

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org July/August 2012



Saintsbury was a fine destination for the N. Bay Winery Tour, May 19, 2012.



There were some exciting driver changes at the LeMans Karting Challenge, June 2, 2012.



Mel and Darlene rolled out great food and hospitality for the annual club BBQ, June 9, 2012.

July/August Meetings

Friday, July 20, 2012 – 6:30 PM BBQ/7:30 PM Meet

Host: John Zender

Friday, August 17, 2012 – 7:30 PM

Host: Rahul and Nithya Nair

N. Bay Drive & Winery Tour

May 19, 2012

by Greg Tatarian

Note to Self: Don't check out a route you've designed by driving it in the reverse direction, even if it seems like a good idea at the time!

Since I was at Saintsbury Vineyard a few weeks ahead of the GGLC drive I planned from Petaluma to the Carneros region of Napa, I thought why not drive the route in reverse. However, when it came to the day of the tour and actually driving the route as planned, it did not look quite the same. As a result, I missed a turn that had me leading our 34 participants driving 25 cars on a more sedate route down Highway 29 rather than taking Dry Creek Road south to our final destination.

That led to my second error, which had a smaller group of diehards following me (instead of Trish, who led the larger group straight to the winery), up and over a gorgeous, twisty Mt. Veeder Road, then finally down



the also beautiful and windy Dry Creek Road as intended. At any rate, we eventually all made it to our destination, where we were hosted by Dave Graves, partner of the winery with Dick Ward, and Carly Verley, hospitality director (and Dave's designated "wine spirit guide").

Being a glass-half-full kind of guy, however, I really want to focus in this story on all that was good and fun about this day, which started for most participants at 9:30 AM in the Kohl's shopping center parking lot on N. McDowell, in Petaluma. As most of you know, for the past three years in the fall, I have co-hosted North Bay Drive and BBQ events with my buddy,

John Kenner. During each of those events, drivers have expressed a desire for a springtime drive, so when John was unable to participate this year, I devised a new route that would provide some excellent back-road driving that would not be familiar to most members coming from the East and South Bays, or the Sacramento area.

Leading the group in our Elan S4 Drop Head Coupe, our route took us through Bennett Valley in east Santa Rosa, east over Warm Springs Road, then Arnold Drive, to one of my favorite hidden driving pleasures, the ultra-twisty Trinity Road. Recent news stories have reported that Sonoma County will allow many of our once well-maintained, picturesque, back-country roads to go fallow. That's right, back to dirt and gravel, rather than expend the money to repave them. Those of us in the North Bay have already witnessed this new policy in action, with many once revered roads becoming so potholed that no sports car can handle them without risk of damage. The roads that get the attention are those favored by the bicycle clubs—so at least some touring



enthusiasts are being looked after. (There is also a reason SUVs and pickups are popular here.)

Trinity Road has been slowly decaying, but it is still such a great drive in a sports car that I wanted to share that with club members before it becomes a shadow of its former self. After we navigated those turns, we made our way to the Carneros, for a visit with my friends at Saintsbury, with whom I've had a 19-year association since conducting wildlife habitat enhancement and research on bats at the location.

Known for their world-class Pinot Noir and Chardonnay, the winery only hosts tastings by appointment, and usually charges the now common \$15/person fee, which doesn't include a tour of the winery building. Although the GGLC was willing to cover the cost for tast-



ing, that offer was not necessary since the tasting fee was waived for all of our participants due to my long association and friendship with Dave. Many of us returned the favor by purchasing wine. After tasting several wines and touring the winery, many of us lunched in the comfortable, lush garden and spent time getting to know each other better.

Although my side-tracking was unanticipated, most who

followed me, the errant leader, rather than Trish, who can find her way blindfolded, had a great time on what will definitely be incorporated into one of my future drive routes, if not for the GGLC, then for one of my other car clubs.

Since John and I are vintage Lotus owners, our original intention was to lure a mix of old and new models for these events, and we have been fairly successful at doing so, with about 10-15% of the participants driving their Elans, Elites, Europas, Sevens or Esprits along with the "younger set" of Elises, Exiges and Evoras. Fewer vintage Lotuses joined this event, and I hope that will be reversed when we set up our next drive. Are you still out there, or are all your vintage Lotuses on blocks in the garage?

