The Chapman Report

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Some shots from the annual club BBQ at Mel and Darlene's. Top—Mel working hard at the grill (note his custom brush holder). Middle—Mel's signature stuffed Portobellos ready for some heat. Bottom—satisfied customers Don, Laura, Betty, Cherie, and Tom (l to r)!

July/August Meetings

Friday, <u>July 18, 2014</u> – 7:30 PM (6:30 PM for BBQ*)

Hosts: John Zender and Yan Jia

***Come early for some extra socializing and food:** John will start grilling his not-so-famous burgers around 6:30. There will be beef and veggie varieties, condiments, chips, home-made CCCs (chocolate chip cookies), and drinks. If you want to bring your own specialty meat to share, feel free to throw it on the grill. Official GGLC meeting start time is the usual 7:30, but you should arrive early if you want to enjoy some food and socializing. We'll be able to check out John's project Esprit that is finally finished and back on the road. If you own a streetable Lotus, you'd better bring it, or a good lie explaining why you didn't (there will be consequences).

Friday, <u>August 15, 2014</u> – 7:30 PM

Hosts: David and Judy Anderson

Message from the Prez
Fighting your Fears

by Daniel Katz

We all live with some fears in life that we must overcome. Some of these fears are rational, but many may be irrational.

When I first moved to London in 2005, I had no idea where I was going or what kind of city it would be. I had applied to University but hadn't yet been accepted. Nevertheless, I had just turned 21 and wanted some change in my life. I had a best friend from the UK that had just moved back to study there, and I decided to do the same.

My five and a half years in London changed me as a person, refining me into the man I am today. I was influenced by my friends and surroundings, my work and by the city itself. Being alone in such a big metropolis had a profound effect on me. Growing up in San Francisco, a city with a population of just 750,000, and moving to a city with over 8 million people was one of the major shocks I had to deal with. Another shock was navigating a sprawling city of 607 sq miles after coming from compact city of only 49 sq miles.

London was exciting the first few months, depressing the next few years, and wonderfully melancholic the last year or two I was there. More than anything, London was all about fighting my fears. Most of these were irrational: fear of flying, being stuck on crowded trains, etc, but I knew the only way to live life was to live life to the fullest without fear. It took me a couple of years to battle with my fears, to destroy my anxiety, but when I did I began to live a much fuller and richer life.

I think the biggest change came along when I let a friend down due to my fears. He was my best friend at the time, and after I let him down, things were never the same between us. After that incident, I decided to battle my fears—no matter how difficult or scary they might seem, it's always worse to regret something you hadn't done.

You can't change your past, but you can change your future. Although it might take a while for our fears to go away (if they ever do), we still need to face them, to battle with life's monsters.

This brings me to Lotus. When I first got my M100 Elan, the first year or so of driving was stressful. I wasn't used to driving a manual in San Francisco, and I was afraid of stalling on a hill, afraid that somehow something would go wrong with the car and add to its cost.

The car was (and still is) a project—a big one—with lots of ongoing restoration work and upgrades. It feels like a never ending, pocket-draining story, but I love it to bits. It brings me excitement and a feeling that is hard to explain; it transports me into a free state of being. Owning this car is like having a significant other that's stunningly beautiful but has flaws—she might have an amazing personality but filled with mood swings. She might need TLC in order to control her emotional states, but if you love her enough to take care of her, the rewards are endless. The happiness she brings to your life is worth the risk, worth fighting your fears for.

It's always best to live life to the fullest, rather than a mediocre life of contention. Living life to the fullest and enjoying life's many pleasures without fear is exactly what owning a Lotus is all about.

A Special Shop Day at Mike's
Saturday, July 12, 2014
editor

This will be a Tech Seminar (with an emphasis on Europa models), a pot-luck lunch (with Jon Rosner preparing marinated tri-tip on the grill), a parts swap/ garage sale and a general all-around Summer Event.

Don Nester, Jon Rosner and Mike Ostrov (l to r) review an on-going project at the club BBQ in Danville.

