



## Press Release, Wednesday 7.14.04

Chris Smith of Columbus Georgia has taken delivery of the very first Federal Lotus Elise. In December 2003, he put a deposit down with Lotus of Atlanta, the #1 Lotus Esprit Dealership in the United States for 2003. He ordered Ardent Red with the Touring Package, this included additional sound deadening, cargo net, upgraded Blaupunkt Los Angeles stereo. Another option Chris got was the dealer-installed "clear bra" after strong recommendations from members of the SELOC Elise UK bbs. After picking up the car he "drove it home 140 miles in rush hour traffic." "I was up to 100 mph before I even knew it ~ the engine wasn't even working hard." He is following the factory manual break-in recommendations of varying moderate throttle with bursts of high rpm for short periods during the first 600 miles, and staying under 6250 (where the variable valve timing kicks in). You could hear his ear to ear grin as he spoke about his new steed. More news coming up as Lotus Cars USA issues a Press Release on expectations for other Elise Deliveries. Stay tuned to this channel.

### *August Meeting*

**Friday, August 20th, 7:30 pm**

**Host:** John Zender, aka Fusion Technology

### GGLC Calender

August 7	Picnic BBQ	Cupertino Park
August 13 to 15	Monterey Historics	Laguna Seca
August 20	Monthly Meeting	Host: John Zender
August 22nd	NASA Super 7 Race	Infineon Raceway
September 14	GGLC Track Day	Thunderhill
September 17	Monthly Meeting	Host: Mel Boss

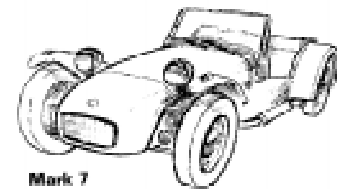
### Sevens At NASA Race

editor

Infineon Raceway, August 22nd, there will be an exclusive Super 7 race for Lotus Sevens, Caterhams and Birkins. **Or I should say there will be if enough of the cars enter.**

So, go to the NASA web site for more information on the event and enter. This event is being supported by NASA, Rich Kamp at Golden Gate Sevens (Caterham), Woody Harris at Birkinsport and the Golden Gate Lotus Club.

The event may also feature a "Sevens" only exhibition race



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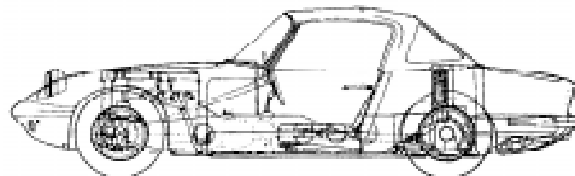
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## Attention To Detail

*Matt Zakarian and Mike Lee of  
Detailing Dynamics*

### Cleaning The Lotus Wheels

The first task of detailing is to clean the Lotus wheels since they are usually the dirtiest part of the car. They must be cleaned often because the heated dust particles from brake pads bombard the wheels and bake into the finish. If left on the wheel, a phenomenon known as “galvanic corrosion” sets in, which will eventually pit and destroy the wheel’s appearance.

First and foremost, you must know what type of wheels you have. They could be OEM, non-OEM, painted steel, chrome, aluminum, magnesium (mag wheels) or plastic covers (let’s hope not!). Many of today’s wheels are clear-coated with polyurethane enamel. The coating is very similar to the clear-coat on your paint except it is usually thicker. Its purpose is to protect the wheel and to make brake dust removal easier.

The next step is to choose an appropriate cleaner to do the job for your specific wheels. Unfortunately, car wash soaps and general-purpose cleaners are not strong enough to dissolve the bond between brake dust and wheel. There are two types of wheel cleaners: acid and non-acid (alkaline). Although we will use our own proprietary blends of cleaners in our DyNA Wheel ShampooT, you can pick out an acceptable one at your local auto store or through a mail order house. A safe all-purpose wheel cleaner will have a pH of 8.5-9.5 (7.0 is neutral while < 7.0 is acidic). Always read the instruction label to make sure the product is compatible with your wheel finish. I strongly recommend avoiding acid cleaners; they pose health risks

as well as possible wheel damage. Also, do not use acid cleaners on older wheels where the finish (clear coat) is pitted or flaking. And by the way, in all my years of detailing and trying dozens of cleaners, I realized that there is no such thing as a “no-touch” wheel cleaner. If there were, they would not be making wheel brushes anymore.

