

President's Message

by Peter Richen

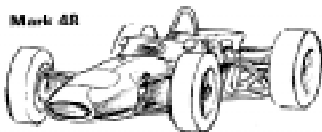
Noni & I went to the Wine Country Classic the other day. Dave and Penny Elsebusch, who race a Lotus 7A (Dave drives, Penny is the mechanic), kindly provided me with a participant's pass.

It was a beautiful day. The Lotus marque was well represented with two 7A's in the '55 to '62 GT & Production Car class; seven 23's in the '61 to '65 Sport Racing Class; a super 7, and an Elan 26R in '63 to '66 GT and Production Cars; twelve 18's, 20's, 22's and 27's in the '57 to '63 Formula Car Class; and nine 11's and one 15 in the '55 to '60 Sport Racing Class.

In addition to the racing, there was a large tent devoted to wine tasting and other gourmet items from the Napa and Sonoma area. It cost an extra \$15 each to get into the tent, but it went to charity, and it was worth it to be able to taste and nibble from a scenic area overlooking the course.

We also took the opportunity to visit with Rich Kamp at his new shop, which is right behind turn 10 (opposite the main grandstand). For those of you who remember his shop in South City, this new shop is huge in comparison (~3000 SF). He is still moving in, but it will be a very nice space once he gets settled. I noticed three Caterham 7's in various states of assembly (two are essentially complete).

We had a great time. It won't be long before we return, possibly at a GGLC event.



Rich Kamp and a new Caterham 7, in his new shop

June Meeting

Friday, June 20th, 7:30 pm

Host: John Zender, aka Fusion Technology
3507 Edison Way
Menlo Park, CA
(650) 368-9105

From Hwy 101:

1. Take Marsh Rd Exit in Menlo Park
2. Left at signal driving west on Marsh Rd
3. Right at Fair Oaks (after 0.8 mi on Marsh)
4. Go to the end (through 8 roundabouts, 0.5 mi)
5. Right at Edison Way (stop sign) and John's is 100 ft on left

GGLC Calender

June 15	Hayward Meet (Brit Car Show, Parts Swap)	Host: Mini Club
June 20	Monthly Meeting	Host: John Zender
June 21	Stock Car Races	Altamont
June 21 & 22	"Little Log" Tour Bay Area Esprit Group to the Madonna Inn	San Louis Obispo
June 25	GGLC Track Day	Thunderhill
June 28	Glass Fibre Seminar	Mike Ostrov's Shop
July	Monthly Meeting	Host: Kyoshi Hamai

Chapman Report

exerpts from early newsletters:

Feb/76: "Greetings

This is my first Chapman Report as Editor, so its a bit rough in spots, but hopefully I can tighten up the production schedule to get it out a bit sooner. If this news letter is to be as succesful as it has been in the past, I'll need a lot of material sent in by you, the members. The deadline for material sent to me is the last Friday of each month. Send in your bits and pieces and I'll print it. *(does this sound familiar?)*

Thanks Wally for the stuff you sent.

Skip Bailey"

next page-----

GGLC 30th Aniversary

by *Kyoshi*

The GGLC will be reaching a milestone of sorts in a couple of months. It was in June 1973 that John Ridley, Brian Cano and others formed the Golden Gate Lotus Club. From the first 2 members the group rapidly grew to over 70 members.

Part of that early group were folks like Mike McHugh, Wally and Fran Sinclair, Stas Murawski, Carter Alexander, Dave Furtado, Ric Kellen, Gary Seaborn, Jack Schlotthauer (the 1st President) and others. In the "Meeting Minutes" of August 24, 1973 read, "Brian Cano, Membership Chairman, reported on the fantastic jump in membership – from two members to 73!"

A monthly letter went out penned by Mike McHugh and later Wally Sinclair. In 1975 the newsletter duties went to Skip Bailey who named the GGLC newletter, "The Chapman Report". Skip is also the creator of the GGLC logo with the Golden Gate bridge and Lotus logo blended together. Wally Sinclair got the GGLC Incorporated as a non-profit and the GGLC joined the Northern California Sports Car Council (we are still a member of this organization).

Dues were \$15 per family and gas was under \$1.00 per gallon.

In 1977 Wally Sinclair reassumed the editorship of "The Chapman Report".

