

The Chapman Report



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West Coast Lotus Meet Update

As you are receiving this Chapman Report, YOU have only about one month to send in your WCLM registration and get the 'early bird' rate.

The following are excerpts from the latest press release on the WCLM.

"The 2004 WCLM will be a celebration of the Lotus marque and a perfect way to introduce the Elise to the US," says GGLC President Faisal Khan. "We are excited to host the 2004 WCLM and will be rolling out the red carpet for all our Lotus friends!"

The 2004 West Coast Lotus Meet (WCLM) will be held May 20-23, 2004 in Lake Tahoe, California. The Golden Gate Lotus Club in concert with Club Elite, Evergreen Lotus Car Club, and Lotus Owners of Phoenix will host the 3-day event.

Registration for the 2004 WCLM is open at an "Early Bird" special discounted rate until February 20, 2004 of \$130 per entrant, a savings of \$20 from the regular entry fee of \$150.

The all in one registration fee will include the total package of 7 big events and special surprises plus an optional WCLM Track Day. The 3-day schedule is absolutely jam-packed.

It all begins with an Opening Reception at the WCLM hotel, Lakeland Village on the shore of Lake Tahoe on Thursday May 20th.

On Friday May 21st WCLM entrants will have the choice to elect the optional WCLM Track Day at the Reno-Fernley Raceway, a brand new facility about a 1 hour drive from Lake Tahoe, or, to go on the Lake Tahoe Tour that will include a Lake-side picnic,

photo opportunities and scenic roads that will take your breath away.

That evening, the WCLM will feature a Dinner & Dance Cruise aboard the historic Tahoe Queen. You'll enjoy the Sierra sunset and see the Tahoe basin and Emerald Bay as can only be seen by boat. Space is limited on the Lake Tahoe Dinner Cruise (first come, first served).

Saturday, May 22nd is another busy day for the 2004 WCLM. The WCLM Bar-B-Que and WCLM Concours will follow the WCLM Autocross. A very special setting has been chosen, one that is sure to be memorable for all!

Saturday evening has been left open so that that you can explore the Lake Tahoe area. You'll find that the area offers a plethora of things to do! There's fine dining, night clubs, dance clubs, comedy, music, dinner and cocktail shows, and of course casinos!

The 2004 WCLM will conclude on

Sunday May 23rd with an Awards Brunch. And then sadly you'll have to say good-bye to all your WCLM friends, but the memories and stories will last a lifetime.

The 2004 WCLM will be headquartered at the Lakeland Village Beach & Mountain Resort. Register today and take advantage of the "Early Bird" special discount. There's two easy ways to register, the traditional fill-in the registration form and mail in with your check or you can now go on-line and register using your credit card at www.gglotus.org.

For more information and the most up-to-date information about the 2004 WCLM visit the GGLC web site, www.gglotus.org.

See you in Tahoe in late May 2004!

WCLM Contacts:
Kiyoshi Hamai
Chair 2004 West Coast Lotus Meet
2004wclm@gglotus.org

January Meeting

Friday, January 16th

Host: Tom and Cherie Carney

GGLC Calender

January 8	GGLC Track Day	Infinion Raceway
January 16	Monthly Meeting	Host: Tom & Cherie Carney
February 15	GGLC Track Day	Thunderhill Raceway
February 20th	Monthly Meeting	TBA
March 21	GGLC Track Day	Thunderhill Raceway



The driver of the 27 GT40 was OK, but the car was finished for the day.



A Million Dollars worth of damage in 4 seconds at the Goodwood Revival: The Lotus, Lola and two GT40's slip through the chicane with ease on the first lap, but neither of the next two GT40's will yield. Their side-by-side battle evolves into a view of strewn parts of the cars and walls, with the cars close behind trying to run the gauntlet. Diamond screen shows the heavily damaged Ferrari 206 SP Dino.

Lotus Bytes

by James McClure, et al

Autoweek: "In its stock form, the federalized Elise flat out beats the Porsche Boxster, Mazda Miata and Honda S2000 when the chips are down on track day."

Last Week I discussed the camaraderie that some racers have at the track, such as the Porsche and Alfa owners. Carter Alexander is working with CSRG to establish a biographical database of drivers, that will be available on their website. We and other clubs are also developing such a database. I am hoping that these will become tools that we can use to reach out to Lotus owners and drivers who are not club members.