The final step is to choose the right tools - wheel brushes, spoke brushes and toothbrushes. I prefer to use brushes with the soft tampico natural bristles and wood/plastic handles. I do not use any steel wool and recommend you don’t either, although you may see many detailers use it. The reason they use it is simple; to save time - but at the risk of sacrificing the integrity of the clear-coat.

Now that we have the chemicals, tools and basic knowledge, let’s go through the steps you will be taking to clean your wheels:

1. Hose off the wheels with a strong stream of cool water to wash off as much dirt and dust as possible, and more importantly, to cool off the wheel. Never apply the cleaner to a hot or dry wheel. (Note: If you have just returned from finding out how much horse-power that chip or supercharger added to your Lotus and your wheels are glowing from the braking, let them air cool first before hosing them off or you will risk cracking the wheel’s clear-coat).
2. Apply the wheel cleaner to one wheel at a time. Allow the cleaner to dwell, per the instructions, but do not let it dry.
3. Scrub the flat surface of the wheel using the wheel brush wet with water and get the bristles into as many recessed areas as possible.
4. Use the spoke brush wet with water to clean the deeply recessed areas of the wheel. Do not use a brush with an exposed metal tip; one sudden slip could permanently gouge the delicate clear-coat or polished metal. Rinse the wheel with clean water. If there is still brake dust in the recessed

areas, I usually wrap a clean towel around my index finger and let my fingers do the walking, or use a toothbrush.

5. If some road tar still remains, use a liquid bug and tar remover (DyNA Ultimate CleanerT does an excellent job or an equivalent). Allow it to dwell and then wipe off and buff with a clean towel or microfiber.

6. Follow up with a light coat of synthetic wax (DyNA BrillianceT does an excellent job or an equivalent) which will add a protective layer against the brake dust and make it easier to clean on subsequent washes. Similar to your car’s paint, you don’t need this step on every wheel wash but a mist of DyNA Liquid GlossT (or equivalent instant detailer) will prolong the protection in between waxing. Avoid carnauba wax since it will not last as long and is more heat sensitive. Also skip this entire step for chrome wheels since they are porous and need to breathe.

Congratulations! You now have clean wheels. I recommend you clean your wheels at least weekly and stay away from automatic carwashes. Most have hard silicon carbide rotating brushes to clean tires and white walls. These brushes, the accompanying corrosive chemicals and the tracks used to guide the vehicle can instantly cause permanent wheel damage. A high-quality car wash should always offer hand washing (that’s without the tracks). If this service is not available, locate a reliable detailer or do it yourself if you are comfortable with the procedure.

As always, should you have any questions or comments, please feel free to contact me at 1-866-DET-DyNA (1-866-338-3962) or email me at [tech@detailingdynamics.com](mailto:tech@detailingdynamics.com). May the wind be always at your back and may you achieve your pursuit of detailing perfection!

## Lotus Bytes:

by the editor, and willing contributors

We will have a corral at the Monterey Historics! Check the website for more information.

Lotus Seven buying guide in May issue of Practical Classics. Robin Hood model listed as a 'rung above the Locust' brand. Pretty eye opening, as I've seen the Robin Hood and didn't think it was very well built.

*Press Release, via Kiyoshi*

Lotus Cars was given the Specialist Manufacturer Award by Auto Express at its New Car Honours 2004

Lotus Cars, one of the UK's most admired sportscars producers, has been awarded the Specialist Manufacturer award 2004 by Auto Express Magazine in its recent new car honours.

In 2000 Lotus invested over £6 million in a new Manufacturing Facility at its Headquarters in Hethel, Norfolk, England. This facility produces all Lotus models and also cars and components for third party manufacturers.

