

The Chapman Report



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Lake Tahoe WCLM PRESS RELEASE #7 – May 2004

Registration for the 2004 the West Coast Lotus Meet – May 20-23, 2004, ends on May 10, 2004.

No entries will be accepted after May 10, 2004. No walk-up entries will be accepted.

The Golden Gate Lotus Club will host the 3-day event with assistance from other Lotus clubs on the west coast.

The WCLM is sponsored Lotus Cars USA (platinum), British Motor Cars of San Francisco, Dave Bean Engineering, Sports Car World (gold sponsors), Silicon Valley Auto Group, Smith Lotus, Golden Gate Sevens, Kampena Motors, Birkin North America, JAE and Sector 111 (silver sponsors).

The 2004 WCLM will be headquartered at the Lakeland Village Beach & Mountain Resort. Special rates have been negotiated for WCLM entrants.

Lakeland Village has over 1/4 mile of private beach, 2 tennis courts, 2 pools and hot tubs, a private dock, ample secure parking and accommodations from full suites to 3, 4 and 5 bedroom town homes. There are many nearby restaurants and even a Spa that will offer WCLM entrants a special discount.

The fun begins with an Opening Reception at the WCLM hotel, Lakeland Village on the shores 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, 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 an EXCLUSIVE Lake Tahoe 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), so register for the WCLM early!

Saturday, May 22nd is another busy day for the 2004 WCLM. The day opens with the WCLM Autocross. This is an opportunity for every WCLM entrant to enjoy his or her Lotus near its limits. 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 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.

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

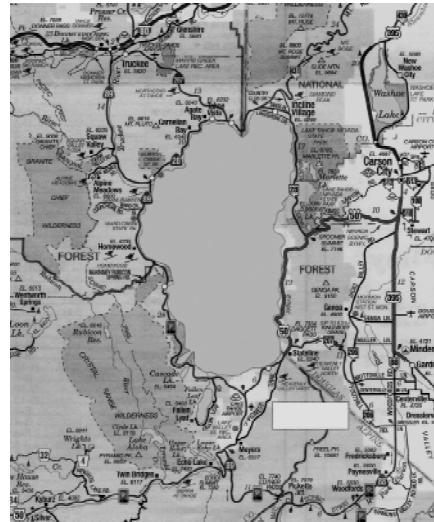
your credit card. Go to www.gglotus.org/2004wclm to download and print an entry form or use the on-line registration.

The all in one registration fee includes Concours, Reception, Brunch, Picnic, Bar-B-Que, Autocross, Tour and Cruise. There is a separate fee for the optional WCLM Track Day.

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

WCLM Contacts:

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



May Meeting

Friday, Saturday and Sunday:

Host: Beautiful Lake Tahoe

GGLC Calender

May 20 to 23	WCLM	Lake Tahoe, CA
June 5 to 7	Wine Country Classic	Infineon Raceway
June 20th	Hayward Field Meet	Cal State, Hayward with British parts swap meet, bring Lotus stuff? Anyone interested in having a Lotus 'For Sale' booth there? email the editor if interested.....you could drop off items to be sold there
June 27	Palo Alto Concours	Palo Alto
July 20	GGLC Track Day	Thunderhill
August 13 to 15	Monterey Historics	Laguna Seca
August 22nd	NASA Super 7 Race	Infineon Raceway

[Print Shop Ad](#)

EBay Watch:

Best quotes on this months' Ebay:
"BEWARE IF YOU ARE BIDDING
ON 2474572857 FORD 100E. We made a
400 mile round trip to view this car on te
information we had been given by the
seller. As you will see from his AD he
has added the cor is not on origanl
plates as stated in his AD. This was
added after our trip!!!!!! Beware of this
seller!!The description is far from
accurate!! IT'S A SHED MAKE SURE
YOU VIEW BEFORE YOU BID!!!!!!!"

"Been sitting in the garage since
being rebuilt, wife getting antsy.....!"

"Beautifully restored '67 Lotus Elan
FHC, very early series 3, drives beauti-
fully, all the receipts over the years,
Letter of Authenticity from Lotus Cars,
5th S3 built, Weber head." In Santa
Monica, sold for \$12.5K, looked great.

An M100 sold for over \$16K
because of low mileage, good condition
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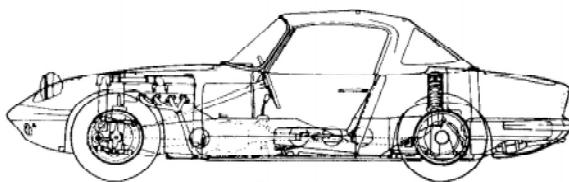
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Arnie Johnson and the new U. S. Elise.

