

# The Chapman Report

Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) October 2003

## President's Message

by Peter Richen

The Golden Gate Lotus Club Christmas Diner will be Saturday, December 13 at the Acorn Restaurant, 1906 El Camino Real, in Menlo Park (phone: 650-322-6201). No host bar service will start around 7:00. Dinner will be served about 8:00 PM.

The cost is \$35 per person, but everybody will receive at least one very cool door prize.

Also, Tom Carney will MC the traditional white elephant gift exchange. In order to participate, you should bring a car related gift, costing between 0 & \$20. Gifts can be practical, outrageous, or silly. This is a great chance to clean out your garage and have some fun.

Here is the menu.: You will need to choose the main course:

Insalata Di Casa

Mixed greens with cucumber, tomato & croutons tossed with house vinaigrette

Main Course (choose one)

- **Kotopoulo** *grilled breast of chicken with fresh rosemary*
- **Linguine Vongole** *Linguine, chopped clams, garlic, olive oil & white wine*
- **Prawns Me Fettucine** *in house smoked prawns with fettucine & creamy garlic sauce*
- **London Broil** *tender slices of beef with fresh mushrooms & cabernet sauce*
- **Calamari** *calamari steak lightly dipped in egg batter & sautéed with lemon, butter and white wine*
- **Vegetarian** *(sorry, no description at this time)*

Crème Caramel Dessert

To sign up, please send a check and indicate your main course choice(s) to:

Pete Richen – GGLC prez  
1929 Ellis Street  
San Francisco, CA 94115

You may be able to sign up using paypal, though this is not functional at the time of this newsletter printing.



Laura's '03 xmas present, right Kiyoshi?

## October Meeting

**Friday, October 17th**

Host: Mel Boss and Darlene Kasl  
100 Zephyr Place  
Danville (925)831-8834

**from 680:** Exit 680 at Sycamore exit (there are 3 Danville exits, and Sycamore is southernmost)

Turn R at light on to Camino Ramon, south - late apex, Danville's "Corkscrew." (if you come to San Ramon Valley Blvd., you are on the wrong side of the freeway, and you need to u-turn). Proceed south on Camino Ramon .7 miles to El Capitan (first light) and turn Left. Proceed approximately 1/4 mile on El Capitan (50 yards past the 3-way stop) to Brookside - Left at Brookside. Proceed 1 block south on Brookside to Zephyr Place. 100 Zephyr Place is on the corner of Brookside and Zephyr Place. Plenty of parking!

## GGLC Calender

October 13	Lotus Club Track Day	Buttonwillow
October 17	Monthly Meeting Officer Nominations !	Host: Mel & Darlene Boss
October 18	Stinson Beach Basic Instinct Run	
October 18	Auburn Valley Concourse	Auburn, CA
October 18,19	California Autumn Classic	San Juan Batista
October 26th	Seminar/fun day	Mike Ostrov's
November --	Monthly Meeting Election Special !	Host: James McClure
November 22,23	NASA Lotus 7 Challenge	Sears Point
December 7	GGLC Toddler Rallye	Fremont, CA
December 13	Holiday Party	Acorn Restaurant

# Lotus Bytes

by James McClure, et al

**From Kyoshi:** Once again Lotus have taken the honours at the annual Autocar Sideways Challenge held at Silverstone. Gavan Kershaw and Matt Becker headed off stiff competition in the face of such stars as Justin Wilson, Phil Bennett, Markko Martin, Tiff Needell and Autocar's Chris Harris, to come first and second respectively.

With no practice laps and the need to put a car sideways three times in a single run around Priory, Brooklands and Luffield, the guys, using the Autocar supplied BMW M3's, beat off more than 85 other drivers to bring the title back home to Hethel for the fifth time in the event's six year history.

This Space reserved for a photo of people driving a BMW M3. Yeah, Right!

