

President's Message

by *Peter Richen*

We are going to have our March meeting at the Lemans Karting facility in Fremont (**This event has now been moved to a later date**) So I thought that I had better check it out. I joined Berry Spencer, who had lined up a block of time for GGLC members and friends, on Saturday, Jan 25.

The facility is a little tricky to find if you haven't been there before. You exit from either 580 or 880 to

Mission Blvd, then turn north onto Warm Springs Blvd. You are supposed to turn right (east) onto Brown Rd, which isn't marked, and then left onto Hotchkiss Street (address is 45957 Hotchkiss Street). Brown Road is right across the street from the Econo Lodge (there is a big Oak tree on the corner), and it is only a few hundred feet from Mission Blvd.

The building is a new facility and is fitted out very nicely. The track is a 300 meter long road course. Don't know much about the karts, I think I heard that they are 9.5 HP. My average speed was about 25 MPH (and I came in last), so I think that you probably get up to 35 to 40 MPH on the straight. I'd never been on a kart before, but it was very easy to jump in and start driving. It's a lot of fun.

The cost is \$35 for about a 25 minute session that included a time trial and race. You can sign up for a 9 minute time trial for \$16. The rent includes driving suit, gloves, bacalva (goes on your head to keep the helmet clean), helmet. Gloves, bacalva, and suit are washed after every use (mine were slightly damp, not a big deal).

Noni and I are hosting the February meeting. I hope to see you there.

February Meeting

Friday, February 21st, 7:30 pm

Host: Pete Richen
1929 Ellis Street; San Francisco

From the Peninsula or the East Bay:
Take 101
Take the Fell Street Exit (heading to Golden Gate Park)
Turn Right on Divisidero
Turn Right on Ellis Street (8 blocks after turning onto Divisidero)
It's the 3rd house on the right after the apartment building on the corner (brown Victorian Flats - upper one)

From the North Bay:
Stay on 101 to Lombard Street
Turn Right onto Divisidero
Stay on Divisidero for 19 blocks (2 blocks after Geary, the main drag between downtown and the beach)
Turn left onto Ellis Street

"Parking can be kind of a hassle in the city (although there were no problems last time). I will make arrangements to allow you to park at the Union 76 station at the corner of Divisidero and Ellis. They will want some money for this so try to find a place on the street. My driveway will be available and also a driveway on another building across the street where I keep my Lotus." *Pete Richen*



*"It's good to know what's coming up."
Castle Combe*

GGLC Calender

February 21	Monthly Meeting,	Host: Pete Richen
February 22	Dancing at the Starlight Dance Club, Sunnyvale	
March 21	Monthly Meeting	Host: Hana Mori & Sean Morrison's, San Mateo
April 9	GGLC Track Day	Laguna Seca
April 18	Monthly Meeting	Host: TBD
June 25	GGLC Track Day	Thunderhill

On a track everyone is going the same direction, there's no intersections, no deer crossing the road, and you've got flaggers at the corners. It's much safer on the track than on the street.

The GGLC events are unique when compared to most other clubs running similar events. Our program assumes that the individual driver's are responsible adults who don't want to crash or cause problems. We run an open format that lets drivers get a large amount of track time.

Trackdays are typically on weekdays; cheaper (and available) during mid-week. Our first event at Laguna Seca on April 9th is certain to sell-out. Our other events are June 25, July 23, and September 4 at Thunderhill, and then the finale at Buttonwillow on October 9. The Buttonwillow event will be a North-South shootout with a bunch of the L.A. Esprit crowd and other Lotus' from down there. Prices and other details for the April 9 event will be published in the March CR and announced on the GGLC track day email list.

Everyone interested in track days should sign up for the Yahoogroups track day mail list by sending a message to GGLCtrackeventsinfo-subscribe@yahoogroups.com

See you on the track.