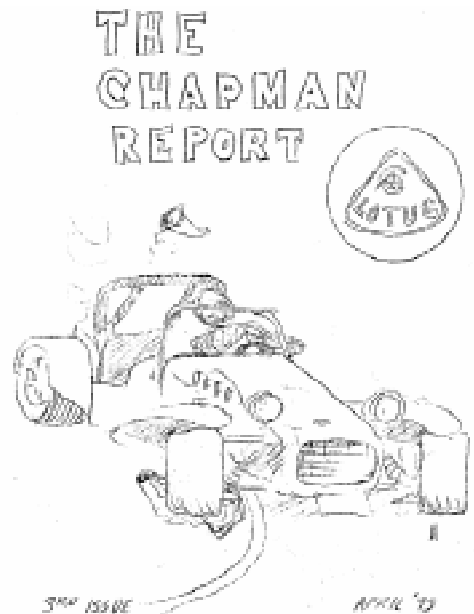
In 1978 the GGLC grew with new members Don and Betty Nester (Jan 1978), followed by myself and Laura in June and Tom and Cherie Carney in the summer of '78. We had over 100 members. July 1978 was the first edition of the Chapman Report with me as the editor. I counted over 100 typos in those days before word processors and laser printers. In my first editor's column I wrote, "Now that I have been elected? Forced? Suckered? Into editorship I will welcome all fan mail, gossip, club news, racing successes and not-so-successes, art, articles, tech help, anything." Nothing changes...

Our club budget in 1979 was about \$1,385. Last year with the WCLM and Track Days the GGLC spent nearly \$57,000 and collected just under \$60,000! And, today we are nearly 300 strong with members all across the US and in other countries. And, each day our website is visited by hundreds of Lotus enthusiasts from around the globe.

Congratulations to the GGLC and its members for reaching this milestone of 30 years! Thank you John Ridley – founder and still member!!!

GGLC Lifetime Members:

John Ridley
Wally Sinclair (Sadly, Wally passed away last fall)
Kiyoshi Hamai
Tom Carney *end*



CR

exerpts from early newsletters:

Mar/76: "The GGLC

The basic structure of the Golden Gate Lotus Club was formed one dark night in the small northern California town of Sausalito. The tide had just gone out leaving two derelicts cast yupon the beach. These two individuals literally bumped into each other in the dim light which caused one to drop his load of canned and glass goods on the pavement. With the resulting clatrtter one was heard to remark, "Christ, you sound just like a Lotus!: To which the other replied, "British rubber rots!" A union between the two propagated the embryo that was to develop into the GGLC. The year was 1973. (Liberties have been taken with the living or dead or any sports car freaks is purely accidental.)

The GGLC is an incorporated organization dedicated to the furthering, understanding, apreciation and sympathy of the Lotus matque. The Club currently meets on the second Friday of each month at a place that izs usually announced beforehand. The membership is into roadracing, ralleying, autocrossing, concours, each other, and any sport that involves sports cars. Our membership fee is \$15 which is renewable on the first of each new year. The Club membership offers individuals who are experienced in every aspect of Lotus cars. Everyone is welcome to the GGLC and Lotus membership is not required. We have social activities as well as general bull sessions, and without exception all Club members are more than willing to help each other out as well as nonmembers who own Lotuses (Loti?).

Thank you for your interest, and please contact me with any questions.

Wally D. Sinclair"



Dave Bean trying to get past one of those wide Chevys at Thunderhill CSRG event last month; two Lotus Cortinas in tow.

EBay Watch *Pamela Sez.....*

Some junkers sold, nice cars didn't!

In Florida, a "1974 Lotus Super Seven (Robinhood)" sold for about \$11K. It has a four cylinder 1500cc Triumph motor with a four speed manual transmission, twin 1&1/2" SU carbs, front disc brakes with 5-5-Jx13 Compomotive alloy wheels. I'm not sure the buyer realizes that this is far from being a Lotus 7, as the 'robinhoods' are the poorest clone I have seen in person.

An Illinois 1967 Elan S3 convertible, Right hand drive, Weber head. Recent mechanical and interior restoration. It looked very clean and original but didn't sell with 25 bids to only \$10K.

Another Elan +2 sold for over \$6K, better shape than the one that sold last month but still needing some interior work, at least. No photo of the engine bay in the ad; suspicious to me!

From Newport Beach, "THIS LOTUS 7 VINTAGE RACE CAR HAS EVERYTHING YOU COULD WANT IN A SEVEN. COMPLETE GROUND UP RESTORATION WITH NEW ARCH MOTORS CHASSIS COMPLETED IN 2002. COMPETED IN 5 EVENTS IN 2002 THEN UPGRADED TO AN ALL STEEL MOTOR". This car looked pretty good and ready for vintage racing, but only got up to \$17K and didn't sell.