## EBayWatch *Pamela Sez.. ...*

Well, I was just too busy buying all of the toys that I had been watching on EBay. Two cars from the U.K., over a \$2,000 in car parts, concert, opera and theatre tix, plus all of those double espressos to keep walking through London! Cost of a ticket to see Zubin Mehta conduct major works by Stravinsky and Rimski-Korsakov at the Royal Albert Hall? Only \$6 and queuing for 3 hours, put a priceless experience. Price to see the opening of Madama Butterfly at the Royal Opera House at Covent Garden? \$200, but still a priceless experience. Price for weekend tickets to the Goodwood Revival? \$70, but the best motoring event that I have ever been to. Cost of talking your way out of a ticket from the Southampton Constabulary? Just for fun, but priceless!



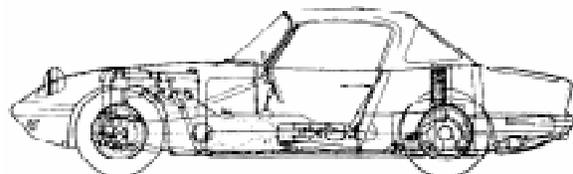
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# Toddler Rallye

by Kiyoshi

Presented by The Rallye Club and the GGLC

Dec 7, 2004  
Start: Round Table Pizza  
46600 Mission Blvd  
Fremont, CA

Directions: Round Table is on Mission Blvd between Hwy 680 and 880 in southern Fremont. From 880 go east on Mission toward 680. Round Table is on the right just past Warm Springs. From 680 take Mission Blvd toward 880. Make a U-turn at Warm Springs and then right into Round Table

Start Time: 11:00am-12:30pm  
Rallye will finish around 3:00-3:30pm

Rallye rain or shine.

Entry fee is a brand new toy worth \$12 or more + \$1 to help cover costs.

Toys are donated to needy families through the Washington Township Volunteer Bureau.

We will need about 5-6 GGLCers to help with Checkpoints and stuff. Please contact Kiyoshi.

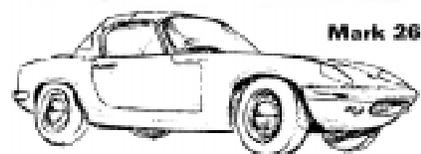
# Mike's Place

Yes, we have another workshop scheduled for Mike Ostrov's shop, on October 26th.

4119 Santa Rita Road, El Sobrante, CA 94803. (510) 222-6437. RSVP at: (510) 232-7764 or [mikeostrov@webtv.net](mailto:mikeostrov@webtv.net). 10:00 am start time. The topics are open to suggestions. 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 discuss or contribute, just call Mike to discuss them.

# Basic Instinct Run II

from Roy Nakamura



Okay guys, It's official:

Stinson Beach/Basic Instinct Run II

Saturday, October 18th, 10:00AM

New initial gathering location: (Not Marina Green)

Baker Beach - Parking Lot (there are two lots there, please go to the far lot, closest to the bridge)

Time and location were changed to reflect requests e-mailed offlist.

Much better photo opportunity there and much easier to get creative with car positioning for shots. More accessible bathrooms and less traffic as well.

Those that are running late can always meet us at the beach in Stinson Beach around noon. This promises to be a fun time for all, families welcome!

Directions for the Basic Instincts Run.

From North

Cross GG Bridge

Right immediatly after toll plaza onto Lincoln Blvd

Right into Baker Beach

From South

Take 280 into SF, thru GG Park on Park Presidio

Get onto Geary heading West (no left, go around the block)

Right onto 25th Ave

Right onto Lincoln Blvd & into Presidio

Follow signs to Baker Beach (on left)

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# West Coast Lotus Meet

by Kiyoshi

## Thursday - Aug. 28<sup>th</sup> The Trip & Arrival

Our adventure began early Thursday morning. Laura and I pulled out of the driveway a couple of minutes after 6am. About 20 minutes later we were in front of the Carney's being greeted by Tom and Cherie.

A few hours later we stopped for gas in Willows and a couple miles up the road Tom suddenly slowed in his Europa and radioed to us that he felt something strange and was pulling off at the next exit. Seems every time he let off the throttle the Europa pulled sharply right! We jacked up the car and quickly noted the right rear hub was loose! Tom tightened it up and we continued up the road.

We stopped in Weed for lunch and then up and over the summit into Oregon's Willamette Valley where the temperature soared into triple figures. Just a bit past Grants Pass Tom's rear hub started acting up again. We repeated the tightening procedure and crossed our fingers to get the car up to Portland where we knew there would be help. It was unseasonably warm for Oregon, with temperatures reaching into the high 90s and triple digits. It was the forecast for the next 3 days.

