projects, talked cars, and I got a chance to try out the "Colortune" kit that I bought at the Portland WCLM on my Europa Twincam. For those of you that don't know what it is, it's a sparkplug that has a "window" which permits you to view the color of the combustion for each cylinder. You can use it to adjust the fuel/air mixture (yellow means that the mixture is rich, blue is about right, white/blue indicates that the mixture is lean).

One last Reminder - Don't forget to put the NASA Lotus 7 Challenge on your calendar, Nov 22 & 23, at Infineon Raceway (Sears Point). We plan to have a Lotus Corral, and check out the Caterham and Birkin 7's. Hope to see you there.

## New Email Address For Chapman Report

by *James McClure*

Yes, a new email address, that can handle large text and graffix files:

chapmanreport@gglotus.org

Please use this for any submissions for the Newsletter.

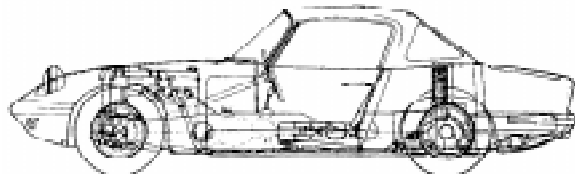
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# EBay Watch:

## Series 1 Seven Not Bid Past \$9K?

by james mcclure

**EBay Ad:** "1959 Lotus Seven S1 You are bidding on a Vintage Racecar, one of the best examples of ot it's kind in America. This car is acknowledged as one of the fastest Series 1 BMC powered sevens in the Eastern USA and Canada. It comes with VSCCA and SVRA logbooks and is accepted anywhere. It ran in the Monterrey Historics in 1996 where it won the Chopard award for Performance and presentation. While 43 years old and quirky, this is a highly developed vintage racecar built from the powdercoated chassis up over the last three years by GMT Racing in Danbury CT, This is a very well known car, VSCCA &SVRA #471, so feel free to research it. Both the owner and GMT Racing stand behind the turnkey claim".

Sound like a great original car. Unfortunatley no one seems to have stood behind the validity of the claimed history or authenticity of this car, as many tried to get info from the owner and got no response. So, bidding by serious and knowledgeable prospects evaporated.

The Northeast is a confusing area for identifying authentic early Lotus' and other marques. This problem has been prompted by the local vintage racing sanctioning group, VSCCA, which limits cars to the production year 1959 or older. I'm sure that this rule had good intentions, but has, in reality, led to a cottage industry, specializing in producing fraudulent pre-1960 cars. I visited an East Coast vintage car renovation shop and went to a VSCCA race at Lime Rock a few years ago. Two specific types of cars were obviously frauds:at least the majority that I viewed, Lotus 7 S1's and Turners.

A number of Lotus 7 S2's have been for sale also lately that just didn't seem right when you looked closely at the photos. There are just so many clones made of the Seven and it's too easy to 'turn' one of them into a facimile that is too close to tell if it's an original.



*Real or Fake?*

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# West Coast Lotus Meet

*The following are two other stories on the event, by two other authors who took different paths and had different experiences. Ed.*

*by Dave Anderson*

Elan Trip: WCLM and more! The 2003 West Coast Lotus Meet in Portland led Judy and I to a momentous decision: to drive the 66 Elan. Top down. Odometer reading: 7984.

We left Tuesday Aug 26, from Burlingame CA. North over the Golden Gate Bridge. At Petaluma we headed over to the coast and Highway 1. Stopping at Sea Ranch Lodge for a very civilized lunch, and Garberville for the night (Hwy 1 had brought us back inland a bit to Hwy 101 by this point). We should have looked at the BenBow Inn for lodging, as Karen Brown (travel author) recommends it, but we did not... Some of the signs on the highway for BenBow Inn look pretty old...

The next day we pushed on to Coos Bay, Oregon. We did see the best part of the Avenue of the Giants on this leg, starting at Myers Flat. (on arrival Coos Bay, odometer 8549). By this time we realized we were trying to drive too far in one day. It was a long day on the coast road (101 was back at the coast after Eureka CA). The road was good, but the occasional construction slowed progress. As did the towns. Left 9AM, arrived Coos Bay 5PM. Way too much time on the road, we think. We should have left a day earlier... But the WCLM schedule was firm, so next day we continued on. Portland or Bust! The Elan was trouble free so far. The weather on the coast was cool (60 degrees F or so) so no Elan heating problems — we had the heater on (top down) to keep us warm when in the fog... A pleasant mixture of sun and fog on the way.

