

The Chapman Report



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Photo Credit: David Anderson

John Zender and his Europa "Flamer" take a paddock break during the September 25, 2012, Thunderhill track day. See related story on page 6.



Dave Bean chats about the history of Dave Bean Engineering while showing off some of his incredible Lotus parts inventory during the Sierra Foothills drive October 27, 2012.

Nov./Dec. Meetings

Friday, November 16, 2012 – 7:30 PM
Featuring Election of 2013 Officers

Hosts: Rob, Jenni & Sebastian Dietsch

SATURDAY, December 8, 2012 – 6:30/7:30 PM

Gala Holiday Party (Cocktails at 6:30 / Dinner at 7:30)
The Old Spaghetti Factory
2107 Broadway Street
Redwood City

Directions from 101 in Redwood City:
Exit at Woodside Ave (Rt. 84) and go West
Right on Broadway
After about 1/2 mile, The Old Spaghetti Factory is on the left (just after Main Street)



2012 GGLC Autocross Series is Competitive and Successful

Part I: Summary of Round 7, Sept. 23, 2012 by David Anderson

By the time I arrived at the airport tiedown-pad used for our autocrosses (about 7:50 AM), Kiyoshi Hamai—the course designer for this event—and the setup crew had almost completed their work setting up the cones.

The course could be called a “novelty” design, because in plan view it resembled the Apple logo (with the “bite”) and a stretched out “5”. Apparently, Kiyoshi’s design was inspired by the recent release of Apple’s iPhone 5!

Attendance was a bit light for this event, so we had just two run groups. The first group was on course by 9 AM. Each entrant got seven runs before lunch. The first five of these counted towards the class championships.

This was the third event using the new chevron-style, wait-to-run setup, and it is proving to be

a very fine organizing principle. After your run, you drive back to your appointed spot, wait to be released by the grid worker, then just drive to the start to begin another run. There is no need to push cars, and there is no need to start your car before it is your time to run—overall, this is a very nice improvement in operating procedure.

After lunch, each group got lots more runs, but I had to leave early due to commitments in San Francisco.

Run times ranged from a low of 42.065 seconds (Lotus R-Tire) to around 50 seconds. The hotly contested Lotus Street Tire class had a close finish with the top three drivers only 0.25 seconds apart (after indexing).

After seven competition rounds, and with only one more event remaining in the 2012 season, Linda Hiebert leads the Lotus Race tire class over Rob Dietsch by 220 points, Brian Turner leads Hiroshi Kanekura by 500 points in the Lotus R-tire class. Colm Gavin and Alfonso Chartier are in a virtual tie in the Lotus Street Tire class separated by a mere 30 points, and Ben Beames and I are in a classic battle in the Lotus Classic class where I hold a slim 40-point lead. This great competition means that most of the class winners will not be known until the final event!

An autocross is a good way to practice your Lotus driving skills in a safe, friendly and fun environment. If you have not tried an autocross yet, you should plan to sign up to run one next year.



Part II: Summary of Round 8, Oct. 13, 2012

by Kiyoshi Hamai

This was the final event in the GGLC's 2012 Autocross season. The weather was more than perfect. It was sunny all day with just a slight breeze and 70°F.

The course was one of the faster ones of the season. From the start box, there was small dog-leg to the left and then a straight that led into a right-hand 90° turn and then a set of curving slaloms that could be taken at speeds between 40-50 mph in an Elise/Exige. That was followed by a reducing radius right-left-right leading into a 180° turn. A fast left-hand sweeper followed that, and the series of turns ended with a reducing radius left that required a super-late apex to set the car up properly for the



following slalom; which, if entered correctly, was not actually a slalom, but a straight. Get the entry wrong and you had twist the steering wheel in all sorts of directions and your times grew accordingly.

Unlike the previous event, we were sold out for this one with 66 entrants, which completely filled all 3 run groups. The first

car went out at 9 AM and each entrant got six runs before lunch.

As has become a tradition at the last event of the season, we had a BBQ sit-down lunch, sponsored this year by series sponsor Dietsch Werks. The caterers brought delicious BBQ

(continued on p.4)

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(cont'd from p. 3)

chicken and tri-tip steaks along with green salad and potato salad, garlic bread and chocolate chip cookies. YUM!!!

