

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) October 2004

## Swine Before Pearls *by jim mcclure, editor*

Late summer and early fall are the time for the greatest motorsports events in the world, from the Monterey Historics in August to the Goodwood Revival in September. To many of us, these are the highlights of the year. The sound of a GP car going through the gears or a P51 Mustang buzzing the crowd are equal to the oratorio of Beethovens 9th. The lines of a Ferrari 166 Barchetta or any Bugatti are a challenge to the beauty of any painting in the Louvre. Those of us who love this also have the smell of methane and castor oil, along with the vibrations of hundreds, sometimes thousands of horsepower shaking the ground beneath us. We enjoy feasts for all of the senses.



But not everyone sees the beauty in all of this the way we do. We all have wives, girlfriends and colleagues, who just know us as 'that car nut' and don't understand our passion for things they see as just mechanical stuff.

Where we see a string of fine pearls, they see a herd of swine. I was at the Goodwood Revival, the great temple of classic auto enthusiasts. My wife was in London on business, so took the train to meet me for the three day event. After two hours at Goodwood, she said, "Is this it? Will it just be the same cars tomorrow?" Yes, it will be the same Loti, Ferraris, Vanwalls, Lolas, and every other beautiful race car ever built. I see a pearl of great value, but have to accept that others see a form of transportation that just got out-of-hand.



### ***October Meeting***

**Saturday, October 16, 1:00 pm**

**Host: Mel and Darlene Boss**

## GGLC Calender

October 9-10	CSRG Charity Race	Infineon Raceway
October 16	Monthly Meeting Danville, Saturday Meeting with Drive	Host: Mel Boss
October 18	GGLC Track Day	Buttonwillow
October 22 - 24	Sevens Festival w/ NASA group	Infineon Raceway
November 6	Fiberglass Seminar or other casual activities	Host: Mike Ostrov
November 19	Monthly Meeting Palo Alto	Host: Kiyoshi

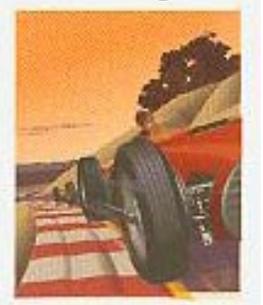
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# CSRG

## Charity Challenge

Oct. 8-10  
2004  
Infineon  
Raceway  
Historic  
Grand Prix  
And Can Am



CSRG always has lots of Lotus race cars and many GGLC club members driving them. Come and have a look at a great time of the year in the wine country. Proceeds donated to the Speedway Children's Charities. \$20 per entry. At noon Saturday and Sunday, make a \$50 donation for a 3-lap ride around the track in a NASCAR stock car, CanAm sports racer or other exciting vintage racecars. Chris Locke's 77 (left, as driven by Mario Andretti) will be there with other F1 cars

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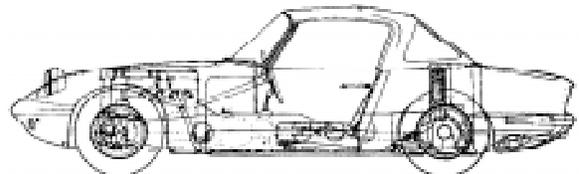
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## British Car Meet

by Jon Rosner

On a gloriously sunny Sunday with just the right amount of warmth and a slight breeze the usually empty roads were filled with traffic going to the football game, the baseball game and the free Dave Mathews concert taking place in Golden Gate Park in San Francisco. And in between the behemoth SUVs, the trucks on pogo stick suspension, the boring point A to B sedans, the flying motorcycles and the normally strange traffic were several hundred British Cars on the way to one of the best annual events on the calendar.

There were four hundred and forty cars in all. Fifty-three Jaguars, the most from one marque, meant that Jaguar took the prize this year for Club Participation. Of course, you had to squint a little here. The 1952 Mark Seven Jaguar had a 390 cubic inch Ford Engine tranny and electricals, with a non-factory "flamer" paint job. And the Mark Seven sat next to a car that was even more radical, the Jaganental. The Jaganental started life as a 1987 XJS V-12 Coupe and was customized with metal panels salvaged from a 1956 Lincoln Continental Mark Two. The amazing thing is that in this age of mass-produced mediocrity in styling that this car holds together quite well and feels just right.