We may then be able to develop a racing paddock area with a true Lotus identity, 11's, 7's, Elans, Elites, and the rest of the roudy bunch.

P.S. I was lucky to be in the right spot for the above photos at Goodwood, but the second photo is not mine, but was taken by Joe Caudle, who was sitting next to me at the track. He is Chairman of the Launceston & North Cornwall Motor Club. As you can see on the right, racing in North Cornwall events is a bit different than racing in Northern California. Check out their website:

www.msauk.org/club/ShowSite.asp?UserId=LAUNCESTONNC



Joe Caudle, driving his self-built trials car.

EBay Watch:



1991 Nissan Figaro (50's retro design, 20k made) Owner wanted \$8k; didn't sell

'2002 caterham 7 supersport accident damaged'. Sold for over \$13k. Great, unless the frame is bent!

'1988 Lotus Esprit Turbo that has been updated to the Newer 2001 Lotus Esprit Turbo V8 Look. Finished in a Ferrari Speed Yellow with Multicolor St. Tropez Leather Interior.' Salvage Title This car has been up for sale on Ebay for a long time.

1996 Lada sold for over \$13k! '£100,000 make-over by Lotus cars of Norfolk, all courtesy of the BBC TV series TOP GEAR'.

'Super Seven Kit, consists of the following components, Birkin frame, Toyota 16valve twin cam engine, Toyota 5 speed g-box, drive line, Mustang 2 diff, etc'. Not a Birkin frame, maybe CMC?, but parts still probably worth the \$5k

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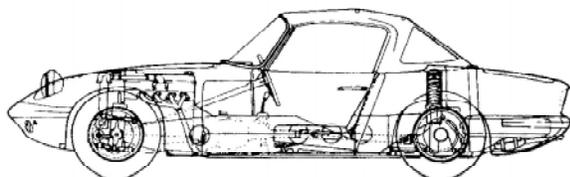
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Goodwood Revival

by James McClure

I had flown to England for a 'hat-trick' of motor events. Now I didn't say motor racing events, as each of the events, held in the fall, are unique unto themselves. The first was the Great Dorset Steam Fair, near Salisbury. The second was the Goodwood Revival, at the Goodwood Motor racing Circuit. The third was the Beaulieu International Autojumble, in the New Forest of Hampshire. More on the other two at a later date.

Goodwood Revival struck me as the finest and only full combination event: including the ultimate in vintage racing, concourse and period historic reenactment. The racing is fully competitive, double edged dagger battles, with no quarter given. The concourse consisted of both stationary displays and a constantly moving parade of vintage machines, machines that included aircraft ranging from an American Mustang P51 to a Russian Lavochkin La-9n. The reenactments were the hosts, race crews and the spectators themselves, who dressed in the attire of the period that they chose to represent, predominately the 40's and 50's. I also found the website: www.goodwood.co.uk to be the best that I've seen for a race track or particular event. Tour this site and be amazed at the information available. If you need to see practice times, grid position and full race results, this info is all on the website. So the following is just a brief discussion of the race events.



Soho clubbers on their way to Goodwood? This is probably not what Lord March intended as 'period attire'.

Goodwood Trophy Race, for Formula 1, Formula 2 and Formula Libre cars, 1948 to 1954. First through third places going to the Connaught A-Type of Barrie Williams, the Maserati 6CM of Irvine Laidlaw and the Maserati 4CL of Mark Gillies.

Madgwick Cup Race, for Under 2.5 Liter Production Sports Rac Under 2.5 Liter Production Sports Races, 1955 to 1960. First through third places going to the Cooper-Climax T 49 Monaco of John Harper, the Lots-Climax 15 of Robert Brooks and the Lotus-Climax 15 of Jac Nellemann.

Barry Sheene Memorial Trophy Races, one on Saturday and one on Sunday, for 1962 to 1966 350 to 500cc motorcycles and a tribute to Barry Sheene, who passed away only last March, from cancer. For the Saturday race, the first through third places going to the Norton Manx 500's of Wayne Gardner, Jamie Whitman and Duncan Fitchet. For the Sunday race, the first and second places were the Norton Manx's of Jamie Whitman and Wayne Gardner. They were followed by the third place finish of Penti Elo, in the Linto 500.

