

President's Message

by Peter Richen

I was in Europe a couple of weeks ago, and decided to visit the Lotus factory and Classic Team Lotus, which is located across the street from the factory.

With Kiyoshi's help, I got in touch with Patrick Peal (some of you met him at the West Coast Lotus Meet last year). He made some calls and obtained appointments for me at both facilities. My visit was on Friday, a day when the factory normally doesn't conduct tours, since they shut down for the weekend in the afternoon.

At the factory, I was met by Mark Riches, manufacturing engineering manager. He showed me the production facility for the Espirit, where they still make three to five cars per week, pretty much by hand. Then we went over to the Elise production facility. They have two production lines, one for the Elise, and the other for the Vauxhall 220VX a sports car that is manufactured for this UK affiliate of General Motors. About 5

years ago, I visited an assembly plant in Korea, and the Lotus plant, although quite a bit smaller, is a lot cleaner and less cluttered than the Korean facility. There was only one robot (for cutting holes in the body panels). The assembly of each chassis utilized a jig on wheels that could rotate the body 360 degrees. The paint shop was state of the art, and they also have a sophisticated test facility where they check out the mechanical components and drench the car with water jets in order to check for leaks.

Then, of course there is the 2 mile test track (actually two tracks) behind the production facility (as most of you know, the factory is on the site of a WW2 airbase).

Naturally, I asked Mark about when the Elise is coming to the US. He was sure that it was coming, but didn't know about the timing. The car has gone through the crash tests (the front of the car has an energy absorbing member, doesn't have an airbag, but it

wouldn't be difficult to provide - the Vauxhall does have an airbag), the main issue apparently is the engine. I hope they get it sorted out soon. I would really like to have one. Mark stated that the original target weight was 630 Kg, and the original Elise was pretty close to the target, however later versions have been getting heavier, as amenities are added.

Next, I visited office and shop of Classic Team Lotus, a business run by Colin Chapman's son, Clive. The business restores, maintains, and campaigns Lotus Open Wheel Race Cars. They also market Lotus memorabilia via their website. Their shop is used by collectors because many of the mechanics that worked for the original Lotus race team now work for Classic Team Lotus. On the day of my visit, they were preparing to test run a Lotus 49 that had crashed last year at the Monte Carlo historic races. The shop also had a 75, a 76, an 88, and 2-91's. Some of these vehicles were being prepared to run at a historic race at Goodwood the following week (Jackie Oliver was scheduled to drive the 49).

I would like to thank Kiyoshi, Patrick, Mark, and Clive for making my visit very enjoyable.

end

April Meeting

Friday, April 18th, 7:30 pm

Host: Lox Thomson
2351 Louis Road
Palo Alto, CA 94303

From Hwy 101
Exit Oregon Expressway (only goes south)
Turn right at Louis Road (third light)
Third house on the right.



Pete with Clive Chapman and the 49

GGLC Calender

April 9	GGLC Track Day	Laguna Seca
April 18	Monthly Meeting	Host: Lox Thomson Palo Alto
April 27	Pacific Coast Dream Machines	Half Moon Bay
May 16	Monthly Meeting	Host: James McClure Cupertino
June 25	GGLC Track Day	Thunderhill

Lotus SUV !

by James McClure

As had been previously mentioned, a diesel powered Elise is being tested, according to the British motorcycle magazine, Ride. Now the true motivation for the utilization of a diesel is known!

The first viewing of the Lotus SUV prototype has been unveiled in Lincolnshire, England, taking place on the same grounds used to test the world's first British SUV, the tank.

Labeled as the Cayenne Killer, the spokesman for Lotus said: "The yet to be officially named Lotus SUV will be 'hotter' than the Porsche, closer to Jalapeno than Cayenne. Considering its size, some of the engineers voted for 'Blotus' but this was quickly dismissed." As the new model will be primarily marketed in North America, some specifications will be imperative. Foremost is the requirement for large displacement V-8 power instead of the small diesel. This will help it meet the new federal requirement for a maximum fuel mileage limit of 12 mpg. A six-speed manual transmission will be standard, though an automatic will be an option to accommodate those who must be on their cell phone and sipping a latte while driving in heavy traffic. And yes, ample cup holders are built in to interior, titanium/Kevlar composite being used.

