

# President's Message

by Peter Richen

Spring has arrived, which means that it is time to finish up your winter projects and start driving again. To help the process along, we are scheduling a workshop at Mike Ostrov's place and perhaps a Gold Country run to Dave Bean's Lotus Operation.

The track day at Laguna Seca was another great success. About sixteen or seventeen club members showed up for the event. I didn't get a complete count of all the cars, but as expected, the Lotii outnumbered all the other cars. As usual, the weather was perfect, and there was only one minor mishap. There was a pretty even distribution of Espirits, new Elans, and the older models. I hope to see all of you at Thunder Hill in June. Partnering with the Northern California Racing Association worked out well. For the most part everybody got plenty of track time.

I went to the Pacific Coast Dream Machines show at the Half Moon Bay airport the other day. If you haven't seen this show, you ought to go at least once. It is a very eclectic mix of hot rods, World War 2 and earlier airplanes, military vehicles, old farm/other machinery, motorcycles, dragsters, funny cars, etc. There were a few older British sports cars, mostly Jaguars and MG's. There were also competitive events: a firemen's drill, tractor pulls, and others.

Unless you arrive pretty early, you need to be prepared to spend a fair amount of time in heavy traffic. Although the traffic control was good, there just aren't that many ways to get to the Half Moon Bay Airport. It took about an hour to get into the place. However, traffic leaving the event although heavy, moved pretty quickly.

## Little Log

*exerpted from the LA Lotus Guys*

### JUNE 21st And 22nd

The **LITTLE LOG** (Lotus Owners Gathering) on the Coast.

Where: SAN LUIS OBISPO

The Bay Area Esprit Group has invited has invited the LA Lotus guys to a JOINT Event.

Spend the (Saturday) afternoon at Smith Lotus, (and YES, there IS a Lotus Dealer in San Luis Obispo), for lunch, and a Tech Session. (Maybe, if we ask, real nice, we can get Dave Simkin, to do it). We will be staying at the beautiful MADONNA INN. (Arrangements are being made now). Dinner at the World Famous Madonna Inn. Lots of Lotus Talk, and GOOD TIMES. Make new friends, make fun of old friends.

Sunday: Brunch at the Madonna Inn, (BEST FOOD, on the Coast), and then a leasurely drive back to L.A. (I'll be going through the mountains again, some will be driving the coast). This is also a GREAT weekend to bring your Spouse, so that she can ALSO have fun with the Club, and become a bigger part of your "Lotus Life". It has been said, that "The boys in L.A. don't like to drive their cars too far". If you haven't been on a run, out of town like this, you owe it to yourself, to make this one. Events like this, are what owning a Lotus, is all about. Besides, you wouldn't want to let the B.A.E.G boys rag on us, would you ?

### May Meeting

Friday, May 16th, 7:30 pm

Host: James McClure  
11238 Bubb Road  
Cupertino, CA 95014  
(408) 257-1463

From Hwy 280:

1. Exit to Hwy 85 South (towards Gilroy), but then get in right lane for quick exit
2. Exit at Stevens Creek and get into the far right lane
3. Turn right onto Stevens Creek then get in left lane
4. Left turn at Bubb Road and continue on for @ 3 miles
5. Pink house with pink stucco wall, on left

From Hwy 101:

1. Exit to Hwy 85, though if you're coming from San Jose, use Hwy 237 to get to Hwy 85
2. Follow steps 2 through 5, above

## GGLC Calender

May 16	Monthly Meeting	Host: James McClure Cupertino
May 18	British Motorcar Show & Swap, Dixon, CA	
June 20	Monthly Meeting	Host: John Zender
June 21	Stock Car Races	Altamont
June 21 & 22	"Little Log" Tour	San Louis Obispo
	Bay Area Esprit Group to the Madonna Inn	
June 25	GGLC Track Day	Thunderhill
June 28	Glass Fibre Seminar	Mike Ostrov's Shop (tentative)

## Website Update

by *Kyoshi*

### APRIL FOOLS HOAX!

Did you visit the GGLC web site on April 1<sup>st</sup>? If not you missed a classic GGLC April 1<sup>st</sup> hoax.