Tribute to Barry Sheene was a parade of bikes and riders that represented the bikes and friends of Barry. Giacomo Agostini, 15 times World Champion rode on one of his MV Agusta. Stuart Graham rode the Honda 6 cylinder 250cc, 4 valves per chamber. Calculate how small those valves have to be to fit in the chamber! Damon Hill rode the Honda RS1000 that Barry often raced against. Gerhard Berger rode

Barry's race bike from the first half of 1981. This is just a partial list of those that were there to pay tribute to the memory of Barry, a rider who had many adversaries, all friends.

Freddie March Memorial Trophy Race, for Goodwood Nine-Hour races, 1952 to 1955. First through third places going to the Allard J2R of Martin Walford, the HWM-Jaguar of Michael Steele and the Lotus-Bristol Mk X of Adrian Hall. The first place car, the Allard J2R, reported to have been owned by General Curtis Lemay. How many of us know of the influence this man had in bringing sports car racing to America? Stirling Moss finished 7th in an Aston Martin DB3S, while Phil Hill had started in the middle of the pack but completed only 4 laps in an Alfa Romeo 3000CM

Chichester Cup Race for front-engine Formula Juniors, 1958 to 1960. First through third places going to the Lola-Ford Mk2 of Robin Longdon, the Terrier-Ford T4 of Derek Walker and the Lola-Ford of Clive Wilson. Another driver of note, Simone Stanguellini driving a Stanguellini-Fiat

Fordwater Trophy Race, for Endurance Sports and GT cars, 1960 to 1966. First through third places going to the Alfa Giulia TZ2 of Willie Green, the Porsche 904/6 of Irvine Laidlaw and the Alfa Giulia TZ1 of Joe Colasacco. The fourth place car of Rae Davis, a Mini Marcos GT, was the real treat of the race. No one could believe how fast this car was through the turns, especially for what was basically designed as a kit car for rusted out Austin Minis. This front wheel drive car beat many



The Sargeant notices the Wolseley police car is overheating, just part of the impression Goodwood creates.

others that should have had superior handling. Though no podium finish, Rae Davis got a standing ovation on the cool-off lap. Another great, in my books, was Nick Mason, drummer for Pink Floyd, driving his Alfa Guilia TZ1. Studying to the albums of Pink Floyd got me through college!

St Mary's Trophy Race, for Production Saloon Cars, 1960 to 1966. First through third going to the Ford Falcon of Leo Voyazides and Andy Bacon the Jaguar Mk 1 of Derek Bell and Grant Williams and the Austin Mini Cooper S of Norman Grimshaw and Barrie Williams. The real show was the driving of Grant 'Sideways' Williams in the Jaguar. This car put on a great display of sliding a large Jag through the turns. I would have thought that he was losing time by being loose through much of the turn, but a second place finish appears to have proven me wrong. Sir Jack Brabham and Stirling Moss were also in the race, both driving separate Mercedes 300SE's. Jackie Oliver and Emanuele Pirro were also entered.

Richmond and Gordon Trophies Race, for Formula 1 cars, 1954 to 1961. First through third places going to the Lotus-Climax 16 of Philip Walker, the Lotus-Climax 16 of Juaquin Folch-r and the Ferrari Dino of Tony Smith.

RAC TT Celebration Race, for closed-cockpit GT cars, 1960 to 1964. First through third places going to the ISO Bizzarini A3C of Richard Attwood and Mark Hales, the Jaguar E-Type of Juan Manual Fangio II and Gary Pearson and the Ferrari 330LWB of Emmanuelle Pirro and Gregor Fisker.



A beautiful Lotus 30 with a five liter Ford V8

Other drivers of note in the race were Derek Bell, Stirling Moss, Jan Lammers, Jochen Mass and Patrick Tambay. The winner, Richard Attwood, was the overall winner at LeMans in 1970.

Glover Trophy Race, for 1.5 Formula 1 and Formula 1 based Tasman cars, 1961 to 1965..... First through Third places going to the BRM P261 of Richard Attwood, the BRM P261 of Thomas Bscher and the Brabham-Climax BT7 of James King.