To get inland we cut over at Lincoln City, Oregon. Bad decision. We got to 99W with a) lots of cars b) air temperature 90+ degrees F c) sunshine, d) small hills and e) stoplights galore. At times, had to turn on the heater to keep the engine under 100 degrees C.

On arrival in Portland proper, the (required) bridge to the island WCLM site was at a standstill. Afternoon rush hour. Fortunately were a carpool (!) so we avoided sitting in traffic for another hour or more... Portland odometer reading: 8783.

The Portland folks were stuck in the bridge traffic, so WCLM registration was a bit delayed that evening (Aug 25). But never fear, by 9PM folks were registered and the meet schedule (24 pp plus full color cover), had shown up. It was essential to be in the hotel bar that evening to get the schedule but that was no hardship as there was lots of conversation :-). Friday was track day. Portland International Raceway was new to me, so a definite learning experience. Unfortunately a Westfield oiled the track first thing so most of the morning was wasted getting the oil dried. I had to do a minor battery-tightening and right-front wheel-bearing-tightening. Did not take long. Found I had used or leaked 1/2 qt oil, so added some, overfilling a bit as usual on a TwinCam for a track day. Aside from the delay it was a great day. The back straight is very fast: Indicated 115 MPH, 5500RPM in 4th. (the tires are 185/60 so smaller than standard so speed and odometer are a bit optimistic...) Lunch provided at the track to track-day participants. Very civilized.

Saturday was the All British Field Meet. With Sovren vintage races going on at the same time. At the lunch break of the racing The Lotus group moved onto the track for a group photo on the grass at turn 5. The group photo has just 26 Lotuses, but that's not the entire group — some folks simply did not make it to the photo. We were fortunate enough to win 2nd place original Elan class in the popularity-contest-concourse.

All in all Saturday was another very pleasant day. The main banquet was in

the evening and Bob Winkleman held forth in very entertaining fashion on his racing experiences in the 60's. Thanks to the Portland folks and to GGLC folks like Kiyoshi Hamai and to everyone else who made the 2003 WCLM happen happen.

Sunday we skipped the afternoon's autocross and headed for Klamath Falls via Hwy 58 and 97. Hot and some hills here, so I was forced to turn on the heater a few times. I finally realized the electric booster fan was not working (not that it would help much at speed). We stopped at a rest-area on 97. Middle of nowhere. Sunday before Memorial Day, so not much open anywhere. I tried to pull the wires off the Otter switch on the radiator and the Otter switch started to pop out! If you don't know what an Otter switch is, just be happy you don't. Lost a few drops of coolant. But the safety wire I had applied made the switch turn just a bit (could not slide directly out) and it held! To check if there was pressure (how could I doubt it?) I cracked the radiator cap. Yep, a gusher. So it held pressure. Did the best I could to ensure it was full. Conclusion: fan fine, Otter switch dead. So we soldiered on to Klamath falls with no drama but with both Judy and I imagining a gusher of coolant at any moment... And no electric fan assist for cooling. Arrived Klamath falls at odometer 9183. Found a place to stay.

Next morning, Monday, Memorial day, found an auto parts store open (!) across the street from the motel and bought a rubber plug for the radiator. And some extra water, just in case of a radiator disaster. I wired the cooling fan to be always on when the battery-switch on. Topped up the radiator with clean coolant from the overflow bottle.

Then (Monday) we took a short drive to Ashland for the Shakespeare Festival. We were fortunate to get a

*next page-----*

room in the Ashland Springs hotel (there is more than one nice place to stay in Ashland though!). In the hotel parking lot I replaced the dead Otter switch with a rubber plug (the plug expands when its bolt tightened). So no fears about coolant loss from the Otter switch any more... Odometer reading 9256 on arrival in Ashland.

Tuesday we had a pleasant day in Ashland. Attended an afternoon and an evening play. The Shakespeare Festival is right in the center of town. Just a block from our hotel.

Wednesday we drove to Willows, CA for the GGLC track day at Thunderhill Park. Arrived IN willows with odometer reading 9488. All driving was in the morning so it was not too hot. For us or the Elan.