Lotus Bytes

by James McClure, et al

A diesel powered Elise is being tested, according to the British motorcycle magazine, Ride. It's only 1.2 liters, but will make 0 to 60mph in 6 seconds, because of the great torque inherent in diesel design. Quoting David Blundell of Lotus Engineering, "There's 12 percent more energy in a litre of diesel than a litre of petrol and the way the engines work means less of that energy is wasted." Why don't we have diesels selling here? According to another British magazine, Practical Classics, it's not the diesel emissions levels which have improved over the years, but the poor quality of diesel fuel sold here in the US (high sulfur content, etc).

Practical Classics has begun a series of articles on building an Elan +2 with the new Spyder chassis that's designed for retrofitting the Ford Zetec motor & running gear.

The January 2003 issue of "Classic & Sports Car" has an Esprit on the cover and the article gives the history and hints for folks shopping for an Esprit. "From 5000 pounds [Sterling] to 50,000 pounds it's the supercar any classic fan can own and run."

Barry Spencer says that '74 cars are now smog exempt.

Submissions to this column are encouraged (short Lotus news items)

Track Days

by John Zender

The GGLC has put together a calendar of 5 track days in 2003 with the season opener at Laguna Seca on April 9th. For those of you who have not yet attended one of our events, be aware that you are missing the most fun you can ever have in a Lotus. Our cars were designed to be driven fast. As fast as some of us may drive on empty backroads, this thrill can't even be compared to driving on a track.



Joe Ficarra, "Boy, the Macau GP is GREAT! I've heard they're some race cars around here somewhere, too."

Macau GP

by Tom Carney

Never say never is a term I use more and more the older I get. I never in a million years thought I would go to China as a tourist, but as I said, never say never. It all started with a call from Joe Ficarra, who asked if I would like to go see the Macau Grand Prix. He made it very attractive by throwing in a few incentives. We had a place to stay at his new home in Zhuhai, within walking distance of Macau. He could also get round trip airfare for \$500.00. How could anyone refuse? He also invited Grant and Angie Larson, all of us old time GGLC members. Angie's an interior designer, so she had to come to help Joe with furniture and stuff, and she could claim the trip as business. We also took a trip to see the Three Gorges Dam Project, and to see the area that will soon be 175 meters under the Yangtze River. On our way back to Zhuhai for the race Grant had a cup of coffee on the plane and promptly got the dreaded travelers upset. We decided Sunday would be our day to see the race.

Grant was feeling better, not 100% but good to go. We all caught a cab to the border crossing — filled out a form to leave Zhuhai. Got another stamp in the passport. Walked a couple of hundred yards. Filled out another form to get into Macau. Got another stamp in the passport. Walk through the door and pof we're in Macau. From China to Portugal with a Chinese flavor within a short walk. Across the street we found a place to get Macau money. Macau money is different from Hong Kong money, which is not the same as China money that's used in Zhuhai. Very confusing! Nobody wants to see the others coins, and you will get them back in a heart beat, if you should happen to goof. We all get in another Cab to get to the Ferry Terminal to buy tickets to the race. We wandered around for awhile because it was not obvious how to get to the track. You can see it across the way, but how to get there was

not clear. We were on our own without our interpreter. We finally found a trailer to buy our tickets, and found that all the \$50 Grand Stand A and Lisboa Stand seats were sold out, so all they had was "Reservoir" at \$18.80. We didn't want to spend \$50 bucks anyway so no problem. We of course had no idea what Reservoir meant.

The adventure begins... After several false starts trying to get across a freeway ramp, we finally found our way to a pedestrian crossing high above the traffic on one side, and the bay on the other. With our tickets we got programs and folders with advertising etc. For some reason Grant had slipped his ticket in one of these folders and for some reason, high above the bay of Hong Kong, he opened the folder and wayward breeze lifted his ticket ever so gently into the air and softly deposited it a hundred feet or so away, in the water below. The four of us could do nothing but watch as it floated off toward the horizon. You can imagine the ribbing he got. When we got done Grant sheepishly walked back to the ticket place. He could not convince the nice lady selling the tickets to give him a new one to replace the one floating in the bay. He says he really tried. While he was gone we watched as race cars blasted under us and along the water front and out of sight. The four of us eventually worked our way to the reservoir area. We had to cross a bridge across the track right over the pit area. As you get to the other side, with your back to the pits you are looking at the reservoir. It suddenly occurred to me that "reservoir" was in fact a big lake, and not Portuguese for reserved for Tom. The area is maybe 150 yards long extending from the bridge on the left to the first corner on the right. As I said the pits are right across from here, well actually, the far end of the pits, the ones that weren't being used. The active pits were further to left across from the "Grand Stand A" and start/finish. The seating was, shall we say, primitive. It consisted of the dike for the reservoir with two foot high concrete steps and a walkway at the top. There was a grass area between the track fence and concrete that was patrolled by several