The Golden Gate Lotus Club (GGLC) took it's traditional April Fools Chapman Report issue on-line in 2003.

Web-Editor Kiyoshi Hamai crudely created a fake photo of the "new Lotus", posted it on the GGLC web site and then told the Lotus lists that he was "DISTRESSED" that Lotus was killing the US Elise and building an SUV to sell in the states.

The ruse caught a number of readers off guard. Some quickly realized it was April 1st, but then told Kiyoshi that he shouldn't distress over the rumor because it was April Fools, thus completely missing the fact that it was he that created the hoax in the first place!

### THE ORIGINAL POST FROM KIYOSHI:

*Subject: Lotus Dumps Plan for US Elise!*

I'm DISTRESSED!!! According to the GGLC Lotus is dumping the US Elise!!!

I'm not sure what the story is, but the GGLC web site is reporting this as more than a rumor and showing a photo of something called a Eufouria!

Can anyone confirm/deny this? I'm calling my dealer today to check on my deposit.

*Kiyoshi*

Go to the GGLC web site and then to the "Past Events" page and click on the "April 2003 Hoax" button to see the "EuFOURia" and the story.

### SOME OF THE RESPONSES!

Tue, 1 Apr 2003 07:42 *I think it is great .... had me going for a sec - CS*

Tue, 1 Apr 2003 07:37 *You had me for about 10 seconds. Then I remembered what day it is. Thanks for waking me up this morning :-)* JB

Tue, 1 Apr 2003 09:00 *Hi Kiyoshi*

*Just made a call to Lotus, 'full steam ahead' was the comment. Don't worry Lotus are working really hard to get you the Elise.*

*Best wishes - RP*

## EBay Watch

*Pamela Sez.....*

A '69 Lotus Elan +2 in Maine sold for over \$6K, and it needed lots of work! The description said rebuilt engine, but it and the tranny were not in the car. Are these cars going up in value that much? If so, mine will be on Ebay very soon. At least it's a runner.

An Elise sold in England for only about \$10K. But It had front end damage, including suspension, so this could be more expensive to repair than the bidders understood.

**\$184,000:** "A real Lotus 18/21 from 1961 presented by Park Place Ltd. This car, chassis #918, competed in numerous Formula 1 races and Grand Prix from 1961 to 1964 with a illustrious list of drivers. Stirling Moss chalked up two wins in 1961 at Brands Hatch and Karlskoga"... This car has been listed three times or more and hasn't had a bid yet; probably EBay is not going to be the place to sell this one.

What I really need is some parts, but I always get outbid on the ones I want. Except for those Lotus Logo valve stem caps and matching cuff links.

## Dixon Line

The annual "Dixon" British Car Show & Swap is Sunday, May 18th. I've never been to this, but hope to this time as I've heard good things about the show from various Lotus club members, especially on the swapmeet bits.

How do you get there? Hwy 80 towards Sacramento. Exit Hwy 113, going south (which becomes North First St.), then a right through the marked gate about 2 miles down. This event is put on by the "United British Sports Car Club" of Sacramento. I don't know why there is no large Brit parts swapmeet right here in the Bay Area, but there isn't, and this is the best alternative.

May should be nice out there. I've been to Dixon in August once, and almost died from the heat and humidity!

# Lotus Driving Experience

by *Scott Whitman*

*The following is an account of the third day of the trip, with a small group of hearty Americans to “all things Lotus” (Day One previously reported)*

## Day 3 – Lotus Driving Experience

This was our track day. The driving experience worked like this. They had 3 instructors, 3 cars (Elises, of course), and 3 groups. Each group went with one instructor. In the morning, we rotated between 3 different exercises: oversteer/understeer on the skid pad, braking, and slalom. They didn't give us much prep time with RHD – they just assumed you could do it and just get in and go.

