

President's Message

by Faisal Khan

Hello, I just wanted to take a moment to thank everyone for honoring me with the presidency of the GGLC. It's very easy to be president when you have a great group of people working behind the scenes to make the club such a success. We have a fun-filled year ahead of us, with events like track days in conjunction with the Lamborghini club, the launch of the Elise, and of course, the monthly meetings. I hope to get to know all of you as well as I know Jon (Rosner), Tom (Carney), Kiyoshi (Hamai), and Lox Thomson. Well, maybe not as well as I know Lox!

For those in the market right now, there's a couple of good buys I have come across that I would like to share with you. First, there's a white 1997 Esprit V8 twin turbo at Stanford European in Palo Alto. It's absolutely pristine. Second, there's a simply stunning 1960 Lotus Elite at the fantasy junction in Emeryville. Stock Number: FJ671. If any of you acquire these or other toys, please write and share the news.

That's all for now, but I am looking forward to meeting you all at our gatherings, and a fantastic year that's sure to see Lotus become a far more prominent fixture on the American automotive scene. As Lotus' profile grows, we will grow. It's a great time to be part of the Lotus world.

Have you registered for the West Coast Lotus Meet - May 20-23 in Lake Tahoe? Register by Feb 20th - on-line at www.gglc.org/2004wclm or by mail and save \$20! Register now for only \$130/person. After Feb 20th, the WCLM registration is \$150/person.



Steam Power, when 15 hp really meant is did the work of 15 horses. Torque ??

February Meeting

Friday, February 20th

Host: LoxThompson

GGLC Calender

February 15	GGLC Track Day	Thunderhill Raceway
February 20th	Monthly Meeting	Host: Lox Thompson
March 19	Monthly Meeting	TBA
March 21	GGLC Track Day	Thunderhill Raceway
March 27,28	Lotus Meet	Donnington, U.K.
May 20 to 23	WCLM	Lake Tahoe, CA

EBay Watch:

Locost 7, not Lotus, base on the DIY book. How much could one of these be worth, with each one home built and of unknown quality?

“Lotus : Locost Super Seven 1600cc LOTUS SUPER SEVEN STYLE ROAD-STER” didn’t meet reserve though bid past \$12K. Sitting in a Florida dealer showroom with ‘clear Florida title’. I’m beginning to think that ‘Florida title’ means that someone got a \$20 bill slipped to him at the DMV office.

Another Locost, in Texas, has no bids though no reserve: “This hand crafted beauty has been dyno’d at 235+ HP (Rotary Performance in Dallas - see graph) at the rear wheels and weighs in at just 1300 lbs wet. Calculated 0-60 is in the threes and 1/4 mile in the tens. Car is a copy of the famous “lotus 7” genre, but that is where the similarity ends. Car is about 15% bigger than a lotus, has a JSpec Mazda Cosmo RE-13b twin rotor, non sequential turbocharged engine, controlled by a haltech e6k racing computer. 5 speed Manual gearbox with racing flywheel. Full IRS. Professionally tuned.” This one looks well worth the \$12.5K asked. Looked very professional.

The funniest Lotus 7 clone sold for less than \$2K. It was based on the Renault 2CV. Someone had to have a sense of humor to have even built it!



Wow, LA Auto Show and the U.S. Elise. Story starts on page 4.

Editor’s Rant

by Jim McClure

Okay, I’ve always voiced the motorcycle as the greatest fun on a twisty road; slightly better than a Lotus because of the rush you get when your body is leaned over into the apex, knee dragging the tarmac. But I have also praised the Seven to my biker buddies as a motorcycle on four wheels. Well those two extra wheels make a BIG difference in more than just the FUN index.

