

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Nov/Dec 2010



*Cars and owners gather at Mike's place in El Sobrante for one of his popular shop day car clinics. See story page 6.
(Photo credit: David Anderson)*



*Eager drivers prepare for a special Lotus-only track day at the historic Nürburgring. See story page 8.
(Photo credit: Michael Schrock)*

Nov/Dec Meetings

Friday, November 19, 2010 – 7:30 PM

Host: Kiyoshi and Laura Hamai

Holiday Dinner, December 11, 2010 – 6:30 PM

Ristorante Don Giovanni

235 Castro St.

Mountain View

(find menu and other details on page 11)

Directions from 101:

Exit at Moffett Blvd and go West

After ~ 1 mile, Moffett Blvd becomes Castro St.

(after crossing Central Expressway)

235 is on the Left after about 2 blocks.

(Parking is behind restaurant (South), off of Blossom Ln.)

AutoX Season Finale

Story by *Kiyoshi Hamai*
Photos by *Dave Ellis*

The 2010 GGLC Autocross Series came to a close October 16th at the expansion parking lot of Great America in Santa Clara. This event concluded what was another banner year of GGLC autocrossing that featured 6 events where series points were awarded, a practice event and two 2-day autocross schools. In all, nearly 500 drivers took over 5,000 runs and spent more than 4,000 minutes on track (nearly 3 days of driving)!

We thank the 2010 GGLC Autocross Series sponsor, Boardwalk Lotus, Redwood City, CA, for supporting the entire series and providing our trophies and season ending BBQ celebration.

Final Round

Seventy drivers arrived, and they were confronted with a challenging course that twisted through the lot. Weather was perfect fall Bay Area, a bit cool in the morning with a very light breeze mid-day and a few clouds around to temper the sun.

Of the entrants, there were 37 Lotus cars comprised of 21 Elise and 6 Exige. In addition, since this event was designated as a "Classic Lotus" day, there were 3 Seven/Seven clones, 3 early Elans, an Esprit and 3 Europas, or maybe I should say 2 Europas and a rather special "Europa" in BIG quotes!

Setting up the course took a bit longer than usual since we

aren't too familiar with this site and, unlike the Marina site, there are no 20' x 20' squares of concrete. Nevertheless, we were up and ready to run by 8:30 am and the first car hit the track right at 9 am.

This was a longish course, with a crossover. Coming from the start box was a very quick left 90° turn and then a slight right bend and a crest that made a blind entry into a sweeping and dipping right-hander. You then encountered a sweeping turn to the left under power that transitioned into a sweeping 180° right turn followed by a 4-cone slalom. The trick was to stay well to the inside exiting the 180 to set up for the slalom. Then it was back through the crossover and a bend to the right with a tight exit due to a bulge on the left. This was followed by double right hand corners where the first was as an early apex, and the second was an early turn-in as the tarmac fell away toward a drain in the lot forcing the car to drift wide of the apex. A fairly quick left sweeper that led to the far end of the lot and a 90° left followed by a straight and a box

slalom. The final leg was another 4-cone slalom where the 3rd cone was off-set enough to slow your pace.

Raw TTOD went to our own Barry S. in the pseudo-Europa with a 42.811. Barry had just finished re-assembling and installing his engine the evening before after getting some machining done to cure an oil leak that had cropped up.

Barry's "Europa" may look sort of like a Europa, but the only parts that are still pure Europa are the door skins, roof panel and bit of the rear quarters and engine cover. Underneath is a modified Esprit chassis, custom suspension and a turbocharged 3 rotor Mazda 20B engine mated to a Porsche gearbox!

John Z. in his Flamer Europa worked his way down to a 52.2 before developing a driveline problem, and Tom C. got his Toyota-powered S2 Europa to a 56.499.

The Elan drivers were also showing their stuff with Royce H. in his S3 Elan down to a 53.767 followed by Mel B. at a 54.694 (when he could find his



Proof positive that keeping 4 wheels on the ground is overrated!

way around the course) and Dan W. at a 56.083.

The Seven-clones were speedy and competitive with the quickest being Jim R. in his WCM Ultralite getting down to a 47.489, Rahul N. (also in a WCM Ultralite) at 47.511 and then Dave H. in a Caterham Superlight at 47.840. Great driving from all three to be within 0.4 seconds of one another! Andy C. took the his Esprit to a best time of 54.796.

