The Chapman Report

Published by the Golden Gate Lotus Club www.gglotus.org Nov/Dec 2013

Photo Credit: Don Nester

Don and Betty Nester strike a pose next to their immaculate '70 Elan S4 DHC after wining a First-in-Class award at the Ironstone Concours. See page 9 for Don's story.

Just some of the huge selection of parts and memorabilia available for your classic Lotus were on display at the Dave Bean Engineering open house at the start of the Fall Sierra Foothill weekend drive October 19-20, 2013.

Nov/Dec Meetings

Friday, November 15, 2013 – 7:30 PM

—Featuring Election of 2014 Club Officers—

Host: Scott and Carol Whitman

SATURDAY, December 14, 2013 – 6:30/7:30 PM

Gala Holiday Party (Cocktails at 6:30 / Dinner at 7:30)
The Medallion Steak House
1095 Rollins Road
Burlingame

Message from the Prez: Election Season is Here

As you may or may not know, my term in office is coming to an end. In addition to the traditional voting with paper ballots at the November club meeting (November 15 at the Whitmans'), this year we are offering an online voting option via the GGLC website. There are four candidates for President and Vice President, including me *(see ballot information on page 10—ed.).* This is an exciting opportunity for all of you to have a say in who takes the lead of your club next year.

For the record, I'd like to highlight some of my accomplishments for the club in 2013: organizing events/drives (including my birthday drive and lunch), planning the holiday party, chairing every club meeting since inauguration, getting more of the younger crowd to participate in club activities and join the club, commissioning the printing of business cards and other materials for the club, and writing articles for this newsletter.

If I were to be reelected, I would organize even more drives, events and get-togethers in addition to further spreading the word of Lotus and the GGLC. As your general liaison, I am open to any suggestions you may have. Your voice as a member should be heard as many of your wants and needs may be shared by others and could be realized.

One such suggestion I recently got from club member Scott Whitman was to prepare a customized GGLC 2014 calendar, which I have now commissioned to be printed. The calendar will feature many recent events and members' cars, and it will be available via the GGLC website for a cost of ~$15 + shipping (no shipping cost if you pick it up locally).

Thank you for your enduring support of this organization; it is truly our members that make this club so special. We have a number of exciting events planned for next year, including the 2014 West Coast Lotus Meet, and I hope to see many of you at those events.

I, for one, am looking forward to a *tour de force* 2014 with the GGLC!

Wishing you all Happy Holidays and a Wonderful and Prosperous New Year,
Daniel Katz.

Thunderhill Track Day

September 12, 2013

by David Anderson

The thirty, or so, folks driving in the final GGLC trackday of 2013 had a great day!

There were 2 Esprits, 1 Europa, 2 Sevens, and 7 Elise/Exige on track for the event. We also had a good collection of non-Lotus folks attending, which we always appreciate because without them we could not afford to run track days.

The weather was very fine, beginning about 70ºF and slowly increasing to just over 90ºF by late afternoon. The wind was very light (forecast at 8 MPH)..

Due to the light attendance, John Zender decided to forget the Novice/Intermediate/Advanced groupings normally used and just run an open track all day with the rules adjusted so that the first hour had conservative passing restrictions.

John arranged to run the track in the clockwise direction—opposite to the normal direction. Turn 5, aka the cyclone, was used in the morning, and it is even more of a blind corner in the clockwise direction! One had to really slow down dramatically to get through it and stay on track. *(See Scott Whitman's story on page 4 to learn more about driving Thunderhill in the "wrong" direction—ed.)*

The first cars got on track about 9:15 AM, with passing in the corners by point-by only. Just after 10 AM, Turbo (our starter) brought everyone into the paddock to announce that the passing rules changed to: passing

allowed everywhere with no point-by.

Then the track re-opened. Not everyone on track was comfortable with the "pass-anywhere" policy, however, so John arranged that any driver who wanted to could put an "X" on the front and back of their car so that faster cars would know not to pass them in a corner unless pointed by, and slower cars ahead would know that the car coming from behind would not pass in a corner (unless pointed by). Given the very light traffic on course all day, this arrangement worked well.