policemen looking very stern. Keep off the grass was obvious. So we had nice hard concrete to either sit on or stand on. OK, so the accommodations weren't the greatest, but at least we could see the track. Ya right, just about all of that 150 yards. As soon as they went into turn one they were gone until they came around again. Oh, did I not tell you about the big screen mounted above the pits. It was great to see what was happening on the rest of the course, but if you got too far to one side or the other you couldn't see it. This limited your window of opportunity to about 50 of those 150 yards. Needless to say, all us cheap and or tardy fans were crowded into that area. We flew how many miles in fourteen hours for this? The Formula 3 was the main race of the 49th Macau Grand Prix, but the four day event is full of all kinds of motor racing. From 125cc motorcycles in the ACMC Trophy Race and the 36th Macau Motorcycle Grand Prix which consisted of two classes, 600cc Supersport and 1000cc GP Bikes. To what looked like a bunch of the locals in what could only be described as rice rockets, mostly Honda's. These were in three massive races, the Hotel Fortuna Trophy Race, the Macau, 4th East Asian Games Cup Race and the Jever Beer Macau Cup Race. There was also the Asian Formula Renault Challenge - Po Leung Kuk Charity Cup and the Asian Formula 2000 Challenge. The other big deal race is the SJM Guia Race. This is a touring car race like those run in Europe, in fact several teams from there were participating. My impression is that these big time teams are invited to come play with the local and regional guys, in this, the F-3 race and the motorcycle GP.

We were there on Sunday the last day of the four, and found that we had lucked out. It had rained on Saturday and the bikes were moved to race on Sunday. So the line up was, first warm ups in the morning early, followed by the Formula 2000 Challenge. That's what we were watching as Grant was re-buying his ticket. Next was the first leg of the F-3 race. which we watched from the concrete steps. Next was the Guia Race, run in two 12 lap

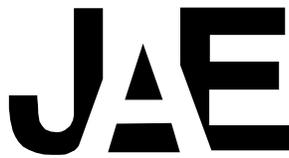
heats with 15 minutes break in between. After that they had dancing dragons and speeches and stuff. That was followed by the Motorcycle GP for 15 laps, then the second leg of the F-3 race, which would have been the end of the day but they had the 125 bikes to finish with 12 laps.

So, as I said, we watched one race from the dike, which was interesting but not the quality experience we were looking for. The people around us were from all corners of the world. The mix of different languages was neat, and in fact the race announcers actually call the race and all announcements in three languages, English, Portuguese and Chinese. Any time something exciting happened the announcer of course would become very animated and you knew something happened, but you had to wait for your language to find out what all the excitement was all about. It could take probably 5 minutes and by then something else was happening. The other thing I thought was weird was that there were no souvenirs being sold. They gave away posters and little fans with advertising, but the only stands were for drinks. I guess they haven't fully embraced capitalism.