Also shown was the upcoming replacement for the Esprit. The new version looks much like the current model but can accommodate up to four persons, with it's new back seat. This is needed, as the 'Baby-Boomer' generation, which has been the mainstay of Lotus customers for so long, has aged considerably and now have grandchildren. The 'Boomers' are now more interested in leg and 'girth' room, and need more ease at entry and exit of the vehicle. With these demands, rear seating space has been created by moving the motor back to the front. As the chief engineer at Lotus said: "We're putting the motor back where it should be, it was a major mistake to stick it in the back like that. We're quite sorry about that!" The new model will be named the Excel NT, apparently.

Print Shop Ad

SpeedChannel Schedule

by *Bill France Freedom*
remember, it's a channel now,
because the vision's gone!

Winston Cup Wednesday Practice:
Sure, it's a long time before the race, but gotta start settin up the carbs and tires.

Man Behind The Wrench: And we don't mean some foreign commie metric wrench, either. Good old American Winston Cup Mechanics tellin ya how it is in inches and pounds!

Daytona 500 Preview:

Daytona 500 Practice:

Daytona 500 Qualifying Kinda

Daytona 500 Qualifying Really

Daytona 500 Practice Alot More

Daytona 191: Oops, OK, didn't get to 500 miles! Ya know how dangerous it is to drive fast in pourindown rain?

NASCAR Revisited: Replay of last year's race

Totally NASCAR: More news, analysis and interviews from the world of NASCAR

Auto Racing: Busch Racing from southern North Carolina Bosco Raceway just off Highway 132

Auto Racing: USAR Hooters ProCup Action (Ain't makin this up) cup sizes may vary

Grand Am Racing: Last year's Winston Cup chassis with a sportycar body. Pretty ugly until completely filled with sponser stickers.

NASCAR Classics: Replay of a race from two or three years ago!!

Two Guys Garage: How you can fix up your car with the same cool parts used by NASCAR

WRC Rallye of Sweden: Nope, not this week; maybe next week, more important stuff to show ya. It's still the same even if it'll be a week late! Besides, Little whinney engines buzzin away, and the passengers in thecars are yellin and we can't understand a word they said.

*end, but we could
go on and on with this one!*

Europa Tails

by Scott Hogben

I can't believe it's April already and this is only the first article I've written so far this year! As some of you know, I [finally] bought a house last year, and it wasn't until recently that I managed to get myself set up to actually do some work on cars in the garage. I still need to do a lot of wiring for lights, and plumbing for the compressor, among other things, but at least the garage is now adequate for most wrenching needs.

Our New Year's Eve track day at Laguna Seca came all too quickly for me at the end of last year and with the threat of rain, I decided to postpone the Europa rear disk conversion project and work on my 944S2 for that track day. Yeah, yeah, I know, I received a lot of abuse for bringing that car, but I had to, the tires on the Lotus have been shaved down (to almost slicks) from the last two years of track days.

I have to say, it was a different experience to drive the 944 on the track rather than the Europa. Some might be worried that I would go into a verbose commentary in the Lotus club newsletter on the handling virtues of the Porsche but I won't, I'll actually use it to favor the Europa! But don't get me wrong, I'm not complaining about the handling of the 944, on the contrary, it's quite good, but it's just so different from the Europa - it's so much heavier! The first few quick laps I did in the Porsche made me realize just how nimble the Europa is and actually made me wonder what it was like to drive a Winston Cup car!

The Porsche weighs in at a bit over 2900lbs, and through a few minor mods to the engine in the form of a cat-back exhaust and a chip, it puts out almost 220Hp. Add to that some upgrades to the brakes and, although it was fun (especially in the rain), it still couldn't turn the same lap times as the Europa. I didn't get an opportunity to check the actual times, but I used a friend's Miata as a yardstick. In the Europa, I'm leaving him. In the Porsche, I can't quite catch him. It doesn't seem like I'm

gaining, and I'm not really losing any ground either. Perhaps it was the fact that the 944 is my daily driver and I was driving a little bit more conservatively because of it? Still the same, I was pushing it pretty hard and it couldn't seem to match the pace of the Europa. Upon returning to the pits after being out with my Miata friend, I rolled up next to him to thank him for the fun during the session and his opinion said it all - a grin and a wink: "The Europa is definitely faster."

So, while I still had fun with the Porsche, it inspired me to get back on the rear disk conversion for the Europa for the April 9th event at Laguna Seca. As this day will soon be upon us, I've used my time unwisely yet again. As this CR goes to print, the stock drum brakes are all over the garage floor, both the rotors have been machined and are ready, the backplate that will mount the calipers to the trailing arm/hub carrier assembly are done, but I'm waiting to do some final welding and machining on the caliper mounting brackets that will mount the caliper to the backplate. If all this sounds a little confusing, I'll be submitting some pics in a later article that will clarify the description. But I'm warning everyone now, don't expect a particularly pretty job with this conversion; I'm going for low cost and better brakes as the main objective.