As an extra added attraction, Jerry Bassler's 26R Elan will be featured (body off), and Mike will use the opportunity to demonstrate his fix for the classic Elan "door fit problem".

The venue is Mike Ostrov's shop, 4119 Santa Rita Rd, El Sobrante. The action begins at 10 AM—RSVP to Mike at mikeostrov-at-webtv.net or (510) 232-7764.

Anyone interested in bringing a dish, a beverage or a dessert to share can contact Jon Rosner (jon-at-roscotech.com) to coordinate. Entrees, dark chocolate, salad, appetizers, milk chocolate, beverages and of course, chocolate are welcome.

Mike adjusts one of his custom-made tools to compress a Lotus spring/damper assembly during a previous shop day.

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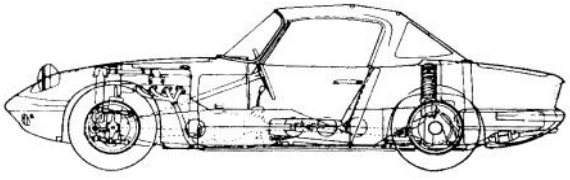

GGLC-Sac Camp & Drive
May 23-26, 2014

by Reinhard Auf dem Venne; photos by Craig Hunter

After almost six months of planning, we headed to the Silver Creek Group Campground in the El Dorado National Forest near Ice House Lake and Resort on Friday of Memorial Day weekend. Graciously, Tom and Jeanie Alvey brought their 4Runner and trailer along, without which we would have not been able to haul all of the gear, food and firewood we needed for the camping adventure.

We had reserved the campground knowing it would be a no frills facility (no electricity, running water, showers, etc.), but it did feature plenty of campsites with wooden tables, bear-proof boxes, fire rings, and standard campground bathrooms.

When Jeanie, Tom and I arrived, we immediately set up one of our EZ-ups at the gate so that arriving members could easily spot it from Ice House Road. At the camp, we were greeted by Casey and Karin Lynn, Scott Hudson and Linda Costa, and the Buonassisi family, all of whom arrived in RVs—in addition to their main rides (Lotus Elises). We quickly unloaded the trailer, and we were able to set up camp in no time.

I had not stocked up on camping gear for a several years, but I couldn't resist investing in a new hot shower unit. Boy, did this appliance come in handy! Even some folks who drove up with an RV as their support vehicle, envied the practically unlimited hot showers this unit provided.

In order to run the shower, we placed it near the South Fork of Silver Creek, which bordered the campground. With an extra car battery to power the shower pump, a garden hose to siphon the creek water, and a propane tank attached to the shower unit,

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Calendar

Date	Activity	Location
July 12	Tech Day/BBQ	El Sobrante
July 16	Dinner/Meeting	Sacramento Group
July 18	Meeting/Social/ BBQ	Mt. View
July 26	Car Show/Swap Meet	Hayward
July 26	AutoX	Marina (tentative)
August 10	AutoX	Marina
August 15	Meeting/Social	Hillsborough
August 15-17	Club Corral	Monterey Motorsports Reunion
August 20	Dinner/Meeting	Sacramento Group

See www.gglotus.org for additional information about upcoming events.

people lined up to rinse off the day's accumulated dust.

Friday evening went by quietly as we were eagerly awaiting the arrival of some latecomers. John and Liz Logan had given advance notice of their late arrival, and we managed to greet them in deep darkness, but under a beautiful starry sky. After setting up their site, we all socialized around the fire ring until we called it a day and hit the sack.

Saturday morning we all had a great breakfast. Even before the scheduled 9 AM meeting, the ride-only parties, Dan Baxter with his Evora S and Craig Hunter with his Exige had arrived to join our waterfall-themed ride around Lake Tahoe. After a short drivers' meeting, during which we passed out our custom designed "Camp & Drive" T-shirts, we started our drive at ~ 10 AM for about 5 miles on Ice House Road and another 16 miles on Wright Lake Road to eventually intersect with Hwy 50 toward Lake Tahoe. Boy, despite the pristine nature settings, some of us had second thoughts about ever taking Wright Lakes Road again. It appeared that a recent storm had downed a number of trees along this stretch of road. A lot of debris was still strewn about the road and we needed to be extra careful not to hit it.