The four of us gathered together and mutually agreed...this sucks. Grant had a phone number of a guy that John Streets had given him. Grant had met Neville at the Monterey Historics and knew he lived in Hong Kong. We had called him from Zhuhai the night before and he said he couldn't get us passes but would see what he could do, and to call him when we get there. It was time to make the call. The cell phone that works in China, doesn't work in Macau (as soon as you cross the border) so we had to find a pay phone. Luckily not too hard to find. He was across the track up in the press area, and said he would meet us at the entrance in a few minutes. Sure enough my new best friend Neville and his girlfriend King came down and old and new acquaintances were made. We explained how our experience wasn't what we were expecting and he said welcome to Macau. He has helped organize the event, in the past, and obviously was

one of the insiders. I asked about the souvenirs, and he said he had tried to sell some a few years ago, but had not made any money. As I think about it, I bet there aren't that many actual spectators at the track, where stuff like this would be sold. The only ones who would buy T-shirts, etc., would be the few foreigners. Most of the locals live in such small homes, they wouldn't have room for anything but a poster. There were a lot of people walking around with jackets that had the 49th GP logo on the back, but those were for sponsors and officials. We common folk didn't have a chance at those. Neville didn't even have one. He also confirmed that if a local guy wanted to race and see how he compared to the rest of the world, he only needed to come up with about \$50,000 US dollars. There are a lot of very wealthy people in that part of the world. He said he had one extra pass that was good for the press area and the back of the pits. The problem was he needed it back to get to his scooter at the end of the day. The plan we made was for me to go first and meet back there in an hour, and then Joe would be next etc. Neville would meet us back there at 2:00 to pick up his pass. Neville and I went in and up to the press area. The garage and race central is a huge permanent structure that's only used for this one event. All the rest of the circuit is temporarily fenced off with Armco and tires. This press area is beautiful. Completely set up with TV's connected to timing and scoring and to the live feed. Tables with catered food and drinks. The top floor where we were is open but covered. The floor below us is offices and the garages are below that. It was just like anything you'd find on a big circuit in Europe. The Hot Pits were just below us, and as we got settled the Guia race was just starting. Looking down at crew guys setting up pit boards with names like Larini and Tarquini made me feel like I was at a big time race and a huge improvement on my first impression. I was feeling much better. As the cars came by everyone would go to the wall and look down to see them go by, then back to the TV's, sit down and wait till they came around

again. The track start/finish was just to the right of where we were. The reservoir "seating" was across the track and to the left. The cars passed from my right to left on a straight and into a left bend onto a long straight along the water with a curve to the right, the Mandarin Oriental Bend, then onto another long straight. At the end of this straight is the "Curva do Hotel Lisboa" a ninety to the right that leads up into the hills and the track narrows to a minimum of a little under 23 feet and gets very curvy through a residential area. The course drops down and around the reservoir and back onto the straight in front of us, a total of 3.8 miles. The record for the F-3 cars is 2:13.253. The bikes 2:30.295, and the Guia cars 2:29.536. I watched the first heat from up there and then thought it would be best to check out what else I could see with the pass, as time was running. I worked my way down to the back pit area, which was a bustling mass of Asian people. Where did they all get these passes? I didn't take a census but it looked like the locals get passes and the tourist get Reservoir. The Japanese teams, mostly bike, had PR girls. They would be a group of 3 to 6 young, very stylishly made up "sweet young things" with the same "very hot" little outfits. Some groups in mini skirts some in hot pants. They would form up with their driver, team sponsor, or rider. A crowd would form and pictures would be taken, then the celebrity would step down and all the guys standing around would take their turn having their picture taken by a buddy. It was all very orderly and not much was said to the girls. One after another they would stand up there, smile and click, then another. The girls seemed to really like each other a lot, holding on to each other, giggling and stuff. I saw 5 or 6 of these groups. My biggest surprise was how pro the teams were, the bikes even had tire warmers on. The Guia cars were in the hot pits and, as I said, I didn't have access to that area. I didn't feel like handing my camera to someone and having my picture taken with a couple of babes, it's one thing to tell Cherie about it, a picture is another thing.



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EBay Watch

Pamela Sez.....

Lots of nice toys for sale and sold online lately. An Elise Sport 190 in Santa Barbara sold for over \$38k, with about 50 bids. A 'series 1' Seven had no bids, the pix was definitely not of a series 1, so probably not even a real seven; had to be picked up in Key West, and the seller was 'selling the car for someone else, so I don't know much about the car.' When I see a statement like that in an ad, a big red flag waves before my eyes.