Then came the gaggle of Elise and Exige drivers. Fast time for this group went to Shelly M. at a blazing 45.328, showing everyone why Shelly is the reigning 2010 SCCA Solo II Champion.

For stock Elise came Cappy P. with a 48.975 and stock with R tires was Alfonso C. at 47.634. The quickest Exige was driven by Pascal V. with a



Sharing the thrill.

47.165 just besting Hiroshi K. at 47.913.

The Open Class was topped by Barry's Europa followed by Issac A. in a EvoX at 46.103.

BBQ and Year-end Awards

As has become the tradition at the final event, we arranged for a catered BBQ lunch complete with tables, chairs and even tablecloths. BBQ beef and

chicken with potato salad and dessert were prepared on site and the year-end trophies awarded.

This year, the Open Class winner was a repeat champion, Joshua S. in his 2006 Evo-IX. 2nd in class was Issac A. in his 2008 Evo-X.

(continued on p.4)



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In what can only be called an upset, first place in the Lotus class went to Shelly M. who's consistent finishes (690 points) put her ahead of last year's champ, Jason S. (660 points).



GGLC Autocross 2011

We now get a bit of a breather over the winter. The 2011 GGLC Autocross calendar will be announced within the next few months. It is likely there will again be 6 points events with one or two practice events and an autocross school. This will all be in addition to a special event at LOG 31 (the 31st national Lotus Owners Gathering) scheduled for October 2011 in Las Vegas, NV, where the GGLC has been asked to organize the official LOG Autocross event.

With all of that to look forward to, there is no doubt that 2011 will be busy and fun!

Local drivers make an impression at Solo II runoffs

by Kiyoshi Hamai

This year's SCCA national runoff event for Solo II competition (what we call AutoX) was held in Lincoln, NB. It was a tough, 2-day competition on 2 different courses. At the end, local GGLC AutoX series competitors were well represented in the final standings by:

- Shelly Monfort — First Place in SSL (beating her competition by 3 seconds)
- Linda Heibert — Ninth Place in SSL (co-driving with Shelly)
- Jesus Villareal — Third Place in CP

A big congratulations to all!



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Calendar

| <u>Date</u> | <u>Activity</u> | <u>Location</u> |
|-------------|---------------------------------|-----------------|
| Nov 11 | Track Day | Thunderhill |
| Nov 19 | Social/Club Meeting (elections) | Palo Alto |
| Nov 19-28 | International Auto Show | Los Angeles |
| Dec 4 | Toy Rallye | Mountain View |
| Dec 11 | Holiday Dinner | Mountain View |
| Jan 21 | Social/Club Meeting | Burlingame |

T'hill Track Day September 28, 2010

by David Anderson

Turnout for this event was smaller than usual, no doubt in part due to the fact that some folks do not like to drive Thunderhill in the reverse (clockwise) direction. However, the 50+ entrants who were there had a good day overall. By mid afternoon, the temperature in the shade was 97°F, but the intense heat was softened just a bit by a slight breeze.

The driver's meeting was over by 8:55, and the first session began at 9 am. The three run groups rotated in 20-minute sessions; Novice starting at 9 am then on each subsequent

hour through 3 pm. Followed by Intermediate and Advanced groups in the remaining parts of each hour. Since each driver was eligible to run in 2 groups, one could, in theory, drive 40 minutes of each hour all day!

James Hansen printed group label stickers (including the GGLC logo) that attached to the upper-left corner of the windshield. They added a nice professional touch to the event.

A grass fire or two and a couple of folks with car trouble unfortunately stopped the event a few times. But it turned out that the red flags were both hard to



see and, even worse, they were ignored by some drivers. These lapses lead to an extra driver's meeting over the lunch break to define and reinforce the procedures to be followed when black and red flags are displayed.

Lotus cars were well represented by: 4 Europas, 1 Elan, 1 early Elite, 5 Sevens, 2 Exige, 5 Elise, and a single Evora.

(continued on p.6)



It took James Bond and some Hollywood magic to turn an Esprit into a submarine, but skilled driving by our own John Zender briefly turned his “Flamer” Europa into an airplane at the Thunderhill track. (Photo © Dito Milian, www.GotBlueMilk.com)

In addition, there were the usual variety of non-Lotus cars, including BMW, Corvette, Porsche and others. One small sports-racer and a home-built Chevy-powered special rounded out the field. Our thanks go to the non-Lotus folks, since without their support the club could not afford to do the track days.