GGLC Goes To LCU

by Kiyoshi

There is a BUZZ of activity at Lotus Cars USA. The very first Elise customers will start receiving their new Lotuses in late May (around the same time as the WCLM).

Lotus introduced the US Elise to the Lotus Dealers at the Barber Motorsports Park just outside Birmingham, Alabama March 29 and 30th. That was followed by two days of introduction to the Press. Dealers and the Press were wowed by the new Lotus as they not only had the opportunity to drive the new car on track, but were shown the car's true potential by Lotus test Engineers, Roger Becker, Alister McQueen and Doc Bundy, ex-Lotus Racer who took the SCCA World Challenge Championship in the X180R Esprit.

The new US Elise introduction began with a greeting by Arnie Johnson, President of Lotus Cars USA. Following Arnie was Mark O'Shaughnessy, Director of Sales & Marketing who introduce the new Lotus. There were 9 break-out sessions that covered technical information and background, aftermarket accessories (2 sport exhaust systems, Elise luggage, hard top storage case, CD cases and more) and dealer support information on marketing and sales.

Just prior to the cars getting load and transported to Birmingham I was able to visit LCU and had an opportunity to see and drive a US Elise. Walking into the warehouse has always been a treat, in the past it's housed Esprits, motorsport Elises and a few 340Rs. But, this time it was full of Elises, better yet these were US Federalized cars, legal for our US roads!

There before were 2 Arctic Silver cars, 2 Racing Green, another in Ardent Red, Saffron Yellow, a couple more in Magnetic Blue, Storm Titanium, Krypton Green, Aubergine and Chrome Orange! Twelve cars in total spread before me!

Three technicians from Hethel were busy preparing the cars for their job of impressing the dealers and press. Everything was being checked and re-checked, nothing left to chance.

With that much activity I wasn't able to stand around with my hands in my pocket. Dave Simkin, LCU Technical Engineer, took one look at me and screamed, "Kiyoshi, take your eff'ing hands out of your pockets and pull the binnacle off that Esprit!" So, much for standing around, I was put to work prepping a couple of Esprits for delivery to Canada.

Esprits sales have gotten brisk. Only 2 more cars are enroute to LCU, And of the 14 or so in the warehouse 10 were marked "Sold" to one of the dealers. Within 30-60 days there won't be any Esprits left at LCU and the last of the longest running Lotus models will be going out to some lucky new owner.

So the real reason (besides having to be in Atlanta for work) was not necessarily to help Dave Simkin. But, get the keys handed to me and one of the US cars pointed out for a all too brief romp on the roads of Georgia.

Avid C/R readers will recall my report on driving the 111S at the 2003 WCLM up in Portland. I reported,

"Every corner brought new respect and a true realization that it's a driver's car. It responds to your input and is forgiving. It has a very high threshold, one that if used on the street would be much faster than might be considered safe. With more and softer tire, the car would be AMAZINGLY fast. It's no wonder Road & Track found the Elise to out handle every car in the comparison test last year."

During that drive on Portland International Raceway, I also noted the V8 Esprit was walking away from me on every straight. I was turning similar lap times, by being able to make up time under brakes and in the corners. But, it was very clear that the chassis could handle more power.

Given that I was driving on the street I couldn't drive the same way I did at PIR. But, there was the same feel of directness

and honesty to the controls. The brake pedal seemed a bit lighter and longer than the 111S, the US car having ABS, but heel and toe was still very easy.

I can say that the gearshift was 100% improved. It is still a bit long at throw for my taste, but it is crisp and has a nice mechanical feel.

The engine is incredibly flexible. You could easily drive the car around town only using 1st, 3rd and 5th. I accidentally hit 5th from 2nd, the RPMs dropped to about 2000 and the car pulled without complaint or any signs of lagging.

Where the 111S made you desire for power, the Toyota engine spins and spins. I often found myself running at 4000 rpm and thought it was only 3000. Smooth. But, drop a gear or two and hit the throttle and the beast emerges! A flap opens in the intake runner and there's an attention getting intake roar in the driver's left ear, the tach spins up to 6200 rpm and the car rockets forward! Bam! You're at 8000 rpm. Bam! You hit the next gear and get shoved into your seat.

I was in 3rd gear up around 8000 rpm, the Elise was still pulling hard. I glance down at the speedo and saw 95+ mph (in a 45 zone). Effortless!

This new Lotus begs, no... BEGS!!! For track time!