(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**

(cont'd from p. 3)

Many thanks go to Kiyoshi Hamai for help with organizing the signups, event email address, and posting information to the web site, to Joel Lipkin for help with initial scheduling and communications, to Trish for being a way better navigator than I, and to Saintsbury for a fine destination. Most of all, thanks to all who attended—it was a pleasure to organize this for such a nice bunch of folks! Until next time...

A Relaxing Drive in the Country

by Dave Ellis

I want a John Cooper Works Mini...

On Saturday, May 19, a number of Lotus drivers accepted Greg and Trish Tatarian's invitation to join them for the GGLC North Bay Winery run. We drifted into the starting point in Petaluma between 9:30 and 10:00 AM, and Greg held a drivers' meeting where he mentioned we might be moving along a little less briskly than in previous North Bay runs. Nonetheless, he assured us the roads and hills provided plenty of beauty in their own right and that we would enjoy the ride.

Greg headed up the first group in his classic Elan, and Trish lead the second in their John Cooper Works Mini. I happened to be at about the half-way spot in the departure queue so I waved her in front of me. We got under way, and after a few turns and returns to get away from Petaluma, we began to motor north on Petaluma Hill Road skirting Cotati and enjoying the pastoral farmland, bright warm sun, and blue sky. The day was gorgeous already. True to promise we were sight-seeing and enjoying being there.

We cleared Cotati and turned onto Crane Hill Road, a more isolated and mostly lonely road. As we started heading uphill I thought we'll soon get some nice views then, ohmygosh, where is the Mini going?? Trish had whooshed away and tucked into a left hand sweeper and there I was trying to hang on through a succession of left-right-left uphill sweepers while my M100 Elan danced around on the bumpy road. (I knew my car needs new tires, and I sure was wishing for Hoosiers during those first few minutes of spirited driving!)



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: **Carlos Costa**
408-370-5009 • Carlos@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

We climbed over the hills on Bennett Valley Road and down into Glen Ellen where we passed our only CHP of the day (that I saw, at least) in Sonoma Valley on Highway 12. Then we turned right onto Trinity Road and started climbing again as things started getting really tight and twisty. After a while, I started getting the hang of following Trish: when I saw the road start to open up ahead of the Mini it was my cue to go full throttle so I could stay in contact.

It was up and over the Mayacamas Range on Trinity Road and Dry Creek Road on down to Oakville Grade Road where we turned onto Highway 29 and headed south via some back roads to Saintsbury in the Carneros region.

At the winery, I parked next to Trish as she bounced out of the Mini with a big smile on her face and said something like “I hope I wasn’t too slow for you guys”. I crawled stiffly out of my M100 and unfolded myself and said something like “Holy cow, it was great, but I thought we were going to do some sight-seeing!” Other folks may have enjoyed some of the local sights, but I spent most of the time looking at the asphalt, marking the lines, enjoying the constant road camber changes, sliding carefully by the occasional bicyclists, and whooshing through sun- and shadow-dappled twisting little roads while the brush and trees blurred together. All of this as I watched for the Mini’s brake lights very carefully.

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
June 30/ July 1	Lotus Cup USA	Laguna Seca
July 7	AutoX	Marina
July 11	Track Day	Thunderhill
July 20	Social/Club Meeting-BBQ	Mt. View
July 21	Breakfast/Drive	Los Gatos
August 4	Shop Day	El Sobrante
August 17	Social/Club Meeting	Daly City
August 18	Lotus Corral	Laguna Seca
August 18	AutoX	Marina

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

Dave and Carley at Saintsbury took good care of us. Dave led the tour with some amusing anecdotes and Carley guided us through the tasting list. Saintsbury specialize in Chardonnay and Pinot Noir, and they were tasting a rosé, a Chardonnay, and two Pinots that day. As an extra added treat, Carley graciously opened their signature Brown Ranch Reserve Chardonnay and Pinot Noir on request. And the best part, perhaps, was that Greg and Trish had arranged to have the cost of the tasting waived as part of our visit and tour. After a leisurely stay, it was time to roll for home and people left on their own schedule.