We rolled into Portland a bit past 8 pm, hot, sweaty, hungry and tired. We ran into Dave and Judy Anderson in the lobby and had already called re-located GGLCer Scott McFall to tell him we'd have plan something else for dinner as we were still a couple hours from Portland at the time.

After dinner we ran into Dave Simkin of LCU. The Elise hadn't arrived via Horseless, but was expected in the morning. He'd bring the car to Lotus Track Day, give some rides and wanted to get over the old Lotus dealer, Ron Tonkin to show them the new car in hopes of getting them back into the Lotus dealer network.

Needless to say the bed in Double Tree felt GOOD!

## Friday - Aug. 29<sup>th</sup> Lotus Track Day

WCLM Lotus Track Day for Tom was no doubt out of the question. The condition of the hub was yet to be determined, but it couldn't be good. So, that dictated a leisurely breakfast and then a ride over to Portland International Raceway (PIR).

As we arrived we could hear the cars accelerating out of Turn 9 and down the front straight. Vintage racers were already arriving and setting up in the Paddock and the folks presenting the British Field Meet were getting ready for the big meet. The Lotus Track Day pits were in the infield. We waited briefly to get across the track between sessions. What a wonderful array of cars.



All British Field Meet

On the Lotus side were Elises, an Exige, Europas, Esprits (Turbo and V8), Sevens, a number of Formula cars, a Mallock, Porsches and a couple Z06 Corvettes. In all, there were about 30 cars.

I unloaded the Elan from the trailer. I have to admit that pulling the Elan with the F150 Lightning was heaven. I've never towed with a vehicle that could accelerate and pass other cars going uphill dragging 2200 pounds behind it! Even with the trailer, Elan and gear in the back I'm sure it could do zero to sixties faster than most cars! In fact at one gas stop Tom had a couple of guys asking and talking to him about the Europa and I had two other gas attendants (remember those guys? Yes, they still have them in Oregon - mandatory!) talking to me about



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Anyway, with the help of Jerry ude, Mike Schlicht, Ken Gray, Scott McFall and others we tore down Tom's right rear hub. The short spacer between the hub and outer bearing was heavily mushroomed and the splines of the hub were rusty and heavily worn. Some discussion followed and it was decided the best course of action was to clean up the hub and splines, get some "Green" Sleeve retaining Loctite and "glue" the sucker back together.

Mark Viskov chaired the Club Lotus Northwest Track Day. The event was smoothly run, with ample track time for all. Mark arranged a couple of special things, during the lunch break there was a vintage Indy racer powered by a Ford OHV Indy engine. The sound was glorious! And the entire last session from 4-5pm was for Lotus only. It was during that time that I had a chance to check out the Elise!

After a couple of hours we returned to the hotel to meet up with Dave and Judy Anderson who treated all of us to a wonderful brunch.

Fat and happy we loaded up the Elan onto the trailer, loaded the Lightning and Europa and started our trek home. We had decided to leave the event early and drive down the coast. It had been some 25 years since I'd been down Hwy 101 and Laura had never been down it. It is some of the most scenic landscape in the world and this was a great opportunity to view it.

We stopped in Gold Beach for dinner and then proceeded to Crescent City, just over the California border where we stayed the night. By 9am the next morning we were on our way south through the Redwoods and more

unbelievable scenery. We were anticipating bumper-to-bumper traffic getting into San Francisco, but we breezed right through, only stopping to pay toll, this on the Monday afternoon of the Labor Day holiday! We dropped off the Carney's at their home in Burlingame and arrived home 1400 miles later with smiles on our faces and some wonderful memories to last us a lifetime!

#### **My 111S Elise Drive**

Okay, I did drive the standard S2 Elise last October at the WCLM. That drive was on the street from Laguna Seca to Carmel Valley. My impressions at the time were generally positive, but some reservations about the pedal heights and balance. In particular I felt the pressure needed for the brakes was on the high side and made heel-toe down shifts particularly awkward. So, it was I climbed into the 111S and took it out onto the 9 turns of PIR.