At the Donnington race circuit in England, two years ago, I went down on a CBR F4, while working on knee down technique through the hairpin at

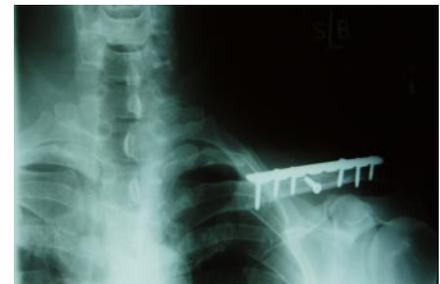
the end of the front straight. Sore ribs reminded me that my bones were becoming too old and brittle for bike racing. Also, the realization that if I had been in my Seven, all that would have occurred would have been a simple skid and quick correction with the steering wheel.

Now, this winter I have learned that while my Seven would have had little trouble with a small section of black ice on Hwy 9 at 35mph, my bike would go completely horizontal in a millisecond. Left shoulder hits tarmac, 7 ribs snap, collar bone breaks, shoulder blade breaks in half, and the right thumb snaps backward and breaks.

Well, the bike is not in bad shape; didn’t hit anything, only sliding on

rough pavement. My body? Lots of morphine and vicodin, over \$35K in hospital bills and a plate in the shoulder.

I’m going to stick with the Sevens, Caterhams, Birkins and the new Elises. Won’t be leaning into the apex, but I also won’t be dragging my body off the road with one hand.



A metal plate means you always get the ‘beeb’ and the wand at the airport.

More Lotus News

Group Lotus announced a new CEO - Duke Hale, for Lotus Holdings, Inc. Lotus Holdings has 2 US subsidiaries - Lotus Cars USA and Lotus Engineering, Inc. Thus Hale will be responsible for the Lotus brand in the US market.
GROUP LOTUS PLC NAMES DUKE T. HALE CHIEF EXECUTIVE OFFICER, LOTUS HOLDINGS, INC.

Lotus continues its U.S. expansion with addition of industry veteran (January 15, 2003) - Group Lotus PLC, the UK-based parent company of Lotus Cars and Lotus Engineering Inc., has named automotive industry veteran Duke T. Hale to the new position of Chief Executive Officer, Lotus Holdings, Inc. The appointment, effective immediately, was made by Tengku Mahaleel, Chairman, Group Lotus PLC. Hale, who brings over three decades of executive and senior management experience in vehicle distribution, sales, marketing, service and parts operations to Lotus Holdings Inc. will be responsible for the Lotus brand, including vehicle and engineering sales expansion in the important U.S. marketplace.

"With the recent introduction of the award-winning Lotus Elise in the U.S. market and Lotus Engineering's expanding role as a premier provider of engineering services to OEM and Tier 1 suppliers, we are poised to significantly grow the Lotus brand in America," said Mahaleel. "In order to take full advantage of the many opportunities available to us, we need to expand our already strong and dedicated team-and Duke's vast industry expertise and successful track record in creating and managing growth is the perfect complement." Arnie Johnson, President and Chief Executive Officer, Lotus Cars USA and Don Graunstadt, President and Chief Executive Officer, Lotus Engineering Inc. will continue to lead their respective Lotus subsidiaries, reporting directly to Hale.

Hale has devoted his entire career to helping automotive manufacturers and enterprises successfully expand their U.S. market presence, including recent work in automotive consulting and marketing services. Hale has previously served as Chief Operating Officer at American Isuzu Motors, Inc., where he helped develop and implement business strategies that resulted in the achievement of 87,000 units sold in 2001. He also served as Vice President, Customer Service and Parts Operations at Mazda North America and has held the position of Vice President, Sales, at Mazda North America. During his tenure, Mazda enjoyed five consecutive years of sales records as well as dramatic improvements in customer satisfaction index (CSI) rankings. In addition, Hale was President of Starcraft Automotive and held senior management positions at Ford Motor Co. and the former Chrysler Corporation.

Hale, an avid motorsports fan and lifelong car enthusiast received a Bachelor of Science degree from Ball State University in 1972. In addition, he completed the EPBA program at Columbia University in 1993.