Sussex Trophy Race, for World Championship and sports-racing cars, 1955 to 1960. First through third place going to the Ferrari of Tony Dron, the Aston Martin DBR1 of Peter Hardman and the Lister-Chevrolet Costin of Julian Bronson. Don Orosco was battling for the front but DNF'd on lap 3.

Whitsun Trophy Race, prototype sports racing cars, 1963 to 1966, the last of the day and also the most expensive for the participants. The Million Dollars in four seconds first lap challenge. The front of the grid would start their race, the Lola T70 Spyder of Frank Sytner and the Lotus 30 of Simon Hadfield would trade the lead throughout the race, with the GT40's of Richard Meins

and Jackie Oliver running 3rd and 4th. Behind, in a side by side battle, were the GT40's of Ray Bellm and Willie Green. They came into the chicane leading to the front straight on lap 1. This chicane is NOT intended for wheel-to-wheel, side-by-side racing. The GT40's made contact with themselves, then with the barrier walls defining the chicane. These walls are now made of moveable Styrofoam instead of the old, hard and rigid walls of just a few years ago. But the carnage was still immense, the two GT40's, the Ferrari 206 SP Dino of Carlos Monteverde, along with a number of others that made contact with these cars or the wall debris. Red flags to remove the wounded cars and rebuild the wall, then race resumed with no further major incidents

This was just the best vintage event that I have seen. I had been to the third Goodwood Revival, but the event has really grown every year. The best sound of the event for me was the P51 Mustang, low over the infield on Saturday. Best dual, too many to pick. Best looking car? Also, too many beautiful cars. How good will it be next year? Go find out!

end



1965 Lotus 32b, entered by Classic Team Lotus and driven by Malcolm Ricketts

Christmas Toy Rallye

by Tom Carney, David Anderson, Joel Lipkin

We did it again, our only socially redeemable activity. The annual Christmas Toy Rallye. If you're not familiar with this event, it's simply a A - B car Rallye with an entrance fee of a toy. The toys are then distributed to needy children in the Fremont area. The Rallye Club actually puts on the Rallye as to the layout, planing and logistics. We supply the manpower. This year it consisted of only manning two check points. These are outposts, usually in the boonies or in the center of an industrial park, where contestants check in to insure they're still on track. They had to answer questions and mark an answer sheet as they progressed. When they got to one of our checkpoints, we would seal their answers, ask a trivia question and then with their sheet checked and marked they were sent on their way. Usually with some wise ass remark by one of us. The team or person with the most correct answers wins. There are several classes, divided up by experience, with trophies for the winners. Even rank amateur first timers can win a trophy.

The day started out OK with David Andersen picking me up in his Elan. Kiyoshi had called me the night before whining that he was sick and didn't think he could make the Rallye. He has organized this event for as long as I can remember, now he had passing the baton me. He, in the past, has picked up cookies to give away as a little treat from the GGLC. Dave and I didn't get off as quickly as we planed so we blew off getting the cookies on our way over. When we got to the starting point we spotted a little poster on the wall thanking the GGLC for the cookies. Dave and I looked at each other and figured we better

walk over to the Safeway and do a little shopping. So there we are sitting at a picnic table in front of Safeway sorting Christmas cookies into little bagies, minding our own business, when two hoodlums jumped out and yelled something completely unintelligible, scaring Dave and I half out of our pants. The Hoodlums ... Barry Spencer and his son Christopher. Barry had the nerve to blame Chris, telling us Chris made him do it.

After that bit of excitement we met back at the pizza joint parking lot and divided up into two groups for both checkpoints. Joel Lipkin and the Spencer boys took checkpoint #1 and Scot Hogben, David and I took checkpoint #2. Our experience at our checkpoint was very smooth and fun, the following paragraph is Dave's description of our day;

It was a beautiful sunny day, Scott waxed enthusiastic about Belmont politics and flying large and small gliders. All the Rallye participants seemed to still be talking civilly to their Rallye partners. Most of the Rallye participants noticed Jeff (of The Rallye Club) had a checkpoint sign leaning up against his Fiat at the start, giving them extra points and showing attentiveness! What more could one want?

That was about it, we stood around and told stories from 11 something till Dave noticed that it was after 2:30 and that was quit'n time. We had just checked our last car through.

So, you're wondering what was happening over at checkpoint 1. Well, the next paragraph is Joel's report.