The BBQ extended the lunch break to an hour, so we started the afternoon sessions at about 1 PM, but each driver was still able to get 7 runs on the course.

Times ranged from 40–41 seconds (Lotus R-Tire) to around 47-plus seconds per run. The hotly contested Lotus R-Tire class had a close finish with the best times for the top four drivers all within one second.

Besides the usual collection of Exige and Elise cars, there were the Europas of David Anderson and Ben Beames as well as the M100 of Daniel Katz. It was great to see these cars out there!



Taking the Lotus Race Class was Shelly Monfort in championship form laying down an impressive 40.665 second run.

The Lotus R-Tire class was a battle from the get go. After the first set of runs, Scott Whitman led with a 42.823 in his Exige, but after the second runs Jonathan Scheiber's 42.676 was best. Then in the 3rd runs Stelios Paparizos put down a 42.122. No one improved on Stelios' time on their 4th runs so it all came down to their 5th run. Scott Whitman did a personal best of 42.149 that got close to Stelios' 3rd run but Brian Turner came from nowhere in his Elise and put down a blistering 41.756 second run to take the class!

In the Lotus Street Tire Class Alfonso Chartier took the honors by actually posting a better time than the R-Tire class with a 40.894 second run! Event chairman Colm Gavin was second with a 42.291.



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In the Lotus Classic Class, it was a battle of the Europas, with David Anderson hitting a 45.542 second run over Ben Beames run of 46.913.

Top Time of the Day went to Barry Spencer in his turbo 3-rotor E-Mod Europa with an amazing time of 36.481!

The class champions for the 2012 season are Linda Hiebert in the Lotus Race Class, Brian Turner in the Lotus R-Tire Class, Alfonso Chartier in the Lotus Street Tire Class, David Anderson in the Lotus Classic Class and David Low in the Lotus Open Class.

The class champions and others will be recognized and awarded their trophies at this year's GGLC Holiday Dinner Gala on December 8.

Looking back, it was an amazing and fun season, and I know that many wish it could have lasted longer. Over 6,400 runs were made in the 8 events by a total of nearly 500 entries, averaging about 62 drivers per event. At two of the events, we reversed the direction of the course in the afternoon, which effectively allowed the drivers to run two different circuits in a single day.

The expanded classes for Lotus cars were a great addition this year, which we will continue—and possibly expand—for the 2013 season. Thanks to everyone who attended throughout the season. And a special thanks goes to Colm

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Nov 16	Social/Club Meet/Elections	San Jose
Dec 1	Toy Rallye	Mountain View
Dec 8	Holiday Party	Redwood City
2013		
Jan 18	Social/Club Meeting	Burlingame
Feb 11	Track Day	Laguna Seca
Feb 15	Social/Club Meeting	TBD
March 15	Social/Club Meeting	TBD
April 3	Track Day	Laguna Seca

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



Scan to get current GGLC calendar on your mobile device.

Gavin for organizing the season, as well as to the series sponsor Dietsch Werks for their valuable support.

Now, to those that did not bring their Lotus to one of the 2012 GGLC Autocrosses, you missed an awesome season, but you will have another opportunity in 2013 to participate and enjoy the fun and exciting competition.



Copyright: Ditto Milian, www.gotbluemilk.com

T'Hill Track Day September 25, 2012

by David Anderson

This was a fine, sunny day at Thunderhill. There was very little wind all day, and the morning temperature was about 70°F. It was warmer by late afternoon, up to about 95°F, but still pretty pleasant.

We had about 55 entrants for the event with the Lotus cars contingent being 2 Esprit, 2 Europa, 9 Elise/Exige, and a couple of Sevens.

John Zender ran the track in the normal direction but with the bypass. In this set-up, turn 5 was a disconcerting off-camber straight-ahead hill instead of a sharp left-hand at the top of a hill. It is not only off-camber going into the turn, but coming off the hill it is still off-camber in addition to being bumpy.

Your scribe found that bypass quite challenging. (But then again, the usual version is also pretty challenging!)

We ran a standard (for the GGLC) organization: 3 run groups each running a 20 minute session which started at the same

relative time every hour between 9 AM and 4:55 PM except during the 12-1 lunch break.