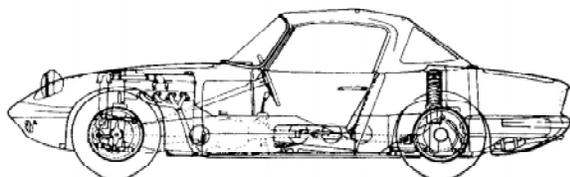
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LA Auto Show

by Michael Sands

Lotus introduced the Elise to America at the Los Angeles Auto Show in December 2003. It was amazing to see the car, in US legal configuration and realize that finally, we will soon be able to buy one!

The show opened to the media and trade on December 29th and 30th, and to the public starting January 2, 2004. I was able to attend the media days and arrived early on the first day.

I have wanted this car from the first time I saw the pictures of the prototype camouflaged as a Seven. I have pestered Arnie Johnson, President of Lotus Cars USA to bring the car here for over six years, even making the trip to Atlanta to make my pitch in person. Seeing the cars sitting there was amazing.

Talk with Arnie Johnson:

I talked first with Arnie Johnson, Arnie has worked very hard to bring the car to the United States. He helped determine the configuration of the car, helped with the engine selection, dealt with all the difficult regulatory issues, worked with the factory on marketing, sales, and pricing, and is staffing up at LCU to handle a new product. Fortunately, he now has the help of Mark O'Shaughnessy as the Director of Sales and Marketing, but he is still busy.

I asked Arnie about the car and if he was happy. With a big smile, he indicated he was. I asked him if I could pay him for the green one and drive it home.? He smiled again. We had a short discussion about how long it was going to take to work through the orders. He suggested the first year's cars were already sold. The allocation of cars from the factory is set. I asked if the production could be increased and he said, "No." The first year's cars will be sold to enthusiasts. It is important to work though the backlog and shorten the lead-time to reach the regular customer.

A Conversation with Roger

Becker:

Roger Becker is the senior consultant at Lotus. He brought the series two car to America to test public reaction. I

met him at the 2002 Los Angeles Auto show and interviewed him then. He and Sue Hadwin had spent a year making the business case for the American introduction and had already determined the engineering modifications needed, including the engine. His campaign was not immediately popular at Lotus but he managed to convince them it would be a financial success. He continued to consult with the project and was here to see the introduction of "the little lady".

Roger's voice was failing and he was concerned about being able to speak at the next day's introduction of the car. He was still excited and could not help talking about the car. We talked several times over the two days, and I got to meet his lovely daughter. This was her first show and she seemed excited for her father but disinterested in the car. Perhaps she has seen enough and heard enough of the Elise?

I planned to ask all the Lotus people what their favorite part of the car was. Roger was the first and picked the engine, of course. He brokered the deal with Toyota! He was excited about the performance characteristics and about how the engine was designed for the Elise. He understood some of the concerns about the engine in Toyota cars and suggested the right way to transform the rev happy nature of the engine to one that fit the characteristics of the Elise.

I pushed him about increasing production. I thought the bottleneck in production was the assembly of the chassis as it has been in the past (it requires a clean room environment.) Roger indicated the painting of the car was the main problem. Parts suppliers also need lead time, typically five or six months, in order to ramp up production and thus contribute to the delay. It would require a major effort to significantly increase production.

He and I also spent some time talking about the core nature of the car and if it has been preserved. I wanted the original car, with its pure design and extreme lightweight. Much has changed since the car was originally introduced! Roger's answer was consistent with what the rest of the

team said and either they are well rehearsed or they honestly believe it! I suspect the latter because the engineers gave too many good reasons.

The weight is up but the power is up more. The car is more civilized, but still has the immediate feedback and ultimate driver control. It looks less like a kit car and more like a serious, exotic car. Some changes were required for the US roads and driving style. The car has benefited from the additional years of development and is getting better.

