

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Nov/Dec 2011



(Photo credit: Tim Shih)



(Photo credit: Mel Boss)

*Spotted on the Byington Winery tour,
October 2, 2011:
Great driving roads in the Santa Cruz
hills and Rob Dietsch casually per-
forming his unique balancing act.*

Nov/Dec Meetings

Friday, Nov 18, 2011 – 7:30 PM
(Featuring the election of GGLC 2012 Officers)

Host: Jim and Elinora McClure

SATURDAY, December 10, 2011 – 6:30/7:30 PM

Gala Holiday Party (RSVP by December 1, 2011)

Club Auto Sport

521 Charcot Ave.

San Jose

Directions from 880 or 101*:

Exit at Brokaw Rd. and go

West from 880 or East from 101

From 880, Right onto Junction

From 101, Left onto Junction

Charcot is the next street, and 521 is on the NW corner of
Junction and Charcot

*driving North from San Jose area

Monterey Weekend, 2011

by Kiyoshi Hamai

What was a few months ago looking like a typical mid-August weekend excursion for Monterey in 2011 grew into Lotus overload in the final weeks prior to the big weekend.

Monterey Motorsports Reunion & GGLC/Lotus Corral

The GGLC has been hosting a GGLC/Lotus Corral at the Reunion, nee Historics, for over 30 years. In the early years, it was a simple caravan from the South Bay to the races and parking together. As the Historics grew, tickets and corral passes were pre-sold and our corral became more formal. The GGLC's relationship with the Historics reached its peak in 1995 with the GGLC hosting the International Lotus Convention when Lotus was the honored marque. Our "little" corral bulged with nearly 400 Lotus cars and our noontime track "parade" led by Hazel and Clive Chapman encompassed the entire 2.3 miles of Laguna in a 2 car-wide procession of examples of the Lotus marque!

This year there were 30+ GGLC member and guest cars in the GGLC/Lotus Corral, which featured a wide variety of models. There were excellent examples of Sevens, Elans, Europas, Esprits and an early Elite to the more recent Elise and Exige and Evora models.

In addition to the special parking area for participants, we tried something new this year by adding a GGLC/Lotus Paddock Tour. The idea for a paddock tour began with a casual conversation about the Fiat Club doing

a tour where they went through the paddock as a group sharing their knowledge about the various cars they encountered. Club Vice Prez, Rahul Nair, was especially enthusiastic about the GGLC presenting a Lotus-centric tour, and, as a result of his efforts, the 1st annual Monterey Reunion Lotus Paddock Tour was born.

The plan was simple, I would meet Rahul in the morning and we would walk through the Paddock and identify where the notable Lotus historic and vintage race cars were located. Then we met at 1 PM in our Corral and invited anyone interested to walk with us through the paddock to see the cars and visit with the owners and drivers so that we could all learn more about a few of the significant Lotus racers taking part in the weekend's event.

We got the word out about the schedule, and I was pleasantly surprised to see over 15 people gathered in our corral for the start of the tour. First stop was to see a Lotus 11, 18, 27 and 28. The 27 was owned and driven by GGLC member Chris Locke, and Chris was kind enough to share the story of the 18 and his 27. Chris finished up, and we shared a few more stories about the 11 and Lotus-Cortina (Type 28). Then we followed Chris to the garage area where

we gathered around his Lotus 77—the ex-Mario Andretti F1 car. Chris shared the story and significance of the Lotus 77 and how the Team used the car to discover how the air flowing under the side pods could be used to create downforce—thus launching the science of ground effects in F1!



Next up was a stop to see and talk about arguably the most famous of Jim Clark's F1 cars, the R2 Lotus 49. This is the very car Clark drove to a win in the car's maiden F1 race as the F1 world was introduced to the now legendary Cosworth DFV V8 race engine. Our tour ended with a brief talk about the Lotus 23 as the afternoon races started.

I want to thank everyone who participated in the club's first ever Motorsports Reunion Paddock Tour, and I hope you agree with me that it was a worthwhile activity that we will try to repeat next year.

Lotus Introductions

We had heard that Lotus would introduce a new model during the Monterey week, but the exact car/model was unknown until a week prior. The secret was let out of the bag when Lotus announced that a street version of the Evora GTE Le Mans race car would be shown at Pebble Beach. While the car is strictly a concept vehicle to gauge interest, there is an informal plan to bring in 40 or so, non-street legal copies of the concept Evora GTE to the States. Price tag was said to be upwards of \$150,000.