There were also several dozen MGs, Triumphs, Loti, Minis, Rovers, and Austins of all years and types. And tucked in among them was the third Noble in the United States, which attracted almost more attention than the newly landed US legal Elise! A red 50CC Peel Trident that won "Best Arcane" car was towered over by a

1931 Austin Seven "Chummy." A number of people did double-takes with the 1970 two-cylinder Van Doorne belt-driven DAF pick-up truck, the 1965 two cylinder air-cooled targa-roofed Toyota Sports 800, the 1959 three cylinder, two-stroke DKW, and the Reliant Robin, all from the Arcane Car Club. Of

course there were some other really trick cars like the stock bodied Austin Sprite with the small block (6.6 liter) V-8 engine and tranny cleanly stuffed in. There was also a 1965 Bond Equipe GT4S tucked in amongst the Triumphs! And yes, this a British Car show, and yes not all the cars hail from the UK, but hey! This IS California after all isn't it?

Herb Gibson and Friends of Calistoga, CA provided lovely jazz music and the Ministry of Food provided bangers to a crowd that was clearly delighted with the variety of cars, the marvelous weather, the easily accessed location and the fact that parking and entry were free for those not displaying their cars. This is the 25th year that Rick and Carolyn Feibusch have put on this event and I can't recommend more highly that if you expect to be in Northern California in mid-September that you add attending this show to your plans.



*A legal Noble, possibly, along side a Lotus M100.*



*'65 Toyota: original? British? No, but he paid his \$25. Hope this is not a trend....."All British Car, or whatever you got Meet"*

*Sevens, on the right, at last year's Sevens Festival.*

## Super Seven Festival

*Press Release from NASA (edited, NASA is a track day/race school group)*

All brands of sevens and all sevens enthusiasts are invited. Featuring – Free Infineon orientation by ESPN Russell Racing, two days of NASA HPDE and racing, special free sevens-only HPDE7, River Grove Wines, Woody's famous road tour, manufacturer/dealer/vendor displays, free BBQ, and free Infineon gate pass to pre-registrants.

Friday October 22 – 4:00 pm orientation by ESPN Russell Racing Schools [espnussellracing.com/](http://espnussellracing.com/) (pre-registration required).

Saturday October 23 - NASA HPDE, racing, and free sevens-only HPDE7 exhibition (must be entered in a regular NASA HPDE or racing group to run HPDE7, see [nasapracing.com](http://nasapracing.com), and free NASA BBQ.

Sunday October 24 – NASA HPDE and racing, parade laps, and Woody's wine country road tour on some of Northern California's best backroads.

**Pre-Register for ESPN Russell and free gate pass** with Rich Kamp at Golden Gate Sevens [rich@gg7s.com](mailto:rich@gg7s.com) (707) 933-8039, or Woody Harris at Birkinsport [wyh@birkinsport.com](mailto:wyh@birkinsport.com) (707) 448-3322, by October 13, 2004. Polo-Style Festival Logo Shirts \$30 if ordered by October 1, and picked up at the Festival. Contact [gogogear.com](http://gogogear.com) telephone (510) 222-2601, E-mail [rscapri@comcast.net](mailto:rscapri@comcast.net) check, VISA/MC, or Am Ex.



# Pebble Beach

by Jon Rosner



On Sunday the favorite event to attend is Pebble Beach. This year featured the One Hundredth Anniversary of Rolls-Royce and the Fiftieth Anniversary of the Mercedes 300 Series cars that steamrolled the competition in most every race they were entered in. In the last few years Pebble was beginning to lose its reputation for being the stuffiest of events for those who had cubic dollars to spend in the restoration of the rarest of the rare. Hot rods, microcars, factory dream car prototypes added spice to the usual Rolls, Bentley, Ferrari, Talbot, Cadillac crowd. But not this year. This year it was back to the classics.

It's always fun following the judges around. The gentle and refined ticking of the engine in the 1915 Piece Arrow, the sweat pouring off David D'Addario's brow. His 1954 Moretti Sport Vignale was having performance anxiety as the 1200 c.c. car, one of only two built, was going RRRRRRUR, RRUR, Rrrur, rrrur, the starter taking everything the battery could offer...and then the lovely thrum when the engine caught and purred.