Although I'm not on the time frame I'd prefer, the bulk of the work has gone relatively smoothly but it's the little things that I'm sure will give me the most grief, like running the brakes lines and connecting the cables for a FUNCTIONING handbrake! This is something unheard of for Europa owners, and something which is very important to me as my driveway seems to have been made with Billy goats in mind.

There are a host of other things on the car that I wanted to get done before this event, from a simple throttle return spring to more laborious projects like adjusting the Konis. But the rear disks are a must, I want to go into the corners and press on the pedal with a little more confidence than I have been. Once the brakes are done, I'll move on to the simple things and knock out as many as

I can before the event. As of this writing, I have one week to do it.

Okay, that's it for this month, time for me to get back to work on the brakes. I'll report more next month on how things went and what the next project is on the list. Hope to see you at Laguna Seca!

end

EBay Watch

Pamela Sez.....

More nice toys . A **Lotus Mk 6**, 1955, English registration 187MML, being sold by the New England Sportscar Company, reached \$15,800 but didn't meet reserve. There were no detail photos of the car; no interior or engine bay shots, and that raises suspensions. I've been to this shop, located in Connecticut, and saw many cars for sale that were not in very good condition!

ORIGINAL Lotus sign from a European dealership. The sign is 25 years old and comes with a transformer from 110V to 220V AC. It sold for \$761
'ROBIN HOOD 7 PROFESSIONALLY BUILT' sold for **£2,951.01** in the UK. I've seen two of these Robin Hood 7 clones before and am not sure how one could be 'professionally built'. The quality was low; made for touring and definitely not for performance!

Lotus Elise S1 Original, Yellow, P-Reg (early car) was offered at a start of £9,500.00 in the UK. It got no bids, None! Even though it was that bright Norfolk Mustard color and sooo cute. But also over 50k miles on the clock. I don't care, I'll take it.....

The greatest item I saw on EBay a few weeks ago, though, was listed in the UK under Lotus. But, instead of a car 'type' in the title, the ad just said: "Do Not Bid." OK, I had to click on it and check it out. There was a photo, but no text, and none was needed. The photo showed a guy sitting on his motorcycle in his driveway. In the background was a woman with her arms folded rigidly, his wife I assume, . "You put that thing on EBay and try to sell it, so I can have that new kitchen."

end

Lotus Tours

by David Anderson

Richard Parramint has announced new Lotus Tours for 2003.

July 2 - 7 (following w/e Goodwood Festival of Speed)

August 27- Sept 1 (following w/e Goodwood Revival Meeting)

Judy and I went on the tour in July 2002 and it was a great experience. If you go as a driver you get to drive a new Elise on a driving-instruction day at the factory track. This is an experience you don't want to miss. It's not like GGLC track days (just driving around the track for hours) but is more a driving-instruction day on the factory track. The morning is doing special small segments of the track to learn (orre-learn) specific skills. The afternoon is some full track laps, always with an instructor in the car. But don't take that as a negative, it's a positive thing. Personal instruction from talented instructors with substantial racing qualifications. In an Elise (I was in a 111s)!

The rest of the tour is equally nice, all transport arranged for you. Seeing the Classic Team Lotus cars (and all those original drawings in and out of drawing cabinets) is very special. Well, it's just all very nice. Judy and I had been to Donnington (which is worth seeing) so we skipped that and spent the day in Norwich, which is also worthwhile. Very nice boat trips on the river (starts at Pulle's Ferry in Norwich and also stops at a floating dock near the Norwich train station) are available.

Oaklands is a nice Inn just across a train track from a small park and the river (the boat trip goes by here). You can find a walking access to the river and the park over the train tracks (50-100 yards north of the Oaklands Inn. I would not call Oaklands 5-star, but it is pleasant and clean and the staff is young and enthusiastic. Some locals also come to Oaklands for a nice dinner out and it's very nice to be among them.

The museums and Castle in Norwich are fascinating. Richard Parramint is a fun person, and the whole

thing is entertaining from beginning to end.