Greg and Trish, thank you for a memorable day (and for ordering up such gorgeous weather).

50 Years Young

editor

(with help from friends at Lotus Corps)

In case you did not already know, 2012 marks 50 years since Colin Chapman and Lotus introduced the original Series 1 (or S1) Lotus Elan to the automotive world at London's Earls Court Motor Show in October 1962. Principally designed by the innovative Ron Hickman (inventor of the hugely successful Black and Decker Workmate), the car was an immediate hit at its launch.

Without a doubt, the Elan was advanced for its time, and it also incorporated many "lessons learned" from the first Lotus production road car—the money losing type 14 Elite that was produced between 1958 and 1963. Fiberglass was retained for the bodywork because of its weight and fabrication advantages for low-volume production, but for the Elan, this bodywork rode on a simple fabricated steel backbone frame that was not only lightweight but also strong



A tribute to ACBC on my Type 45 Elan

enough to accept the Elan's powertrain and suspension loads.

The engine was a twin overhead cam, inline four, based on Ford's 116E engine used in the Cortina Classic. A new aluminum cylinder head was designed by Richard Ansdale and Harry Mundy, who also designed the Coventry Climax engine used for the Elite and in many race cars of the period. The engine incorporated a cast aluminum timing chest housing the water pump, timing chain/tensioner, front crankshaft seal and water inlet. Dual-throat 40 DCOE Weber

carburetors were mated to the twin-cam head. The first engines displaced 1498 cc and produced modest power by today's standards (100 bhp and 102 lb/ft of torque). Lotus also turned to Ford for the Elan's 4-speed transmission and differential.

The Elan featured a fully independent suspension with coil over telescopic shocks (or dampers), 4-wheel solid disc brakes with dual-piston calipers, unequal length A-arms in the front and Colin Chapman's patented "Chapman Strut" in the rear. The rear suspension also featured four Rotoflex couplings, which were a lightweight way to accommodate the swing of the rear axels during suspension travel.

The 1498 cc engine was only used for the first 22 Elans Lotus produced before a decision was made to enhance power by increasing the engine displacement to 1598 cc, which raised power to 105 bhp and 108 lb/ft of torque. The 22 cars sold with the original engine were recalled to have the larger engine installed.

In what was to become a common practice in Lotus road car introductions, the company quickly developed an improved version of the S1 Elan and introduced it as the S2 in November 1964. Changes to the S1 Elan were minor, however, until the S3 was introduced late in 1965. This evolution was reflected in the Lotus type designations, as both the S1 and S2 models were Type 26, while the S3 was Type



Don Nester's and David Anderson's Elans at the BBQ (Photo Credit: Mel Boss)

45 in roadster (Drop Head Coupe) form and Type 36 in Fixed Head Coupe configuration. The S3 became somewhat more upmarket as a re-designed soft top and electric windows were incorporated. Also optional was a Special Equipment (SE) version, which featured 115 bhp.



Royce Hong deftly pilots his Type 45 Elan on Skyline.

The S3 received some important media exposure when it became the favorite mode of transport for Diana Rigg, as she portrayed the amazing Emma Peel in the popular UK TV series, *The Avengers*.

Major changes appeared in 1968 with the introduction of the Elan S4 model. Federal cars required the use of Zenith Stromberg carburetors to satisfy ever more stringent emission requirements. And, in turn, these units required the addition of a “power bulge” in the S4’s hood. Wheel arch shape and rear lights were also changed along with some interior upgrades.

The final version of the Elan S4, identified as the Sprint, was released in October 1970. A distinctive color scheme (red, gold and white—suggestive of the Gold Leaf Team Lotus cars of

the era), and a Big Valve engine that increased power to 126 bhp set this model apart and still make it a highly prized example of the marque.

There are also two notable variations in the Elan history. One is the legendary Type 26R race car that was based on the S1-S2 models but with a strengthened chassis, lighter bodywork, larger wheels and tires, and substantially more bhp. Some beautiful examples of these dedicated racers are still out there competing in—and winning—vintage races all over the world.



