

The Chapman Report



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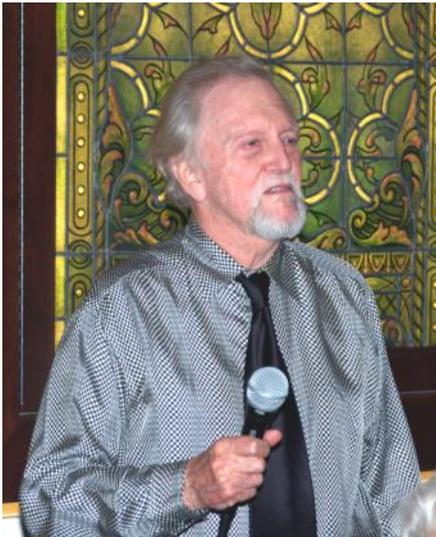


Photo Credit: Dave Ellis

John Ridley, one of the founding members of the GGLC, recounts some of the club's early history at the annual Holiday Party.



Festive holiday wrappings hide the secrets of this year's collection of White Elephant gifts stashed under the tree at the Holiday Party.

Jan/Feb Meetings

Friday, January 18, 2013 – 7:30 PM

Host: Tom and Cherie Carney

Friday, February 15, 2013 – 7:30 PM

Host: Pete and Noni Richen

Meet the Prez (Daniel Katz Bio)

by Daniel Katz

Daniel Katz was born in Baku, Azerbaijan, and he emigrated to the U.S. at the tender age of four. A native bi-lingual speaker of Russian and English, he grew up in San Francisco with exposure to Azerbaijani, Russian/Soviet, Jewish and American culture, all of which have influenced his analytical mind.

He began his passion for filmmaking with photography at the age of 16, and by 17 he had already shot a self-reflective 16mm short film, which he screened at a film festival he created at his school.

His formal education in filmmaking began at Columbia College Hollywood along with a position as Preview Technician for the feature film "SWAT." This further led him to a Bachelor of Arts in Film from the London College of Communication, University of the Arts London. During his studies, he worked as Director of Photography for a 16mm short in Portugal. In addition, he directed a documentary film about Japanese Artisan Craftsmanship, which he screened at various design festivals around the world as well as at the Japanese Embassy in London for 6 weeks.

Most recently, he completed a Master of Arts in International Studies and Diplomacy from the School of Oriental and African Studies, University of London.



Photo Credit: Jon Stern

Since moving back to the San Francisco Bay Area two years ago (after a 5 1/2 year stay in the UK), he acquired a 1991 Lotus Elan.

Currently, Daniel is a Business Development Researcher at Marriott International. His photographic and film work can be found on his website:

www.silverchroma.com

Daniel feels honored and privileged to be President of the GGLC for 2013, and he looks forward to serving the club with many fun and interesting activities in the coming year. He has high hopes of expanding membership and addressing any issues that club members might have. Feel free to email him with any questions and suggestions: prez@gglotus.org



Photo Credit: Dave Ellis

T'Hill Track Day October 23, 2012

by David Anderson

Trackdays go on regardless of rain, so 30-35 hardy folks showed up at Thunderhill Raceway Park before 8AM in spite of the threat of rain. Fortunately, no rain actually showed up this day, and we were instead treated to some sparking Nor-Cal weather--50° F in the early morning, rising to 70° F just after the lunch break. As a plus, the cool air temperatures meant your scribe had no difficulties with engine temperatures in his Lotus Europa.

Since attendance was light, however, Scott Hogben set up 30-minute sessions for Novice/Intermediate, (on the hour) and for Advanced (on the half hour). Lotus Cars on track were in-

cluded 2 Esprit, 2 Seven, 1 Europa, 5 Elise, and 2 Exige.

We ran the in reverse direction (clockwise) with the bypass, which makes the track entirely new and challenging to learn, especially because four of the turns now have invisible corner exits as you enter them.