There were a few issues during the day. A Miata hit something and had to go home on a flatbed truck. Scott Hogben complained about being “loose” in right hand turns in his Twin-cam Europa. Rahul Nair (Seven WCM Ultralight) had an engine problem. His Honda engine would not idle right and was running hot. Dave Close (Zetec Europa) may have blown his motor. The symptoms were: oiling in cylinder #2, and low compression in cylinders #2 and #4. In addition, Dave said the bearings sounded like they had gravel in them. I carelessly left my Zetec Europa radiator partially covered, which lead to overheating and water loss on the track (no permanent damage

to the car or the track nor any track cleanup required—but the car needs some cleaning now). Keith Franck (GGLC Weber guru) forgot to bring extra Weber jets for his Elan, so after doing what he could with the Elan on the MCE Racing dyno he called it a day.

It is worth mentioning that the MCE Racing dyno is usually open at Thunderhill, and the proprietor, Kevin Murphy, often has special deals for dyno runs. If you are coming to a track day, it is very instructive to put your car on his chassis dyno (a DynoJet model) and find out how your engine is performing at wide open throttle.

The Thunderhill cafe was open between 10 am and 2 pm with burgers (even garden burgers for us vegetarians), salads, fries, and more.

Kudos to John Zender and Scott Hogben for organizing another fine track day.

The club’s last track day of 2010 is scheduled for November 11. See the gglotus.org website for details.

Two Shop Days at Mike’s

by David Anderson

About 16 folks arrived at Mike Ostrov's shop **October 16th** to talk vintage Lotus and work on problems. Unfortunately, it was too chilly to do fiberglass bodywork, so the focus turned to carburetion.

Weber guru Keith Franck was on hand with his new Weber jet system, and he offered valuable advice to everyone dealing with pre-fuel injected, pre-engine management computer equipped cars. He also brought along his lovely Elan for anyone to drive.

Sarto Rocheleau was on hand showing his full range of tools for knock-off wheels. He now has tools for not only all vintage Elan variants—including the 26R—but also for Lotus Elite, Jaguar, and Shelby Cobra (see knockoffspinnertool.com).

There were at least 3 Elans, 1 Elan+2, 1 Elite, a Europa, and a Seven-looking special based on a Europa backbone.

For all Stromberg-carb Elan and Europa folks: be sure to get to Mike’s sometime to look at the Stromberg setup on one of his Elite-Elan cars. The fuel lines and intake changes he made are just the sort of detail refinements that the factory should have done for the original installation.

The day ended with a walk to a Chinese restaurant for a large-portion (and inexpensive) lunch.

On **October 23rd**, there were about 12 folks at Mike’s (with 3 Elans, and one each M100, Europa, and Elite), and again the temperature was too low for fiberglass repair.

Greg Mitchell brought a Coventry Climax equipped FWP (Feather Weight Pump), and with Mike's help he was able to get its engine running. These WW2-vintage water pumps were built when it was discovered that pumps on wheels were useless in bombed-out London as the rubble everywhere meant only a hand-carried pump could get close to water. Two very strong men—or 4 more normal people—can carry one of these pumps. The engines were designed to go from dead-cold to maximum horsepower in seconds, so they were built with wide clearances.

Mike also used his Coventry-Climax-on-a-pallet (basically a home-built dyno) to demonstrate the utility of simple tools like a vacuum gauge, a ColorTune plug, and an old Heathkit exhaust gas analyzer.



Moving on to body/restoration demonstrations. Using Dave Ellis' M100 as an example, Mike showed that the car still has plenty of good paint under its faded surface layer, and that a little elbow grease (and the right product) can really improve the appearance of the car's finish.

A late lunch at the Chinese restaurant finished off another interesting day as the rain began in earnest.

North Bay Run & BBQ Recap

by Greg Tatarian

I can't say we expected it, but there it was. The second North Bay GGLC Run and BBQ hosted by John Kenner and me found us leading a huge pack of Elises, Exiges, Elans, early and late Elites, Esprits, and Evoras with two new



Cooper S, and my factory John Cooper Works, which was fresh from the dealer (delivered to me at 9:30 pm the night before). Unfortunately, both of our vintage Elans were out of commission: John had only barely finished reassembling his after I welded up some chassis cracks (plus he did a Stromberg/SU carb swap); and mine lost an argument with a floor jack just a day before the run that left the lower front tray with a gaping, jagged hole. Bad luck, to be sure, but cancelling the day was not an option since neither of us wanted to throw in the towel and miss meeting up with some new Lotus drivers as well as quite a few from last year.