During the drivers' meeting, David Vodden, CEO of Thunderhill, spoke about the new track being constructed. Running the new and old circuits as one track would make each lap over 5 miles! Running as two tracks, two independent track days could operate at the same time. Completion of the new section is expected in the second quarter of 2014.

After the 1-2 PM lunch break, the track was reopened using the bypass to eliminate the cyclone. Your scribe was on his first after-lunch lap in the much-modified Europa when on the uphill to turn 9 and engaging 4th gear the gearbox and the engine seemed to have lost all connection.

Oops—possibly the clutch disintegrated. So the end of the day for me, which meant loading up my trailer early and a towing home to get ready for next season.

Signs of the coming track expansion at Thunderhill.

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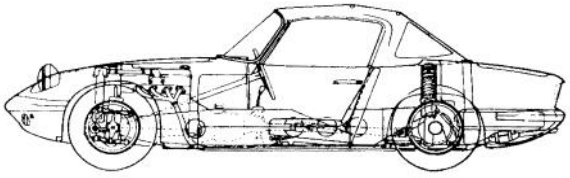

Driving Thunderhill in the "Wrong" Direction

by Scott Whitman

I write this as I am on a plane heading back east. Unfortunately, my 101 year-old grandmother passed away a day after I came back from Thunderhill, so I'm going back home for a religious experience. But driving Thunderhill backward was a bit of a religious experience for me in its own right. More on that later.

I decided at the last minute to go to Thunderhill. None of my usual cronies were going, the track was going to be run backward, and, well, the track day was the last official track day for GGLC for the year, and, well, my boss was out of town so I figured why not make the best of it! Normally I split my track days between the GGLC and the Northern CA Racing Club (NCRD); however, since the "Great Recession", NCRC has offered much cheaper track days, and, as a result, they have attracted a lot of interest. They do often get weekend dates, which is nice if you work, but the Lotus club has way more track time with the format John and Scott have come up with over the last few years. Sign up for Advanced, and you get to run in Advanced and Intermediate. Sign up for Intermediate, and you can also run in Novice. The only complaint is too much gas is needed to keep up!

I was initially apprehensive about driving Thunderhill "clockwise", as opposed to the normal counterclockwise direction. I had done this twice before but it had been quite a while since my last venture in that direction. I was also weary of running in sizzling heat. I've been to Thunderhill when it has been 110ºF, and it's not much fun. Well, as it turned out, both of my fears were unfounded. Someone even remarked how cool it was for this time of year, and for Thunderhill it certainly felt comfortable.

John decided to change the format this time around. There were only about 30 drivers, and with so few folks and a long track, different run groups were not warranted. So there were no groups, and the day went very smoothly as there were only two track shut downs all day! First rule was don't go off in the first session and become a BOZO. In the first session, we used intermediate passing rules: no

Calendar

Date	Activity	Location
Nov 9	AutoX	Marina
Nov 15	Meeting/Social	Saratoga
Dec 7	Toy Rallye	Mountain View
Dec 10	Holiday Dinner Reservation Deadline	
Dec 14	Holiday Dinner	Burlingame
Jan 17	Meeting/Social 2014 Kickoff	Burlingame
Jan 25	Anti-Football Drive	TBD

See www.gglotus.org for additional information about upcoming events.

passing in turns unless pointed by. At 10 AM, we went to a hybrid version of the Advanced rules. Passing anywhere with a point-by except for cars that had an X on the front and back. Those cars and drivers passing them had to obey Intermediate rules. That worked great. I was only blocked once the entire day.

When John asked about how many folks had never run backward it turned out about half the folks answered "yes". Then he asked about doing the bypass backward. There was an enthusiastic group that wanted to do it. So, to further mix it up, we went over the top of turn 5 in the morning and then after lunch we used the bypass. I asked about a cone marker for the turn in for the top of 5 as I recalled from the last time I drove the track in this direction that it is extremely hard to see where to turn right at the top. Well, fortunately, there was a cone set out for about 3 or 4 laps, until someone decided to run it down and leave it in the middle of the track for the remainder of that session. It was set up again at the 10 AM break.