Thursday was the track day at Thunderhill. Nobody spun out all morning, so nobody had to have the 'bozo' sign on his car! It was overcast in the morning. Warm but not stiflingly hot. Everyone drove well. About 25 cars entered, I think. 5 Lotuses: 3 Turbo Esprit, 1 M100 Elan and our 66 Elan. A very good track day was had by all. Dave Pratt did have is turbo loosen up, so it shortened his day, but he was able to drive home. Odometer showed about 100 track miles. Thanks to John Zender, who had it all well organized.

Friday, the final leg, from Willows to Burlingame and home. On arrival the odometer reading was 9762.

That's 9762 - 7984 => 1778 (probably 1600 true miles) including two track days. Nearly trouble free. The only real problem was that darn Otter switch and those things are a known problem (I'm replacing with a screwed in switch).

Not bad for anybody's 1960's car. Not bad for a Lotus



## WCLM

by Jon Rosner

The weather was gorgeous and for those who drive up from California it was swift. Riding until the last fifty miles which got to be a bit too bumper to bumper. Thursday Night registration at the DoubleTree was being done by

Jeff Williams, President of Club Lotus Northwest. For purposes of practicality the downstairs bar was chosen to serve as the unofficial point of meeting for new arrivals, and everyone seemed happy with that.

On Friday Morning the sun was up earlier than desirable, and those of us who were awake wended our way over to the Portland International Raceway to check out the action. Lots of Loti were running and brewing up a storm of engine wailing as they flew around the nicely curved track. Dinner was a bbq of fish and corn and salad with lots of tall stories at Brady Joy's Import Repair Center.

On Saturday, at noon the call went out for all Loti to gather and parade over to Turn Five for a Group Photo. It was an event unto itself to get the cars lined up and get the people in and out for the multiple photographs. After play time at the track it was time to get prepared for the buffet dinner. Some of the usual suspects arrived late, possibly slowed down by the really interesting Asian Indian Wedding taking place in the next hall. But certainly they could not compete with Bob Winkleman's very funny stories about racing his cars in the 1960's and 1970's.

Along with the West Coast Lotus Meet was the 2003 All British Field Meet, a smorgasbord of everything that the United Kingdom has ever produced! SOVREN had set up the track event. And the Track Day attracted six race groups ranging from Vintage and Formula V, Small Bore and Large Bore Historic, Formula Cars and Sports Racing, Exhibition Cars and Historic Can Am racers. Lister Chevrolet, Lancia Fulvia and Peyote (American home-built racer) up against Porsche-Cooper, Devin Triumph, Lotus 11 and MG Magnette in Vintage Small Bore and Big Bore. It was wild seeing an original old

Thunderbird out there racing along with some other cars you never see on a track. But it was astounding to feel the pulsating sound waves emanating from the honking big Ford Twin Cam V-8 of the Bryant Special that challenged in the 1965 Indy 500. The rasping bellowing of the bright orange 1971 McLaren M8E as it charged past the 1972 N.A.R.T. Ferrari 312P, keeping company with the Lolos, Shadow and McKee.

482 pre-registered, and well over 600 cars participated in the All British Field Meet. Rolling hills of Aston Martins, Jaguars, Nash Metropolitans, Row after row of Triumph, MG, Mini, Morgan, Morris and Healy, Bentley, Rolls Royce and almost a single years production of Land Rovers! There were even three different versions of the Delorean present, and new 1500 lb Ginetta equipped with Mazda Miata federally approved drive train. On September 8<sup>th</sup>, Lotus announced that the Elise was indeed coming to the US. And it was great to have Dave Simkin bring a Series II Elise to the Meet to show off the body style of the most anticipated new sports car to hit the US market in twenty-five years.

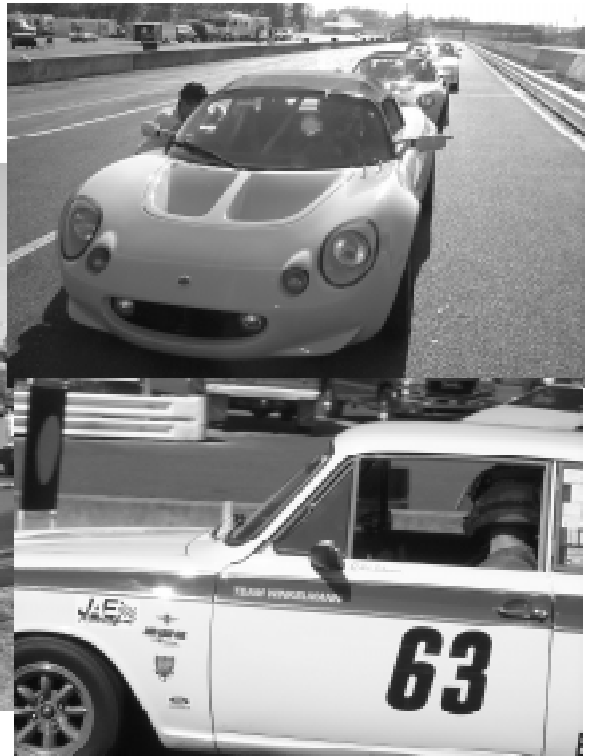
It was a really fun event and kudos to Jeff Williams, Mark Van Osdel and Dave Alford for pulling it off and showing everyone a great time.