The anti-lock brakes seem to be a real issue. The original Elise had metal matrix brakes from Lanxide. The supplier could not produce the brakes and the Elise reverted to heavy iron but still not with servo assist. Many were concerned when the 111S showed up with power brakes. Now the Elise has anti-lock and many wonder if the feel and performance are compromised. Roger suggested the anti-lock brakes were going to show up over two years ago and the bonnet would have to be raised to clear the new servo. I thought he said anti-lock was required in the European Union during the design life of this car and so the change was required. He now explained that the performance of the system is amazing, that few can beat the stopping distances, especially with uneven road surfaces, and that it only activated around 20 times in a trip around the Ring. During the press conference, he asked us to trust him about the performance of the brakes and offered to buy us a drink if we can detect it activating.

As before, one thing that is impressive about Roger is his unswerving support for the team. He gives credit to various team members for the amazing design and function of the car. He mentions his son, Matt, with pride as he worked on the ride and handling of the US car. He defers to Nick Adams for various figures and the coming together of the car. He promotes the team even in the press conference.

Alastair Florence – PR Manager

Next I was introduced to Alastair Florence, Group PR Manager. He had a great deal of passion for the car, especially for a marketing guy! He expressed his interest in renewing the



brand here in the States. We also talked about pricing and how it was difficult given the currency fluctuations of late. (I suspect the latest fluctuations influenced the sudden price increase in the car.) He told a great story about driving the Elise in the fog, top down, fog lights low and the stereo blasting.

I offered to help market the car with my website and presented him with my business card. He took one look and said he knew of the Sands Mechanical Museum! What a shock to me as I sometimes feel like no one from the factory notices.

Tony Shute Sits With Me

I was dazed with all the information I was getting and worried I was going to forget it all. I also was not getting around to asking any of the interview questions off my list. I sat at a table out of the way and tried to compose some of my notes. I was surprised when Tony Shute approached and sat down. Tony is the head of product and is elevated in management from his original position where he managed the development of the original Elise. I was not sure what to expect.

He was most proud of the overall function of the car. It comes together as a great package. Tony spoke of his son, Robin, who was at the show. Robin was 13 years old when he was racing radio control cars, usually with polycarbonate bodies. Why not build an Elise with the same material?

The result was the 340R based Expose, which Tony races frequently in hill climbs. Tony was proud of Robin's efforts with the car color display, composed of radio control model Elises, all painted in the available colors and detailed with lower chassis and accents.

I asked what cars he thought might be the competition here in the States. He did not think the Miata, Boxster, or S2000 were important, as they did not have the performance. He also thought more exotic cars were priced beyond the reach of the target customer. I mentioned my alternative was the Subaru Sti and he smiled. Apparently some studies at Lotus indicated the Subaru offerings were the competition, making me wonder exactly what the attraction of two very different automobiles might be?

Tony suggested that of all the Elise models, the Federalized car is the one he would most like to have. He expects the car to be used only occasionally and that it will be a second performance car in the family, along with the expected utilitarian cars. He thought the Elise might be side by side with a Corvette for example. He also had some interesting perspectives in how Americans are different from the English, especially when it comes to spending habits.

Tony introduced me to his son, Robin Shute, and I spent some time talking with him. For a second time, I presented my card and was surprised when Robin recognized my website!

We talked about his racing career, how he graduated from carts and was looking forward to turning 16 and driving the Expose. He suspects he is a faster driver than his dad but does not have any times in similar cars to back it up. He talked about putting an electric motor in a Lotus 119 and entering it in some engineering competitions. He certainly seems to be following in his father's footsteps!

I Meet Steven Crijns

I approached Steven Crijns, the designer of the car, as he was standing off to one side. Steve is very quiet but extremely well spoken. He has the amazing ability of a good designer to listen first and then speak. When he speaks, you realize he really understands.

I asked him about his favorite and not so favorite parts of the design. He was most proud of the overall consistency of the car, front, sides and back. We talked about how he was severely constrained in how the car was packaged, with the mount points for the body and the desire to stay within inches of the internal components. He was adamant about how the design needed to be simple and contribute to the use of the car. For example, he admitted it was difficult to climb over the sill to enter and exit the car. Sweeping the side of the car inwards just ahead of the rear wheels facilitated the climbing, and added to the dramatic effect of his design.