The initial introduction of the Evora GTE Road Car was on Wednesday evening at the McCall's Motorworks Revival at the Monterey Jet Center. The Evora GTE was moved on Thursday to the Lotus display on Peter Hay Hill, across from the

Pebble Beach Lodge and then on Saturday it was moved to the Concept Car Lawn in front of the Pebble Beach Lodge and remained there on Sunday during the Pebble Beach Concours.

The Evora GTE Road Car uses bodywork directly from the race car, including wide fenders and lots of carbon-fiber, wide sills, a large deep splitter and a tall wing.

Painted in a brilliant white with silver-gray stripes, the car looked stunning! On the power side, there is a re-worked engine compared to the street Evora S



with a larger supercharger and more boost, the engine output was reported to be around 420 BHP, a significant step up from the Evora S.

(continued on p.4)

Spencer's Motorsports

LOTUS Factory Trained Technician

"Specializing in Lotus Elans, Europas, Esprit S1, S2 and all Turbos to 1995."
Also, Full Race Twin Cam Engines. Race setup and Fabrication!!

www.spencersmotorsports.com
 (510) 589-3525 spencersmotorsports@yahoo.com

JAE Independent LOTUS Parts & Service
 www.jaeparts.com
 Tel: 805-967-5767 Fax: 805-967-6183

Factory parts for the latest Esprits and M100 Elans to Vintage racing and restoration parts for the classic Lotus.
 Also, pain-free next-day drop ship service for parts we may not have.

CALL NOW FOR COMPETITIVE PRICES, EXPERIENCE AND SERVICE.

KAMPEÑA MOTORS
LOTUS SPECIALISTS

Infineon Raceway
 28935 Arnold Drive F-10
 Sonoma, CA 95476
 Phone # 415-341-3822
WWW.KAMPENA.COM

Parts and Service for Lotus Cars
 Specializing in Lotus Elans and Europas
 Quality and Considerate Service
 Total Ground Up Restorations to Routine Maintenance

**Huge Inventory of New and Used Parts
 Many Hard to Find Pieces**

Lotus at Pebble

As mentioned above, Lotus had a presence at Pebble Beach. This was the second year for Lotus at Pebble. Last year they had a large enclosed pavilion. It was impressive, but it represented an enormous outlay of cash. This year, Lotus occupied the same location and the stand was equal in square footage, but it was not nearly so lavish.

The 2011 Lotus display at Pebble was a relatively simple open-air stand with a tall back wall with 5 cars displayed. On the lower portion of the display, they placed an Elise SC and Exige S260 (flat black paint work), and on the upper deck you could find an Evora, Evora S and the Evora GTE Road Car (until it was moved to the Concept Car area). At the foot of the display were 3 Evoras that serious customers could use to take a test drive.

Normally, one might be concerned with an open air display. The lack of shade could make for a bout of sunburn, but Pebble weather was full of California coastal summer fog from dawn to dusk and temperatures never really got much past the mid-60s. So, instead of sunblock, there were parkas and shivers!

Unexpected Call for Help

Nor surprisingly, the planned move of the Evora GTE Road Car from the Lotus display on Peter Hay Hill to the Concept Car area on Saturday afternoon would leave a very large hole in the Lotus display. In a relatively last-minute effort to fill that hole, the GGLC received a call for help from Lotus Cars USA (LCU). Could the GGLC identify and arrange to get a vintage Lotus race car to Pebble on Saturday afternoon to replace the Evora GTE on the Lotus stand and remain for there for Sunday? Of course the GGLC could find a car!!!! But would it be a 23, an F1 car or. . .? Whatever was chosen needed to be in near show condition but obviously could not be an entry for the weekend races at Laguna.