Mel Boss exercises “Blackie”, his Type 36 Elan at a recent Thunderhill trackday. (Photo Credit: Dito Milian, gotbluemilk.com)

The other important variant was the Elan +2 (Type 50) first introduced in 1967 and widely enjoyed as a larger, perhaps more civilized, “family” road car compared to the S1-S4 Elans. The Plus 2’s were produced with various power and trim options until December 1974, even though production of the Elan Sprint ended in August 1973.

Elan ownership in the GGLC.

The GGLC has a large and diverse membership, so I thought it would make an interesting addition to this article to ask our Membership Chairman, David Anderson, to summarize Elan ownership among our members. Overall, David reports that there are a total of 80 Elans that are owned by 43 different members in the club. (Note these data do not include ownership of the model M100 Elan, which was produced in the early 90s and is a very different—although still great—car compared to the

original Elans.)

When the owner clearly identifies which model Elan he/she owns, David can further refine the data to get the minimum number of each significant Elan model in the club. The num-



The mighty Lotus Twin-Cam

bers are: 3 S1, 12 S2, 8 S3, 7 S4, 8 Sprint and 13 +2. Check out the accompanying photos of some of these GGLC member-owned cars.

If you would like to learn more about the remarkable Elan visit the club website or www.lotuselan.net.

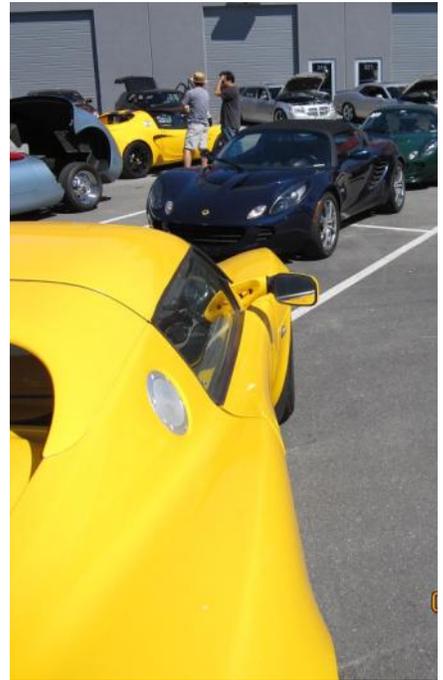
Photo Album from the Annual Club Fun Drive and BBQ

June 9, 2012

editor

The day started at Club Auto Sport's regular Caffeine and Coffee Saturday event, which provided some good car talk and photo opportunities. The first option for the fun drive to Danville and the BBQ at Mel and Darlene's was to take off from Club Auto Sport around 10:45 AM. A modest group of 5 cars started on our route, but 2 more joined us at the planned winery stop in Livermore for the final part of the drive into Danville. There were also quite a few more club members who went directly to Mel and Darlene's, no doubt they were lured by the prospect of a great BBQ on a beautiful day.

Many thanks to Mel and Darlene for opening their home to everyone who attended, as well as to the others that helped make this event a great success. I think you can tell from the photo collection that everyone had a grand time!



Noni's Dessert

by Noni Richen

Editor's note: One of the many highlights of the club BBQ in June was an excellent apple tart dessert that Noni Richen prepared for the group. Many of the guests who had a chance to taste the tart requested the recipe. So here it is from Noni. The official recipe title is:

Sue Weinstein's German Apple Cake

Cake:

- 1 cup sugar
- 1 cup unsifted all-purpose flour
- 4 tablespoons butter, cut into 4 pieces
- 1 teaspoons baking powder
- 1 teaspoons vanilla extract
- 1 large egg
- 4 large Pippin apples

Topping:

- 3 tablespoons sugar
- 3 tablespoons melted butter
- 1 teaspoon cinnamon
- 1 large egg

With the metal blade in place, add all the cake ingredients except apples to the bowl of food processor. Process until mixture resembles cornmeal. Spread mixture in bottom of well-buttered 9-inch springform pan.