end



# WCLM Photos

by Jon Rosner



# Gill Nickel Succumbs To Cancer

*from the San Francisco Chronicle, Vanessa Hua, staff writer*

“Gil Nickel, a Napa Valley wine industry pioneer who re-invented himself in careers ranging from a missile analyst to a millionaire nurseryman, died Thursday of skin cancer at his Oakville home. He was 64.

“He was a dreamer who achieved his dreams,” said Larry Macguire, a winery business partner.

Born Harold Gilliland Nickel in Muskogee, Okla., Mr. Nickel studied physics and math at Oklahoma State University. After graduating in 1961, he served in the Oklahoma Air National Guard and with the guard in Vietnam. After completing his active duty, Mr. Nickel became guided missile analyst at the U. S. Navy Laboratory in Corona (Riverside County) as a reservist.

He returned to Oklahoma to join his father, Harold, and older brother John in managing the family’s Greenleaf Nursery Co. Founded in 1945 by Harold Nickel, today Greenleaf is the second large-family owned wholesale nursery in the United States.

At age 30, Mr. Nickel tasted wine for the first time, and seven years later he headed to California to pursue his vintner dreams in 1976. For three years, he audited classes at UC Davis, made wine at home and researched the state’s vineyards and wine regions.

Mr. Nickel resurrected the Far Niente winery in Oakville, built in 1885 and closed at the onset of Prohibition.

He restored the stone winery, instead of knocking it down, and excavated wine caves — practices common today that were unusual and drew ridicule back then, Macguire said.

The “Okie from Muskogee” — as he liked to call himself in his drawl — crushed his first wine harvest in 1982. In 1992, he and his partners

created Dolce, a winery devoted to making a single type of wine — late-harvest sweet wine made of Semillion and Sauvignon Blanc grapes.

In 1997, he and his partners developed the Nickel & Nickel winery, which makes a 100 percent varietal, vineyard-designated wine — that is, each wine is made with a single grape varietal, such as Cabernet, all grown in the same vineyard, such as the winery’s Sullenger vineyard.

Mr. Nickel was one of the first to price Napa Valley wines higher — by \$3 or \$4 compared to competitors — to show his \$20 bottles were on a par with those from more established regions.

“People were saying this is so darn expensive, but he believed this was where the true value of wine should be,” Macguire said.

Known for his sense of humor, one of his favorite quips was borrowed from humorist Will Rogers about Oklahomans’ moving to California — by doing so, the uprooted Oklahomans raised the IQ of both states, said MacGuire, paraphrasing Mr. Nickel.

Mr. Nickel was also generous, letting his friends borrow his Ferrari, Jaguars and others in his collection of cars stored in his barn, Macguire said.

In 1995, he became the first American to win the European Federation Internationale de L’Automobile (FIA, or International Auto Federation) Historic Sports Car championship, according to a spokeswoman for the winery. He competed in a series of races across Europe, accumulating the most points in a season to become the winner, the spokeswoman said.

He also enjoyed riding his BMW motorcycle, often with his wife, Beth, as his passenger.

He is survived by his wife, of Oakville; a son, Jeremy Nickel of Napa; and a brother, John Nickel of Wellington, Okla”. We will always remember Gil, battling up front in his Lotus 23B and 26R; a gentleman and a true competitor.

*editor*

## ‘04 WCLM

*by Kiyoshi*

The 2004 West Coast Lotus Meet (WCLM) will be presented by the GGLC in association with Club Elite, Club Lotus NW, Club Lotus LA, Evergreen Lotus and Lotus Owners Of Phoenix.

Mark your calendars, as the WCLM will celebrate the launch of the Elise in the US.