Over 13,500 lightweight sportscars have been produced in this facility in this time - the highest run of production in Lotus' history.

Over the last two years, Lotus has introduced the Elise and the Exige to new markets around the world including Japan, Mexico, Russia, Eastern Europe. First deliveries of the Elise to the USA market took place last month (June 2004) following its unprecedented acclaim from the media, dealers and customers at the launch. The USA market is expected to account for nearly 50% of the total volume of Elise models produced by Lotus. To accommodate this high demand for Lotus cars, production rates will be increasing from 97 to 120 units per week over the next few months. On receiving the award from Auto Express Magazine, Clive Dopson, Manufacturing Director for Group Lotus said: "We are extremely pleased to receive this recognition from Auto Express. Lotus sportscars have won a

great many awards over the years and it is fantastic for the Manufacturing side of Lotus to win this accolade.

Specialist Manufacturer of the year is the perfect award for Lotus, for not only do we build the Lotus Elise and Lotus Exige, the Opel Speedster and Vauxhall VX220 for General Motors, but also we manufacture the advanced composite front and rear crash structures

for the Aston Martin V12 Vanquish. All this is done at Lotus' facilities in Norfolk and I would like to thank the whole of the manufacturing team for their hard work over the last year. The whole manufacturing team of nearly 700 people have done Lotus proud!"

*from the editor*

When your wife says "You're Mad", as you tell her that you're buying a another car; that doesn't mean NO, does it! I believe that is just means that they want you to know that they have a little concern about you're decision. So, I had promised to sell the motorcycle and the red Elan +2, and I felt that it was only right that I fill this void with a proper commute car. So I bought a Lotus Motorsports 190, aerodynamic, small four cylinder econocar. I'm not sure she's buying this argument but I'm sticking to it, and I'll just accept the fact that I'm a bit mad.

*end*

## Mike's Place

by the editor

Fun was had by all. As seen below, Mike found that the underlining original color was fine. It was the final color shrinkage that had created the problem. Also, Rob Corrodus had brought a formula Ford now which needed serious glass fixing. Very educational. We all then went a local deli for a great lunch. Many of us then had to leave. Joel Lipkin and I going to Danville to look at an Elise that was for sale. It was bright yellow, so does qualify as a possible replacement for my Honda, which I have to sell.



## EBay Watch:

by jim mcclure, editor

Another option to buy an '04 Elise. Sold for \$10k. The highest yet. What will be the final cost to this buyer, with the \$10k, car price and dealer mark-up?

A '91 M100, located in Redlands, sold for only \$8,600. Bright yellow, 76k miles and looked pretty good. Oh, salvage title so who knows?

"A rare 1962 Lotus 7 unfinished kit, right hand drive the car was purchased by me in 1989 after finding in a barn (see photos) I cleaned it up and it looked great, missing a lot of parts but the shell was perfect. I bought a windshiled (cracked) a proper 7 diff a 1275 sprite engine and it was totally rebuilt a rebuilt ribbed cage transmission 4 speed. the car came with a proper set of Lotus mag's real 1960's tires and a black upholstery kit in a bag. I added a roll over bar and started to finish the car. I got most of the wiring done and installed the engine (needs rear trans mount finished.) I bought a new aluminum hood (bonnet for some of you) The nose is new fiberglass original, the fender wings are also new, The rear fenders are the wrong type Caterham ones but still look good. I have 99 percent of all the parts to finish the car but they require a little work." Maybe the real thing, but the wheels were not Lotus but Caterham. Sold for just over \$8k.

A Seven, series 4, sold for over \$11k. Seller had only one photo, taken from a distance. How can you tell what the true condition of the car is from this? Located in Illinois and could be a rotten hulk.