Anyway, when we went out for the first session, I was a bit worried that all of these guys would be as fast as they are in the normal direction. It was not to be. I think everyone felt a bit unsure of the line and how to drive the track going clockwise, so we ended up with pretty much a train of cars following each other except for a few hardy folks. This was a blessing as we could see each other's lines and learn the track in this direction without worrying about holding up faster traffic. I stayed out perhaps 35 minutes and then decided to pit as I was getting tired and didn't seem to be improving much. I was wondering if I was going to improve throughout the day as I felt like this direction I was somewhat less confident compared to the normal direction. Next session, though, I really started to feel a lot more comfortable.

Scan to get current GGLC calendar on your mobile device.

(continued on p. 6)

(cont'd. from p. 5)

There are very interesting aspects to running a familiar track in the "wrong direction". You can identify with the track and turns, but the turn-in points, accelerating points, and braking points are (obviously) totally different. It's both familiar and unfamiliar at the same time. Here is my summary view of the turns as you negotiate them "backwards":

Turn 15-14—when I go the normal direction this is almost one big turn, but not backward. I found I was able to go relatively fast into 15 but then had to brake hard for 14. I had trouble getting back on the power sooner for the straight to 13-12 esses.

Turn 13-12—I initially was braking hard for 13 but it turns out you really just have to brake a little to make the turn-in to 13 and then I braked hard as I went through 13 to turn 12. Most people were straightening out the esses and would brake as I did going up the hill (12 is a minor hill). I often found I had too much time to get to 11 so I could have braked less hard or later.

Turn 11—I found this is faster going this direction and is almost like a right-hand but slightly slower version of turn 10 going the other way.

Turn 10—There isn't a berm on the left but it does go uphill so you can still go relatively fast through 10, but you have to make sure to late apex it so you get up more speed to go up the hill to 9.

Straight between 10-9—This is more interesting; it feels like you are climbing this monstrous mountain to turn 9. You pretty much take the same line in reverse. That is, come out of 10 on the left then drive straight, which takes you to the right and then shift left to go up the hill to 9. At the top left is the corner worker and fortunately a tall cone to see where the left berm is. I'm sure the right thing to do is floor it all the way up the hill but for some reason I had a hard time doing that mentally as you know when you get to the top of the hill you have no run off on the left and you need to brake enough to make the right hand turn 9. While there is a berm on the left at the top, it's also blind until you reach the crest so it's very hard to judge where to brake until you are going too fast. I tend to be conservative; and while I don't recall seeing any incident, you really have to watch the corner worker as there is very little room at the top if you have to avoid someone for some reason. Turn 9 itself is uneventful but now you are heading into 8 and the fast section, 8-7-6.

Turn 8-7-6—is similar to the normal driving direction except there is no runoff on the left of 8 when driving clockwise. Most people (me included) tapped the brakes at the left berm before heading into 8. From there, it's just floor it to go around 7 (late apex) and then brake hard for the right hander turn 6. This turn is kind of interesting. I found myself drifting out to the left of the track and then you have to make sure to brake in a straight line and slow the car enough to make the 5A turn and go up the huge slow hill to turn 5. The hill goes up to the left and it is monstrous with the completely blind right turn at the top. It's more blind this direction than it is the other way, but equally slow.

Negotiating the turn 4-3-2 complex is similar to driving in the normal direction—I found that turn 3 had some bumpiness to the track in the line I wanted to take. I basically started off hugging the inside and then fed in the power as I went around and drifted around to end up a little to the right of center as I crested the off-camber turn heading into 2. I had trouble getting the line right for 2, and I wasn't as fast as I am the other way, but I nicely fed in the power to drift out to the left for 1.