Another Southern Cal Seven: "1970 LOTUS SEVEN. THIS IMMACULATE LOW MILEAGE CAR WAS BUILT BRAND NEW BY MCGREGOR MOTORSPORT IN NEW ZEALAND. THIS SPACE FRAME BUILT CAR HAS ALL THE BENEFITS OF MODERN TECHNOLOGY. POWERED BY A BEAUTIFUL TWIN-CAM TOYOTA MOTOR WITH TWO SIDE DRAFTS, HEADERS AND A STAINLESS STEEL EXHAUST SYSTEM APPROX 200 BHP". Almost sold for \$13K. Might not be a real Lotus but looked clean and fast.

From Fremont: "ECLAT RIVERA, HAND MADE LOTUS ECLAT- ONE OF ONLY 69 MADE", sold for \$2,700, but looked to be in poor shape.

From San Diego, a bright red 2000 Lotus Elise Sport 190 with a Honda 200 hp Vtec, starting at \$40K. No bids. I think this is the same car that was at the All British Car Meet last year.

One That Got Away

by Jon Rosner

Most of us have stories about cars we wish we had purchased, or bought and then ended up having to sell. But not many people can lay claim to having owned a former Lotus Factory Team Formula car !

Guy Munday's was the fourth Type 78, and the last built. It presented as JPS # 18, it raced in the 1977 season. Ronnie Peterson raced car #16 and Mario Andretti used #17 for most of the season, winning the United States, French and Dutch Grand Prix.

Gunnar Nielson debuted JPS # 18 on August 28th, 1977 at the Dutch Grand Prix at Zandvoorts, and crashed the car. The following year Lotus moved on to the Type 79, but before this could happen, the delay of the Type 79 kept the Type 78 in running for Team Lotus. Once the Type 79 was accepted, JPS # 18 was sold to Hector Rebaque an exceptionally wealthy individual. That was in winter 1977/78. Hector painted the car a less than pleasing coffee brown color and raced it as a privateer for the whole of 1978 season. When he qualified, he was quick and he qualified well, but he developed a very nasty habit of the crashing the car.

The following season Hector Rebaque bought a Type 79 and then sold JPS #18 to Harley Couxton, a well known car dealer in Texas. From there it went to Tony Podell, who ran the car with Dave Vegher looking after it out of Petaluma, CA. And that's where we found it. Podell had a large collection and had just suffered an accident (in a different car) and was up for selling the Type 78.

Guy Munday bought the car and took two years putting it into sensible racing condition. "We put it into the Thoroughbred Grand Prix Championship for F1 cars in 1994. We enlisted the services Simon Hadfield who is quite well know in both Historic Lotus and Historic F1 circles."

"He gave us two pole positions and one win on a very limited budget in the six races we entered, it was ever so

expensive !! We raced it at Donnington and Silverstone and we won at Thruxton ! Wheel bearings were \$7,000. Engine rebuilds, done every ten hours cost \$20,000. We sold it in 1996 when the money ran out. We just didn't have the money to continue racing it in England."

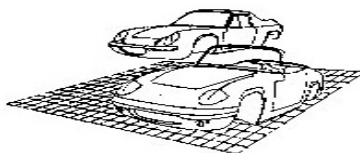
"We sold it to Steve Hitchins at the lat year Thoroughbred Grand Prix was a domestic series. That is UK only rather than European. The next year the European cars came in and thus the price of the car doubled in year he raced it. He doubled his money !"

Steve Hitchins then spent \$80,000 to put it back into Thoroughbred Grand Prix, and he did very well. His thorough restoration gained him 50 bhp and he became a real front runner. Subsequently sold the car to a Mr Fushida in 2000 or thereabouts and it still resides in Japan. Probably in someone's living room.

Guy Munday works for Stratton Motor Company about 8 miles from the Lotus factory in Norwich. Stratton is the #1 Lotus Dealer in the U.K, and Guy has been with them for 3 1/2 yrs.

end

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Lotus Bytes

by James McClure, et al

Just in time for Mike Ostrov's tech session, the latest issue of Practical Classics magazine, which has been doing the series of articles on the Elan +2, is at the 'glass fire' stage. The issue's main feature is on the history of the Lotus Cortina.

Dave Bean's 26R is for sale? I believe that's the number 16 I saw at Thunderhill and also in an ad in the June issue of Victory Lane magazine (inside back cover).

Where is the Hayward British Car Meet? In Hayward, of course! Actually at Cal State University, Hayward, just go to the right. around the campus and it should still be in the grassy field on the left. Cars and part swap. Free to look; \$ to show your car or sell bits..