"1972 Lotus Europa Twin Cam Special, manufactured from 1971 thru 1975. 4 cylinder 1558 cc Lotus-Ford motor with twin OHC, big valve option, and with twin Strombergs. Front Girling disc with rear drums. Lotus 5 1/2 J alloy wheels. The brake system was completely overhauled. The carburetors, (Strombergs), were rebuilt. All suspension bushings have been replaced. All

four front lower control arms are new. Flywheel and Clutch have been replaced with high performance Aluminum Flywheel and Racing Clutch. Shift linkage bushings all updated (shifts like new, not a lot of play like most Europa's). Ignition system parts are all new. Also includes Europa Workshop Manual and the Europa Workshop Supplemental Manual. Car sold as is. Not parting out car, selling complete. Great car for someone looking for something exotic." This car looked very clean inside. Probably well worth the \$6.5k paid for this Maryland car.

"LOTUS 1968 SUPER SEVEN SERIES THREE. Originally a racing car, but now easy to drive. Very rare. One of about three hundred produced in that year. Fully painted brilliant Lotus Yellow. Racing cycle fenders. Restored to new 1985. California street registered with VIN Number attached by the CA Highway Patrol. Lotus Cars, Cheshunt, Hertfordshire factory number plate SB 2651. No smog 1960 block. Holbay Dry Sump 1800 CC Lotus Twin Cam. High lift racing head. 2-gallon oil tank. 7,500 RPM. 165 Dyno HP. 42 DCOE Webers and K and N filters. Ported for 45 DCOE. Cortina close ratio all synchro box. Original racing pipe and small bubble aero screen. Full Lexan street windscreen. Full tonneau cover. No top. 9,924 miles. Raced only 1987 Palm Springs. Roll bar and vintage legal driver's racing harness. Forged crank and Cosworth Pistons, polished rods, alloy flywheel, bullet-proof racing clutch. Electronic ignition. Racing front and rear sway bars. Engine rebuilt at 8,000 miles. Battery in rear with HD cables. 8-gallon racing fuel-cell. Fully carpeted. Completely debugged, LEGAL, reliable streetcar. Almost mint. Drive anywhere. Zero to 60 3.5 seconds. 60 to zero around a hundred feet. Modified to fit up to a 6'3" driver. The real thing, with amazing performance. It would cost more than the cost of the car for just the parts, should you try to restore a Seven to this condition today. The engine alone is a rare find." This car got no bids, with an asking price of \$27k. **It's a Caterham, at best, and appears to be registered as a kit car.**

## Seller Beware Also !

by jim mcclure, editor

The following is a story I read while in the U.K. last winter, but it got little or no play over here. Many sellers were left with no car and no money, as Coys pocketed the cash instead of putting it in an escrow account, then filed their version of our "Chapter 11".

### From Classic Car Weekly: Coys ceases trading

Following a week of intense rumour one of the subsidiary companies of London auction house Coys has ceased trading with reported debts of £1.65 million.

Among the creditors are several individuals whose cars were successfully sold in Coys' last London sale on December 4.

Coys' director Douglas Jamieson told CCW: "One of Coys' group of companies has had to file for CVA [creditors' voluntary agreement]. That company was Coys of Kensington (Sales) Ltd."

In an article in the Daily Telegraph on January 22, one unnamed creditor was reported to say: "I've lost the car, I've lost the money, everything. That was my pension."

Mr Jamieson of Coys said: "This situation has come about because of long-term debt. From the Coys' December sale of 700 lots there are 11 creditors involved in CVA [creditors' voluntary agreement]. I am hopeful to negotiate an agreement with creditors."

It is understood that a proposal has been made which will repay creditors an estimated 23.98 pence in the pound over three years.

Since the December London sale Coys has held another sale which took place on January 10 at the Autosport International Show at Birmingham's NEC. The company that held this sale is Coys Limited.

Posted on: 28/01/04

# Aussie Vacation in 2005?

via Kiyoshi

Club Lotus Australia will be holding the biennial national Lotus get together at Easter 2005 to be located at Bowral in the Southern Highlands of New South Wales approximately two hours south of Sydney. Current financial members of all Australian Lotus clubs are welcome to attend along with their families. A brief summary of the weekend follows:

### Good Friday, March 24, 2005

Arrive at Craigieburn. Informal meet and greet dinner. Unwind.

### Saturday, March 25, 2005

Following breakfast at the hotel depart either for Wakefield Park for the supersprint or join the shopping trip.