All entrants could run two of the groups (again normal GGLC practice) so one could get a large amount of track time if one wanted.

A couple of folks managed to go off-course in the first session for their group, which meant they got a BOZO sign taped to the back of their car all day. John emphasized how important it was to take it easy in the first sessions, but a few found that hard to do.

None of the Lotus cars had any mechanical difficulty that I was aware of, though the Scrivener's Lotus Europa coasted into the paddock once with no gears. Apparently a couple of cable shifter fasteners came loose requiring a bit of tightening (and tape to prevent further loosening for the day until safety wire can be installed).

A very high horsepower, heavily modified Lancia blew its engine (not the first time the owner has done that at a GGLC track day).

The final hour was run as an intermediate-group-rules open track as many folks had already called it a day so there was room on track for everyone who wanted to go out.

All in all, this was fun day and everyone got all the track time they could want.

Thanks to all the entrants for attending, with special mention for the non-Lotus entrants because without those other folks we could not afford to do the track days.



Photo Credit: Mel Boss

Bay-to-Breakers Drive

September 22, 2012

by Kiyoshi Hamai

First, a big “Thank You” to all those that attended! And to those that missed this drive, you missed some amazing weather, fantastic roads and an enjoyable time meeting and making memories with fellow Lotus enthusiasts!

We met and started the drive at Boardwalk Lotus in Redwood City. This gave us the opportunity to meet some of the Boardwalk staff members like Tom and Brendan and to see the Evora GP Edition in black and gold livery and the Evora IPS. Truly gorgeous cars!

And we had a nice turn out, too! A pair of M100 Elans driven by Dave Ellis and Daniel Katz, joined by

Tom Carney’s Europa, a pair of Exige and a bevy of Elise, in all 16 cars. I was lazy and didn’t prep the Elan ultimately deciding it was easier to grab the keys to the Elise.

The Drive and The Route

In Lotus fashion, we headed out from Boardwalk a few minutes later than anticipated. The route took us from the bay side location of Boardwalk, across Redwood City, out Whipple, and then up into the foothills on Jef-

erson through some twisty residential streets to Canada Road in Woodside. From Woodside we headed up Kings Mountain Road.

The great weather had brought out what seemed like every cyclist from the mid-peninsula, and somehow they had all found their way to Kings Mountain. Passing them kept our speeds down, more concerning, however, were the cyclists coming down the mountain taking up more than half the roadway! This required us to treat passing cyclists like passing a car, waiting until you had enough visibility to see that there wasn’t any oncoming traffic.



At Highway 35 (Skyline), we turned left. With fewer cyclists and a wider road, our pace increased. As I was leading, it was great fun to see the serpentine line of colorful Lotus cars behind.

At Alice’s Restaurant, we turned right down toward the coast via Highway 84. Again, we were treated to some open road. This stretch is one of favorite pieces of tarmac on the peninsula. It’s just a series of esses

that snake left-right-left-right-left-right. You can get into a nice rhythm and your Lotus will just “dance” through them!

We turned off Highway 84 just past La Honda and got on Alpine Road and then followed Pescadero Road. Pescadero Road is special because not only is it a “pure” Lotus-road but it cuts through both McDonald and Memorial County Parks that are renowned for their stands of Redwoods. The forest is simply breathtaking, and driving under the redwood canopy is a fantastic experience I can highly recommend.

We continued down the hills, and got involved with our first real piece of traffic, a guy driving a GMC pick-up who decided he would stay in front of us. Up to this point, the occasional car we caught would politely pull over and let us by, but not this guy.

Not to complain, but he was really our only hold-up for the entire drive.

We had planned to take Bean Hollow Road, a 1½ lane wide road, but just as we turned off Pescadero Road we saw the dreaded “Loose Gravel” sign. We stopped and it was clear that the County had freshly oiled and graveled the road, so this was NOT the sort of road for a Lotus. The alternative meant a U-turn

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for the entire group and on to Pescadero State Beach.

Pescadero State Beach

Pescadero State Beach is one of my favorite stops for coastal drives. It's a rocky beach, so the sunbathers and families that want a sandy beach avoid it. Yet it has ample parking and a breathtaking coastline. We made our way to the far end of the parking area where we were pretty much able to park as a group.