We spent some time talking about the styling process, about his initial drawings, the conversion of the drawings to small clay models, the digitizing of the models and the final production of a full-scale clay model by computer aided machines. The full-scale clay model was used in the aerodynamic studies and the discussion went on about the rear spoiler. (The series one car did not have a rear spoiler at the start and the design was modified to add one later, compromising the original intention.) I asked what about the design he disliked or would have changed. The Elise has a lot more heat to dissipate with the increase in horsepower. Many things needed to

next page.....

change in the package, including dual oil coolers, reduction in radiator exit grill, and the “grass catcher” exhaust enclosure in order to remove the added heat. There are a couple of small grills on the outside of the taillights. These ducted hot air from the engine compartment to the low-pressure area at the back of the car. Unfortunately they were unable to keep the compartment cool enough with the new engine and so caused some melting in the body around the ducts. They were closed off and the fake grill remains as a reminder.

A chat with Nick Adams:

I was very excited to see that Nick Adams, the Vehicle Development Manager, was there. I knew of Nick’s expertise from his postings on the Lotus Life Forum, where he provided detailed, objective, and amazing information about the existing versions of the Elise. When I finally get my car, I want Nick to come and visit for a month!

We talked about the exhaust. Routing the exits to the sides, as in the Rover engined car, would add 2.2Kg to the weight of the car. The rounded exhaust as it exits from the diffuser was requested by marketing but we (engineering) preferred it cut off at the diffuser.

I asked about the size of the wheels and the profile of the tires. He chuckled and admitted the style was more towards very low profile tires, what I call rubber bands. He might have preferred to put 13-inch rims on the car and suggested, along with the tire manufacturers, that 50 and 45 profile tires are about as low as you want to go for performance. In the United States, the road infrastructure is very poor, with joins and potholes pounding the suspension. The lower profile tires transmit much of the shock loading into the suspension. The lower the tire, the more weight needed to handle the loads in the wheels and tires. High profile tires do not maintain tread stability. The best compromise with lightweight and good tread control is with 50 series tires. Even though the engineers have communicated this to the style department, the stylists still draw their cars

with rubber band tires.

Nick has the amazing ability to see the compromise in any design effort and has the communication skills to pass it on. We had a long conversation about the benefits and problems with the handling package. Nick suggests that most people will benefit from learning how to drive long before they will benefit from the added performance available from the sport package. Further, Nick added that the Elise with a suspension package would have little change in performance. The ride is harsh, the car requires more concentration to drive. On the street, this package provides no real advantage and is uncomfortable as well. The package is beneficial on the track, when ultimate performance will be measured by tenths of a second.

We talked about the obscure and oppressive lighting requirements here in the States. The twin taillights run afoul of a number and spacing limitation, so the inside one needs to be disabled. If the unit were connected, even behind the fascia, then it would pass. Ferrari does this and so Lotus tried as well. Too late, you already have applied and passed with the inside lens disabled. Look at the side marker lights for another example.

We talked about the “grass catcher” enclosure for the exhaust as heat management. He showed us the electroluminescent display on the instrument cluster. He talked about his 20-minute drive to work on sports car roads and how he tries out various prototype parts. The aftermarket exhaust will have difficulty matching the Lotus exhaust for power because of the critical bifurcation that needs to happen after the headers. Lotus will offer three levels of exhaust, each progressively louder and lighter. An EU requirement makes 70dB the level for the manufacturer, but an owner can immediately install an exhaust that makes 100dB and still be legal.

I asked Nick about his favorite thing on the new car. He likes the new forged rims.

I want to thank all the people from Lotus for taking the time to talk with me. I was impressed with the information

they provided and the insight that went along with it. They were all articulate, knowledgeable, and passionate about the Elise. It was a most wonderful experience for me and can only be surpassed when I finally own an Elise. I look forward to meeting them all again. They are what makes Lotus and the Elise.