The following from Richard:

"Costs

Single GBP 1310.00 (1210.00 members Lotus LTD)

Double GBP 1695.00 (1595.00 members Lotus LTD)

Double (2 drivers) GBP 2249.00 (2149.00 members Lotus LTD)

"Cost includes all coach travel (including to and from airports), visits to Donington Motor museum, Classic Team Lotus workshops (hosted by Clive Chapman business commitments allowing), Lotus factory (Elise & Esprit production lines), ACBC resting place, Ketteringham Hall. A Lotus Dinner, with guest speakers, 5 nights accommodation (bed & breakfast) at the Oaklands Hotel in Norwich and of course the main reason for the visit, the driver training day at Hethel driving the Elise with instruction from Lotus engineers and instructors."

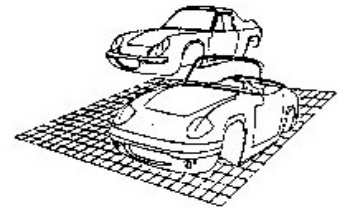
Lotus Ltd is of course the national US club. Some GGLC members (including myself) are members of Lotus Ltd, but that's not required (see pricing above).

Our Oaklands dinner had Alastair McQueen and an old-time Lotus mechanic whose name I've forgotten :-). Alastair McQueen is a legendary test-driver and an entertaining speaker (the name-forgotten speaker was worth listening to too, don't mean to slight him). Whoever Richard has as the speaker(s) will be fine, Richard worked for Lotus and knows everyone.

If you can squeeze it into your schedule and pocketbook, do it.

Highly recommended.

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The Entrance to the Lotus Factory, Norwich

Lotus Bytes

by James McClure, et al

I want to start out by thanking Harvey Laskey, owner of California Quality Printing and a member for quite some time, with his '85 Turbo Esprit. A few months ago, he offered his time and business resources to print our Chapman Report Newsletter. This issue represents the third that has been printed by California Quality Printing, and the quality shows. Thanks again, Harvey!

New Lotus book found in the **Motor Books** shop, St. Martins Court, London, right around the corner from the Leicester Sq Tube Station. The book, "The Lotus Book Collectables" is put together by the same writer who did that large "The Lotus Book", William Taylor. Lotus memorabilia; I'm sure many of us have picked up a Lotus-related item over the years. This book helps bring that collecting habit into perspective. I'll bring it to the next couple of meetings so members can have a look.

Article in the SJ Merc & Road&Track about Mad Maps. They offer four back-road maps of California fun drives: San Francisco/Bay Area, Northern California/Wine Country, Southern California and Sierra Nevada. They sell for \$7.95 each, or \$39.95 for a four-pack that also includes a canvas carrying case. They're available through the **www.madmaps.com** Web site or at area motorcycle shops and book stores, which are listed on the Web site. They were initially created for bikers, but make even better Lotus roads. Many of the 'backroads' that they mention are already well known to us and others. It would be nice to build on these maps with our own personal favorites. I tried to buy one of them though and found they were sold out everywhere. Too much press for such a small publication, I guess.

The March and April issues of "Classic & Sports Car" have Lotus articles; a Series 1 Seven restoration and then a buyer's guide to the Excel.



Ready for the racing season, Stuart Smith's new Lotus 11 at the CSRG event, March 29th & 30th.



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New GGLC

Website Launched

by *Kyoshi*

Have you visited the GGLC web site in the last couple of weeks?

GONE! GONE! GONE! is the old the site that many called stale and "ugly". The "green" background has bit the dust!

GREAT NEWS!

When you visit the new GGLC site you'll find:

- It easier to read
- It easier to find what you need
- Brand new pages
- Brand new content
- More Stories
- More Technical help
- No more broken links

The GGLC web site is now a place where you can proudly set-up as your home page and send your friends to visit.

And importantly our longtime GGLC sponsors will be pleased to find that the site will attract new customers because they are more prominently displayed on the new site with links to their sites!

All of this good "stuff" will attract new members and Lotus enthusiasts will join the GGLC to support our efforts!

COMMENTS FROM AROUND THE WORLD!

From: r.parramint
[r.parramint@netmatters.co.uk]

Just had a look at the site...so easy to get around...very nice.

From: Joel Lipkin
[jlipkin@attbi.com]

Fantastic new look to the GGLC site you guys—

Thanks so much for bring the club into the 21st century!

From: Jerry Rude
[gdrude@pacbell.net]

Really looks great!! thanks for all the effort. We out in the hinterlands really appreciate what you all have done for us...

From: Michael Sands
[mail3@sandsmuseum.com]

Very nice! I like the graphics and colors a lot better than before.

From: <ianhamer@sbcglobal.net>
Good new layout Kiyoshi. Thanks for the email pointing out the changes.

From: "Carter Alexander"
<calexander@emsgroup.com>

Holly Chapman, Kiyoshi!