A 'Fireblade Lotus 7' rolling chassis sold for less than \$2,400 on EbayUK. This car actually looked nice, needing only the 'Fireblade' Honda 950cc motorcycle engine to complete. Hey, those bike motors can make 150 hp in street tune! (backing up is tough)

Some M100's are starting to go for less than \$15,000 in the USA, and early Elises start for about \$20,000 in the UK.

Finally, sold on EbayUK last week for only £3,350.00: "ROCKET SHIP AUTO CARLTON LOTUS R VIAGRA". Sounds like this could have solved multiple needs, in both the front and the back seat.

So many good deals, so little time and garage space!

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To meet the Silverstone's stringent db regs for the race, this Formula Jr has a 'tea strainer' on the end of the pipe. Good Luck!

Lotus Announces Elise for USA

Group Lotus PLC: Official Press Release - January 2, 2003

Group Lotus PLC and its subsidiary Lotus Cars U.S.A. Inc. will expand Lotus' presence in the U.S. market with the introduction of a U.S.A. specific version of the world-acclaimed Elise and a future product strategy that will include a new family of exciting models over the next few years.

U.S. sales of the 2005 Elise are scheduled to begin in mid 2004. The "Federal" Elise will retain the benchmark performance, handling and dynamics that have proven so popular in the U.K. and Europe but at the same time complying with U.S. regulations

The recipient of numerous industry awards and accolades for design, performance, drivability and handling, the Elise is constructed around a strong, rigid, yet lightweight extruded and bonded aluminum chassis. Consistent with the Lotus design philosophy of achieving performance and efficiency through light weight, this high tech chassis weighing less than 150 lbs allows for a complete vehicle weight of approximately 1700lbs (current European specification). Demand for the product and high quality standards are key

A careful study of the U.S. market and the success of the Elise in Europe and the other markets have shown Lotus that there is a demand for a small, lightweight and very high performance sports car in the U.S. While remaining a hand-built car, a new state of the art manufacturing facility at its Headquarters in Hethel, England has enabled Lotus to build cars at a higher volume and introduce unprecedented quality standards vital for today's demanding customer.

Arnie Johnson, Lotus Cars USA's President/CEO explains why Lotus recognizes the USA as a key market for the Elise and future models. "Our market analysis studies and surveys have overwhelmingly confirmed demand for the car. Based on customer and dealer reaction, we are very confident that the Elise will enjoy the same success here in the U.S.A. as in other markets.

The introduction of the Elise marks the beginning of a new era of growth for Lotus Cars USA as well as for our dealer network. Over the next few years we anticipate further expansion and growth with new models to follow for the U.S. market."

Lotus Cars USA will implement a plan to provide the highest quality sales and service support throughout the dealer network and add new dealers in key market areas, thereby making the brand more accessible to its expanded customer base.

Complete specifications and price for the USA Elise will be published closer to the time of launch in mid 2004. A copy of the current European Elise 111s specifications is attached for information.

Specification of Lotus Elise 111s (European version) - U.S.A. version will be slightly different.

Specification of Lotus Elise 111s (European version) - U.S.A. version will be slightly different.

Engine: Transverse mid engine 4 cylinders in line, 1796cc Double overhead camshaft; 16 valves All aluminum lightweight construction

Maximum output: 156bhp @ 7,500r/min Maximum torque: 129lb.ft between 3,500 - 4,650r/min

Performance: Maximum speed 132mph 0 - 60 mph 5.1 seconds 0 - 100 mph 14.0 seconds

Fuel Consumption: Urban Cold 30.0 mpg Extra Urban 51.8 mpg Combined 40.9 mpg

Transmission: Close ratio 5-speed transaxle driving rear wheels

Dimensions: Wheel base 2301mm Front track 1457mm Rear track 1503mm Overall length 3785mm Overall width 1719mm (excluding door mirrors) Overall height 1143mm

Weight: Dry weight 757Kg* [1665 lbs] Unladen weight 806* [1773 lbs] (including full tank of fuel) Weight distribution 39% front - 61% rear