Off to one side sat Joel Silver and Eric Lloyd Wright, Silver is best known for having produced the movie the Matrix and Eric well known for his in depth knowledge of his grandfather Frank. They sat comfortably behind two lovely burnt umber Lincoln Zephyrs. Eric told the story of how Ford wanted to promote the car by placing one of these halo cars with each of the best known and most influential individuals in America. Problem was that Frank



*Gulls airing their wings. The sound of the surf behind them.*

Lloyd Wright had two houses and wanted two cars. Frank Lloyd Wright really wanted the Zephyr, but held out and Ford conceded and sent him two cars in his colors. The first car was a full convertible, the second a town car. Some time "in 1947 the convertible was in an accident and it rolled. We contacted Ford and the replacement would have been a tremendous cost, said Eric Lloyd Wright. So my grandfather said, 'I may as well redesign it.' " "Notice that there is no rear window. My aunt really loved it!" "The original drawings are at Taliesin and include the cut down windshield."

The National Auto Museum of Reno (ex-Harrah Collection pared down) brought the ultra-rare 1925 Julian, a car with a rear mounted air cooled radial engine, that looked for all the world like a smaller version of the radials the Wright Brothers were using in their aircraft at the time. To add to it the driver sat in the center front of the car ! Very strange beast but well executed in design. Nearby was the 1935 Squire, looking like a Morgan of early day it was beautifully engineered and had superb handling and dynamics that no other English car even ap-

proached until at least another twenty years passed. The costs of production of the Squire were so high that only 13 were built ! Stories of finding cars and searching for years for the matching engine and other parts were part and parcel of the lives of some of the more fascinating cars. By Eleven AM the beautiful people were out in significant numbers and the sardine effect made shooting pictures or for that matter walking ~ a bit difficult, time to leave.

For the owners it's about the locating of the rare, the special, the extraordinary. Tracking down the correct matching pieces that often have to be recreated. And the stories of the obsessive and dedicated owners and restorers who breathe life back into the cars, giving them the chance to once again purr, growl and roar in as they did when they were the very best or beat the very best. For those who come to watch it can be a little overwhelming to soak up what's compressed into such a short period of time. It's a pilgrimage, and one well worth undertaking if you have the opportunity.

*end*

## Monterey Historics and the Eleven

by Jon Rosner

Saturday is the day to be at the Monterey Historics. As with Concorso, Ferrari was the featured marque. But as opposed to Concorso the races offer a very broad spectrum of cars that represent the ultra-rare to the rather common chariots that pounded around the tracks in days of yore. Back at a favored track they bellowed their presence and were clearly pleased to return to the spotlight if only for ten laps of fame and regained youth and glory.

The smell of the spent fuel mixed with burned rubber wafted by as your ears filled with the orchestra of braaaps, sniicckkk, and whoosh, or machine gun rat-tat-tat as the revs soared and dropped as the racers switched gears slipping through the Carousel down turns 8, 8A and the sweeping left into turn 9. You could feel the ground vibrate from the large engine cars thundering through. The all Ferrari GTO race was a hoot. While some of the back markers seemed to out for a Saturday Drive the front three cars were going at it tooth and nail, racing as hard as in their hey day with the exception that no contact was noticed as Steve Earle of General Racing has a zero tolerance level for car to car damage. Dozens of them, not all red, being flogged with grim determination.

One of the truly marvelous aspects about the cars that race in the Monterey Historics is that you can often meet owners or decedents of owners going back many, many decades sitting comfortably in the pits with the current "care-takers."