Turn 1—is not quite as fast this way (partly because you don't have as long a straight) because you have to make sure you don't cross the white line, which the flag steward, Turbo, remarked as the pit wall line that you shouldn't cross. The idea is to make it safe and separate out racers from those going into pit.

From there, it's down the straight and start another lap. By the end of the day, Steve Myers and I were remarking that we'd go out and not see another soul. It got to be a Zen-like religious experience. I felt like my times might have been a little slower than counter-clockwise, but by the end of the day I was getting into it. The experience was really cool when there was no one around because you could just concentrate and kind of be in sync with the car and the track. At one point I think I did 10 laps like that and was feeling really comfortable.

All-in-all, it was a great day, and my advice is everyone who wants to experience a different track should try it.

It's The Driver! (AutoX Secrets)

by Dave Ellis

It was my third autocross ever, and I was ready to improve my relative results and technique in addition to start getting into my car—really, really into my car. The car is a '91 Elan M100 by the way, totally stock except for upgraded brakes done by the previous owner. My tires are the extreme performance summer Bridgestone RE-11's with just 2 deep grooves and 1 shallow one. My competition was several Miatas and Dave Anderson's classic Elan. (Daniel Katz and his M100 were not at this event so there wouldn't be any friendly *mano-a-mano* competition.)

Morning runs: 52.798 s, 52.727 s, 52.192 s, 51.809 s, and 51.894 s.
Hmmm, what's going on here? I had tried something different each time: early and late apex on the entry to the chicane, downshifting to first at the U-turn before the final 180º turn into the finish, and downshifting to 1st at the entry to the chicane. And there I was: stuck—I couldn't get into the 50's and give Dave Anderson a challenge.

Afternoon runs: 52.661 s, 52.514 s, and 52.581 s. Hmmm, again, how can I get out of this rut and start putting down some serious times? I was taking it like a man until the Chevy Volt running the event started putting down better times than mine.

About that time, my friend Kiyoshi came over with his helmet in hand and asked "How's it going? Want me to get in?" Well…yes indeed! (And now for some good coaching.)

First run: 52.634 s.
"I'd like you to work at being smooth with your steering and braking".

Next run: 54.166 s.
Slower, but it *was* smoother.
"Now be more aggressive at the start, drive an arc at the end of the fast straight not a square turn, stay on the gas deeper into the entrance cone of the chicane, and be wider going into the U-turn following the chicane".

Third run: 51.699 s.
My best time of the day!

Since I signed up for course set-up in the morning, I could make two extra fun runs at the end of the day. I asked Kiyoshi if he would like to drive my car for those two runs while I played passenger and took notes. It was indeed an educational experience as Kiyoshi banged out a first run of 48.185 s! Kiyoshi drove what he had coached me to do, and, in addition, he shifted to 2nd gear entering the left turn coming out of the start box and then stayed there the entire run. I had been staying in 1st down the first straight until hitting the rev limiter. He did something else I didn't do—he got a leg cramp partway through the big U-turn just before the final big corner. (Too much double clutching?) It definitely increased the entertainment value for me, though.

Second run: we got red-flagged because a course worker was resetting a number of cones taken out by the preceding car.

Rerun: 48.372 s: much the same thing, with the same little fish-tail coming out of the last chicane cone, setting up for the U-turn.

In retrospect, I've been wondering about getting stickier tires, or the "Everest" chip for my Elan engine computer to increase the turbo boost, or even a limited-slip differential (for serious money), but I think I'll hold off on all of those until I learn enough to find for myself those 3.5 seconds that Kiyoshi discovered in my car.

At the end of the day, a big "Thank You" goes out to everyone who helps put on these fun events—I'm enjoying the driving and learning a lot at the same time.

Photo Credit: David Anderson

Lotus Cup USA Visits Sonoma

Round # 4, September 21-22, 2013

by David Anderson

Round # 4 of the Lotus Cup USA (LCUSA) race series began with rain!