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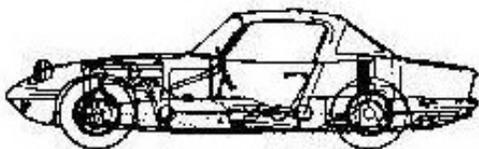
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Dance Party

by *John Zender*

It's the middle of Winter and there's not much car stuff going on.....so, to keep our reflexes sharp for the next driving season, the GGLC is going dancing. Dancing??? Yes, dancing. And not just regular dancing, but ballroom dancing. The plan is to meet at the Starlight Dance Club(www.starlightdanceclub.com) in Sunnyvale a little before 8PM. We'll all take a beginning lesson that'll show us a few steps for both Tango and Cha Cha, and then be turned loose at 9PM on the main dance floor. Please understand that the lesson is tuned for BEGINNERS, and absolutely no previous dance experience is necessary. You will be surrounded by lots of others with 2 left feet. You do not need a partner since the instructor will encourage all the men and women to rotate around and dance with everyone.

next column-----

There's a few GGLC members who dance regularly and will be available to help you figure things out as well. Cost to get in the place is \$12 and includes a free private dance lesson on a return visit. Many of us will also be meeting for dinner at 6PM in Sunnyvale at a restaurant to be determined. For more details, and to find out where dinner will be, email John Zender at

john@fusiontechnology.com



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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 flaming_palms@yahoo.com in MS Word, rtf or ASCII text. Submissions may also be mailed to Jim McClure, 11238 Bubb Road, Cupertino, CA 95014.

2002 GGLC Officers are: President: Pete Richen, Vice President: Scott Hogben, Treasurer: Laura Hamai, Event Coordinator: John Zender, Membership Chairman: David Anderson

Chapman Report Staff: Editor: Jim McClure, Circulation Manager: Tom Carney, Advertising Manager: Mel Boss.

Classifieds

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

For Sale: 1991 M100 Elan.

Recent Michelin Pilots and wheels, sheepskins and is in good condition. radar detector. Calypso Red. \$23,500 obo. Near Tallahassee FL. Jim & Joanna Parker, 850-925-1087 or 850-567-5608. (12/02)

For Sale: Tilton Superstarter for Elan. Bought from Dave Bean for \$398 plus tax & shipping. Installed once but never started an engine. Make fair offer. Stawsh, mailto: stawsh@enteract.com; 408-264-6812 (home) (2/03)

For Sale: '79 Caterham Seven, LHD, yellow, with frame-up restoration 4 yrs ago. 130hp Kent, solid axle, roll bar, bucket seats. John Zorns, IL, (630) 497-0510 hm; (847) 477-7904 cell; lscarfiotti@yahoo.com (2/03)

For Sale: Pair of AP Lockheed Brake Boosters for Europa, new. Originals are 'Girling' so these are not acceptable for 'councours' use. Paid \$850; will take best offer over \$750. Sandy McDonald, (415) 485-4189, lotus118@yahoo.com (2/03)

Wanted: Elan chassis frame in new or excellent condition. My frame (250,000 plus miles) broke last summer. Stawsh, mailto: stawsh@enteract.com 408-264-6812 (home) (2/03)

Wanted: racing parts useful to convert a street elan to vintage racing. Stawsh, mailto: stawsh@enteract.com 408-264-6812 (home) (2/03)

For Sale: Lotus 41 project, many important parts ready. \$19,500

Michael Sands 408-773-1170
Inventory and pictures at: <http://www.sandsmuseum.com/cars/141c/fs41c.html> (2/03)

For Sale: 1971 LOTUS SEVEN SERIES 4. Long time club member needs to sell. Twincam, 40 Webers, big valve, Piper cams, Hepolites, all original car, been in storage past 5-6 years, needs TLC. Top, tonneau over the back, and cover for passenger and driver which zips open, AutoX winner in the past. I hate to sell, but moving and the time has come to part with my toy. Make offer. Skip Bailey, 408-997-647, L.Frazer@ix.netcom.com (2/03)