Our basic route was unchanged from the last year's event. Trish, my wife and navigator, and I did throw in an extra loop on the first leg, just to sweeten it up a little, but, as we got deep into the heart of Marin County during the run, it became apparent that we would be sharing the road with some bicycles. OK, a lot of bicycles! It seems

that several major biking events involving hundreds of cyclists

were using some of the same roads we were, so we had to slow things down a bit. But there were still some chances to "stretch" a little and take the turns the way they were meant to be driven. In my case, even keeping to a 4,500 rpm break-in redline on the Mini, we were able to row through all 6 gears several times. Even more important, though, was the fantastic sight of a long string of Lotus cars behind us as we wound our way from Rohnert Park to the Cheese Factory, then to Marshall, Tomales, Occidental, and Graton, ending at John and Julia Kenner's beautiful Sebastopol home.

But backing up a bit to the start at the bagel shop in Rohnert Park, we met the eager drivers including repeats from last year and a few new faces at 9:30 am. After the waiver signing and a brief meeting, about 20 cars left for the first leg of the run by 10:00 am.

A few more cars/folks joined us at our Cheese Factory rest

(continued on p. 8)

(cont'd from p. 7)

stop, for the second, longer leg of the run that ended at Sebastopol, where John and Julia and several of their good friends had spent hours the day before and that morning, preparing the great BBQ and seating area for us to enjoy. John opened his Lotus/Triumph barn, which is currently packed with a Herald project and an Elan +2S project, as well as his TR250 and Elan. There's plenty of parking at John's place, so we formed two large

Now that a few weeks have passed, the good news is that John's Elan is back on the road and the new carbs perform well. Our Elan is almost ready for primer and paint. As a former boat worker, I decided to handle the fiberglass repair myself. Lots of work, but also some satisfac-



parking groups (and we parked the Minis out of the way so they wouldn't spoil the photographs!). Fortunately, the weather was great, so it was easy to relax and enjoy the rest of the day.

So what's in store for next year? I haven't asked John if he is up for a 3rd annual event, but hopefully I can talk him into helping me with a Spring 2011 drive between Sonoma and Napa Counties. We have some great routes and roads in that area, and nice destinations to explore.

tion from knowing it was done right. If the weather and my work schedule cooperate, I should be able to complete the job well in advance of our the next North Bay Drive.

John and I would like to thank his friends, Cindy, Daniel, Mongo, his wife Julia, my wife Trish, as well as Joel, Kiyoshi, and all of the other GGLC officers who put out the word and helped make this happen. Not least of all, thank you all for attending and making this a great Lotus drive and BBQ event!

Lotus Track Day / German Style

by Michael Schrock, guest contributor

Much as a dedicated golfer would love to play Pebble Beach or St. Andrews once in his/her lifetime, a dedicated Lotus owner likely dreams of driving on the track that has often been described as the world's most challenging—the Nürburgring. Although the modern Grand Prix circuit at the "Ring" (with its wide run-off areas and 3.2 mile length) meets all the requirements of today's F1 racing standards, the beautiful—but much more dangerous—13-mile Nordschleife is located close by in the Eifel mountains.

Depending on the race schedule and the uncertain weather conditions in this part of Western Germany, both tracks are frequently open for public driving. However, a visiting Lotus enthusiast might ask how can they drive a Lotus on either of these tracks if they don't have their own car with them?

Former Dutch racing driver Ron Simons had this question in mind in 1995 when he started his rental car business at the Nürburgring. In the early years, there were only a few Alfa Romeo sedans in his fleet; but later he began to offer models from other manufacturers. Today, his "RSR Nürburg" has a selection of the latest Exige S and Exige Cup cars.