Ok, so we get in a Vauxhall something or other (4 seater) so the instructor can drive all of us to the skid pad. The first part of driving an Elise turns out to be determining how to get in and out of the car. I guess because it is a small mid-engine car, the cockpit is a bit further forward than in a larger car and thus it is not easy to get into. Imagine how much harder it is when you have the roof on (as the weather turned out to be alternating between rain, drizzle, and just plain cloudy). Its hard enough with the roof off, but with the roof on, you have to slide your body into a seat that is about 2 inches off the ground between an opening that is about 20 inches from floor to roof. Ok, I'm exaggerating – 1 inch off the ground and 10 inches floor to roof. Or, at least it felt like it. At the same time while you are trying to avoid hitting the roof, you have to figure out a way to get your legs in. You can't just sit down and put your legs in later, there is no room. I had to put one leg in, attempt to sit down, and bring my other leg up to my stomach and then in. Clearly, this car is not made for those who are, shall we say, a bit larger than your average beanpole. Ok, so I got in. Whew! Now,

once in side, it feels wonderful. No airbag – just a nice and very small steering wheel. Simple layout, not too many gauges and not a lot of fancy gadgets. Its basically a driver's car with everything organized for driving. By the way, one of the girls in my group (there were 4 women total out of our group of 12) said she had a Series 1 Elise and apparently “you just get used to it.” And that car is apparently harder to get into than the Series 2. Hmmm. And they sold how many?

I was first on the skid pad. We were supposed to do understeer. The skid pad is a large circle, about 100' in diameter and they wet it down for this purpose. Part of the pad is actually part of the track. The basic idea was to drive around the pad at a constant speed (I'm guessing we did 40mph – I didn't look actually) and then, when the instructor told us to, we were supposed to immediately turn the wheel to full lock toward the inner part of the circle. Well, my brain refused to exercise this command. You see, as soon as you start to do that, you start to skid and my brain didn't like that. After about 10 tries, I finally gave in and did it. It was actually pretty cool. What happens (for probably the very small audience that has never done this – I feel like such a novice here) is that the car loses traction on the front wheels and pushes straight toward the outside of the circle. You correct by easing off the throttle and unwinding the steering wheel until you get traction back. Pretty cool, I think I finally got it. Only had a few minutes though and it was on to the next person. By the way, each of us had our turn in doing full 180's or 360's before we figured out what to do. It was fun to critique the other driver's, particularly when they were driving and couldn't hear us. Hey, wait a minute, that means they were joking about me too!

Next, we did oversteer. This involved driving at a constant speed and then suddenly flooring it – well, just a little. What happens is that the rear starts to slide out. To correct, we steer into the skid and slow down a little to gain back traction. It took a bit of practice but I finally got that one too.

Now I want a skidpad to keep practicing both of these – it was pretty cool.

After the skidpad, our group drove over to braking. There were two braking exercises. One involved driving at a constant 60mph up to a cone, then applying the brakes full on. At that point, the wheels lock. However, what seems like 2 feet in front of you there are some cones that you have to avoid and make a quick left turn, go straight and brake again. I guess the idea is to do the whole thing as quickly as possible and stop in the shortest distance while attempting to maintain control of the car. Since the Elise doesn't have anti-lock brakes, you get to, err, have fun, as it were. The first few times most of us tended to apply the brakes early – before the cone. Its really hard not to since you see the cones coming up. Finally I did it, avoided the second set of cones and swerved ok. I don't think I applied the brakes the second time early enough though. Again, lots of practice needed. The next exercise was to drive up to a single cone and apply the brakes as late as possible but still stopping before the cone. This was an accident avoidance maneuver. We were told to imagine that some kid just jumped out in front of the car and we had to stop to avoid hitting the kid. This is a judgment call and of course every car will be different. Most of us tended to apply too early again. A few times I was aggressive – maybe a bit too aggressive and the kid would have been a pancake by the time I was finished. That is too say, I stopped past the cone. Good exercise, hard to do.