The drive was over all too soon, but the grin hasn't worn off. I can't wait to get my car!!!

If for no other reason, you NEED to register for the WCLM. LCU and our sponsoring dealers – BMC San Francisco, Smith Lotus (San Luis Obispo) and Silicon Valley Auto Group will bring their demo cars for you to have the opportunity to drive or ride in the new Lotus. I guarantee that it worth the price of admission. I can't imagine a better setting to enjoy this new Lotus than Lake Tahoe.

As if launching a new model and doing a huge Press and Dealer launch weren't enough to do... LCU is moving from their home of 5 plus years in Lawrenceville across the highway to Duluth! A larger building, built to their specification, more room for parts, cars, servicing and offices.

Arnie gets a nice corner office with lots of windows, the showroom with have a lounge for waiting visitors, a nicely appointed conference room and Dave Simkin gets a new larger training room.

LCU move in day is April 16th.

Thumbs Up Racing

by Carter Alexander

At the Lotus Convention dinner in Monterey 1995, the year that Lotus was the featured marque, Mike Ostrov made the comment that we Lotus owners are really just honored custodians of these examples of the craft of Colin Chapman. Thus, passing one of them on to another owner is serious business. In my case after retiring from vintage race driving in September I began to think of letting my Lotus Seven go. I wanted more room in the garage for our 1961 Lotus Elite and I no longer had need for our trusty Ford F250 "dualie" tow truck and the trailer which I bought from Barry Spencer who used it to tow his Lotus the SCCA Solo 1 runoffs.

I purchased the car from Rodney Smith back in 1985 in an amusing set of circumstances. I was having a business chat with Rodney about the electronics market in Europe at his company, Altera. He mentioned that he had a Lotus Seven for sale and had an ad for it in Autoweek. As it happened I had just sold a Caterham Seven in the UK and was thinking about getting a genuine Lotus Seven for vintage racing in the US. He said it was a nicely restored example that he'd planned to vintage race but never got around to it and now he was culling his collection of cars. I gave it some thought and later that day stopped by to chat with John Streets on my way to SFO to fly back to England that evening. John told me "that's a beautiful Seven, very nice bit of kit." I began focusing on it as I flew out with a stopover in New York. By the time we landed at JFK my mind was made up. First I rang my wife Roberta from a pay phone and told her about the Seven. Rodney's price was about what we got for the Caterham so it looked like a great idea as it was in effect a straight swap. I then called Rodney and told him I wanted the car, Roberta would send a check that day and I would collect it in a couple of weeks when I was back in the Bay Area. Rodney said, "you mean you want to come down and see it?" "No," I said, "just take the ad out of Autoweek and Roberta is sending you

the check." He was puzzled by my not having seen it but frankly, John's support made the difference and I didn't want to lose out on getting the car. Sure enough when I first saw it a few weeks later in Rodney's garage I knew I had made a good decision. I drove it back up to our home in Sonoma with a smile on my face all the way up 101.

This 1964 Series II Seven is probably one of the most original Lotus Sevens active in vintage racing on the west coast. I didn't care for seeing it shod with wider wheels, fat tires, wider fenders, cuts and chops here and there. So while it looks less "butch" than the others on the grid with its narrow tires and original fenders it is the real deal. It had been fitted with a very clever removable roll bar. Jack Fitzpatrick helped me with the catch tanks and five point belt fittings and we had a racer which we shared in our first weekend. Over the years since it was actually the first Lotus Seven accepted by CSRG in 1986 I kept it as original as possible. We had some engine and gear box problems which Harry Cordellos was able to deal with over the years and its now a very reliable race car which can double as a street machine. But we needed to put in a fuel cell as the back of a Seven is very exposed leaving the stock fuel tank easy to damage. It looked great in the garage next to our Lotus Elite: most people were surprised to learn that the Elite is older than the Seven as they make a bit of an odd pair. Sort of like Sort of Mutt and Jeff, Beauty and the Beast, Lady and the Tramp.

In January I chatted with Mike Ostrov and Jim McClure about pricing

the "package" which would include the Seven plus the truck and trailer and came up with a price which they both thought was fair and I began to circulate word that the Seven was available. I wasn't in a hurry as I was thinking of enjoying it in street form this summer. But then I received an email from Dave Thompson wanted to join CSRG and was in the market for a Lotus Seven to begin vintage racing. He came up to Sonoma to see it one Saturday to check it out with CSRG Porsche 356 driver, Phil Trenholme and came up the next weekend to collect it. Dave was looking for a Seven and needed a trailer and tow truck so it was a good situation for him, plus as he is about my size he also bought my helmet, driver's suit, shoes and gloves. When he came up to Infineon for the CSRG 2004 season opener I am sure it must have confused our revered track announcer, Mary Lou Robson when she saw him on the pre-grid as of course it looked like I was behind the wheel.