The Car:

The cars on display were: Ardent Red, Saffron Yellow, Arctic Silver, Magnetic Blue and Racing Green. Though not full production cars, they all featured various components and options available for the US market. Of special interest to the Elisetalk bbs gang was the Sports Pack, which featured Rimstock 7-spoke lightweight forged aluminum alloy wheels. Universally appreciated by all were the nice shiny “L O T U S” letters along the back of the car. The front and rear wheel arch reflectors as well as the diffuser-exiting twin exhaust pipes were greeted with a mixed reception, but virtually everyone loved the starter button, the redesigned gas cap cover, and the seats in both cloth and leather. The first year’s production was sold BEFORE the LA show even started, Lotus expects the deposit numbers to spike up during/after the show. Lotus has clearly put a lot of time, effort and money into making this car succeed, if the reception at the LA Show is any indication, they’ve got a winner in the Toyota-powered US Elise!

The base price for the car is \$39,985 plus \$795 destination charge. Option Packs available: Touring \$1,350, Sports \$2,480 (track suspension), and a hardtop at \$1,475.

The Elise will come in as a 2005 model year car. Performance: 0-60 mph “under 5 seconds” (figures quoted are 4.8-4.9 sec for standard car, and 4.6-4.7 sec for Sports Pack car. The 1.8 liter Toyota VVTLi (variable valve timing lift with intelligence) has had it’s ECU modified by Lotus with output of 190 bhp through a six speed gearbox. Top speed is estimated to be approaching 150 mph. Weight for the car is estimated a 1965-1975 pounds.

Caterham Drive

by Jon Rosner

The ride up into Sonoma to visit Rich Kamp at Golden Gate Sevens (gg7s.com) did not look promising, the sky was gray and threatening and it was a Friday, which meant potential bumper to bumper traffic, surely not the best weather for testing a featherweight road rocket.

The sleek electric blue Caterham sat there with its three inch tall wind deflector, huge four to one pipe protruding from the left, tall spindly gray rims with standard street tires, with plain black seats set off by well placed and clear gauges in the carbon fiber dash. It looked just right.

The engine started right up with the delicious thrum of an engine that likes to rev. The five speed showed five inch snicks between the close ratio gears. As the rain droplets began to fall, I quickly put on my helmet, switched on full lights and put a light touch to the throttle. It was now showering lightly. Just for self-assurance testing was needed, a little tapping of the brakes yielded a quick bite, smooth, even deceleration and a bit more confidence that it was not a completely idiotic idea to drive this Seven in the wet.

The road south was mounted on a levee and there were few trees to break the strong winds coming off the Bay. At 55 mph, while big trucks swayed noticeably the Seven was solidly planted without a hint of twitchiness even across the highly exposed multi-mile expressway bridges. Fifth gear translated to 55 to 60 mph at just around 2,000 RPM, and was perfectly fine for no-downshift off-ramp speeds. In fact the engine was quite docile and tractable piddling around at down to 1,200 in fifth, and surprise, the car pulled smartly with any input, nice torque ! The ride was also peacefully soft but tight and the seating position was comfortable in spite of the thin padding.

Once back into the East Bay the rain stopped and a few blips of the throttle revealed bags of torque and a willingness to keep going quite a bit

farther than the driver deemed prudent on the street. With an ear to ear grin still plastered across face I collected my neighbor Dale who is six foot and maybe 175 lbs. Two up, back to the freeway, the acceleration had my sight blurring before passing half throttle and backing off.

Compared to the older Lotus Sevens, and some of the older copies, this puppy is incredibly refined and well behaved, while not losing one bit of the surgeon's scalpel handling and astounding acceleration. It was never twitchy at triple digits and yet it was supple over railroad crossings and tenacious on crappy roads. At 1,200 lbs with 190 horses and 150 lbs of torque, 60 mph takes a bit over 4 seconds. Compare that to the average German, Italian, English and American Sports Car at in excess of 3,000 lbs. With most like the M3, pushing 3,500 lbs and there is no more need to explain why the Seven is so very far beyond expectations.