Accelerating, I noted the engine to be noticeably smoother than the standard unit. The gearshift throws were the same, which is on the long side. I'd love to see a kit to shorten the throws. It would make for wrist shift and eliminate moving your arm. It would be faster and likely eliminate the vagueness.

There's a long space between 2<sup>nd</sup> and 3<sup>rd</sup> and another between 3<sup>rd</sup> and 4<sup>th</sup>. If the ratios were a bit closer together I think the acceleration might be a bit brisker. Now, I was at the Festival curves, a sharp 90-degree right followed by a sharp 135 degree left and then a sweeping right and onto Turn One. The brakes were GREAT!!! Pedal pressure was perfect and easy to modulate.

Totally different than what I remember from the drive in October. Coming into Turn 1 applied the brakes and trailed them into the corner. I expected some understeer, but the 111S tucked, slowed and leaned over onto left side and went around the corner. It was easy to guide into the apex of One, then let the car carry out to the outside of the track to set up for Turn 2.

Getting into Turn 2 is tricky for a lot of cars because there's not enough time to fully straighten the car out to do straight line braking. It's a great test of the chassis because you have to brake while cornering. That means you have to give some of the cornering to be able to have some traction to slow. A lot of cars will get terribly unbalance when you try to do this. I've spun many a car in this maneuver or plowed way off line, ending way wide of the apex and compromising corner exit speed. Not so with the 111S. It stayed balanced! Hit the apex perfectly, accelerated out on line and off to Turn 3. Impressive! Turn 3 is a constant radius 180-degree left-hander with some minor camber changes that makes the entry harder than it looks. The Elise whipped around the corner perfectly balance, add power and it pushes every so slightly, drop power and the rear just hints at rotating Turn 4 is a long right-hander with a late apex. It's important to set-up 4 so you can get on the power before you apex. Doing so pays off big time as you can flat foot it all the way through the exit of 4, then Turns 5 and 6 and onto the back straight.

Next are Turns 7 and 8, a quick left-right, a brake tap and turn into 7. The Elise handles this beautifully, then brakes into 8 and left the car drift right out to the left edge and even use some of the track exit lane! Brake, again without any sort of "I wonder what the car will do..." and turn into Turn 9, the most important corner on the track as it leads onto the front straight. Late apex, let the Elise run right out to the outside edge and up against the wall.

I found that I didn't need to go into 5<sup>th</sup> on the straights as I was getting up to about 5500-6000 rpm in 4<sup>th</sup> (about 100 mph) as I reached the brake points.

*next page-----*



Every corner brought new respect and a true realization that it's a driver's car. It responds to your input and is forgiving. It has a very high threshold, one that if used on the street would be much faster than might be considered safe. With more and softer tire, the car would be AMAZINGLY fast. It's no wonder Road & Track found the Elise to out handle every car in the comparison test last year. All too soon my few laps were over. Others wanted rides, but I had my grin to wear back to hotel.

### WCLM Banquet

Arriving back at the hotel, we rested, showered and headed to the banquet.

Jon Rosner found me and handed me a very nice silver picture frame saying something about winning 2<sup>nd</sup> place at the ABFM for the Elan! Surprise!!!

A nice spread of food was presented and the festivities chaired by Jeff Williams, President of Club Lotus Northwest began after dessert. There the usual introductions, and then Dave Alford presented the WCLM Concours winners. Dave shared how the judges while casual, were interested in spirit of "originality". A lovely S1 Europa owned by Matt Graham won best overall Lotus as he had beautifully restored the car in JPS colors.

Bob Winkleman spoke for a few minutes sharing stories of his exploits in the Cortinas, Anglias, Lotus Cortinas and the like. The story of their class win at the 24 hours of Daytona was amazing. Seems they were able to enter with some help from Ford who told the organizers that they were trying some new aluminum rods in the engine. So, happened they were referencing Bob's connecting rods that he had fabricated and running for quite some time. About half into the event one of the rods in the "Experimental" Ford engine let go and took out the lower end. The rules stated that engine changes were illegal. The team contemplated the situation, took the short block out and replaced it. We arrived a bit on the late side for the WCLM BarBQue at Import Auto Service. What a lovely line-up of Lotus cars out in front of the shop. Enough to stop some traffic and get a LOT of looks. After dinner we headed back to the hotel, the end to a long day.