Lots of group pictures, ensued, along with a chance to stretch our legs after the 90 minutes of driving and, of course, another opportunity to talk cars.

The weather was AMAZING! The stories of fog, chilly winds and mist of summer days on the Northern California coast are legendary, but not this day. It was the first day of fall; summer was officially gone and so was the summer weather! It was replaced by a glorious fall day, with bright sun, a breeze and moderate temperatures in the mid-60s.



On to Cameron's

We departed Pescadero State Beach and returned to the town of Pescadero and found our way to Stage Road. Stage Road is remote, lightly traveled and has been—and is still—bumpy.

Stage Road connects Pescadero with the town of the historic town of San Gregorio and then continues on to Highway 1.

We turned onto Highway 1 and enjoyed the remainder of the drive to our finish point at Cameron's Pub on the southern end

of Half Moon Bay. By now our appetites were built up, and we were ready for lunch.

Cameron's accommodated our sizeable group and we were able to sit together. Some went for the British fare and others stayed with burgers. It was a great way to end the drive, and we all departed heading in various directions by 2:30, or so.

Thanks again to Boardwalk and all who participated in this fun day.



First Announcement: 2013 West Coast Lotus Meet Seattle, Washington July 4-7, 2013

by Kiyoshi Hamai

Exciting news for all Lotus enthusiasts! The West Coast Lotus Meet (WCLM) will return in 2013. Save July 4-7, 2013, for a 4-day celebration of Lotus in the Emerald City of Seattle, Washington. This special event will be hosted by the Evergreen Lotus Car Club.

The 2013 WCLM is set-up to be fun, memorable and a super enjoyable Lotus experience for any Lotus enthusiast.

The fun begins on July 4th with an Opening Reception and dinner at the WCLM headquarters hotel, the Red Lion Hotel in Bellevue, Washington, which is only blocks away from Lake Washington.

On Friday, July 5th, WCLM entrants will have an opportunity to visit Microsoft co-founder

Paul Allen's Flying Heritage Collection, which includes WWII fighter planes, other vintage aircraft and even military tanks. You can also dash between the cones at the WCLM autocross (details are still being negotiated), or tour the local area before capping off the day with a wonderful buffet-style dinner at the Snoqualmie Casino.

Saturday, July 6th is another busy day for the 2013 WCLM. The day opens with a WCLM Lotus Corral at the SOVERN 4th of July Vintage Racing Weekend at the Pacific Raceways in Kent, Washington. During the lunch break, WCLM entrants will have an opportunity to drive several laps of the historic Pacific Raceway, which was home to memorable Trans Am and Can Am

battles in the 60s and 70s.

Saturday evening will begin with a cocktail hour followed by the WCLM Banquet at the recently opened LeMay – America's Car Museum located in Tacoma, WA. The Museum has over 500 incredible cars housed in a unique 165,000 square foot facility. A visit to this car museum is something that you will not want to miss.

The 2013 WCLM will conclude on Sunday, July 7th, with the WCLM Concours and Awards Picnic at Griot's Garage in Tacoma, WA. The fun weekend ends after the WCLM awards are given out, and you will sadly have to say good-bye to all your WCLM friends, but the memories and stories will last a lifetime.

The 2013 WCLM will be headquartered at the Red Lion Hotel in Bellevue, Washington. Special reduced rates have been negotiated for WCLM entrants, and reservations will be open shortly.

More exciting news about the 2013 WCLM is coming, and event registration will open soon at the dedicated website

www.westcoastlotusmeet.com.

There will be a special reduced registration price for early bird entries.

The all-in-one registration fee will include the reception, reception dinner, entry to the Flying Heritage Collection, the WCLM Autocross, tours, Friday lunch and Friday dinner at Snoqualmie Casino, the SOVERN Vintage Races, Saturday lunch, Saturday driving tour, entry and banquet at the LeMay Auto Museum, WCLM Concours, Picnic and awards!



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Toy Rallye

December 1, 2012

by Kiyoshi Hamai

This annual charitable event is presented each holiday season, and it is jointly sponsored by The Rallye Club and the Golden Gate Lotus Club.