Fortunately, we did not have any incidents, and we were able to make up time once we were traveling on Hwy 50 toward South Lake Tahoe (for about 30 miles), where Carlos Ensenat with his '67 Elan was waiting to join our group at Camp Richardson (side note: Carlos has owned his Elan for 40 years!). Next stop was at Glen Alpine Falls near Fallen Leaf Lake, the perfect place for our picnic box lunch. The road leading to this waterfall was rather narrow and slightly broken up toward the end; never-

Scan to get current GGLC calendar on your mobile device.

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theless, we enjoyed a nice lunch next to the waterfall.

Our plan was to follow Hwy 89 North and stop at Eagle Falls, which is located right next to the road only about 10 miles from Fallen Leaf Lake. Normally, Eagle Falls invites a quick stroll along the ridge from which it pours down toward the lake right next to Emerald Bay. However, as we approached the site it became clear that parking would be nearly impossible, and we decided to motor on. Carlos had suggested a stop for a little coffee break at the "Tahoe House" in Tahoe City at what he judged to be the best coffee shop at the Lake. Following a quick gas fill-up at King's Beach, we continued circling the lake via Crystal Bay and Incline Village. We even added a stop at the beach at Sand Harbor before we slowly headed back to the California side of the lake. We took Hwy 50 back to the Ice House Road exit at which we split from the drive-only group to head back to camp.

By now everyone was longing for the big BBQ we had planned for the evening. We all chipped in to share the preparations and to hammer out an outstanding meal: Tri-tip, corn, salad, plenty of fruit and pie as dessert. After dinner, we gathered around the fire ring and enjoyed sandwiched browned marshmallows and chocolate s'mores. We again searched the skies for meteors, but could not spot as many as we had the night before.

Sunday morning, after another opulent breakfast, we drove north on Ice House Road toward the turnoff to the forest road leading towards Bassi Falls. Knowing from previous visits that the rough condition of this road would make it impossible to take the Lotus cars, we switched to Tom and Jeanie's 4Runner to get within about ½ mile of the falls. Once there, we squashed the ensuing craving for refreshments by munching on plenty of cantaloupe, honeydew melon and grapes and enjoyed the fantastic scenery. Despite the ice-cold runoff, Tom Alvey repeatedly jumped into and swam in some of the pools below the waterfall.

By early afternoon, we returned to camp, and enjoyed munching on good ol' hot dogs around the camp fire. Around 4 PM, John, Liz and I decided to go for a quick spin up to Loon Lake and Uncle Tom's Cabin. There are several staging areas for mostly specialized 4-wheel drive vehicles near Loon Lake. From there, they can be taken over the famous Rubin Trail (needless to say, the asphalt stops here).

Returning from Loon Lake, we took a little 8-mile detour on Wentworth Springs Road West, until we hit the cutoff to Uncle Tom's Cabin. Due to the unimproved last ¼ mile toward the cabin, we had to travel in 1st gear so not to stir up excessive amounts of red dust. After some refreshments and an entry into their guest book, we discovered an old fire truck which could have jumped right out of the movie "Cars". Lo and behold, the door decal identified the vehicle as having once belonged to the 'Coloma – Lotus Fire Department'! (I'm not making this up, folks.)

We absolutely enjoyed the spirited run back to camp without any traffic on a pristine road. Back in camp, some campers had already fired up the BBQ to prepare Cornish Game Hen on the rotisserie, some more marinated tri-tip and baked potatoes accompanied by homemade potato, pasta and fruit salad ("A la Buonassisi").

While the BBQ was working hard, we still found some time for a last group picture before the sunset. After finishing dinner, we gathered around the campfire to share a toast and to reflect on the incredible weekend we spent together. Without any reservation, we all agreed to repeat the feat and to have an even bigger future camp and drive event in the future.