When: May 20<sup>th</sup> – 23<sup>rd</sup>, 2004

Where: Lake Tahoe

You won’t want to miss the 2004 WCLM. We have put together a wonderful mix of events with more to come. In the next couple of months we’ll finalize the schedule and set up registration.

### Thursday – May 20th

- WCLM Lotus Track Day – Reno-Fernley Raceway
- Registration & Opening Reception – Lake Tahoe

### Friday - May 21st

- WCLM Lake Tahoe Tour
- WCLM Picnic
- WCLM Sunset Dinner/Dance Cruise on Lake Tahoe

### Saturday - May 22nd

- WCLM Autocross – Lake Tahoe Airport
- WCLM BarBQue
- WCLM Concours

### Sunday - May 23rd

- WCLM Awards Brunch
- Optional Lotus Tour

For up to date information visit [www.gglotus.org/2004wclm](http://www.gglotus.org/2004wclm)

# Carter Alexander Retires From Racing

by James McClure, via CSRG

While parked in pre-grid, ready for the Sunday race, September 28th, the following was read over the P.A. system at Infineon Raceway:

“Celebrating his 25th year in vintage racing, Carter Alexander retires as a driver at the conclusion of this race. A familiar sight at vintage races in his green and yellow number 707 Lotus Seven, Carter purchased the car from Rodney Smith in 1985. He has campaigned the car in CSRG, HMSA and General Racing events since then. Carter first raced in his Lotus Elite in 1978, a car which he has at his home in Sonoma.

Among the friends and family on hand to celebrate with Carter is Katie Bent, widow of past CSRG driver Bob Bent. Bob won the SCCA Class F Production Pacific Coast Championship in a Lotus Seven in 1963. In 1967 Carter and his wife Roberta sponsored his entry in the Monterey Historics in his original Lotus Seven. Later, Bob became Carter’s racing mentor and encouraged him to become involved in vintage racing.

Carter wishes to send a special thanks to his long time mechanic, Harry Cordellos, who has kept both the Lotus Elite and Seven in top shape and supporting Carter at the races. Harry has put in 25 years in vintage racing, supporting Carter and several of the CSRG Formula Vees.

Now that his racing days are over, Carter will remain active in CSRG, working with Gary Horstkorta on the CSRG Newsletter and website. Carter believes that much of the fun of vintage racing is the camaraderie amongst members and sharing the enthusiasm for vintage racing, which breeds better and safer track behavior.

On the behalf of CSRG, we would like to thank Carter for his friendship, enthusiasm and support. We are glad you will still be with us. See You at the races”!



Carter Alexander’s granddaughter. Another generation of racers waiting in the wings, and for their feet to reach the pedals.

## NASA Super Seven Festival

Coming November 22nd and 23rd to Sears Point, a festival for Lotus Sevens, Caterhams and Birkins, with gate opening at 7 am.

This event is being supported by NASA, Rich Kamp at Golden Gate Sevens (Caterham), Woddy Harris at Birkinsport and the Golden Gate Lotus Club.

The event will feature a “Sevens” only exhibition race, free demo rides, vendor displays, corral parking for Sevens, Lotus parade laps and a FREE Saturday afternoon BBQ. And, of course, there will be the NASA race groups on both days.

To preregister for free admission, call or email to the following by October 31 (Opps, too late, call them anyway):

Woody Harris, Birkinsport: (707) 448-1282, wyh@birkinsport.com or Rich Kamp, Golden Gate Sevens: (707) 933-8039, rich@gg7s.com. Tell them if you’re bringing a Seven.

here are four track options for people who bring sevens to the event - (1) the regular NASA race classes, (2) NASA HPDE, (3) sevens exhibition racing for HPDE participants, and (4) parade laps for everyone. NASA has gone out of its way to give us a lot of options, hopefully something for everyone. What also may not be clear, is that the exhibition races will not require a competition license.

HPDE is key here. It is open generally to anybody driving a car having rollover protection (either a fixed roof or a simple rollbar). Its also cheaper than even a GGLC track day, with lots of track time and organized one-on-one instruction for those who need it. HPDE fills up fast though, so entries should be submitted on-line soon.

See these links for more info:

<http://www.nasapracing.com/hpde/index.html>

[https://www.nasapracing.com/nasa\\_event/show/?event\\_id=89](https://www.nasapracing.com/nasa_event/show/?event_id=89)



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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 [chapmanreport@gglotus.org](mailto:chapmanreport@gglotus.org) in MS Word, rtf or ASCII text. Submissions may also be mailed to Jim McClure, 11238 Bubb Road, Cupertino, CA 95014.