We start at Larry's Auto-Works, 2526 Leghorn St., Mt. View, CA (see map below), where registration opens at 11 AM. There will be an optional beginner's rallye school at 12 N, and the event wraps up by 4 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 are 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 2013 Officers November 16!

In keeping with the election season (and because we always do it this way), a slate of potential 2013 officers was nominated at the October meeting. The following two candidates were put up for the offices of President and Vice President:

- Daniel Katz
- 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 16th meeting at the Dietsch'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 8, 2012

by Jenni Dietsch

Join us at The Old Spaghetti Factory in Redwood City for the annual GGLC Holiday Party and gift exchange. Festivities start at 6:30 PM with refreshments (no-host bar) and hors d'oeuvres before dinner at 7:30 PM, featuring a 3-course Italian buffet.

Price is \$30.00 per person including wine with dinner.

Sign up via the club website **no later than Tuesday, December 4, 2012.**

Be there to help frock the new club officers, and 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)

For Sale: '72 Elan +2 S130/5 (VIN 0254N) Project Car

I bought this car in 2006 with the intention of restoring it, but I now realize I'll never finish it, and it should go to someone who will.

The body has been 80 – 90% stripped using a gentle chemical stripper. Doors, light pods and a few other places still need to be stripped. The body is in very good shape overall, with a small patch of bondo that needs to be fixed. All the glass is included. All the hinges and body hardware and badges are there. The reinforcing members that run under the doors were taken out, powder coated and put back in place. The frame/chassis was powder coated red. All of the suspension was replaced with new components, including front wishbones from Spyder. Roto-flex couplings were replaced with CV joints. All new adjustable Avo shocks and new springs front and rear. Rebuilt differential. New steering rack mounts. (Original steering rack.) All suspension arms powder coated. New front rotors; rebuilt calipers with stainless steel pistons. Stainless brake lines all around.

New wheel bearings. New Michelin XAS tires mounted on new factory alloy knock offs.

Rebuilt Lotus 5-speed tranny, never used, with alloy bell housing and proper length drive shaft.



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Interior parts are 90% new: including new dashboard, rebuilt and recovered seats, recovered quarter panels, parcel shelf, and door panels. The rear seats are not new but look good. New carpet set. All interior parts are black. It will need a new headliner but the bows are there. The wiring harness is brand new and correct for the car.

Also included are several boxes of original things and other odds and ends I've picked up over the last 6 years. The original steel knockoff wheels are included along with all the gauges and cables.

Basically, all you need to supply is a motor, finish the body, install the wiring and interior and then you can begin enjoying your new classic +2.

(continued on p. 12)

Classifieds

(Continued)

I would prefer selling this as a whole unit rather than piecing it out on EBay. However, if there are parts you don't want we can negotiate.

I am trying to recover what I have spent on parts (my labor is included at no charge).

I have \$14K in the project—let's negotiate! Car is located in Sebastopol. Contact: John Kenner at (415) 806-2457; or jkenner-at-tamcab.com

Wanted: Elan S2 window lock (hold) mechanism This is the lever device, which when pushed towards the rear window channel, extends a tab while holding the window up. Actual parts, detail pictures, diagram or drawings will be appreciated. You can keep your parts, I'll make drawings for new parts.

Contact: Marc Charonnat at (530)-217-9611; or s1.elan.65-at-gmail.com.

For Sale: Dave Bean "Super Starter" (gear reduction starter) for early Elan. Toyota sourced starter modified to fit Ford Kent motor applications. Needs simple repair/replacement of solenoid contacts. \$50.00
Contact: Joel Lipkin at (925) 961-0400; or jlipkin-at-comcast.net

For Sale: '07 Lotus Exige S. Perfect condition, 15K miles, Carfax report available. Track & Tour Pkgs, Traction Control, ABS, A/C, Power Door Locks, Pioneer avh-p5200bt Nav, bt phone, rear-view camera, leather seats, premium wheels. Dealer extended warranty: 60K miles (~4 years left) Located in Sacramento, \$45,000. Contact: Tom at (916)494-1021; or tom_es-at-yahoo.com

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Contributions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport-at-gg Lotus.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.

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THE CHAPMAN REPORT