John Zender and Scott allowed two drivers who were new to trackdays to join us, and he provided special instruction for them, beginning with a session as the student as passenger.

Rob Dietsch was unable to get meaningful track time as he had essentially no brake pad left

after the race the day before at Thunderhill.

Don Nester brought his Club Ford class SCCA racecar instead of his Elan: at 2:30 in the afternoon he spun off course and was unable to restart due to a duff battery so had to be towed in.

That was the only stoppage all day, and it was only 5 or 10 minutes long.

By 3PM many folks had had enough track time and left, so Scott changed to an open track from then to closing.

Altogether, it was a wonderful day at the track. You simply have to try it some time.

As always, thanks to the non-Lotus car entrants, we could not afford to rent the track without them.

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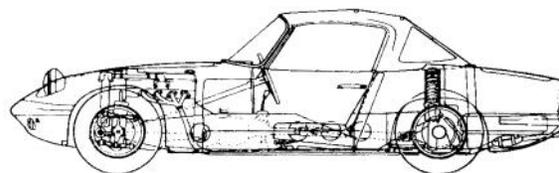
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Sierra Foothills Drive

October 27, 2012

editor

Impressive caravans of Lotus cars started from Sacramento and Livermore on this Saturday morning, and they eventually found their way to Dave Bean Engineering's shop and parts warehouse in San Andreas. Reinhard Auf dem Venne led the Sacramento group, and Kiyoshi Hamai took charge of the Livermore contingent. Additional cars traveled on their own to reach Dave's shop where he and Roberta along with Ken Gray and Tommy Smith greeted the group and provided coffee and donuts as we eagerly toured the facilities. More than 30 cars adorned the parking lot at the shop, which made for some great photo ops!

Lee Cohee then lead the group a few miles to a local restaurant for a lunch break before going on to the Twisted Oak winery in Murphys where our group was treated to a custom tour and tasting.

As this amazing day drew to a close, Don and Betty Nester hosted a pizza and snacks stop at their beautiful hideaway home near Sonora.

Needless to say, a great day of Lotusing was had by all; and special thanks go to Lee and Don for coordinating all of the activities. A few highlights of the day are captured in the accompanying photos.



Photo Credit: Dennis Fleming



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Jan 12	Suspension Perf. Open House	Mountain View
Jan 18	Social/Club Meeting	Burlingame
Jan 26	Anti-Football Drive	Palo Alto
Feb 11	Track Day	Laguna Seca
Feb 15	Social/Club Meeting	San Francisco
March 9	AutoX	Marina
March 15	Social/Club Meeting	TBD
April 3	Track Day	Laguna Seca
April 6	AutoX	Marina

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



Scan to get current GGLC calendar on your mobile device.

Suspension Performance Hosts Open House January 12, 2013

Suspension Performance officially opened the doors of their new shop on December 3, 2012. But not to worry, the new location is just across the street from their former home in Mountain View. The new address is: 2224 Old Middlefield Way, Suite I.

Don't miss the opportunity to check out their new digs while helping Eric and Jeannine Gauthier celebrate the move by joining them at an Open House 3-6 PM, January 12, 2013, at the new shop.



Photo Credit: Dennis Fleming

Reviewing 2012 and Looking Forward to a Special 2013

by Kiyoshi Hamai

It's hard to believe, but 2012 is now behind us. It was the busiest year in the history of the GGLC. Our membership numbers continued to grow, and we can now claim over 500 members. The GGLC Facebook page now has over 550 "Likes", and the GGLC website received over a half million visits. Our members can take pride in being the most active group of Lotus enthusiasts in North America, if not the globe, with about 45 GGLC events during the year!

Now, as we look forward to 2013, we see no signs of slowing as a full slate of activities are planned. This year will be especially significant for the GGLC since 2013 is our 40th year! Yes, the club was started in 1973 by John Ridley and Jack Schlotthauer, and for the past 40 years it has served the Northern California Lotus Enthusiast.