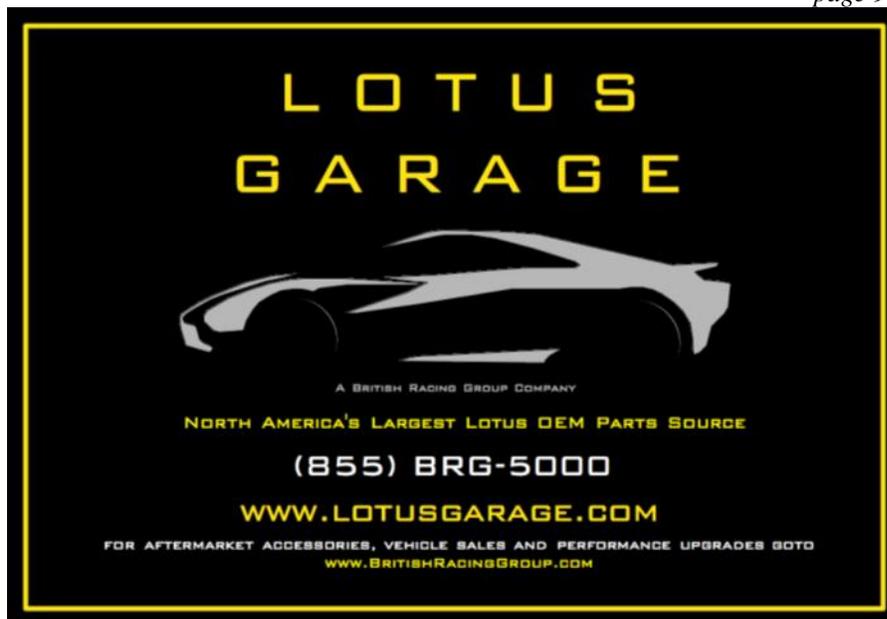
Peel, quarter, and seed apples. Insert slicing disc in food processor and stand apple quarters upright in feed tube. Slice, using moderate pressure on the pusher.

Arrange apples in layers on top of the crumb mixture. Bake in preheated 350 degree oven for 45 minutes.

Meanwhile, add sugar, butter, cinnamon, and egg to bowl of food processor fitted with the metal blade. Process until mixture is smooth and sugar dissolves. Spoon mixture over apples and bake an additional 25 - 30 minutes or until top is firm.

Makes one 9-inch cake.

(Option: Sue says she sometimes sprinkles sliced almonds over the topping before returning the cake to the oven.)



Shop Days at Mike's Place

by Mike Ostrov

Think of it as an open house at my shop where we can tackle some projects you've been putting off for too long. We can look at engine tune-ups (leak down, compression, etc) or anything else of interest. We also might get some Weber instruction from Keith Franck.

We'll plan on having lunch at the local deli and maybe watching some enjoyable old Lotus videos on my classic Beta Sony machine or even get really "dirty" with a bit of glass fibre repair (bring your own project).

I have set aside the following Saturdays for shop days this year: **August 4, September 8, and October 20.**

We will start each day around 10 AM at: 4119 Santa Rita Road, El Sobrante. Please RSVP to: mikeostrov@webtv.net or (510) 232-7764.

LotusCupUSA Round # 3 at Sonoma Raceway

May 11-12, 2012

by David Anderson

(Notice that one of the great Bay Area race venues has changed names—again. Indeed, as of May 31, 2012, Infineon Raceway, formerly Sears Point Raceway becomes simply Sonoma Raceway. (They also came up with a great tag line: “Think Outside the Oval”.)

The schedule was a little different this weekend to accommodate LCUSA races each day. In order to do this, the organizers reduced the length of each day’s practice sessions, and they took advantage of extra daylight in mid-Spring to run late in the day.

Overall, there were twenty-one drivers registered: five Time Attack and sixteen race entrants. As usual at LCUSA events, the presentation was first class. Coffee and doughnuts in the morning and water, snacks, and other cold drinks all day. A quality lunch is brought in and a nice

setup with tables and banners was provided by Lotus Cars USA.

Lotus Cars also held an “Evora Experience” event on Saturday, and several folks who came to hear more about the Evora (and hopefully purchase one soon) were given rides around the track in new Evoras.

The overall running of the track was handled very well by Trackmasters. All of the LCUSA sessions were held exactly on time. This schedule was maintained even when a heated Radical Cup race resulted in two cars touching each other in Turn 11 on Friday, which required a fairly long break while the track was cleaned up.