We started Memorial Day morning with another supreme breakfast (home-fried potatoes, mixed with sliced up tri-tip, peppers, onions, eggs, French toast, and plenty of fruit) and then began to break down camp. With the concerted efforts by all, we managed to have all the gear loaded, and we were ready to leave camp before noon.

When I locked the entrance gate to camp, I had a feeling that we might be back in force within a year's time.

Updates for the 2014 West Coast Lotus Meet

by Rahul Nair

October 2-5, 2014
Lake Tahoe

I would like to start by giving a huge Thank You! to the Lotus community for their enthusiastic response to the 2014 WCLM. Early registration has ended, and we are on track for having the largest WCLM in a decade. With attendees coming from Colorado, Montana, Arizona, Washington, Oregon, Nevada and California, this is your chance to meet Lotus fans from all over the Western U.S. There is still time to sign up, so if you have not already done so go to http://westcoastlotusmeet.com/ and join the fun!

The WCLM organizers have been busy scouting the various events and venues for the WCLM, and I am happy to say that everything is falling into place to make this another successful Lotus happening.

We scouted the sunrise drive, and I can say that, in spite of its early start, the roads and the photo opportunities make this drive well worth the extra effort required to participate.

We have also secured the Heavenly Ski Resort parking lot as the site of the WCLM autocross. It is just minutes from the Ridge Resort, our headquarters hotel, and it will provide the perfect place to test the limits of both your car and your skill.

The route for the High Sierra tour is in the advanced planning stage as well. We can announce that we have secured passes that will allow us to use sections of SR207, which will be closed to the general public for the duration of the event.

The WCLM banquet is shaping up to be one of the marquee events of the 2014 WCLM. Dinner will be served in the midst of the ex-Dan Gurney Lotus 38 Indy car and other memorable cars. Having tasted the menu myself, I can also say that the food will be spectacular! Dinner will followed by a private tour of the National Auto Museum.

After a site visit and speaking to several locals, we have decided that the track surface at Reno Fernley Raceway is not good enough for our planned track day on Friday. However, track rats need not despair; we are looking into organizing a replacement track day at the brand new Thunderhill West racetrack. We will probably hold this event on Monday, October 6. Stay tuned for more details.

Finally, I would like to remind everyone that the 2014 WCLM would not be possible without the generous support of all of our sponsors, and I want to thank them again personally for their help with the 2014 WCLM.

Dave Bean Engineering
(WCLM Concours)

Dietsch Werks
(WCLM Banquet)

JAE (Opening Reception)

British Motor Car Distributors (Sunrise Drive)

Lotus of West Covina
(High Sierra Tour)

Spencer's Motorsport
(WCLM Autocross)

My Esprit Build 2007-2014

by John Zender

I have owned my 1980 S2 Esprit since 1988. It was purchased as a severe basket case—wrecked driver's side, completely disassembled, body off, lots of missing parts, etc. I put the car together and then drove it, and modified it, over the following 12 years.

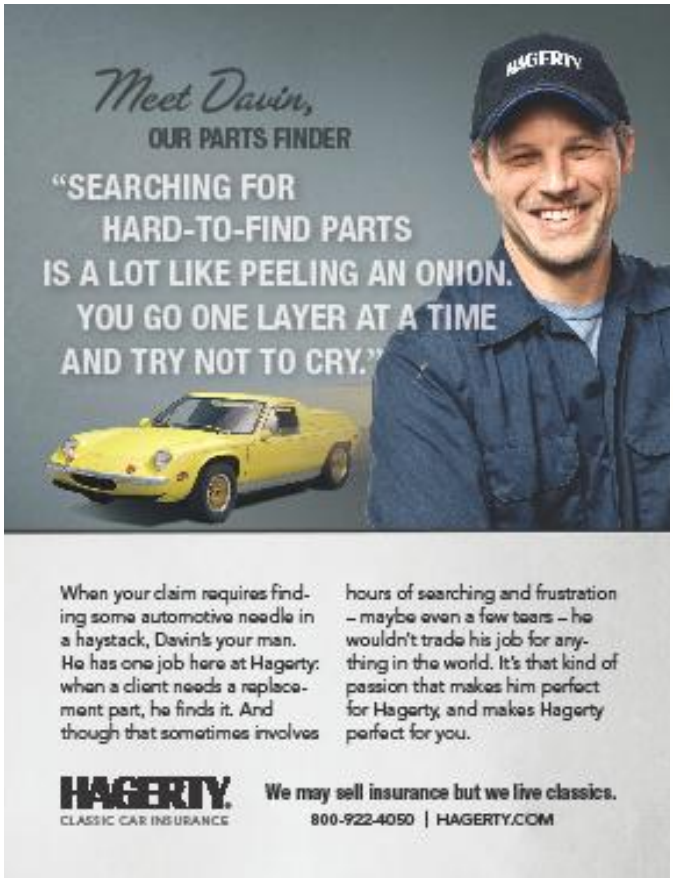
I always liked the early style Esprit with its sharp, angular (non aero) bodylines and low ride. The Early Turbo cars had too many spoilers, air dams and such, while the later Esprit body was just kinda boring. More HP was required, however, and my old S2 motor was at its safe power limit (190HP) before self destruction (spinning main bearings is the usual mode).