The website is not only easy to use, very attractive and loaded with goodies, but WHERE are you hosting it? The pages fly from one to another on my DSL connection. It must be on one very hot piece of kit to be so fast which of course suits the marque! Maybe our friend Roger Higgins can get a Keynote reading on the 0-60 speed of the pages?

And I must say, the structure of the information and depth is wonderful. Makes one realize how fortunate we are to be members of the GGLC. Well done!

From: Ed & Ruth Young
[lotusracer@mchsi.com]

VERY nice..... especially like that logo! Pat yourself on the back.... :^)

From: Loudon Gordon
[gordonloudon@yahoo.com]

Just wanted to say I think a great job has been done with this.

From: David Martin
[david.martin114@verizon.net]

Nice job! It is much easier to read. You guys are such a great resource to the entire Lotus community, and everything you all do is certainly appreciated. **IT'S NOT FINISHED! WE NEED YOUR HELP!**

This is just the start. We need your help! We are looking for new and fresh content. Sends us a short article, a new parts interchange, photos and suggestions! The GGLC is already one of the mainstays of the on-line Lotus community; let's grow it into the #1 Lotus related web site!!!

This is your site. Some ideas for new content are to post member projects & their cars. Your suggestions are welcome and needed. Write me with your thoughts and feedback.
Kiyoshi.Hamai@na.teleatlas.com.

<http://www.gglotus.org>

end

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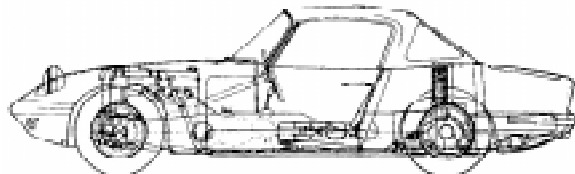
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Opinions expressed in the Chapman Report are those of the authors and do not represent those of the GGLC or its officers.

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 Bubba 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.

For Sale: 1999 Lotus Esprit V8, located in San Jose, CA. It is Norfolk Mustard with a black interior with yellow piping. It has 19K miles and has had all of its scheduled services. It is totally stock and is in excellent condition. I would like to get \$55K. Dr. Butch Anton, butch@butch.net, 408 282 1600 x101 (3/03)

Wanted: Looking for an early production 7; a Series 1 or an early Series II America. Prefer original specifications. Chassis/Frame must be verified as original. Will consider a project or fully restored car. Willing to pay a competitive price. Erich Reichenbach (415) 302-2144 westpac@comcast.net (3/03)

FOR SALE: 1970 Lotus Elan +2 S. Yellow with black interior. Very good condition, less than 26,000 original miles. Weber big valve head, stainless headers and exhaust, new Super Starter, electronic ignition. \$10,500 Tom Wimperis Chico, CA., 530-532-899-9380 twimperis@splasers.com (3/03)

FOR SALE: 1963 Lotus Seven Series 2. Project nearing completion. Reinforced frame, new polished aluminum skins, fuel cell + original tank. Double wishbone front suspension, new aluminum radiator + original, 13x7 aluminum wheels with Yokohama 008R tires. Close ratio gearbox, Cortina rear end with brace. Rebuilt 1700cc all steel, Brian Hart Twin Cam with dry sump. Both cycle and clamshell wings. Needs suspension setup and some fiberglass work to nose and wings + painting. \$19,000 Tom Wimperis Chico, CA. 530-532-899-9380 twimperis@splasers.com (3/03)

For Sale: 1967 Lotus Elan Series 3 SE; white, Panasport wheels, new frame, new convertible top, universal driveshafts. Many other new parts; carpet set, console and dashboard under trim, oil pressure/water temp gage, electric fan, water pump, timing chain, clutch, throw out bearing, engine seals, clutch master and slave cylinders, braided stainless brake and clutch lines. Brake booster rebuilt. Rare fiberglass removable hardtop. Car is in eastern Canada. Tom Wimperis, 530-899-9380. (3/03)

For Sale: Lotus Europa SP Race Car (#19). Unique car for someone who really wants to learn to drive a fast mid engine car without the hassle of class rules. 2001 SFR Super Production champion. 1:35's at Laguna, 1:54's at Thunderhill. Motec injected Cosworth, all the right stuff but still a Lotus. Some spares. Comes with lightweight custom single axle trailer (1800lb total with car). \$28k or best offer. Call Mike (408)891-5833 or email, mikeohm7@earthlink.net

Classifieds

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

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

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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)

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/l41c/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)