One such story is that of Lotus Eleven S/N 202 being race by Bob Engberg of San Diego, California. The car's original builder, Peter Ross, author of the just out, well written and very entertaining book "Lotus, The Early Years" was present to cheer Bob on. "I wasn't into Lotus at first," said Peter



*The Julian, above and below.*



*Rolls Royce, the motor.*

*continued next page*

from previous page

Ross. "I met Colin Chapman when I was in the 750 Motor Club in 1948. I was an apprentice design student at Dehavilland Aircraft and he was at London University studying Civil Engineering." "The 750 Club got its name from the engine capacity of the British car the Austin 7. We all had Austin 7's and tinkered them up and tried to turn them into racing cars." "Colin had not yet formed a company and he was not calling them Lotus either." "He began to call them Lotus with the Mark 2 ~ He never called the Mark 1 a Lotus until after he'd sold it ~ he was very good at changing history!" "Chapman teamed up with Nigel and Michael Allen to build the Lotus Mark 3 which completely flattened everyone in the 750 Club!" "He even lapped everyone once in a three lap race !! The original idea was to build three Mark 3's, one for each of them, but the other two were only half-built." "Adam Curry came out of the Armed Forces when I did, he bought one of the unfinished Mark 3's and we fitted an 1172 c.c. motor and raced in the 1172 Formula Races put on by the 750 Club." "It was his idea that I write the book, "Lotus, The Early Years."

Peter went on to tell me about his part in Lotus History. "1952 was the first year of Lotus as a company." "By 1953 Adam's Mark 3 had become uncompetitive, but he was living near

Colin in London and had become friendly with him." "Chapman told Adam, 'you can have the first streamlined Lotus with a Coventry Climax engine in it.' So it made sense that Adam and I help build the Mark 8 prototype." "The ten of us had day jobs and we built the car in just over three months ~ completely from scratch." "I went on later that year to beat the Works Porsche at the British Grand Prix in 1954. A car built by ten amateurs beat the Porsche Works cars !!!"

"Chapman being the sort of chap he was, he took advantage of any help he could get. He found out that I was a draftsman and asked me for help. He drew it up and I drafted it. I was never paid, but I went on doing it until 1959!" "In 1956, Chapman said to me, 'you have given me so much help and I have never paid you ~ I'd like to give you a Lotus 11 at cost price.' And that is how I got the 11. It took me about a month to build it, all the hard work had been done by Lotus. The first 11 was number 150 and I'm 202 so this was the 53rd built, June 1956. I could not afford a Coventry Climax so I fitted an Austin A30 803c.c. engine and did my six races to get my stamp that allowed me to race in continental Europe." "I got my stamp in Winter of 1956 and then fitted a Coventry Climax engine." "I drove it on the main roads to get to my first race in Vienna in 1957. Unfortunately someone else had a newer version with better

brakes and better rear suspension. I led for two laps and took second place, not a bad start!"

"In 1957 there was ghastly accident at the Mille Mille, twenty people were killed and the Italians cancelled the rest of the season for road races. My next race was at Montlhery near Paris, and I spun off in the one that followed it in Germany." "I hung up my helmet in 1958 and stopped altogether in 1959." He then placed an ad in Road and Track and the car was sold to someone in Colorado ~ eventually making it to Bob Engberg who restored it to 1959 specifications, but left in the better rear brakes and chassis upgrades that were very common to 11's of the period.

Bob didn't win his race, he didn't make the top five, but you could see the smiling determination to do the best that he could and the pleasure everyone in the pit derived from seeing how well Bob and #202 did. It would take cubic time and or cubic dollars to get #202 into the front row. But spending large wads of cash simply to win is not what the Historics are all about. Bob and Peter came out to play, raced hard and finished without a scratch on either and had a blast doing it. And those of us who watched had a super time watching Bob and his 11 and all the others out there.

end



Peter Ross, talking with Sir Stirling Moss, and at the wheel of his old Eleven, 105 JMH.



*Thumbs up and Good Luck, as a string of Loti formula cars go to the grid. Below, one of those technological 'works of art'.....great sound, also.*

*What we go to a vintage race to see. Friends, fantastic cars, preparing for the start, charging out of the turn, and just the beauty of the technology that went into these works of art and speed. (photos by the editor; except those of the Julian and the British Car Meet, which were taken by Jon*



# LOG 24

by Kiyoshi



Nearly 300 Lotus enthusiasts descended upon Birmingham Alabama for LOG24. The furthest came with car from Oregon, and a few from Denver.

Registration was typical LOG, well organized and efficient. Along the way we met Shinoo of Sector111 (sponsor of the WCLM) and a couple of other folks who I've corresponded with.

The LOG reception was next where we met up with Jim Bennett. Jim is co-publishing a series of books on Lotus, the most recent is Ortenberger's Seven book and a new edition of the Elise book. All quite authoritative and excellent for any Lotus enthusiast.