Early forecasts said only 20% chance of rain so nobody planned for rain tires, but Saturday at the track we encountered serious rain until ~1 PM. From then through Sunday, however, there was no more rain, so, overall, we were able to get in some good practice time and two very fine races.

But let's back up a bit. You can find the LCUSA series details here: www.lotuscupusa.us

Many entrants participate in sanctioned events using their own modern Lotus car, but a number take advantage of the Arrive-and-Drive option from Dietsch Werks (full disclosure: your correspondent rents a car from Dietsch Werks to drive in Northern CA events in the series).

Getting lined up and ready to attack the track.

In effect, there really are two series taking part in one weekend outing. There is the Time Attack activity, which is appropriate for modern Lotus cars prepared for track days and those with track day experience. Then there is the Race activity, which is for modern Lotus cars (fully race-prepared per the LCUSA regulations) and drivers with more experience. We all share the same practice sessions but the Time Attack folks do not participate in the races.

It is also a series where courtesy on track is required at all times and overly aggressive driving is not tolerated.

Back to the track now.
The 29 entrants this weekend sat out two morning sessions due to only having "slick" tires, which are not appropriate for the rain. For the third session, some of us had street tires or other treaded tires (some found with incredible effort at the last minute by Jen and Rob Dietsch). It was really fun driving the wet track; and a lot like driving on ice (which your scribe had done in competition in the Midwest many years ago). Everyone was turning the steering wheel left and right all the time, every lap, trying to figure out where there was traction and if they were really driving under control at all (if not, slow down somehow). Needless to say, this session was not recommended for the inexperienced driver considering all those concrete walls at Sonoma Raceway.

Robbie Montinola, the head of the series moved both races to Sunday. The final Saturday practice was clear (but overcast) and everyone went back to slicks for the final practice session with no issues.

Sunday was nice and sunny. Starting out around 60ºF in the early morning, rising to the mid 70's by afternoon. Perfect.

In two morning practice sessions we got our cars warmed up and got qualifying times for the races. The first race started just before noon and the second about 2:30 PM. In both races, there was the expected jam-up in turns 1 and 2 with cars side-by-side through both corners. By turn three in both races, people had sorted themselves out so that side-by-side was only in passing situations.

There were some long dices at the front of the pack while I was in a Production class pack mid-field, which consisted of 3 or 4 cars nose-to-tail for essentially all of both races. Afterward, some of the spectators volunteered comments about how much fun it was to watch. And for us drivers, there is little that is more fun than having someone to race with!

This weekend was also a track day run by the Trackmasters group, and a few GGLC folks who had their Elise cars on track for that event stopped by the Lotus Cup garages to chat. Very nice.

Winning Day at Murphys' Ironstone Concours d'Elegance

by Don Nester

The Ironstone Winery, located near the quaint town of Murphys on Hwy 4 in the Sierra foothills, sponsors a Concours d'Elegance each year in September. This is a fun event that features vintage cars, motorcycles, racecars, campers, and even boats; and it benefits the 4-H and Future Farmers of America organizations.

The concours draws about 350 vintage cars, with examples from early 1900s and up to 1980s. I have entered this event at least 7 times in the past, and I have been lucky enough to receive a couple of awards, but never a First-in-Class.

The entry package includes (at the cost of two entry tickets) a great venue to show off your car, concours judging, breakfast, lunch and basket of goodies. My motivation to enter this event was not to win my class, but to have an enjoyable day and to view a lot of interesting vintage autos. I did, however, spend a week preparing my 1970 Elan S4 for the concours.

The weather for Concours was a perfect fall day! Arriving at 8:30 AM, Betty and I were processed into the event, and we parked our car at the designated spot in preparation for the day.

Our judging group (European Sports cars and Touring cars) was composed of cars that did not fit into any major group (e.g., Morgan, Triumph, Fiat, Mercedes, Volvo, and Lotus).

There were three Lotus cars entered: Philip Mitchell's '68 Elan S4/SE coupe (which was last year's First-in-Class winner), my '70 Elan S4 DHC, and Lee Cohee's '71 Elan +2. The policy of this concours is that the same car may not win two years in a row, so Philip's excellent Elan was out of the running for this year.