But before previewing the coming year, let's look back at 2012:

January – 2012 started off with the traditional club gathering at the Carneys' in Burlingame. A week later we had the annual "Anti-Football Run" that started in Los Gatos and ended in Aptos by way of Gilroy and Watsonville.

February – The GGLC 2012 Track Day series began at Laguna Seca.

March – Monsoon March—was there a dry day in March? We hosted Giles from Australia. Giles shipped his S1 Elise to Los

Angeles and was touring the western U.S. when he stopped for a visit in the Bay Area. He then continued his adventure by driving to Alaska with the objective of taking his Elise to the Arctic Circle. (And Giles and the Elise made it!)

April – We had a big sponsorship party at Dietsch Werks for the SAE Race Team from San Jose State and our 2nd Track Day event at Laguna Seca. The GGLC 2012 Autocross series kicked off with a late April event at the Marina Airport.

May – Our monthly meeting/socializer was in Los Altos. We had a drive in the North Bay, the second autocross, a track day at Thunderhill and more.

June – We had our annual Drive and BBQ at Mel and Darlene's in Danville, the LeMans Karting Challenge, a pair of autocrosses and a joint event with the Lotus Cup folks at Laguna Seca.

July – John Zender hosted a BBQ meeting/socializer at his place. The good folks at Los Gatos Lotus provided us with the start for drive in the Santa Cruz hills and we had Round #4 in the GGLC Autocross series.



August – A busy month with our annual Lotus corral at the Monterey Motorsports Reunion, Round #5 of the GGLC Autocross series, a GGLC Shop Day, the an Elan display at the Carmel Concours on the Avenue and the Cars, Karts & Kids benefit.

September – And when you thought things would quiet down we had our monthly meeting/social, a drive in the hills hosted by Boardwalk Lotus, a track day at Thunderhill and two auto-



crosses and another GGLC Shop Day!

October – Our monthly meeting/social was in Saratoga and we closed our track day and autocross seasons at Thunderhill



Photo Credit: Dave Ellis

and the Marina Airport, respectively. And in case you didn't get your summer project done, we had another Shop Day. Then there was a final drive that took us to Dave Bean's and the Sierra foothills.

November – With the winter weather, came a quiet month with only our election meeting.

December – Two more of our traditional events, The "Toy Rallye" and the GGLC Holiday Dinner were held.

Clearly, it was an amazing year for the GGLC, and I hope you were able to attend more than a few of these fun events. If you missed some, then you need to make a new year's resolution to come out and join the fun in 2013 to help us all celebrate the 40th year of the GGLC!

What is planned for 2013?

There will be monthly meetings/socials on the 3rd Friday of the month (mostly), and there will be the GGLC's traditional Lotus Corral at the Monterey Motorsports Reunion in August and

a planned return to the Carmel Concours on the Avenue. The GGLC Track Days kick off in February at Laguna Seca and these will be followed by at least 3 more track days.

In March the GGLC Autocross season begins with at least 7 events. There will be a number of drives beginning in January with the "Anti-Football Drive". There's also talk of a weekend tour in the Sierra. There will again be a drive in the North Bay and BBQs and picnics. And we will again close the year with our Holiday Dinner and the Toy Rallye.

Of course, our big event of 2013 will be the West Coast

the 2013 WCLM at:

www.westcoastlotusmeet.com.
(Also see the story on p. 10, ed.)

Finally, we are working with GGLC members who live in San Diego, Los Angeles and Sacramento to help them set up their own local drives, dinners and meets. There is no reason we need to keep all this Lotus-fun in the San Francisco Bay Area; it's time to take the show on the road!

Do you have a drive, picnic, museum or activity that you would like to share with other Lotus enthusiasts? Contact Daniel, the 2013 GGLC President, with your idea and let's get it going!

Be sure to visit the GGLC website at www.gglotus.org and/or the GGLC's Facebook page at www.facebook.com/GoldenGateLotusClub to keep up with what is happening in our Lotus world.