I have only one thing to add by way of relaying an incident. After Barry and Chris left our check point, and I was waiting for instructions from Jeff on what to do with the check point sign, one of the last cars that we "checked" came slowly cruising by 2 or 3 times before they finally stopped to talk to me. They were convinced there was a mistake in the instructions and that I could somehow fix it. I told them I really was not supposed to help and that in fact I had no idea where they should be going to get to the next check point—it is always best to stay deliberately ignorant about such matters. They got discouraged and said they were going to quit and go home (to watch the game, maybe). I tried to persuade them to continue and try to follow their best instincts, or at least head to the end point so they could find out what they were doing wrong. They (a husband and wife team, I think) were still arguing with each other when I got a call from Jeff. While I was talking to Jeff, they got back out on the road again and disappeared. So if you guys saw all 12 cars at the second check point it must mean they magically got back on track—which has to be a testimonial to persistence—or a triumph of luck!

Did we have fun? Hell yes! Next year, come on out and give it a try. Either try running the Rallye or volunteer to man a checkpoint. It really is fun to mess with folks that aren't quite sure if what you're telling them is part of the Rallye or not.

end

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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 Michael 408-773-1170 sevenfs@sandmuseum.com (10/03)

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 (9/03)

For Sale: "150 HP, 200 MPH Hayabusa engine. This type engine (Suzuki GSX 1300R), powered a streamliner to 315 MPH at Bonneville this year, 2000 model, the bike it came from had 800 miles on it before the kid (still alive) lost it. Also factory service manual. Has integral 6 speed gear box. Just waiting to power a great little race car. Call Peter in San Jose at 408/266-0116. \$3,300 OBO." (12/03)

For Sale: '00 Lotus Esprit, Yellow, black interior. Track-Ready, all sorted out, Dynoed @ 345hp @ the wheels (March '03), Black rims with Hoosier DOT slick tires (245F-305R), Penske double adjustable shocks, Momo racing seats, Momo steering wheel, Momo 6 point harness, SS brake lines, PF97 brake pads, Kevlar lined clutch, Racing exhaust, Installed HotLap timing system. Car also comes with replaced stock equipment: leather seats, Lotus steering wheel, Stock rims with Dunlop 9000 tires (minimal wear), original exhaust. Car won its class championship @ CFRA for the last 2 years and finished 13th overall (out of 66) at last year's Virginia City Hillclimb. Car has never been in any accident. 29k miles, of which 6.5k were track miles (50 track days). Balance of miles were freeway miles. All track logs, purchase and maintenance records available. ePix also available upon request. \$45,000 or best prompt offer. eMail: cooljrg@hotmail.com Home: 408 255-7641 Cell: 408 406 9020



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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 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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Classifieds

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

For Sale: 1997 CATERHAM SUPER 7 Live Axle, 1700 crossflow/150hp, Quaife 5-spd, Quaife LSD, 4 pt harness, Scholarship Adjustable Suspension, Clamshell Wings, Green/Yellow/Aluminum, Tonneau cover, Some spares. www.unibrain.org/forsale \$ 25,000 negotiable. Contact Jim at 503-246-7541, forsale@unibrain.org (12/03)

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 (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 or 408-268-3039 (eves & wkends) (11/03)

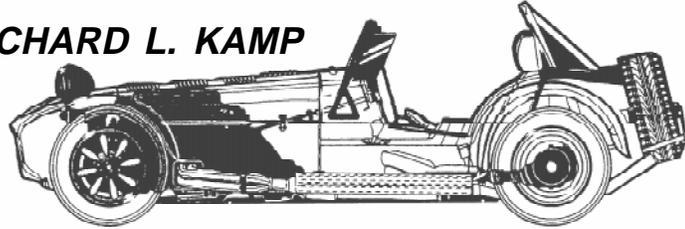
For sale: 1970 Lotus Europa in original (not restored) excellent condition. I bought it about five years ago, the car had been in a garage in Santa Rosa for 10 years. Runs good, looks good. \$9000 or best reasonable offer. Gil Linsley 775-588-2882 revglinsley@msn.com (12/03)

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For Sale: 1967 Europa. Its been apart and stored for about 20yrs, Its been fitted for a 105E Ford (125E nitrited 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> H# 408 749 1071 W#650 289 3518 (11/03)

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