Judging took place throughout the morning, and the winners were identified in the afternoon. When the time came, and much to my surprise, I won my class. That means for 2 years in a row now Lotus has won its class at the Ironstone Concours.

This was a perfect end to a very enjoyable day in Murphys.

Toy Rallye

December 7, 2013

by Kiyoshi Hamai

This annual charitable event is presented each holiday season, and it is jointly sponsored by The Rallye Club and the Golden Gate Lotus Club.

We start at Larry's Auto-Works, 2526 Leghorn St., Mountain View (see map below), where registration opens at 11 AM. There will be an optional beginner's rallye school at 12 N, and the event wraps up by 4 PM at a local eatery.

The entry fee per car is a new, unwrapped toy worth at least $15 (or a cash donation of $25). Toys and monies will be donated to the EHC Lifebuilders, and are completely tax deductible.

This event is an A-B style gimmick rallye. First and foremost, a gimmick rallye is not a race, rather it is a fun puzzle where your car is the game piece, and public roads are the game board. No experience is necessary, and you will compete only against entries with similar rallye experience. First-time rallyists are encouraged and will receive extra help.

Any car is welcome. Two persons per car is recommended, but you can have as many as legally fit in your car for a single entry fee. Don't forget pens or pencils, paper and a clipboard.

GGLC HELPERS WANTED!

The GGLC has co-presented "The Toy Rallye" for nearly 40 years! This tradition stands as one of the few community benefit events we do. We encourage members to get involved with the "The Toy Rallye" by either entering the event or becoming a volunteer worker. Typically, we need 4-6 individuals to help run the rallye checkpoints. Please contact Kiyoshi: webguy@gglotus.org if you can help. Otherwise, bring a friend with a new toy and enter "The Toy Rallye"!

Vote for 2014 Officers November 15!

In keeping with the election season (and because we always do it this way), a slate of potential 2014 officers was nominated at the October meeting. The following four candidates were put up for the offices of President and Vice President (in alphabetical order):

Alan Austin
Jackie Feakins
Daniel Katz (incumbent President)
Jon Stern.

And the following members have agreed to continue in their current positions (unopposed):

Scott Hogben, Secretary
Laura Hamai, Treasurer
David Anderson, Membership
Scott Hogben/John Zender, Events
Joel Lipkin, Chapman Report (Print)
Rahul Nair, Chapman Report (Online)
Tom & Cheri Carney, Chapman Report (Distribution)
Kiyoshi Hamai, GGLC Website.

You can vote online at www.gglotus.org or at the November 15th meeting at the Whitmans'. President and Vice President will be chosen based on the first and second place vote getters, respectively.

Holiday Party

December 14, 2013

by Daniel Katz

Join us at The Medallion Steak House in Burlingame for the annual gala GGLC Holiday Party and gift exchange. Festivities start at 6:30 PM with refreshments (no-host bar) and hors d'oeuvres before dinner at 7:30 PM, featuring four entrée options (meat, fish, chicken and vegetarian).

Price is $35.00 per person including wine with dinner.

Sign up via the club website **no later than Tuesday, December 10, 2013.**

Be there to help frock the new club officers, and be sure to bring an EPA-approved White Elephant gift from your garage to help Santa Tom cap off the fun evening.

Sacramento Group Kick-off Meeting

by Reinhard Auf dem Venne & Rick Buonassisi

Many of the Lotus enthusiasts in the Sacramento and Gold Country regions have long dreamed about getting together to form a cohesive group. That happened with our first meeting on October 16 at a restaurant in Roseville. We welcomed 13 Lotus fans from our region for what we all considered the founding of a new chapter under the umbrella of the Golden Gate Lotus Club. Some of us have been club members for years, while others never bothered to join due to the considerable distance to the Bay Area where many GGLC activities are based. Now it looks like more of our locals will be joining the GGLC as we develop and expand a new, mutually beneficial, relationship.