EZ-Up, loaded the truck and called it a day as the organizers were beginning to call names of the People's choice award winners. In the matter 45 minutes with the race stewards closely watching. But, that was only half their problem, the other was that the Lucas starters would disintegrate and would be non-op every two stops. At one point they ran out of new starters and the team sent one of the lads who worked at the nearby Ford dealership to fetch a starter. Unfortunately he didn't have keys to the shop, so he crawled under one of the cars on the lot and proceeded to pull the starter. About then the cops showed up. He stayed under the car as they searched the lot for then next 30-45 minutes. He showed up back at the track nearly 2 hours later with a starter! They finished the race and captured first in their class and were promptly protested for an engine change. After some discussion, some lawyer type pointed out that the rules eliminated engine changes, and the short block was not a complete engine. According to Bob, the rules in the following year had a "Winkleman" clause!

*end*



*Awards Time at the Banquet*



*Dave Anderson flying down the straight*



*Kyoshi's trip home with Tom Carney pacing the way*

# NASA Super Seven Festival

Coming November 22nd and 23rd to Sears Point, a festival for Lotus Sevens, Caterhams and Birkins, with gate opening at 7 am.

This event is being supported by NASA, Rich Kamp at Golden Gate Sevens (Caterham), Woddy Harris at Birkinsport and the Golden Gate Lotus Club.

The event will feature a "Sevens" only exhibition race, free demo rides, vendor displays, corral parking for Sevens, Lotus parade laps and a FREE Saturday afternoon BBQ. And, of course, there will be the NASA race groups on both days.

To preregister for free admission, call or email the following:

Woody Harris, Birkinsport: (707) 448-1282, wyh@birkinsport.com or Rich Kamp, Golden Gate Sevens: (707) 933-8039, rich@gg7s.com. Do this no later than October 31st and tell them if you're bringing a Seven.



From classic Lotus 7's as seen above, to the Birkins and Caterham 7's shown below



## Palo Alto British Car Meet by Kiyoshi

So, I'll cut to the chase... We didn't win the coveted Club Participation award; instead it went to the Land Rover club who brought some 80 members!

The 24<sup>th</sup> annual Palo Alto British Car Meet was a wonderful success and fun event. The Meet always attracts the strange, the beautiful and weird that is the world of British cars.

This year the GGLC had 33 Lotus cars in attendance. The oldest were the Sevens of Bob Zender and Scott Hogben and the newest was the Elise of Justin Gross. The talk of the Lotus paddock was the recent Lotus announcement regarding the drivetrain of the 2005 Elise heading for the US shores. Generally, happy about the idea of a Toyota engine with 190 hp and a 6 speed gearbox, but concern about any major weight gains.

Besides the usual gathering of MGs, Triumphs and Jags the Mini club seems to be accepting the new Mini as British. Seems controversial to me. A German designed car being built in Europe, but representing a British marque, is it a "British" car just because its predecessor is British? I'm not sure. I'm sure the owners of the original Mini have some strong feelings about the subject. Having both new and old Mini parked next to one another is a sharp contrast.

There was only a small number of Rolls, but the quality was high. A gorgeous 1931 Rolls was complete with even a jar of Grey Poupon on the tray in the rear compartment.

In the Lotus camp, Bill Mertz brought his Elan, the very same car in which he had just completed the California Millie and won the hard luck award. There were no less than six M100 Elans, including those of Mark Alloy and Doug Abbott. Phil Mitchell came with his lovely Elan Coupe. Robert Forbes and Ron Landthorn had their Elans sparkling!

next column-----

The sole Type 14 Elite was brought by Mike Ostrov and Europas were represented by Tom Carney, Scott Hogben, Pete Richen, Larry Hayes, John Zender and D. Lenzi. Speaking of old friends, visiting from Sacramento was GGLCer Dennis Phillips. Dennis was getting his arm twisted to get his Europa back on the road.

So, there's next year... we need more of you to bring your cars and get the Club Participation Award back in the Lotus fold!