2003 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.

# More Classifieds

**For Sale:** A. AC fuel pump/glass bowl 8B0775, Fresh rebuild new diaphragm, seals, and springs, like new \$45. B. Lucas starter M-35, rebuilt, works great. \$70. C. Smiths ammeter gauge -30 to +30, all hardware incl. like new \$40. D. Tudor brand mechanical oil/water gauge. 10-100 lb, 90-230 deg F. Identical to Smiths. Just repaired by PA Speedo. Like new. Complete with water tube & bulb, oil line & fittings incl. \$100. E. Throw out bearing collar for Elan gearbox, used but in good order. \$75. F. S4 bonnet release complete assembly \$50. Will negotiate if you want more than 1 item. Phil Mitchell 408.730.8761 Cupertino, CA. USA [spyder550phil@yahoo.com](mailto:spyder550phil@yahoo.com) (10/03)

**For Sale:** 1986 Caterham Super 7 Sprint, 1600 Xflow, Quaife LSD, modified front and rear suspension. \$19,500 or best offer. See info at [www.sandmuseum.com](http://www.sandmuseum.com) Michael 408-773-1170 [sevenfs@sandmuseum.com](mailto:sevenfs@sandmuseum.com) (10/03)

**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](mailto:cbotts@san.rr.com) or 858-292-1480 (9/03)

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# Classifieds

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

**For Sale:** Lotus Elan +2, 1969, runs well, need existing carpet kit installed and a repaint. This car must be sold to make room for 2 more cars bought! James McClure, 408 257 1463, goldengatehornet@yahoo.com

**For Sale:** Excel Former Barry Spencer car. Triple black with gold pinstripes and custom black leather interior with gold piping. Black tinted windows. Spax/KYB adjustable shocks. Dual Dell'Ortos. Never raced, never crashed. Best serious offer considered. Contact Bob, Mountain View, CA 650-962-0451 anytime or email [loquinco@pacbell.net](mailto:loquinco@pacbell.net) (11/03)

**Wanted:** S2 Europa - planning to build a racecar. Must be complete car with no major body damage. Need NOT be running. Type 54 preferred. Title unimportant. Email: [farberjf@us.ibm.com](mailto:farberjf@us.ibm.com) or 408-268-3039 (eves & wkends) (11/03)

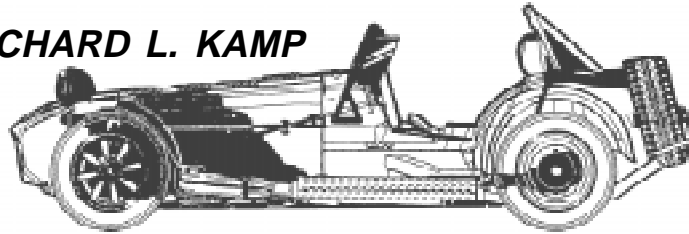
**For Sale:** 1967 Europa. Its been apart and stored for about 20yrs, Its been fitted for a 105E Ford (125E nitrated rods and balancing by Bob Sharp Racing)/w/Lotus twin cam big valve head and 5 speed trans,Bolt in roll bar. Call for more info if interested From: Jim Feuhrer <[jfeuhrer@ideo.com](mailto:jfeuhrer@ideo.com)>  
H# 408 749 1071  
W#650 289 3518 (11/03)

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**For Sale:** 1967 Lotus Elan S 3 DHC Super Safety, only 241 made. Very original. Frame has no rust with some of the original red lead paint still showing. Strong motor, rebuilt nine thousand miles ago by Joe Stimoli, formula Ford mechanic. Sprint Rotoflex with aircraft bolts. Very good body and upholstery. Original owners manual and Super Safety supplement included. Asking \$14,500 contact Finn at [FJSELAN@AOL.COM](mailto:FJSELAN@AOL.COM) H: 925-376-4361 (9/03)

**For sale:** NOS Europa 5 speed transmission. Must be to be among the last available in the world; bought from UK Lotus dealership. Still covered in original shipping grease and plastic wrap! Andrew (8/03) [lrlandstech@nndfn.com](mailto:lrlandstech@nndfn.com), [andrewp1989@hotmail.com](mailto:andrewp1989@hotmail.com)

## First Class Mail

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