Each attendee voiced a desire to meet on a monthly basis to further the causes of the GGLC in this part of the state. Besides the occasional weekend runs into the foothills, social and charity events, some folks want to expand their mechanics skills and tech knowledge with help from other chapter members. We also want to explore the possibility of running a local autocross event in the not-too-distant future. As a first step, we decided to participate in a charity run to benefit Sacramento's Shriners Hospital for Children on December 8, 2013, with details to follow.

Towards the end of our founding chapter meeting, we decided to meet again at the same location on November 13.

Everyone who attended left the meeting in high spirits and was very pleased about this first step toward a promising new and active local Lotus club chapter.

Classifieds

(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

For Sale: '73 Europa Twincam (chassis 3897R). Upgrades too numerous to list in detail but here is a sampling, starting at the front—AVO adjustable shock/spring assembly; adjustable front sway bar; Dave Bean tubular, adjustable lower A-arms w/heim joints, chromed; Triumph GT6 uprights with larger spindle (3/4"); Aluminum hubs with Coleman aluminum hats. Cross drilled, V grooved perimeter rotors; AP 4-piston calipers (5.5 lbs) w/Hawk pads; braided steel brake lines, Motul fluid; aluminum radiator; Moving to the rear—Adapted Eagle FF rear suspension; Eagle cast aluminum uprights w/Volkswagen (411) half shafts, stub axles, bearings and hub; special CV joints lightened and relieved (Pegasus), aero boots, and trick ball bearings in CVs; Coleman cross-drilled and V-grooved solid rotors w/Wilwood aluminum hats and Wilwood 4-piston differential bore calipers and pads; steel braided lines. Reversed lower A-arms with inboard ends attached to original

Classifieds

(Continued)

lower link locations; upper tubular control arms (L&R-hand threaded for adjustability); significantly enhanced stiffness of rear chassis and pick up points.
Adjustable rear sway bar, (Lotus by Claudius). Steel braided fuel lines throughout.
Five-speed transaxle, new TO bearing. Revolution aluminum rims; Yokohama A008s. 185/60 front, 205/60 rear. Contact: Earl Beyer at (408) 356-0090 or earlbeyer-at-verizon.net for a complete description of upgrades and car history.

For Sale: (1) Brian Hart TC cylinder head, race only, high compression ratio.
(2) Honda S2000 motor, 17k miles, flywheel, clutch, starter, intake and exhaust.
(3) Many miscellaneous Lotus Europa bits and pieces.
(4) Large quantity of TC valve adjustment shims. Spread sheet of sizes available.
Contact: Earl Beyer at 408-356-0090 or earlbeyer-at-verizon.net.

For Sale: 1973 Europa JPS #26. Original JPS roller project car with built performance twincam, AVO coil-overs. Project is 95% complete. Contact: Andrew at 415-516-0994 or andrew-at-synthesize.us.

For Sale: 1999 Esprit. Metallic silver (new Aluminum) with black interior. This car is pristine throughout, including the undercarriage. It has not been used as daily driver, nor driven in the rain, and it is always covered when parked. Many extra parts are also available, including a nearly new Lotus Torque Biasing transaxle, new half-shaft, and a lot more. Photos available on request. Contact: Larry at 707-964-9393 or keatley-at-mcn.org.

For Sale: 1962 Lotus Super 7. Black and polished alloy body, red interior. Chassis # SB1527 fully restored in 1997 and subsequently stored in the Reno area. Less than 500 miles since restoration. Car is now located in Eugene, OR. Dry sump Cosworth/Ford 116E engine, 11.5 gal fuel cell, SCCA approved rollbar, Panasport wheels, much more. Vintage race ready and road legal. Contact: Paul at 541-731-2821 or lotus11tolotus23-at-gmail.com.

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club, and it is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA.

The GGLC's annual membership dues are $25.00. Opinions expressed in the Chapman Report are those of the authors and do not represent those of the GGLC or its officers.

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