Short notice, for sure, but after a number of phone calls, emails and discussion with LCU, the consensus opinion was to use my Lotus 41 F/B car. Unfortunately, the car is not running just yet, and it needed some minor items and a general tidying up. Nevertheless, the short timeframe translated into some long days/nights for me in the garage!



www.davebean.com



Official North American
Lotus
Vintage Parts Distributor



dave bean engineering

Phone (209) 754-5802
Fax (209) 754-5177
US & Canadian Fax Orders (800) 469-7789

636 east saint charles street • star route 3 • san andreas ca 95249 • usa



Silicon Valley's Finest Lotus Collision Repair



Minor scratches to major collisions repaired

Direct your inquiry to: **Andrew McDonald**
408-370-5009 • andrew@exoticautoworks.com

www.exoticautoworks.com

950 Camden Avenue, Campbell, CA
Exotic Autoworks is a Member of the Dell Auto Group

We are the Lotus Repair Experts.





Owner - Eric Gauthier
former Lotus Design Engineer

SUSPENSION PERFORMANCE
www.suspensionperformance.com

Full service, repair and upgrades
General maintenance & service • Suspension tuning
Brakes and tires • Track preparation and support
Highest quality at competitive rates



2239 Old Middlefield Way, Suite H • Mountain View, CA 94043 • 650.625.8499

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Nov 18	Social/Club Meeting and Elections!	Cupertino
Nov 24	Happy Thanksgiving!	
Dec 1	Holiday Party RSVP Deadline	
Dec 3	Toy Rallye	Mt. View
Dec 10	Holiday Party/ Gift Exchange	Club Auto Sport
Jan 20	Social/Club Meeting	Burlingame

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

And then there were the logistics. I needed to be at the GGLC corral on Saturday, but I wouldn't be allowed to park my truck and trailer in the corral and given the number of cars going to Laguna on Saturday it would be insane to try to take a trailer into the parking area. Fortunately, I remembered that the BMW club was having an autocross at the Marina Airport and a quick email to them confirmed that I could drop off the trailer in the early morning and then head to the track and hook up with the GGLC corral goes for the Paddock tour.

Immediately after the Paddock Tour, I jumped into the truck and headed back to the Marina Airport, picked up the trailer and headed for Pebble.

We were able to drag the trailer and unload the 41 on a golf cart path behind the Lotus stand, and then with some ramps pushed it onto the stand where the Evora GTE was parked an hour earlier.

So that is how/why my Lotus 41 ended up in the center of the Lotus stand at Pebble!

(continued on p. 6)



(cont'd. from p. 5)

Sunday morning I was joined by Tom Carney, and we headed down to Monterey. First stop was for lunch and to visit the Museum of Monterey where an ex-colleague of mine was working a display about cars and movies that featured the DeLorean that was in *Back to the Future III*. After parking at the Museum, I promptly locked my truck keys in the cab! I then took the opportunity to illustrate to Tom how the AAA iPhone app worked. The AAA locksmith arrived 45 minutes later, whipped out his Slim-Jim and had my keys back in my hands in a matter of minutes. A valuable lesson learned.

After lunch, Tom and I headed to Pebble and waded through the traffic. Parking was going to be a challenge, but LCU came through by giving us a parking pass and put us into an empty slot next to the line of 3 Evoras at the base of the Lotus stand.

We spotted Brian from LCU who was heading down to the Concours. We decided to join him and grabbed a couple of LCU passes and headed down the hill. Concours tickets were going for \$175 this year, so it was a nice treat to be able to walk into the Concours with passes. The Concours has grown, and the crowds were there as has become the norm for Pebble. But the cars were spectacular! The Ferrari 250 GTOs were amazing, especially when you consider most of them are valued north of \$20 million!!!

The Best of Show, a 1934 Voisin was simply outstanding! It was perfect in every way. The downside to having so many beautiful cars in one place is that you would need an hour at each display to truly appreciate them. It doesn't take long before you find yourself walking by many of them in a state of sensory overload. Every car has perfect flawless paint, waveless chrome and perfect seams and gaps. Brian had to return to the Lotus stand and Tom and I wandered past the awards ceremonies and to the Concept Car area. We stopped to gawk at the Cadillac Ciel, the weird Mercedes Hydrogen "thing" and final stop was the Evora GTE Road Car. We then headed back up the hill to the Lotus stand and continued up the hill to other manufacturer's displays. We returned to the Lotus stand to find GGLC members Adrian and Laurel Cockcroft.

The festivities ended about 5:30, and we helped the LCU crew start to breakdown the display. We then pushed the 41 off the stand and onto the trailer and headed home around 6:30 PM.