## Auburn Valley Concours d'Elegance

by Brian Jovino

October 18th, Saturday, 10 AM to 4 PM. Location: Auburn Valley Country Club, 8800 Auburn Valley Road, Auburn 95602 Charity Benefit: UC Davis Cancer Center. Sponsor: Auburn Community Center Endowment Fund. Activities: Judged car show, breakfast, lunch, and dinner. 9 hole golf tournament, chip and putt contest, car and memorabilia auction, wine tasting. Cost: \$10 general admission, \$35 to show, breakfast, and lunch. \$60 golf tournament, \$10 chip and putt. Wine tasting not sure. Contact: 530-269-2775, Fax 530-269-1727, email: [concours@auburnvalley.com](mailto:concours@auburnvalley.com). Web Site: [www.auburnvalley.com](http://www.auburnvalley.com) Entry: There will be registration forms. I will provide them by the October meeting.

Directions: From Sacramento, Take 80 E to Reno. Exit Hwy. 49 north to Grass Valley. Go 9.5 miles to Lonestar Rd and make a left. Stay on Lonestar Rd. until it becomes Auburn Valley Rd. You will see the course at this point. Stay on Auburn Valley Rd. until it dead ends at the Club. It is about 39.23 miles from the Arden Fair Mall.

Folks can contact me at [BJovino@aol.com](mailto:BJovino@aol.com) for more info.

# Austin Powers Diamonds ?

by James McClure

As Janis Joplin could have sung, "Oh Lord, won't you buy me a big diamond ring? Your friends all have Lotus'. You must make amends!"

Well, it all started with this possible deal I was working on, via email to a Londoner needing to sell a 1956 Austin A35. I get photos of the car from him and casually showed them to the rest of the family. "Isn't this just the cutest car you've ever seen? I might just go and look at it" Now I said it that way because my wife once said that she "was just going to look at a found stray puppy", which was then in our house by the end of the day. "You're not bringing another car back to this house!" says the wife. OK, she didn't say don't buy, just don't bring it home. That's considered a Green Light in the car collecting world! "There'll be serious consequences if you get another car. You need to get rid of one of your Lotus' is what you need to do."

Well, that's why I have a heater, stereo and cable TV in the garage, just for the possibility of eternal banishment.

So, I went into secret negotiations with the chief arbiter of the family, our 16 year old daughter Julia. A deal was struck. "If you buy this car, Dad, here's what you're going to have to do. Mom still has that same small wedding ring and your 25<sup>th</sup> anniversary will be here in a year and a half. It's time for the Big One, three diamonds, a carat and a half in the middle, with a carat on each side." OK, I think I can live with that and that's over a year from now, anyway.

So, I get to London, see the car, no major rust, actually runs quite well and buy it on the spot for less than \$2,000. I email my wife: "This is such a cute little puppy of a car, desperately in need of a good home, and my understanding was that it would be sent to the pound and put to sleep if I didn't rescue it. Also, talk to your daughter, as she has already negotiated an acceptable contract on your behalf.

So, all is smoothed-out in the McClure household, I hope. And, as my wife is supposed to come over to London on business while I'm here, I

will get a chance for her to see the Austin. She arrives on a Wednesday evening and on Thursday morning we go out for breakfast. On the way back to the hotel, she notices a Mini Cooper with a 'for sale' sign on it. Bright red, Union Jack on top, flares, Panasports with fat tires, veneer dash. She exclaims, "I want that car, it's so cute, lets buy it, I'll use it to drive to work!" Wait a minute, this is the person that told me not to bring another car home! We call the owner, check it out, drive it. It's only \$5,000 but it's a '93, so no rust but not completely U.S. legal either. "Should we buy it?", she says. "Sure" I say, can't have too many cars. So we call the credit card company to get a cash authorization and buy it, all done by Friday afternoon. So, my wife then turns to me and says: "Oh, and by the way, you're still on the hook for the ring."

Now wait a minute, her car cost more than double what mine did, and I still have to come up with three diamonds and a large piece of gold?

So, I'm opening this up to a vote of the GGLC membership. We're have our election of officers very soon, anyway, so we will also be having a vocal vote on this at the November meeting, which is at my house, anyway. Anyone wanting to send in an absentee vote, can email it to [goldengatehornet@yahoo.com](mailto:goldengatehornet@yahoo.com).