Then we moved onto the last exercise – the slalom. This part was a bit too much for me as the instructor was trying to teach us two things at once. The slalom course had cones that started very close together and then got further apart with a single cone at the end. The idea was to try to get us to see beyond the cone we were looking at and position the car in such a way for the following cone. In addition to that, he was trying to teach us to turn around the cone at the end slowly but without having our hands cross over each other. It involves some sort of

*next page-----*

hand slide movement where one hand grabs the wheel brings it around and the other hand slides back to the start position and you do it again. I couldn't quite grasp what he was talking about and as a result I messed up my slalom too. I understood what I was supposed to do there but I am having a tough time seeing the next corner while attempting to negotiate the current one. Needless to say, I didn't exactly master this one.

After we did this one, we went back into the school area for a nice lunch and talk about the afternoon. The afternoon was a full track event. Just like any other track day. Yeah, and just like any other track day in an Elise at Lotus' headquarters. The track is not particularly smooth. Remember, they use this as a test track. It is on an old airfield from WWII. From the outside, it looks easy. But, looks are deceiving. One thing I had to get used to is driving clockwise. I have only been to Laguna Seca and Thunderhill and both of those tracks are counter-clockwise. Back to the test track – it has two long straights – at the end of the first straight is a chicane. You go into the chicane at very high speed (about 100 to 120mph in the Elise) and you have to squeeze through this opening while making a quick left then right. At the end is a 180 hairpin into another long straight. At the end of that there are some nice short turns you can take at fairly high speed into a couple of short straights. At the far end is the skidpad where you turn back to go down a few fast turns and into the first straight. Sounds easy, right? I made two mistakes all day. First was that I couldn't quite see where the skid pad really started and I seemed to go into it too fast. Second was at the end of the second straight. I braked too early and had no speed. The problem for me was that the tracks I had experience on had brake numbers (3, 2, 1) or markers or something that showed you where to brake. Here they had some brake markers on some parts (too early in my opinion) and other parts of the track had nothing. Not to mention, I had to get used to driving with the stick in my left hand. Oh, and one other thing, in the middle of my track session, the weather changed from drizzle

(intermittent wipers) to rain (full wipers). Well, turns out that the wipers are on the opposite side too and I had to figure that out at full speed.

It was a lot of concentration, a different car, a different circuit, and an instructor talking to me all the time. I didn't get much chance to breathe and by the end I felt a bit overwhelmed. But, I learned a lot and I wish I could go back again and practice some more. It was all too short. So, at the end of the day, the instructors decided to show us how the track can really be driven. I would say, conservatively, that my instructor was by far the fastest (he was a race driver) and he was at least 50% faster around the circuit than I was. I realize how far I have to go. But, as he put it, you don't just wake up one day and say you are a race driver the same as you don't wake up and suddenly know how to play tennis against Pete Sampras. It takes practice, which clearly I need a lot of.

As far as the Elise goes, well, all of us were impressed. Once I got past the contortionist movements I had to use to get in and out of the car, I enjoyed driving it thoroughly. Even though the engine lacked a bit in the bhp department, it seemed fine to me. The engine response is linear, not like my M100 which has a bit of a kick to it after some initial sluggishness (in the turbo). I haven't driven that many other cars so I don't have a good feel for how good it is. It felt great to me inside and was pretty solid for a small lightweight car. If I could get past the looks, I'd definitely buy one.

The whole experience of this event was so much in a short time that I feel like I have to go back again and really take it all in slowly. For now, though, it will live in my memories and pictures.

*end*

# Lotus Bytes

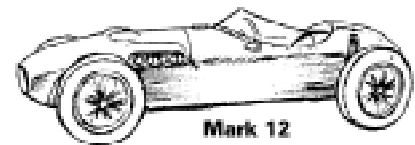
by James McClure, et al

Two stories of interest from "Lotus Lines", the newsletter of the Evergreen Lotus Car Club (Washington State Area).

First, Lotus announced another 95 job cuts, following 300 'redundancies' from last year. We are all too aware, especially here in Silicon Valley, of the continuing dismal economic situation. Hey guys, just give us a US Elise and you'll see more orders coming in!