What are the alternatives to a Seven ? Retired military jet, ex-F1 race car, two superbikes and some Elmer's glue ? The base Caterham starts at \$23,000.00 (engine and tranny are approx. \$1g for the SVT at your local bone yard.) Sure, this one had lots of extra goodies pushing it closer to \$30,000.00, all built, but of the choices for the same level of performance are horrendously more expensive.



Lotus started building Sevens in 1957 with Caterham taking over in early 1970s, and the result is simply astounding to drive. With the modern technology and parts combined with simple and elegant engineering even a third rate mechanic like your author could maintain one of these little beasts. For those of you who don't need any more encouragement, (and you know who you are !) visit gg7s.com or call Golden Gate Sevens at 707.933.8037 and ask Rich Kamp for a test drive, the ear to ear grins are free and last a long time.

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What's CES gotta do with Lotus?

By Kiyoshi

Probably should start with what's CES... Consumer Electronics Show. It's a trade show that happens every year in January in Las Vegas.

What's it have to do with Lotus? Well, not much, but there's a HUGE area devoted to everything that has to do with car audio and this year big, big, BIG in video too! In addition there was a growing presence of car navigation and radar detection.

Car Navigation

There's a growing trend to put car navigation units into the dash. What started in Europe and Japan has now begun to show up in not only luxury US cars, but in Toyota Camrys and Honda Accords. The new systems are multi-functional, not only do they navigate, but play DVDs, get weather and traffic info and more.

Radar Detectors

The new radar detectors introduced have the capability to detect all 4 bands and laser. A few are showing up with the ability to detect the radar detector detectors! It's crazy, since it's illegal in certain states to have a radar detector, these new units can tell you if the cops are using radar detector detectors!

Car Audio & Video

Stuffing a car with woofers and power amps is OLD. Video is IN!!! Some notable cars were the Mini (old style) with at least 3 screens in dash, 1 in each sunvisor and a 40 inch plasma inside the hood! Then there was the SUV, which had only two seats. The entire rear was gutted to hold some 32 12 inch woofers powered by two rows of 10 power amps, a total of 20 amps rated at 2500 watts each!!! 50,000 watts of power!!!! If that weren't enough there was another SUV that had no less than 40 LCD and 3 40 inch plasmas – one of the 40's was in the rear, and the other 2 were mounted underneath!!!



Lotus Bytes

by James McClure, et al

bward at pe.net writes:

I am trying to locate the Super Seven which was Driven to the SCCA West Coast Divisional Championship in 1964 by Joe Ward (my dad) of Riverside California. The car was traded in at the end of the 1964 season at Bob Challmans for a Lotus Elan 26R. There is a possibility that a fellow named Dean Watts owned the car for a while. I understand that it might also still be running on the vintage racing circuits. Other than that I really don't know much about the car. Any clues or info you can provide would be helpful.
Best regards,
Bruce Ward



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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: cooljrcg@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)

For Sale: 67 S1 Europa body w/ windshield, and frame. Complete body: all panels, body good condition. Wimbledon white paint. Removable engine bay crossmember. Some fame damage to front box. \$1000 obo. Email: farberjf@us.ibm.com 408-463-2251 days. (2/04)

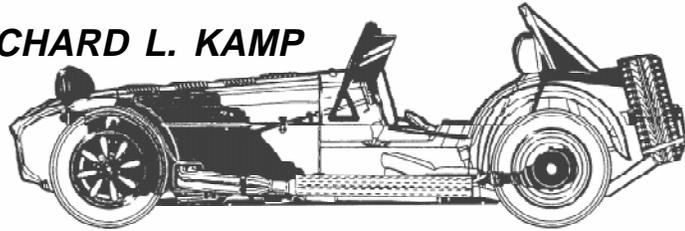
For sale: 1970 Lotus Europa in original (not restored) excellent condition. I bought it about five years ago, the car had been in a garage in Santa Rosa for 10 years. Runs good, looks good. \$9000 or best reasonable offer. Gil Linsley 775-588-2882 revglinsley@msn.com (12/03)

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For Sale: 1967 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 H: 925-376-4361 (9/03)

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)