In 2001, I acquired an '87 turbo chassis from Barry Spencer, and a complete '89 SE motor and gearbox via Ebay. I chose to retain the Citroen gearbox mostly because the inboard brakes look cool, and I ran the original SE Delco fuel injection/ECU etc using the original AC condenser as the chargecooler heat exchanger.

The '80 body/'87 chassis were not a direct fit and required heavy cutting/grinding/welding and fiberglass. What I didn't understand before starting all this, is that the Turbo chassis was designed to sit much higher (at least 2") than the early cars. Well, this looked pretty ridiculous, so I cut about 5" off the springs to get the car back near our Earth. The cut springs, combined with my car's light weight (maybe 500lbs less than factory weight), produced terrible ride characteristics and scary handling.

Fast forward to 2007. I still love the Esprit, but the scary handling, a driver's door that doesn't fit (bad repairs from the original crash in '81), heavy-ass low-speed steering and some incurable glitches in the ECU prompted me to pull the car off the road for its third major overhaul.

I'm all about keeping things light on my track cars, but I wanted to build the Esprit into a comfortable driver. Power steering was necessary, but the idea of a hydraulic pump plus belt, and more hoses running up to the front of the car wasn't appealing. I decided to borrow a steering rack from an '88 Toyota Supra, and powered it with an electric-hydraulic pump ('91 Toyota MR2) mounted up-front. (Lots more cutting and welding here.)



Lotus of West Covina

Lotus of the Desert

Once the steering was complete, I moved on to the ECU that occasionally and embarrassingly stranded me at stop lights. I replaced the Delco unit with a programmable Electromotive ECU. This phase featured lots and lots of wiring, soldering, and head scratching.

I was making great progress. But then the big one. I had my first and only child. Kiya was born on July 2, 2009, and my Esprit was mostly neglected for the next 3-4 years, body and chassis detached—very sad. I worked on it a few times while my business was slow but not much happened until late 2012.

In December 2012, I remarried the body and chassis and really started putting stuff together. This included fabricating a new intake/airbox system, a rear hatch release (that actually works), stops on the headlight buckets so they don't bounce, sheet metal covers for the fuel tank and electronics, body/paint work, and a bunch of little stuff.

April 2014, and I have set a goal to have the car ready for the annual club meeting at my place in July. I start test driving around the neighborhood, and I am immediately reminded how bad the suspension is. At normal ride height, there is zero travel as the front end is sitting on the bump rubbers, and the rear is only about ½" away. I assumed that shorter dampers and softer springs would fix the problem—not so easy. Because the chassis was considerably lowered, there were no dampers available that would allow more than about 2" total wheel travel. (Two inches may work for a track car, but this is my street machine.) A full week of late nights under the car with tape measures, protractors, beer, calculator, and I had my possible solution. I ordered custom dampers and springs from AVO in England. Amazingly, they were on my doorstep in a week (along with a $200 shipping bill).