Traffic getting out of Pebble was heavy, but at least it was flowing, and once on Hwy 1 we were travelling at 55+ mph until we got to Castroville where the cars were bumper-to-bumper on Hwy 156. The next 5 miles to 101 were going to be slow and we could expect the stretch of 101 from the junction of 156 to San Juan Bautista to be a crawl. So we got off Hwy 156 on the outskirts of Castroville and took to the back roads. The route would be ~ 4 miles longer than

staying on the highways, but we were travelling at 45-55 mph, far better than the stop-and-go 5 mph stuff we had left behind. We got to 101 just north of San Juan Bautista and traffic was flowing at 60 mph heading north. We probably lost 5-10 minutes over the normal travel time due to the bit of traffic we hit in Castroville and the longer route taken, far better than the likely 60-90 minutes it would have taken by staying on the highways.

All in all, it was a very busy, action-packed and fun Lotus weekend in Monterey!

North Bay Drive September 17, 2011

by Greg Tatarian

Third time's a charm, they say. And that certainly is true if your measure is the attendance by GGLC members at our 3rd annual North Bay Drive and BBQ (well, not quite a BBQ this time). Last year we had 31 sign ups at the start of the drive, and this year we had 34 take off for a tour of some of Marin's best back roads. We also had 4-6 cars that skipped the morning gathering and headed directly to the lunch stop at Infineon raceway, so it was a great turnout for the event.



When Joel Lipkin asked if John Kenner and I would mind deleting the BBQ we had hosted at John's place in Sebastopol for the first and second North Bay outings in favor of a visit to Rich Kamp's Kampeña Motors at Infineon (with lunch provided by the GGLC) we decided to go with the new plan.



This time, I designed a southerly route for the drive, although John and I debated using a longer route over Mt. Tamalpais.

Our meeting place and starting point for this year's drive was the Petaluma Marina—a location I was familiar with having had an office nearby for almost 10 years. There were convenient coffee and lunch shops nearby, and Joel and I arranged for sandwiches to be delivered to Infineon from one of the local delis. So, thanks to Rich and Joel, and with the help and support of Kiyoshi Hamai and Jenni Dietsch, we had a venue, a drive route, and a plan.

Our goal was to increase the number of classic Lotus cars attending the drive and lunch this year, and whether it was our ultimate destination of Rich's shop or just our constant pleading on the GGLC website, Lotstalk.com

and Britishspeed.com, we managed to attract a nice field of cars (and drivers) spanning the eras of Lotus cars. They ranged from original (Type 14) Elites, to Elans, Elan +2, Europas, and Esprits, to Caterhams and of course, the latter-day "classics", Elises, Exiges, and Evoras. This year we split the group into

"Fast" and "Not-as-Fast", in an effort to keep cars together. My wife and I took charge of the not-as-fast group, and John lead the fast group in his... cough... MINI S... Yes, this is the second year John has driven his

club drive, but, alas, those of us with 40+ year old Lotus cars know how that can happen.

Some might think that the minor police action in the marina parking lot as we were leaving would have raised some suspicion, but oh no, not with me. Not even when, as we drove past in our Elan S3 Coupe SE, my wife Trish waved brightly at one of the officers who just stood unsmiling as he glared sternly at the passing parade of cars.

This year's route took us southwest through Petaluma on D Street, through west Petaluma and Nicasio, then southeast through Sam-

uel P. Taylor State Park and the Golden Gate National Recreation Area, through Lagunitas north for a break at the Nicasio General Store, before heading east on Lucas Valley Road to 101, then on to Infineon Raceway.

Weather for this year's drive was fantastic. The roads were excellent in most areas, and we were lucky to encounter only a few bike riders on the roads. However, it seems the Enforcers of Traffic Laws were waiting for us near the Petaluma Cheese Factory, where a few members of the fast group were collected by a waiting officer who pulled three cars over just as the not-as-fast group drove sedately by. (Fortunately, no tickets were issued, and the story I later heard is that one of the Caterhams may not have looked "Kosher" to the police officer so he wanted a closer look.) We pulled over to wait for them to be sent on their way before continuing on the route.

As our drive neared Nicasio, several drivers decided to omit the planned stop at the Nicasio General Store, which bifurcated



(continued on p. 8)

(cont'd from p. 7)

the group as they went directly to Infineon and lunch. Hungry, I suppose. They must have anticipated the lunch waiting for them at Rich's shop, and the chance to see not only Rich's packed house of vintage Lotus projects, from Elans to Cortinas to Europas, but also the nearly completed restoration of Marc Charonnat's stunning S1 Elan, which was the star of the show.