John English was introduced and spoke briefly at the opening reception. He spoke about some of the accomplishments and objectives for Lotus in the States in the coming years. Lotus envisions more models being launched and eventually to get to an annual volume of 10,000 cars. Soon Lotus will be offering an extended 2-year, 24Kmile warranty on the Elise that includes roadside service.

We met up with and sat with Dave Simkin of LCU, joined by Harry Appleby of Viking Motors and Jeff Robinson of JAE. Simkin continued to kid me about canceling the warranty on the Elise as surely I had exceeded the recommended break-in procedure on the drive from Atlanta. This was a reoccurring theme for the next 2 days!

After the reception we caught up with Chris Smith again and decided to grab a bite and were later joined by Clyde of LCU and his recent bride. Chris and I discussed the "rough" reception John English received and a few other points made. So, ended the evening as we retired to prepare for the next day.

*to be continued.....more of the story on LOG 24, from Kiyoshi, in the November issue*

# Mike's Place

by the editor

November 6th 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](mailto:mikeostrov@webtv.net) .10:00 am start time. 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.

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## EBay Watch: *editor*

Two new Elises sold, red with the touring package sold in SanFran for \$52k and a yellow one from New Jersey sold for \$49k. An Exige with a supercharged Honda JDM K20type-R motor didn't sell. **"MUST be exported from U.S"**, the ad said. Car had been brought in from Japan and work done by Prototype of LA I guess the Feds weren't impressed with the rated 300 hp. Car in Campbell. A couple of sevens that claimed to be 'genuine' didn't sell. Both looked dubious to me. A silver Elise with both the touring and sport packages just came up for sale in Ohio. Will it sell?? The owner probably wants \$60k for it.

## More Classifieds

**For Sale:** \Single Axle trailer suitable for a Lotus: 16' overall length, 10' beds, each 16" wide, Mounted winch with 2" strap & hook 2 integrated tie down ratchets, nosewheel, all lights work, Good tires, & side mounted spare. 2 steel ramps. 16" wheels with fenders, currently registered, good cond. \$750.

Also used lotus parts for sale:

S1 Europa linkage \$50

S2 Europa drive shafts \$100

TC Europa Ford 125E con rods(4) with ARP bolts, exlt cond \$200

TC Europa radiator, fan, screen \$100

TC Europa steel gas tank (pass side) \$50

all Europa: Corvair hubs, excellent cond \$100 + shipping. all located in Sunny San Jose, Ca Contact Joel via email farberjf@us.ibm.com (9/04)

**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 Call Jan: 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. (7/04)

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

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# 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:** I am interested in selling my 1987 commemorative Lotus Esprit Turbo HC. I had a back injury and it is very difficult for me to drive it. I have not had very good luck on my own and was wondering if you had any suggestions. I am asking \$23,000 OBO. More info if you know of anyone. Please contact me at 650-270-7417. Bill Locke (10/04)

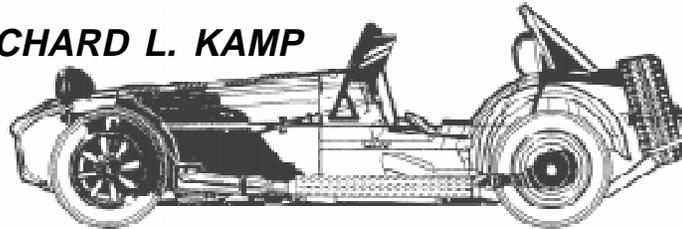
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**For Sale:** Also must sell my beloved motorcycle, 1999 Jordan Hornet, CB 600 cc. Collectors bike, only 14k miles. One of only 100 in existence, in U.K. only, my baby. But must make way for Elise. See info on left for contact, Jim

**For Sale:** 1976 Eclat (Federal), custom Excel fenders by Barry spencer. Triple Black with Gold pinstripes, black/gold wheels. Custom black with gold leather interior. Euro cams, dual two barrel Dell'Ortos. Front/rear adjustable shocks, more. Ex-Barry spencer car. Must sell, best reasonable offer. Bob (650) 962-0451 (09/04)

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