Hey, this et al guy hasn't been sending me any bits of info! That means you readers out there. If you have any news items, email them to me: goldengatehornet@yahoo.com or flaming_palms@yahoo.com. Spurious gossip pieces also accepted.

LotusEvents

Summer is here, along with a multitude of events. The Wine Country has just passed, along with the CSRG event at Thunderhill. Thunderhill is a great track, worth the four hour drive to get there from the bay area. We have a track day there on the 25th. The monthly meeting is at John Zender's place, so he should have the latest info on the track day.

I have no further info on the stock car races on the calendar. Check with John Zender on this one also, if you're thinking of going.

Print Shop Ad

Mike's Place

June 28th at Mike Ostrov's shop, 4119 Santa Rita Road, El Sobrante, CA 94803 . (510) 222-6437 . RSVP at: (510) 232-7764 or mikeostrov@webtv.net .10:00 am start time. Finished when last layup has cured. We all usually take a lunch break at one of the local sandwich shops. Remember to bring a folding chair along with any 'show & tell' piece or fiberglass offering you may want to bring. This event is not necessarily limited to experiences in plastic. If you have any suggestions or subjects you would like to see or contribute, just call Mike to discuss them.

Super 907

by Jon Rosner

It looked like a Lotus Seven, it was lipstick red with what looked like a round black nose that stretched back a couple of feet to touch the hood. Tall black leather seats with a wear spot high on the driver's side and California tags "7LOTUS7", the engine plate said Steel Bros, New Zealand.

It had a Lotus 907 engine in it and what looked like a Lotus Europa front suspension. One of the Books on Sevens had Steel Bros manufacturing maybe two dozen with the 907 Type Engine and many more with Ford-Lotus Twin Cam engines. It was for sale, but it was sold just hours before my offer of interest was left on an answering machine.

Fast forward to December 2001 and a tall thin fellow with piercing but tired eyes. His name is Dan Weatherly. He is driving a very original brown Europa with a rare dealer-type installed air conditioning system. And he had a very interesting story to tell.

"In 1975 I was looking around for an American sports car. I bought a new Corvette, it wasn't even a real sports car in 1975. Then I started looking around and came across Steel Brothers in New Zealand. They were going to be celebrating their 100th Anniversary in 1977. They had started off by building wagons, then trucks – heavy manufacturing."

"I started calling Dan Dixon, and back then transatlantic calling was no where near as common as it is today. And they took me seriously. Dixon had already brought the S4 Seven to New Zealand and were building the S4 since Caterham had gone back to making the S3.

The first time I went over there I got the chance to travel around New Zealand.

And one day while I was walking around with David Dixon he told me to (with some sense of urgency, hands waving as story told) 'hurry, come up to the top of the hill !'

next page



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So I rushed up and he pointed to me, in the middle of Auckland Bay, a single ship. He then proceeded to tell me, with a straight face, that this was the New Zealand Navy! He was teasing of course, but that was the attitude back then.”

“After two months of talking I wanted to buy a car from Steel Brothers and have it legal in the U.S. Dave Dixon was real car guy, and he was also the Project Manager for building the Series 4 Type 7 and a CPA.” “I told him that ‘I want to buy a car from you and legalize it in the US.’ This was an export hungry country!”

“At the time I was a twenty-seven year old investment salesman without a lot of money. Needless to say, I had to be more than I was, or this company would not have even begun to talk to me. Steel Brothers were excited by the idea of selling 200 cars per year in America.” Rod Steel was going to be a celebrity because he was going to do something that hadn’t been done — he was going to build cars to sell to the US.”

“It was now June of 1977, my second trip to New Zealand.” I had a meeting with Rod, showed him the docs and two hours later we had a deal. Steel Brothers were builders of big tractor trailers, this was a sideline.”

“The first car I brought in (to the US) was a white Weber carbureted S4 with a Ford-Lotus Twin Cam engine. The big problem was the evaporative system, so I went to fuel injection. Then Dave Dixon called and said that we can’t get the Twin Cams – This was AFTER I’d already paid the LA gray market importer with the mechanical whiz to do the test engineering preliminaries leading to making it an EPA/DOT approved car. That was the bad news, the good news was that Lotus had the 907 engine legally in the US!!”

“Steel Brothers took the mold for the S4, cut it in half to widen it, and made the seats four inches wider. This car was not made to fit Colin Chapman, it was made to fit an American. They dropped in the 907 with the five speed and a higher rear axle, and shipped it to Olsen Engineering in Los Angeles.”