Second, "Elise Importers Indicted in Florida" last November. Eight charges of importing Elises under the 'tourist' exemption, but then registering and selling the cars. They were caught because one of the individuals indicted crashed on the street, the Florida Highway Patrol filed a report, but also notified the feds. We sometimes forget that even the police read car magazines, and can then observe, "Hey, that's a cool car, but it's not supposed to be here, you're not Don Johnson, and this isn't Miami Vice!"

Worse yet, the happy buyers of these cars are being found and notified by US Customs of the intent to seize their cars. One of the owners kept his car by exporting it himself. Ouch!



Print Shop Ad

# WCLM Update

by *Kyoshi*

By now you should have your calendar set for August 28-31 and planning to be in Portland as the 2003 West Coast Lotus Meet (WCLM) will be held on the banks of the Columbia River.

A VERY full schedule of Lotus activities is set! You won't want to miss any of these fantastic Lotus events.

**Thursday - Aug. 28th**

- Registration and Opening Reception

**Friday - Aug. 29th**

- WCLM Lotus Track Day at Portland International Raceway

- WCLM BarBQue
- WCLM Tech Sessions
- WCLM Country & Wine Tour

**Saturday - Aug. 30th**

- SOVERN Vintage Races featuring Lotus
- British Field Meet
- WCLM Concours and Lotus Corral
- WCLM Banquet

**Sunday - Aug. 31st**

- SOVERN Vintage Races featuring Lotus
- British Field Meet Tour
- WCLM Lotus Corral

Registration information will be coming out in next month's issue of the Chapman Report!



**Spencer's Motorsports**

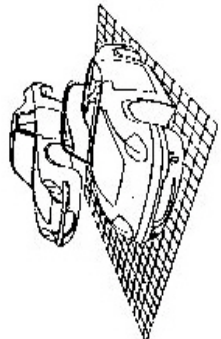
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# Europa Tails

by Scott Hogben

Our first track day of the year didn't exactly turn out the way I had hoped but I still had fun. I can hold my head up high and say that I honestly made a valiant attempt to get the disk brakes on the back of the Europa in time for the event, but unfortunately I didn't make it. The last time I left you, I believe the necessary machining to the rotors had been completed as well as the backplates. The weekend before the event I had welded up the brackets that bolt the calipers to the backplates, and finished all the machine work required as well. I formed the hard brake line that runs down each of the trailing arms, stripped both trailing arms of those foul drum brakes, and I even managed to replace the trailing arm pivot bushings and set the rear toe. Sometimes it didn't look like it was progressing at all, but only because I was able to do a lot of work off the car. I knew I could get it all bolted together the Tuesday night before the track day; the only thing I was really worried about was what time I would finish.

All the brackets bolted up very well, the brake line met the caliper, and all the spacing seemed to be fine except that the calipers were a little too close to the spring/shocks for my liking but I knew it would fly for now. It's needless to say that, as always, I underestimated the amount of time it took to assemble everything, but that's nothing new for me. I managed to get everything assembled by roughly 3:00am at which point I started to bleed the brakes. The pedal became firmer as I bled more but it peaked out and I couldn't improve it. I started to worry because there wasn't much time left before I had to get down to John's place as we were following each other down to the track. At approximately 4:00am I decided to just drive the car around the block and test it out with the thought that I could always bleed the brakes more at the track. As I drove down the block, I knew all the work and late hours I had put into it wasn't enough to get me to

Laguna. The pedal was mushy and went almost to the floor. I made a couple of trips around the block after fiddling with the hand brake adjustment but decided that the Porsche was going to have to go to the track day instead.

I put the Europa away, pulled all the junk out of the Porsche, took a shower and drove down to John's. The Porsche was past due for a cam belt change and the brake pads were pretty thin from the last track day but what could I do? I knew the day would be limited to only a couple of sessions but even just two sessions is way more fun than going to work!