Lotus Meet on July 4-7, which will be held in the Pacific Northwest near Seattle where it will be hosted by the Evergreen Lotus Car Club. This an event you won't want to miss. It will feature four days of Lotusing in some of the most scenic areas of the globe! Learn more about

So hopefully by now you have made a New Year's Resolution to join with us and participate in at least 1 event each month in 2013!

What is Going to Happen With Group Lotus?

Some Observations and An Opinion

by Kiyoshi Hamai

It has been a tumultuous 3-year span for Group Lotus that began with Dany Bahar's placement as the head of the Group. The Evora was launched in 2010, and then a few months later came the Paris Auto Show where Bahar introduced the world to 5 concept cars from Lotus. At that time, he stated that these concepts were the face and future of the "new" Lotus, and he also more than implied that the newly launched Evora was not a car that fit into the new Lotus. Consumers are not stupid; they could read Bahar's tea leaves and, as a result, Evora sales slowed.

I was not alone in being baffled by Bahar's lack of support for the Evora. His own business plan relied on strong sales of the Evora to pay the interest on the bank loans he had received to help fund the 5-car plan. Yet, it seemed that Bahar was dooming his plan by shooting the Evora in the head.

In the following year came "tie-ins" with Swizz Beatz, the Baldwin brothers and other celebrities. Plus the Lotus Motorsports group seemed to have a bottomless pit of monies to sponsor Renault F1, LeMans cars, ALMS cars, Indy cars, FIA Rallye teams and more. In addition, there were huge parties before the Paris and Los Angeles shows with celebrity guests and private limos and more.

Of course, there was the row between Lotus-Renault F1 and Tony Fernandes Team Lotus F1 team. But I'll not go into that mess in this short article. Let's move on, since now it has been nearly a year since Proton was purchased by DRB-HiCom and the Bahar party came to an abrupt halt!

Bahar Sacked and the Rumors Begin—

It did not take long for the folks at DRB-Hicom to realize they needed to get Bahar out, but

they needed grounds, which they found during an audit of Lotus. With Bahar sacked, DRB-Hicom stuck their man in to run Group Lotus, an operations guy who could keep the lights on without breaking the bank.

Any real news from Hethel was scarce, first it was "we are still doing due diligence", next "we are working on a plan" and "we've been there twice and we like what we see". But there was no *real* news about *real* plans to keep or divest Lotus from Proton. This situation naturally opened the door for rumors that DRB-Hicom was going to sell to VW, to GM, to Honda and even to Caterham.

Nearly a year has passed, and DRB-Hicom has Lotus on life support giving the Group just enough monies to keep the lights on and to fill a few orders. Witness the recent LA Auto Show, which was a stark contrast to 2010 extravaganza when Bahar debuted his 5 concept cars. This year, Lotus Cars USA had absolutely no budget for the show. (Keep in mind that this is a show where 25-30% of the global production of sports cars are sold!) The deafening silence from DRB-Hicom about Lotus and the



Lotus stand at Los Angeles Auto Show – 2010 versus 2012

trickle of monies to support the Group are telling.

What is going on?

An Opinion—

I don't have any special information, but I think we can piece together what is going on.

First I believe the entire Proton - DRB-Hicom deal was politically motivated. The sale of Proton and hence Lotus to DRB-Hicom was done because of the political pressures on the current Malaysian government to shed private interest and start showing some financial stability. It was the end of the fourth year of the current administration's term, and they needed to start righting the ship if they had any hopes of retaining power in the coming election cycle.

But why sell to DRB-Hicom? After all, Hicom isn't exactly the most obvious buyer, they are not in the business of selling and marketing cars. Again politics seems to have played a big role, Hicom is a contract company that has won and profited from large, expensive government projects. Timing was critical for the Malaysian government; they needed sell Proton quickly, so they called in some Hicom chips.