Joel had abstained from the drive in order to deliver chairs, tables and sun shades using the Club truck (a very impressive vehicle in its own right) so as we rolled up to the shop, we were well provided for with a great lunch and a comfortable place to eat and get to know each other better.

Thanks to all those who attended - let's see if we can do it again in the spring of 2012!

LotusCupUSA # 5 at Infineon September 10-11, 2011

by David Anderson

Jim Navarro (President of Lotus-CupUSA) was able to arrange a brilliant Round 5 race weekend at Infineon on fairly short notice. In the end, there were seventeen cars practicing and doing Time-Attack and a total of eleven Lotus cars ran the race.

If you have an Elise/Exige/2-Eleven and would like to participate in the race or Time-Attack events see www.lotuscupusa.us for all the details. Naturally, if you are going to participate in the actual races, your car must be race-prepared with a full roll cage. But you can run in the Time-Attack events without having a roll cage installed.

The attraction of having a local race in Sonoma meant I could not resist signing up for another "Arrive-and-Drive" program with this group. Judy and I stayed just off the square in the lovely little town of Sonoma and enjoyed a great weekend. Lotus-CupUSA provided coffee, water, and snacks at the track all day (plus lunch) for the participants so it is a very civilized way to run a race-weekend.

Jim had left my name on the yellow production Elise from Round 4, so that was set. The car was delivered early to Dietsch Werks so there was time for Rob and crew to prepare it for the weekend (the seat had been



changed since Round 4 and was hopeless for my short legs as delivered to Rob). In contrast, the Elise supplied for driving phenomenon Colin Wall needed major reconstruction so Rob and his crew had some long days and nights right up to the September 10 event date.

Saturday dawned overcast and cool. In other words, a perfect Sonoma morning. By late afternoon, there was a little sun.

Because Infineon is so expensive to rent, the folks running the weekend (TrackMasters) had arranged a lot of track sessions for track day folks and other events that day in addition to the 4 practice sessions for LCUSA participants.

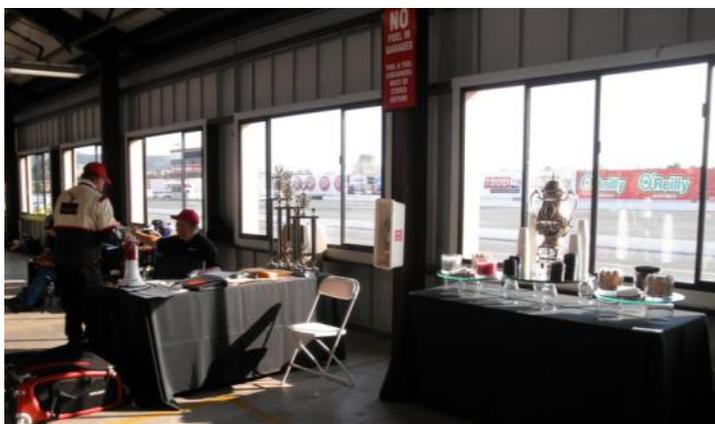
The first session (8AM, for 20 minutes), was a LotusCup practice and all went well. However, a couple of cars were destroyed in the very first non-Lotus session. This is no way for drivers to behave: the first session is for warming the tires and

warming the track surface for the rest of the day, not for going fast.

The paddock was crowded as most of the surface was given over to an autocross, but people were able to squeeze in. The LCUSA folks had arranged for garage space (featuring great views of the track), and that was very nice bonus, indeed.

The occasional tire squeal from the autocrossers was a bit distracting in the paddock, but aside from a few folks going 4-wheels-off (including your scribe) the sessions went pretty well that day for Lotus.

Sunday was just a little warmer (high around 82 °F) and sunny much of the day. Track-Masters had set aside a big part of the paddock for a drifting competition. That meant lots of noise and lots of tire smoke all day, which was a bit tiring. In addition, karts were running a few on track sessions, so their 2-stroke engines were also smoking up the area.