P.S.: I have been advised that spouses and significant others within your households should also have a right to add their vote or two cents.

So, my last words are "Vote Yes on the Ring Recall!"



Scotty, a 1956 Austin A35



Thumper, a Chelsea Girl with Attitude

P.S.: My wife wanted to add a rebuttal to this story, but the editor, myself, was unable to find room for it.



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Will negotiate if you want more than 1 item. Phil Mitchell 408.730.8761 Cupertino, CA. USA  
spyder550phil@yahoo.com (10/03)

**For Sale:** 1991 ESPRIT TURBO SE-JIM CLARK / INDY SPECIAL, #6 of 20. Special 25<sup>th</sup> 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:** 1986 Caterham Super 7 Sprint, 1600 Xflow, Quaife LSD, modified front and rear suspension. \$19,500 or best offer. See info at [www.sandsmuseum.com](http://www.sandsmuseum.com) Michael 408-773-1170 [sevenfs@sandsmuseum.com](mailto:sevenfs@sandsmuseum.com) (10/03)

**For Sale:** Twincam motor. It's a MWE built 1.6 with all the goodies ( 175HP dyno). I'm keeping the injectors but will part with the long block. Included are the 2 1/8 TT jet hot coated headers and the BRM valve cover. I can supply all the specs. Please pass it on to anyone. I'm keeping the sale to the west coast and will sell for a very reasonable price. Andy Dijak 818-903-9418 (7/03)

**For Sale:** 69 S4 Elan, white daily driver for last 21 years, 122,500 mi. rebuilt engine and transmission by Schlossnagel racing at 116,568 mi. in 1995. Full service records since 1982 purchase at 66,3887 mi. and can be e-mailed as attachment. Never wrecked or restored. Always garaged. Stock except: Crave Cams optical ignition system, adjustable ZC needles, thermostat electric radiator fan, Michelin X 165/70R13 Chuck Botts, San Diego, Ca. [cbotts@san.rr.com](mailto:cbotts@san.rr.com) or 858-292-1480 (9/03)

**For sale:** NOS Europa 5 speed transmission. Must be to be among the last available in the world; bought from UK Lotus dealership. Still covered in original shipping grease and plastic wrap! Andrew (8/03)  
[Irlandstech@nndfn.com](mailto:Irlandstech@nndfn.com),  
[andrewp1989@hotmail.com](mailto:andrewp1989@hotmail.com)

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.

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

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# 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](mailto: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 trips. Asking \$25K. Joe ([jjcech@ucdavis.edu](mailto:jjcech@ucdavis.edu), 530-758-2922) (6/03)

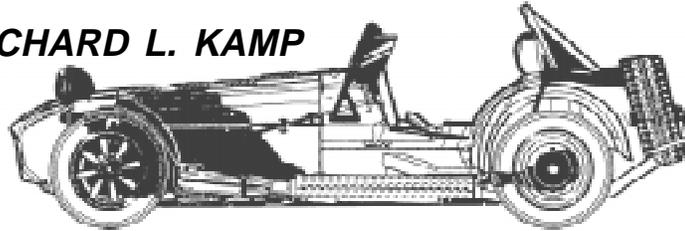
**For Sale:** Lotus Elan +2, 1969, runs well, need existing carpet kit installed and a repaint. This car must be sold to make room for 2 more cars bought! James McClure, 408 257 1463, [goldengatehornet@yahoo.com](mailto:goldengatehornet@yahoo.com)

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**For Sale:** 1967 Lotus Elan S 3 DHC Super Safety, only 241 made. Very original. Frame has no rust with some of the original red lead paint still showing. Strong motor, rebuilt nine thousand miles ago by Joe Stimoli, formula Ford mechanic. Sprint Rotoflex with aircraft bolts. Very good body and upholstery. Original owners manual and Super Safety supplement included. Asking \$14,500 contact Finn at [FJSELAN@AOL.COM](mailto:FJSELAN@AOL.COM) H: 925-376-4361 (9/03)

**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)

The Golden Gate Lotus Club  
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