### Supersprint

The competitive event for Lotus 2005 will be held at Wakefield Park which is 15 kms south of Goulburn on the Lake Bathurst Road. The circuit is 90 km from Craigieburn which will take about an hour to reach. The event will be a supersprint with four pairs of cars at a time doing four laps at a time. It is expected that everyone will get five sets of runs. Wakefield Park is a safe, open, challenging circuit with plenty of run-off areas suitable for beginners or experienced campaigners. It is planned that competition will start at 7.30 a.m. with the event finishing about 3.00 p.m. to allow time for the competitive component of the Interstate Challenge to finish the day.

### Shopping Trip

Depart Craigieburn about 9.30 a.m. and be taken by bus to Mittagong with morning tea at the Sturt Gallery. Leave Mittagong and head to historic Berrima for shopping and wandering. Lunch and wine tasting at Sutton Forest with a return to Bowral via Robertson arriving in time for the return of the competitors from Wakefield.

Dinner will be at Craigieburn.

Sunday, March 26, 2005

Scenic Drive

Following breakfast at Craigieburn depart for a scenic drive to Kangaroo Valley and the legendary Lotus road –

Macquarie Pass. Return to the hotel in time for lunch prior to the Concours d'Elegance.

### Concours d'Elegance

The Concours d'Elegance in 2005 will be held after lunch at Craigieburn in the beautiful gardens. We will be making a special effort to combine the serious business of choosing the best from a splendid display of well prepared Lotus' and the fun of revelling in some good old fashioned judging and some competition for period dress to accompany the cars. The Concours d'Elegance will be for everyone and will also be linked to the Interstate Challenge with an afternoon tea on the lawns under the trees and surrounded by all that gleaming chrome and polished paintwork.

This will be a true concours d'elegance with the vehicles' occupants encouraged to dress in the period of their car. Elise owners are somewhat at an advantage! However, for everyone else get the flares and the mini skirts out or start opp shop hunting.

### Farewell Dinner

The final dinner of the weekend will be held at Craigieburn. It will be a themed dinner and the theme is black and white. We'll leave it to your imagination to comply!

### Monday, March 27, 2005

A final breakfast at Craigieburn before we send you on your way hopefully merry and exhausted.

### Interstate Challenge

The whole of Lotus 2005 will be linked by the Interstate Challenge details of which are still brewing. To give you an idea of what's in store:

- Relay "race" at Wakefield Park
- Golf competition
- Trivia quiz
- Pit stop challenge

### Concours

No amount of prior preparation can prepare you for the Interstate Challenge. It will encompass all genders, ages and vehicles. Just keep an open mind!

So, that's it in a nutshell. More details as we get closer to the event.

For further info on specific parts of the weekend, please contact the following:

Accommodation: Anne Blackwood

Email: [blackers@ispdr.net.au](mailto:blackers@ispdr.net.au)

Supersprint: Brian Sutton

[brian.sutton@optusnet.com.au](mailto:brian.sutton@optusnet.com.au)

Keith Edwards

[pridgen@bigpond.com.au](mailto:pridgen@bigpond.com.au)

Shopping: Diana Waring

[mwaring@optimus.net.au](mailto:mwaring@optimus.net.au)

Challenge: Syd Hayes

[dohayes@netspace.net.au](mailto:dohayes@netspace.net.au)

next page



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Concours d'Elegance Graham Balfe  
 gbalfe@agl.com.au

Scenic Drive Tim Mackie  
 tim@kirrapak.com

David Mackie david@kirrapak.com

Please forward a one third deposit with your booking prior to June 1, 2004. Progress payments can then be made on November 30, 2004 and February 28, 2005.