Dave is a mechanical engineer by profession and has a measured approach to things which you would expect. He drove well in his first event, decreasing his lap times in every session and staying out of trouble. I am delighted that the car is in good hands and I'll be able to see it on the track in future CSRG events. And so the custodianship of the Seven has been passed to the right hands and as Sid Gage mentioned when Dave's application for the car's acceptance was submitted, "it's good to see that the car will stay in the club."



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Track Day:

by: David Anderson and John Zender

The day had perfect weather. Sunny and warm but not hot. There were 55 drivers and 50 cars, a record hight for the number of cars.

The Lotuses in attendance:
 Steve Trackman, Lotus Elise
 David Platt, Esprit S4S
 Scott Hogben, Europa TC
 Alan Franck, Lotus 41
 John Zender, Europa (Ford Ranger power: "The Flamer")
 David Anderson, Elan S4

The Lotus 41 had early fuel pickup problems, but they were able to correct it and ran well in the afternoon. The car uses old Lucas mechanical fuel injection.

Scott Hogben started losing his right rear wheel bearing in the morning, but didn't diagnose until he got to the gas station in Willows on the way home. He drove the car home with the rear end steering all crazy. Probably trashed the entire corner.

David Anderson noticed a slight carb change just after the noon break, and saw the Stombergs were 'leaning back' as the top nuts seemed to have backed off (even with nylock nuts...). All TwinCam Stomberg owners know that the carbs are bolted over O-rings, providing a small amount of flex so the fuel does not foam due to engine vibration. The front carb tightened up ok to the required specification, but the rear pinched the O-ring. The rear carb hissed like a very angry snake... So David loosened the carb enough to remove the broken O-ring then tightened it up metal-to-metal. No audible air leak. At idle it was slightly rough. But good enough for Judy and Dave to drive home, finally leaving at 2PM. David has a trailer on order for track days now.

A "Radical" (a sports racer) seemed the fastest car on track. The radical is a two seater powered by a 1300CC Kawasaki.

No official Bozo's (which by track day rules is anyone who spins or goes off in the first session), but there was a report of a guy spinning in the first session.

Two different BMW's had their hoods release on track. One race car and one street car. The race car trashed it's windshield and crept around to get back to the paddock. Looking out the side window with the hood completely covering the windshield.

We opened the third floor of the new building for a great view of the track. The track looks completely different from up there. You can view about 80% of the pavement. It's a wonderful viewing site. (The fourth and second floors are reserved for SCCA/ race folks at all times, they are never opened to visitors.)

John Zender fitted new front brake calipers and dropped about 2 seconds off his lap times running 2:13.0 The brakes are much improved but he still has more work to do on them. John punched a small hole in his oil pan in his driveway on Saturday before the event. Gooped it up on Sunday with the Right Stuff. Punched a BIG hole in it on Monday at the same spot in his driveway and had to goop an aluminum cover plate over it for the event. The Right Stuff is definitely the right stuff.

John is fitting a lower profile oil pan that Caterham is selling for the 2.3L Ford Duratec. John will probably lighten the flywheel, ceramic coat the exhaust, and plate and powdercoat a few things for the Reno event.

Very few spins considering the number of cars out there. Probably only about 7 or 8 total all day.

J.C. Gauthier ran well in his new Ferrari 355 Spyder F1, and for the first time, beat his old lap times from his Esprit V8. Sold his yellow Esprit to a guy in Portland, but it may make an appearance at Reno. The 355 has new red paint and a roll cage.

A great day. You should try coming out too.

—end

*Have you registered for the West Coast
Lotus Meet : track day, concours
autocross, etc. ??*



John Zender preparing the troops (drivers) for track protocol.

The Lotus Show at Donington

Text And Photos Complements of:

Shinoo Mapleton, President, Sector 111 , shinoo@sector111.com

Sector 111 is a Silver Sponsor of both LOG24 and the West Coast Lotus Meet

Hey Elise Fanatics,

The Lotus Show at Donington was a great mix of all that is Lotus. Those Brits are fanatics. Many of the Elises in the lot did not have their tops. It was cold (40-50deg F) with some drizzle. I've never seen so many guys walking around with driving/race shoes in one place! Very cool. Check out some show pictures below.