After about 3 days and 6 nights with a plasma cutter, TIG, and MIG welder (and a couple big hammers), I raised the upper shock mounts on the chassis 1.5" in the front and 1" in the rear to allow the new AVOs to fit. Soon after, and with much anticipation, I'm heading down 101 at midnight to test out my handiwork. Apparently, not so handy, though, as the rear feels great, but the front is worse than before. Even the smallest bumps create loud crashing noises. Back under the car, the problem is clear as the springs are coil binding on bump. I do some searching and find out that nobody makes a 120lb/in spring that will fit at the proper ride height and not coil bind. The easy solution is to buy 140lb/in springs that don't have to be preloaded as much. But hey, it's a streetcar, and I'm not going for easy. One of Chapman's tricks was to use low-rate springs with a lot of preload to achieve the correct ride height. Searching around I found special long travel/ lightweight springs for midget

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(cont'd. from p. 9)

race cars that have a barrel shape and a steeper pitch (fewer coils per inch), but are only available in 2.5" I.D. Not sure if I can make them fit, but it's June 3rd and my new goal is to drive the Esprit to Mel's BBQ on the 14th. I receive the new coils June 7, and I hop on the lathe to make some aluminum collars to adapt the 2.5" springs to the 2.25" dampers. Yes it works, but the spring O.D. doesn't quite fit in the Esprit chassis. There's a solution for that, too—a 3lb ball peen hammer (I didn't have the proper metric one, so had to use the U.S. equivalent).

Yes, it worked magically. The car finally has a suspension. June 13 and I'm making final ride height and toe adjustments and I was ready to make a dramatic appearance at Mel's the next day.

So there it is, V 3.0 of my Esprit S2/SE. My girlfriend constantly asks, "is it finished?" Well, we all know it's never finished. There's still a bunch of ergonomic stuff to deal with such as heater controls, vague shifting, driver's door that still doesn't fit (it's much better though), but the car is super fun to drive. I'm certain that it turns more heads than any other car on the road regardless of price or vintage.

If you come to my place on July 18 for the BBQ and club meeting, you will be able to check out the Esprit yourself along with the Flamer and the other one. You can also see more pics of my Esprit at www.fusiontechnology.com (click on the RACING link).

LotusCup USA Round 4
Thunderhill Raceway June 7-8, 2014

View from the Driver's Seat: by David Anderson—June 7 at Thunderhill Raceway was a big day as it included the first track driving on a new 5-mile road racing circuit at the facility. This new circuit was created by adding the 'West' circuit to the original Thunderhill circuit we have all become familiar with over the years. On June 7, the paving of the new section was just a week old, and the white lines on the pavement edges were just a day old.

The overhead views of the new track layout that can be found online do not do it justice. It has lots of elevation changes and very technical corners (off camber, decreasing-radius, and corners where one cannot see the exit). In addition, there are some high-speed areas including a very long straight.

Unfortunately, by lunch on Saturday, a paving separation was occurring where the new section rejoins the old pavement. So in the interest of safety and preservation of the new road surface, we were restricted to driving on the original 2.8 mile circuit for the rest of the weekend. Regardless, the folks with LotusCupUSA—including yours truly—and Hooked On Driving were the first to drive on the new, 5 -mile, 27-turn circuit!

The weather was, ah, typical for Willows, CA in the summer. By some thermometers, 103ºF on Saturday and 111ºF on Sunday.

GGLC members and advertisers DietschWerks and Suspension Performance were on hand with multiple cars and their big transporters. Eric Gauthier (Suspension Performance) and crew brought their Big Red Transporter and were supporting three entrants from 2 Eleven to Production classes in addition to a couple other entrants taking part in other trackdays.

Your scribe was driving Dietsch Werks Exige #313 on Saturday, but it was refusing to go 'on cam'. After trying various things and some head scratching, John and Herb removed the cam cover and immediately determined it was a worn-out cam, which is an unfortunate failure frequently seen on Elise and Exige cars. Luckily, Rob had an extra LotusCup Elise on hand, #066, so I drove that car for the rest of the weekend.