On behalf of the Lotus 2005 committee, see you there,

Anne Blackwood end



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## More Classifieds

**For Sale:** 2001 Caterham Super Seven de Dion British racing Green, flared front wings, S-type black leather interior, red 4point Harnesses, full weather equipment, KN Minitor wheels, tonneau cover, luggage rack Hood bag, honey comb fuel tank protection, 150 bhp spec, 1700cc Cross flow engine w/Ford Sierra 5-speed. Location: San Francisco, CA Contact: Jan, Phone: 510-967-4142 [jan@raybarnes.net](mailto:jan@raybarnes.net) \$29,000 (7/04)

To whom it may concern,  
 I am writing from Swift Dodge Sacramento. We were a Lotus dealer about 8 years ago and we have an abundance of Lotus parts and tools collecting dust. We are trying to unload these parts at a discounted rate to anyone willing to purchase them. Please contact Phil Kreutzer, parts manager, at 916920-0110 with an offer. (916) 920-1227. Thankyou. (7/04)

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 [chapmanreport@gglotus.org](mailto:chapmanreport@gglotus.org) in MS Word, rtf or ASCII text. Submissions may also be mailed to Jim McClure, 11238 Bubb Road, Cupertino, CA 95014.

2003 GGLC Officers are: President: Faisal Khan, Vice President: Pete Richen, Treasurer: Laura Hamai, Event Coordinator: John Zender, Membership Chairman: David Anderson, Secretary: Jon Rosner

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

# Classifieds

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

**For Sale:** 1971 S-2 Europa. Very nice, original, unmodified car. 60,000 original miles. Weber DGV carb. Fresh motor, suspension, brakes, dash, master cylinder. Many, many new parts. Bahama yellow/black. Don't buy a project car, get the finished product. Needs nothing except radio. Call Mike for info (916) 373-1557. \$7,800. (8/04)

**For Sale:** Ser. 3-4 Elan Frame. Measures square, no crash damage. \$1000. Call Jody @ 831-254-1299 or [locortjody@earthlink.net](mailto:locortjody@earthlink.net).

**For sale:** 1969 Lotus Elan +2 vintage race project car comes with Spyder chassis, Cosmics, limited slip dif, Koni's, steel brake lines. Extra set of widened steel wheels. Have Weber head to be installed with mild cams. \$5800.00 George at 831-648-9064 (3/04)

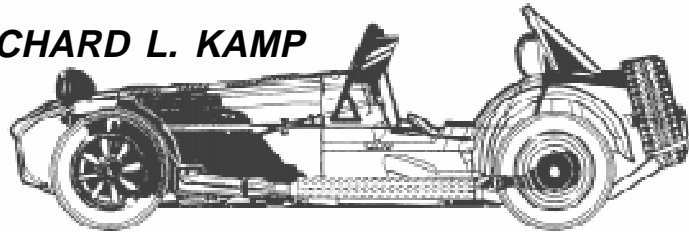
**For Sale:** Parts from '69 Elan +2: Transmission, stainless exhaust, new dash pad, restored pindrive wheels, very clean gauges and switches, restored fuel tank, original twin brake boosters, radiator, new headlamp vac booster, and much more. Call Jim, 408-257-1463 home, 408-602-5445 cell [goldengatehornet@yahoo.com](mailto:goldengatehornet@yahoo.com)

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**Wanted:** Tandem brake master cylinder (original style 0.70" bore) for LHD Series 4 Elan with ports on right side. New or used with rebuildable core. Alan Andrea Phone (847)433-7900 days (847)234-2776 eves. [aracer@msn.com](mailto:aracer@msn.com)

**For Sale:** Also must sell my beloved motorcycle, 1999 Honda Jordan Hornet, 600 cc. Collectors bike, only 14k miles. One of only 100 in existence, in U.K. only, my baby. But must make way for Elise. See info on left for contact, Jim

**For Sale:** A set of 4 2002 OZ wheels from a Lotus Esprit with tires mounted. These are the stock wheels and have been used for only 1500 miles: Front- 17x8.5, Rear- 18x10 on Dunlop SP9000 Tires (Front- 235/40ZR17, Rear- 285/35ZR18). \$4000. I'll deliver within 500 mi of Medford, Oregon. Contact Andrew Gilchrist- 541 621-6490 or [gilchrist@charter.net](mailto:gilchrist@charter.net) (03/04)