“They were a US Environmental Protection Agency approved firm. And I wanted to piggy-back on Lotus’ 50,000 mile Emissions Test. We had to test for four thousand miles in an approved test routine. It passed the Duration Test and the car was shipped directly to an E.P.A. Lab in Ann Arbor Michigan. “It couldn’t be driven. It couldn’t be moved. I didn’t see it for the first 3 months it was here.”

This was still 1977 timeframe, and there was a problem.”

“The engine overheated every time the damn thing ran. E.P.A. does their testing inside, on a dyno. The gear-shift knob had been stolen in transit. The result was that each time he ran the car through, the test engineer missed the shift, and the E.P.A. had the test stopped after five tries. I was real upset – so I asked them to ‘put a *&?#* shift knob on it’ and it passed on the sixth try (the air was filled with a thundercloud of his expressed exasperation.)”

....to be continued

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
Tel: (519) 940-3082 (5/03)

For Sale: 1991 ESPRIT TURBO SE-JIM CLARK / INDY SPECIAL, #6 Of 20. Special 25th anniversary model, V.I.N. # SCCFC20B6MHF60208, 50K miles, Perfect condition, new Goodyear F1 tires, Special green with yellow wheels, striping, and yellow upholstery. 6 CD changer, \$32,500. Pictures available. Ken Nelson, NAPA, CA, (707) 258-9948 (6/03)

For Sale: 1999 Lotus Esprit V8, azure with light tan interior and blue piping. It has 33,000 miles and has had all the scheduled services done by the dealer. It has, in addition to the normal hard top, an unused and boxed glass sun roof and is also equipped with an XM satellite radio (Which can be removed, if desired.). The car is garaged at my home in San Francisco and in very fine condition with little tire wear. Pictures are available as email attachments. I want \$45,000 or better, but will consider all serious offers.

John Fairfield, (415) 647-1953 or jfairfield@worldnet.att.net (6/03)

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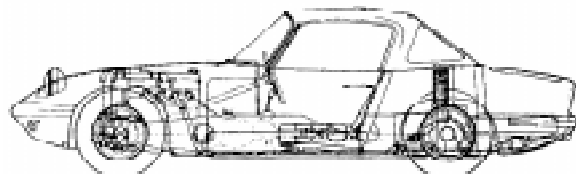
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The Chapman Report is published monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club and is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA. The GGLC's annual membership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

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 (4/03)

Classifieds

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

For Sale: 1974 Lotus Elite. It is all original yellow with tan cloth interior. Was running two years ago but has been stored many years and does not currently run. Ken Benner>Please call at 510-659-1755 or work no. 408-742-3453 or my E-mail address:

ken.benner@lmco.com (6/03)

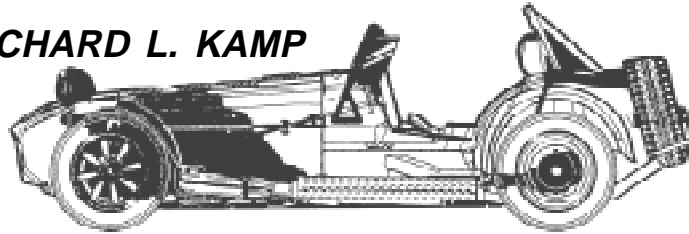
For Sale: Lotus Super 7 (1967, Series 2, orig. owner, street car), RHD, BRG/black, 1500 Cosworth Ford (low miles on rebuild), twin 40 DCOE's, includes full weather gear (all original top and side curtains in excellent condition), original wobbly web mags., Avon tires with low miles, original except Super Starter (orig. Lucas starter included), GT6+ front discs (orig. discs included), Ford semi-close-ratio (4 sp.) trans. (Dave Bean), strengthened rear axle/diff. housing, custom tonneau, custom wind-wings, twin Brooklands racing screens included. Never raced/ never crashed/always garaged between weekend picnic trips. Asking \$25K. Joe (jjcech@ucdavis.edu, 530-758-2922)

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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 (5/03)

For Sale: 1972 Lotus Elan Sprint (S4) DHC, White with gold bumpers, 50,100 miles, Twin cam "Big Valve" engine, Dual Zenith-Stromberg carb, Power windows, Tonneau cover.

All original equipment, original owner, well maintained and in very good condition, complete service records, original purchase documents, original shop manual, some Lotus press clippings. \$19,500 or best offer.

W. H. Schaw, (916) 448-4733 (6/03)