Club members Ross and Patrice (and Sam from southern CA, not a member) were also in Dietsch Werks Elises. Ross had class-leading times, but Sunday morning he had a transmission failure that caused engine overspeed, which ultimately damaged the engine. So Ross was out for the day. Sunday morning we had a qualifier session and Race #1, and in the afternoon we had another qualifier and Race #2. While there was lots of good racing, a few folks had car trouble (or possibly a bit of a loss of concentration) and did not finish.

I was a few seconds off the pace so no trophies for me. But it was a great weekend overall, and Jen and Rob Dietsch and their crew ensured that it would be with food, cold drinks, and well prepared cars.

View from Dietsch Werks: by Saurabh Saini—Hard work, long hours and dedication, are what it usually takes to prepare for the Lotus Cup.

However, this Thunderhill Raceway Lotus Cup event also became an astonishing experience for both pit crews and drivers. Dietsch Werks had 4 of their race-prepped cars representing Dietsch Motorsports at the event where we were fortunate enough to be the first group of drivers on the newly opened section of the track—Thunderhill West—which adds 2 miles to the familiar 3-mile Thunderhill Raceway circuit.

During the first few parade laps, the drivers were able to sample the freshly laid asphalt and experience the tight apex/hairpin turns around the new section of track. Most drivers found it rather tricky to deal with the 5-mile long track with 27 turns that they would encounter during the Lotus Cup race. But due to the fresh paving on the new section and the 106ºF weather, the track showed signs of breaking up. As a result, the track management made the prudent decision to close off the new section after two practice sessions and run the remainder of the event on the original track.

After having a brief chat with our drivers about the hot lap sessions, we concluded that the new track was both challenging and enjoyable for drivers and coaches. Drivers surely enjoyed their few practice session as they started to master the track one lap at a time.

Although everyone was disappointed, they also felt at ease since they obtained some valuable insight about the complexity of the new track.

We are all looking forward to having a few more practice sessions prior to the next Lotus Cup race at Thunderhill to help understand the new 5-mile Thunderhill Raceway thoroughly. The new track is a challenge for both competitors and crews as they strive to find the optimum set up for their cars to ensure that their drivers can excel during the race.

Dave Bean Open House

October 25, 2014

by Lee Cohee and Don Nester

Because of the proximity of the 2014 West Coast Lotus Meet, this year's event will revert to a single-day format.

Come spend a morning at the Beanery in San Andreas between 9:30 and 11:30 AM ogling the tempting new parts

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that our cars love and deserve. In addition to the 10% discount on parts ordered or picked up on the day of the event, Dave will be offering deep discounts on books and Lotus memorabilia. Then, after inhaling the musty, cool air of the parts catacombs and communing with fellow Lotus owners in the parking lot, it will be off to lunch al fresco at the Pickle Patch.

After lunch, and as a special feature this year, Dave tells all! He has promised to entertain us with stories of how he got involved with Lotus cars, his relationship with Bob Challman the West Coast Lotus distributor in the 60's and 70's, his Lotus racing experiences, development of new parts for our old cars and more. Dave will then open the floor for questions. So think of what you might want the Scottish parts and engineering maven to answer: be it a troubling mechanical issue, track day setups, or how to convince your wife that those alloy brake calipers or a Weber head will actually improve your marital relationship.

After exhausting Dave's patience, those wanting a short Sierra foothill drive can follow Don and Betty Nester to their home in Sonora for additional refreshments before calling it a day.

Also new this year, the Sierra British Car Club will join us, so you'll get a chance to see a variety of marques from the sceptered isle. We sometimes forget that Dave sells parts, including aircraft quality fasteners, for not only Lotus but also for other British cars. Mark your calendar because this is an event you won't want to miss!

We will need a head count of those intending to stay for lunch. Please RSVP to Lee (vancoh-at-volcano.net) no later than October 20.

Classifieds

(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

For Sale: Acura Integra Type R. Founding member John Ridley is selling his rare, factory-built street racer. This pocket rocket is widely considered a Lotus Cortina incarnation of the late 90's. Car is located in OR. Contact John at (541) 825-3370 for more info.

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