Did you know that a similar event will soon take place in CA? Scroll down to find info and a link to the 2004 West Coast Lotus Meet.

One of the best parts of my trip to England was meeting with several companies to examine their capability and product offerings. Needless to say I was quite impressed with the product expertise and enthusiasm that exists for the Elise. As a result, we will soon be offering more properly engineered products for your 'lil Elise.

The Lotus Show is made up of various Lotus parts suppliers, tuners, dealers, clubs and enthusiasts. It is held once per year approx. 2 hrs north of London. The Convention hall is set on the grounds of Donington Park which also boasts a race track and an excellent grand prix museum.

The show had a very informal and friendly feel to it. Lotus' from every vintage were on display or in the parking lot. A true feast for any Lotus lover. Well worth a trip. Combine it with a tour of Hethel and a 'Scare Yourself Sensible' driving school and it will be Lotus trip you'll never forget!



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Zac Zarcolas

Passes Away

Rapier racing is saddened to announce the untimely passing away of co-founder and driver Zack Zarcadoolas.

Zack died of a heart attack in the early hours of the morning of the 13 April 2004 at his home in Douglasville, Georgia.

In the late 60's and early 70's Zack won Championships in both Formula Car and Production Based Vehicles racing in SCCA and FIA series. For 20 years Zack left racing and after leaving a division of B.F. Goodrich as Marketing Director formed his own company. Returning to racing he won the 1996 Sprint Challenge Championship in a Lotus Esprit X180R, driven a Porsche in Grand-Am Cup in 2000, and raced all types of sports cars over the years, including prototypes. He was an active participant in vintage and historic racing – always at the helm of a Lotus. Zack was an instructor with both Panoz and Porsche driving schools.

Zack was the president of Lotus Limited Southeast (LLSE) for many years as well as being the President for the national Lotus club 'Lotus Limited'. He organized the national Lotus Owners Gathering (LOG) in 1996 and 1998. Many Lotus Limited Club members memory of Zack was his driving skill in the hot laps he often gave to club members.

Arnie Johnson CEO of Lotus Cars USA counted Zack as a good friend, "if you were in trouble and had only one phone call, you could not do worse than call Zack." Arnie always found him to be particularly loyal to the Lotus marque. In particular giving his time to help the Lotus name, "he had assisted LCU with many projects and had never taken a nickel," said Arnie Johnson.

Zack, Charles Rayhall, and long time friend Kirt Wightman founded rapier racing in 2003. The goal of the Team was to showcase the final edition of the timelessly beautiful Lotus Esprit V8 and bring Lotus back to the consciousness of North American motorsport fans. The team was on a steep learning curve, but Zack felt that the hardest work was behind us, and looked forward to the rest of the season.

Zack will be remembered as a great driver, a great all-around guy, and a Lotus man to the core. He will be sorely missed by his team, his friends and anyone who had the pleasure of his company.

His wife, Cynthia, his son and his mother, survives Zack. Our thoughts are with them, and that in time their grief will be replaced by warm memories of their life together.

As per Zack's wishes, there will be no memorial service, however, condolences for the family should be sent to Rapier Racing LLC, 6209 Oak Ridge Commerce Way, SW Austell, GA 30168.



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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: 1986 Caterham Seven, crossflow, Quaife LSD, modified front and rear suspension, find more information at www.sandsmuseum.com 408-773-1170

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)

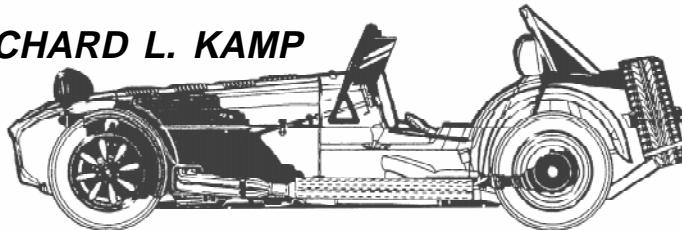
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For Sale: A set of 4 2002 OZ wheels from a Lotus Esprit with tires mounted. These are the stock wheels and have been used for only 1500 miles: Front- 17x8.5, Rear- 18x10 on Dunlop SP9000 Tires (Front- 235/40ZR17, Rear- 285/35ZR18). \$4000. I'll deliver within 500 mi of Medford, Oregon. Contact Andrew Gilchrist- 541 621-6490 or gilchrist@charter.net (03/04)

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)

The Golden Gate Lotus Club
PO Box 117303, Burlingame, CA 94011

CHAMPION
THE REPORT