We had two practice sessions in the morning, the Time-Attack competition (one car at a time on track) at 12:40 PM, which I used to scrub-in new race rubber, and the race at 2:40 PM. While not particularly competitive, I was

LOTUS GARAGE



A BRITISH RACING GROUP COMPANY

NORTH AMERICA'S LARGEST LOTUS OEM PARTS SOURCE

OFFICIAL SPONSOR OF THE 2011 LOTUS CUP USA

(855) BRG-5000

WWW.LOTUSGARAGE.COM

happy that my race times showed definite improvement over practice.

Infineon is a fascinating track. It is very technical in that there are many places where there is just one right place to be, one line. At the same time, if one is on the right line and at a fast-enough pace it all flows from corner to corner quite naturally. Yet any little mistake at one corner results in the next 2

corners being impossible to do correctly. And at speed if you make a mistake you can easily run into a wall—and there are lots of walls to run into. Bottom line is you have to give the track its proper respect.

On a historical note: 30 some years ago the course pavement was about the same, but several hills have been simply removed

in the interim, which provided improved spectator visibility and increased the runoff area at turns 1,2, and 9.

An example of the track technicalities is turns 3 and 3a. If you brake really early for 3 to get slowed and make a really, really late apex at full throttle then one can go from mid-3 up over the blind hill-and-turn (which is 3a) and down to the entrance of 4 all at full throttle.

Brian Germone, who was my instructor on Saturday, raced stock cars at Infineon and he said full throttle was possible in 3a in a big car with half the grip and twice the horsepower of a production Elise. Yet you have to respect the turn. If you don't apex 3a just right, you will be in trouble and could crash.

Although I did not finish in the trophies in Round 5, it turned out to be a fun weekend and an excellent learning experience that was made even better by the dedication and efforts of the great people involved.

Yes, there is no doubt that Lotus people are pretty nice.

September Finale at Thunderhill

September 27, 2011

by David Anderson

It was a beautiful summer day at Thunderhill. The morning temperatures were in the 70s and by late afternoon it got a little warm as it reached 94 °F, but no one was complaining. Thunderhill can be much hotter!

To spice things up a bit for this event, we ran the track in the reverse direction (i.e., clockwise) and with the bypass. John Zender had to do most of the supervising during the day since Scott Hogben had been called away to Italy on business.

John runs an informative but casual drivers' meeting. He does not rant about the rules. But make no mistake, drivers are watched carefully at all times, and any violation of the rules or aggressive/unsafe driving are not tolerated. The key point to emphasize is that everyone is there to have a good day on the track, and most participants intend to drive home at the end of the day.

Attendance was on the light side overall, but we did have lots of Lotus cars show up to represent the marque: 11 Elise, 4 Exige, 3 Europa, 2 Seven and 2 Esprit. Every Lotus seemed to have a good and trouble-free day—aside from one 4-wheels-off incident (turn 3 can be treacherous when running the track in reverse!).

Jenni and Rob Dietsch (DietschWerks.com) brought a group with an Elise, and Exige, and an Esprit and made a great showing on track.

Tom Carney had Kevin Murray (MCE Racing at Thun-

derhill; mcedyno.com) do a dyno run to check out the 4AGE engine in his 1970 Europa S2. However, Tom is pretty sure the engine was not behaving quite right on the dyno, he suspects a temperature sensor was causing the Toyota engine management system to reduce horsepower a little and also shut down at 8000 rpm because of the still air in the

engine compartment during the dyno runs. In contrast, the engine freely revs to 8600 on the track. If you are coming to Thunderhill, plan on taking advantage of Kevin's dyno to check out your powertrain.

Remember that spectators are always welcome at GGLC track days. Admission is free, but you need to sign a waiver at the paddock entrance.

Thanks again to John and Scott for a fine track day to finish up the season in style.

ultra tasty
sector111.com | 951.296.6762

Lotus Specialist

Full Service, Maintenance and Performance Upgrades

Dyno Testing and Tuning

Track Prep and Support

located inside

DIETSCH WERKS
The Destination For Drivers

CLUB AUTO SPORT.

521 Charcot Ave Suite 251 San Jose CA 95131 408.725.4243 www.dietschwerks.com

Toy Rallye

December 3, 2011

by Kiyoshi Hamai

This annual charitable event is presented each holiday season by The Rallye Club, the Golden Gate Lotus Club and the SF Region of the SCCA.