The first long garage building (nearest the paddock gates) was reserved for LCUSA participants, so the cars made a great backdrop with perfect views of



turn 11. Having the garage available meant we had plenty of room to move around and chat while staying out of the sun!

One of the nice things about LCUSA is that if you run the Time Attack event and do not race you can run a normal track-day Elise/Exige without a roll cage and go for a trophy in the Time Attack (more about the Time Attack sessions below).

Friday’s schedule featured five practices (the last one was used to set qualifying times) and a 10-lap race starting at 4:55 PM. A total of 16 cars (including 5 GGLC members) were scheduled to start the race, but Rob Ainscough was unable to run either race, having damaged his engine during Friday practice. By race time, it was warm (in the 80s), which is a bit hotter than normal at this time of year. Jack Fried won the Open class in his 2-Eleven (best lap of 1:48.9). Rob Dietsch was third in the Cup (supercharged) class in his Exige (1:52.2). Patrice Gautier was second in Production class in a Dietsch Elise (1:54.4). Your scribe was third in Production in another Dietsch Elise (1:59.3). It turns out the race was a lot of fun for me as it included a several-lap dice with another Elise, which I finally passed.

There were more practice sessions on Saturday, followed by





the Time Attack. The Time Attack format consists of a warm up lap followed by 2 timed laps with a clear track before exiting. First in Time Attack was GGLCer Mark Gallop in his 2-Eleven. First in Production was another GGLCer, Cappy Pratt.

The Saturday race started at 4 PM. This time we gridded by backing into garage spaces in order and out of the sun. It was a few degrees cooler than Friday, but still warm.

Four GGLCers were among the 14 that started the race. Jack Fried finished first in Open class in his 2-Eleven (best lap of 1:46.3). Rob Dietsch was 3rd in Cup class (1:52.8).

Patrice Gautier was in third place in Production class with a



Lotus Specialist

Full Service, Maintenance and Performance Upgrades

Dyno Testing and Tuning

Track Prep and Support

located inside

CLUB AUTO SPORT.

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

DIETSCH WERKS
The Destination For Drivers

1:58.1, and I was fourth (1:58.0) (after spending most of the race following Patrice very closely but never finding a way past him).

The next LCUSA track event in the Bay Area is June 30 - July 1 at Laguna Seca. Check out

www.lotuscupusa.us for more information on the LCUSA series (for Race or Time Attack), and if you don't have a suitable modern Lotus contact Rob at Dietsch Werks for a chat about renting a Dietsch Elise (which involves Dietsch Werks transporting the car and providing full support at the event). Alternatively, if you do have a suitable Lotus and are located anywhere in Northern California, be sure to chat with Rob about support for your car.



Lotus Los Gatos Hosts Breakfast and Fun Drive

July 21, 2012

editor

The good folks at the Los Gatos Lotus dealer (Los Gatos Luxury Cars) want to see more Lotus cars on the road. What better way to do that than to host a gathering starting at their showroom in Los Gatos followed by a casual drive in the Santa Cruz hills?

The meeting time is 9:30 AM, and a light breakfast will be available as participants enjoy checking out the cars. The drive will start at roughly 10:30 AM, and it will be led by Charlie Coles from the dealership.

This is an RSVP event, so contact: Alexia Causey, (408) 827-3741 or acausey-at-losgatosluxcars.com to sign up. Dealership location: 66 E. Main St. Los Gatos, CA 95030

Classifieds

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

For Sale: Close ratio 4-speed tranny for early Elan, same ratios as 26R. This gearbox was originally used in the European 2L Merkur, and it is stronger than standard Elan trannies. Purchased new 28 years ago and has 20-30 street hours of use. Complete with alloy flywheel, clutch, and driveshaft. Contact – Vladimir: (510) 787-9866

For Sale: 1977 Lotus Esprit S1 in Lagoon Blue. Second owner, ~ 90k miles (8k on rebuilt engine). Well maintained runner, leather interior and dash, some spare parts and tools included. Asking \$13K. Contact: Dominic Giangrasso at DGLO-tusLTD@optonline.net or 914-482-3942



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 2012, 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, Copy Editor--Noni Richen, 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