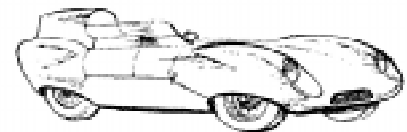
We had a very good attendance with most of the non-Lotuses being Porsches. And yes, I'm sorry to say that I contributed to that, but it wasn't out of choice. I helped out with registration in the morning but before noon I was out on the track. The day that had fallen apart at 4:00am was about to improve. I found myself having a good time despite having to baby the car. But grins really started when I came up on a Type 14 Elite going into turn 5. That little car impressed the hell out of me! I was pushing the Porsche pretty hard and he stayed ahead of me without a problem all the way through the turn and actually coming out as well. It took all three litres of torque in the Porsche to get past him heading up the hill into turn 6 too! Never before have I had so much pleasure in struggling to get past someone on the track. Lotus rules!

In the early afternoon, Victor Holtorf took me out for a session in his Pantera. I was very impressed not only with the power of that car, but by the

way it behaved and stuck to the track. It doesn't come across to me as a car that is particularly suited to the race track but it sure proved me wrong. It was a different experience than any Lotus, a true beast with gobs of torque and plenty of brakes on hand to put a smile on anyone's face. Thanks, Victor!

By the afternoon I was grumbling because I wanted to be out there pushing the car more but I knew I couldn't. After hearing my complaints, one of our regular attendees, George Fisher, threw me the keys to his Miata and told me to take it out for a session. I got in 5 or 6 brisk laps and had a great time; Mazda seems to have copied the Elan very well! My thanks go out to George for being so generous with his car, and I have to say that he is just one of the examples of the other side of these track days which provides so much fun – good friends.

The day was a little short for me but not without a ton of fun. If you don't attend these events, you're really depriving yourself of a great time. I'm currently working on my mushy pedal problem in preparation for our June Thunderhill event and I hope to see more of you out there. In the mean time, I'll see you at the next meeting.



The Chapman Report is published monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club and 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.

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.



## More Classifieds

**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](mailto: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 prices. Erich Reichenbach (415) 302-2144 [westpac@comcast.net](mailto: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](mailto: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](mailto: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 light-weight custom single axle trailer (1800lb total with car). \$28k or best offer. Call Mike (408)891-5833 or email, [mikeohm7@earthlink.net](mailto:mikeohm7@earthlink.net) (4/03)

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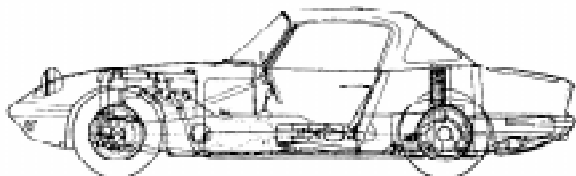
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Many Hard to Find Pieces



# 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](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](mailto: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](mailto:lotus118@yahoo.com) (2/03)

**For Sale:** Elan/Cortina parts, left over from my Cortina race car. Many Twincam parts. Please Email for an extensive list. Brian Robinson [brian.robinson7@sympatico.ca](mailto:brian.robinson7@sympatico.ca) Tel: (519) 940-3082 (5/03)

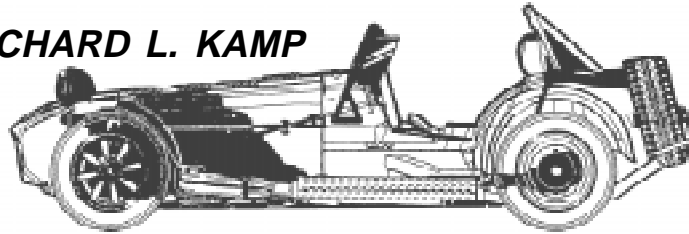
**For Sale:** Lotus 41 project, many important parts ready. \$19,500 Michael Sands 408-773-1170 Inventory and pictures at: <http://www.sandsmuseum.com/cars/141c/fs41c.html> (2/03)

## GOLDEN GATE SEVENS

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**For sale :** 1980 Lotus Europa 4 speed stick, 4 cyl. exterior grey/interior grey & black less than 30,000 original miles. This is a project car. Transmission/engine in car; engine needs to be finished. \$6,000 or best offer. Grizzly Flats, Ca Ron 530-642-0332 E-mail [neumann@directcon.net](mailto:neumann@directcon.net) (5/03)

**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](mailto:L.Frazer@ix.netcom.com) (2/03)