We start at Larry's AutoWorks, 2526 Leghorn St., Mt. View, CA (see map below), where registration opens at 12 N. There will be an optional beginner's rallye school at 1 PM, and the event wraps up by 5 PM at a local eatery.

The entry fee per car is a new, unwrapped toy worth at least \$15 (or a cash donation of \$25). Toys and monies will be donated to the EHC Lifebuilders, and it is completely tax deductible.

This event is an A-B style gimmick rallye. First and foremost, a gimmick rallye is not a race, rather it is a fun puzzle where your car is the game piece, and public roads are the game board. No experience is necessary, and you will compete only against entries with similar rallye experience. First-time rallyists are encouraged and will receive extra help.

Any car is welcome. Two persons per car is recommended, but you can have as many as legally fit in your car for a single entry fee. Don't forget pens or pencils, paper and a clipboard. **GGLC HELPERS WANTED!**

The GGLC has co-presented "The Toy Rallye" for nearly 40 years! This tradition stands as

Vote for 2012 Officers November 18!

In keeping with the election season (and because we always do it this way), a slate of potential 2012 officers was nominated at the October meeting. The following three candidates were put up for the offices of President and Vice President:

Jennifer Dietsch
Colm Gavin
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 18th meeting at Jim and Elinora's. President and Vice President will be chosen based on the first and second place vote getters, respectively.



one of the few community benefit events we do. We encourage members to get involved with the "The Toy Rallye" by either entering the event or becoming a volunteer worker. Typically, we need 4-6 individuals to help run the rallye checkpoints. Please contact Kiyoshi:

webguy@gglotus.org

if you can help. Otherwise, bring a friend with a new toy and enter "The Toy Rallye"!

Holiday Party

December 10, 2011

by Jenni Dietsch

Join us at Club Auto Sport in San Jose—home of Dietsch Werks—for the annual GGLC Holiday Party and gift exchange. Festivities start at 6:30 PM with refreshments and hors d'oeuvres before dinner at 7:30 PM. Ristorante Don Giovanni is catering the dinner, so you know it will be good!

Price is \$40.00 per person for a choice of either a beef, chicken, fish or veggie entrée.

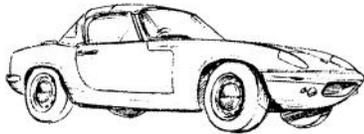
Sign up and make your food selection via the club website **no later than Thursday, December 1, 2011.**

Be sure to bring an EPA-approved White Elephant gift from your garage to help Santa Tom cap off the fun evening.

Classifieds

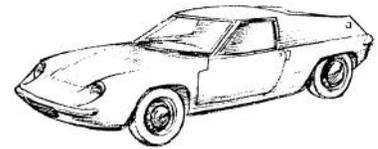
(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

Free!: 1973 Europa S parts including 4 wheels (mechanically good, some corrosion); fan assembly; smog equipment; master cylinder. brake booster; plus other miscellaneous stuff. Parts located in Sebastopol, CA. You pay shipping, or we can arrange a pick up. Contact – Dave Weir: dhw-at-dynres.com.



For Sale: 1973 Lotus Europa AutoX Racecar. Turbo 13B Rotary motor, Porsche Transaxle, Bilstein coilover shocks and custom rear suspension. Two sets of Avon race tires and wheels. \$15,000 OBO. More info and photos available. Contact – Jesus Villarreal: (510) 390-1035; jesvilla99-at-yahoo.com.

For Sale: Nomex driving suit. One-piece jump suit, double layer Nomex, dark blue with white accents and red piping. Made by RaceQuip, SFI certified 3.2A/5. Size M (somewhat small on me). Lightly used— \$150.00. Contact – Joel Lipkin: (925) 961-0400; jlipkin-at-comcast.net.



For Sale: 1971 S2 Europa that has been in the family (father and son) since 1973. Driven very little since 1999. Body has been stripped, repainted (white) and a new dash was installed. Black interior, all original and waiting for its new owner. Car located in Atascadero, CA. Photos on request. Contact – Keith Kirkpatrick: (805) 462-1611; runinoa-at-charter.net.

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 2011, the GGLC Officers are: President--Jennifer Dietsch, Vice President--Rahul Nair, 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 Golden Gate Lotus Club
PO Box 117303, Burlingame, CA 94011

THE CHAPMAN REPORT