Remembering Dick Ryan

1946–2010



Dick Ryan lived his 64 years to the fullest: whether it meant skydiving, taking a weekend away from his Merchant Marine training to drive six hours to Killington, VT, for just one run as blizzard conditions grounded the lifts, or driving on every race track he could find in the lower 48 states (and many others in Europe). In his professional career, Dick was a director of risk management, but he never feared taking risks. He approached his life with a consistently positive attitude. His passion for cars led to full-out road racing in Datsuns and Nissans, as well as ownership of a Lotus 7 and five Formula Vs. The “Flash Racing Reports” he wrote about his numerous on-track experiences were totally tongue-in-cheek responses to the seriousness he felt in vintage racing. He was dedicated to his wife Connie, sons Derek and Kyle, their wives and his grandchildren. His family, friends in the insurance industry and a variety of vintage racing groups along with members of the Golden Gate Lotus Club and members of the Western Automotive Journalists organization will all very much miss his warm-hearted presence.

Jon Rosner

Starting in 2009, Simons began organizing what could become one of the year's highlights for Lotus drivers. The event called "Lotus at the Ring" includes an afternoon on the GP track followed by a morning on the Nordschleife. As a bonus, this generous track time is combined with briefings about both tracks, instruction by members of the RSR staff and a track walk on the Nordschleife followed by dinner. It is a "Lotus only" event, but you don't have to bring your own. One of RSR's Exiges will do just fine!



For 2010, “Lotus at the Ring” took place at the end of September, and not surprisingly the morning on the Nordschleife came along with fog and rain, which are not the conditions you want to drive on this track for the first time. There was no chance to establish new lap records, of course, but certainly 4 hours of driving that would boost a driver’s knowledge about the track and the car he/she was driving while sharpening his/her own skills.

The day before, all participants warmed up their cars on the GP track in the dry. The track walk on the “North Loop” then began rather late as the afternoon turned to twilight. As a result of this timing, the participants were treated to

the amazing experience of driving along the banked part of the famous “Carousel” turn in total darkness—in a bus!



Is it expensive? The answer to that question depends on your expectations. But what dedicated golfer ever thought about money when teeing off at Pebble Beach?

New Lineup Revealed in Paris From the Chapman Report Online

In a glitzy, star-studded press conference held in advance of the recent Paris International Auto Show, Group Lotus CEO Dany Behar formally pulled the wraps off a new lineup of Lotus cars that the company intends to offer to the public in the coming years. All of the cars are dramatically styled and feature innovative powerplants befitting the Lotus tradition. Also on display were the new for 2011 Evora S (supercharged) model and a re-styled Elise for 2011.

Although some key information about the new cars is summarized below, the reader should check out the Chapman Report Online for details and photos.

Target Launch Year 2013:

The new Esprit and Elan feature stunning performance.

Esprit Specifications—

- 2-door, 2-seat
- V8 mid-engine, RWD
- 1450 kg
- 5 L, 620 PS, 720 Nm (optional hybrid drive)
- ~ \$180,000.00

Elan Specifications—

- 2-door, 2-seat
- V6 mid engine, RWD
- 1295 kg
- 4 L, 450 PS, 465 Nm (optional hybrid drive)
- ~\$120,000.00

Target Launch Year 2014:

The new Elite is a groundbreaking 2+2.



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Elite Specifications—

- 2-door, 2+2 seating
- V8 front engine, RWD
- 1650 kg
- 5 L, 620 PS, 720 Nm (optional hybrid drive)
- ~\$185,000.00

- 1095 kg
- 2 L, 320 PS, 330 Nm
- ~\$56,000.00

Eterne Specifications—

- 4-door, 4-seat
- V8 front engine, RWD
- 1800 kg
- 5 L, 620 PS, 720 Nm (optional hybrid and AWD)
- ~\$195,000.00

Target Launch Year 2015:

An updated Elise and an entirely new Eterne set new standards.

Elise Specifications—

- 2-door, 2-seat
- I4, mid engine

The new cars are also slated to appear at the LA International Auto Show in November. It is clearly an exciting time at Lotus!

Toy Rallye December 4, 2010

by Kiyoshi Hamai

This annual event is dedicated to charity as well as fun, and it is co-sponsored by the Rallye Club and the GGLC. The Rallye starts at 12N in Mountain View at Larry's AutoWorks, 2526 Leghorn Street. The entry fee for this A-B Gimmick Rallye is a new, unwrapped toy (\$15-\$25) that will be distributed to a local "Toys for Tots" charity.

As usual, I need some volunteers from the club to show up a little early to set up and help run some of the Rallye's on-the-road check points.

Please contact me (webguy-at-gglotus.org) if you can help support this good cause.

Vote for 2011 Officers November 19!

In keeping with the election season (and because we always do it this way), a slate of 2011 officers was nominated at the October meeting. The following three candidates were put up for the offices of President and Vice President:

Dave Ellis
Jennifer Dietsch
Rahul Nair.

One candidate was nominated for GGLC secretary:

Scott Hogben.

And the following members have agreed to continue in their current positions (unopposed):

Laura Hamai, Treasurer
David Anderson, Membership
Scott Hogben/John Zender, Events
Joel Lipkin, Chapman Report (Print)
Rahul Nair, Chapman Report (Online)
Tom & Cheri Carney, Chapman Report (Distribution)
Kiyoshi Hamai, GGLC Website.

Voting for the new club officers will be at the November 19th meeting at the Hamai's. President and Vice President will be chosen based on the first and second place vote getters, respectively.



Holiday Dinner December 11, 2010

by Kiyoshi Hamai

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We return to Ristorante Don Giovanni, 235 Castro St., Mountain View, for the 2010 Holiday Dinner on Saturday, December 11. Cocktails/hors d'oeuvre at 6:30 pm followed by dinner at 7:30 pm. Entrée choices are:

Sauté Chicken Scaloppini
Penne Pomodoro & Eggplant (Veggie)
Grilled Pork Chop
Grilled Fresh Salmon

Each entrée includes Verde Mista Salad or Minestrone soup, followed by dessert. The cost is \$35.

Sign up online and pay via PayPal using the link you can find on the Chapman Report Online. Alternatively, contact me at webguy-at-gglotus.org to make a reservation. The reservation cut-off date is December 5, 2010.

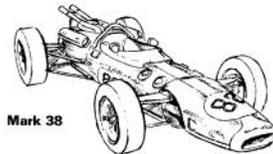
Don't forget that the festivities continue after dinner with de-frocking the old and frocking the new GGLC President, a distribution of multiple door prizes by our very own Santa Tom and the always surprising and entertaining White Elephant Gift Exchange of interesting (but unwanted, non-toxic) items from your garage.



Classifieds

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

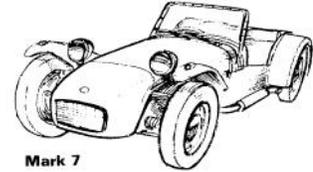
For Sale. Fully race prepared 395 5-speed transaxle from my Europa race car (SP #19). Ultra-close ratio, 3.14 to 1.25. Many mods and improvements including a Quaife LSD. Package includes: bell housing, second case, second modified rear cover, light steel flywheel, new Tilton racing clutch, modified Toyota starter, and shifter linkage pivot with complete linkage to the rear cover. Also lots of extra parts including gear blanks, input shaft blank made from the best material available, 9310VAR. Almost enough parts to build a second tranny. No reverse gear, but can be added. I have drawings for all mods. This is a serious track tranny but can be outfitted for the street as I still have the stock gear sets (including reverse). \$3500. Contact: Mike Schlicht at (408) 891-5833.



Wanted: Lotus Esprit (S3) Workshop Manual. Contact: Greg at (650) 520-5456; racer_h-at-yahoo.com

Wanted: Dry sump pan and/or pump (with rubber seals) for a Lotus Twincam motor. Contact: Don Hogue at (831) 639-9445, donhogue-at-charter.net

Wanted: Lotus Super 7 S4 side curtains. New, used, or just frames. Condition not important. Contact: Vince DeSantis; sanvin8-at-comcast.net



Wanted: Lotus related license plates. Contact: Foster Cooperstein at (617) 965-2058, fjcoop-at-aol.com

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club, and it 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.

Contributions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport-at-gglotus.org in MS Word, rtf or ASCII text.

For 2010, the GGLC Officers are: President--David Ellis, Vice President--Rob Dietsch, Treasurer--Laura Hamai, Event Coordinators--John Zender & Scott Hogben, Membership Chairman--David Anderson, Secretary--Scott Hogben. Chapman Report Staff: Editor--Joel Lipkin, Circulation Management Team--Tom & Cherie Carney, Advertising Manager--Mel Boss.

First Class Mail



THE CHAPMAN REPORT

The Golden Gate Lotus Club
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