The sale was made at the beginning of the fifth year of the current term. Coincidentally, the term for the Malaysian Parliament is five years. The previous election was held on March 8, 2008, so the current administration must hold the next election before March 7, 2013. There is no "set" schedule for such elections, only that they have to happen before the end of the fifth

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year, and they can be announced with as little as two weeks' notice. In addition, it is common practice for the administration to do house cleaning and give out "gifts" leading up to when they announce the elections.

Why is Hicom just keeping Lotus in limbo? Why no public statement on what's next for Lotus? I believe that a decision has been made by Hicom to dispose of Lotus and do a massive restructuring of Proton. But that would entail the loss of jobs and exposing how much tax monies were lost by Proton. Not exactly what the current administration wants to see happen just before they run for re-election.

Thus, any news about the future of Lotus seems to hinge upon the Malaysian elections, and those elections have not yet been announced. If the current administration loses the next election, Hicom will be free to dispose of Lotus, and the newly elected leadership can claim they are fixing the sins of the old leadership. If the current administration wins, then, again, Hicom

can dump Lotus and the administration can continue knowing that they are in office for 5 more years and the electorate will have long forgotten about Hicom, Proton and Lotus by the time the next elections are called.

Bottom-line, I don't think we will hear anything from Hicom about the future of Lotus for a few more months. Watch for signs of "gifts" (like tax breaks and grants from the administration) as a signal that the election date will be announced and set.

What will DRB-Hicom do, sell or invest?—

I believe the lack of information from Hicom says it all. There is no political or business downside to Hicom publically stating they like Lotus and are keeping and investing in Lotus. The lack of news is ever telling, Hicom has made a decision to divest Lotus but are holding off public announcements for the political reasons I previously stated. That Hicom is keeping

(continued on p.10)

(cont'd. from p. 9)

Lotus on life-support is an indication that they are just waiting until it is politically prudent to make such an announcement.

You could take the recent statements at face value and argue that it takes time to work things out with the banks and make right plans. Alternatively, you could assume that the plans are set, but waiting for the elections to happen so the loans can be forgiven without huge political fallout. I believe such a scenario is a long shot.

So sell as a whole or break up Group Lotus? I believe the VW rumors were half true. VW was

interested, but only in Lotus Engineering. However, it is clear that Hicom understands that selling Lotus Engineering would mean Lotus Cars would be deeply devalued and Hicom would be unable to sell Lotus Cars as a stand-alone entity. For that reason, the VW deal never got anywhere. Hicom would then prefer to sell Group Lotus in whole and not break it up, but to what buyer?

My bet is that a potential buyer will not be a large automotive maker like Honda, Toyota or GM. Instead, the best scenario is a private buyer or smaller entity that is familiar with selling technology and knows how to be

profitable in niche markets. The biggest hurdle for this to happen is getting the banks to restructure the loans.

Who might this private or smaller entity be? I don't know, and there have not been any rumors or news that puts anyone in talks with HiCom. However, I think this would be the best outcome for Group Lotus, even though this scenario may not provide the financial security that goes along with ownership by a large auto maker.

In any case, I think it is unlikely we will hear anything solid until at least March or April and after the Malaysian elections.

2013 West Coast Lotus Meet Registration Opens January 3, 2013!

The West Coast Lotus Meet (WCLM) is scheduled for July 4-7, 2013, in Seattle, WA where it will be hosted by The Evergreen Lotus Car Club. The 2013 WCLM will be an epic event! You won't want to miss this Lotus orgy.

Registration for the 2013 WCLM is now open. Go to: www.westcoastlotusmeet.com and register on-line or print out the form and mail it in.

Your WCLM registration fee (see table right) includes everything except hotel, breakfast, the optional WCLM High Performance Driving Experience and the optional pre- and post-WCLM activities.

The fun begins on July 4th with the WCLM Registration,

Opening Reception and Dinner at the event's headquarters hotel, the Red Lion Hotel in Bellevue, WA. After dinner, you can walk to the Bellevue City Center for a giant fireworks show.

Also scheduled for July 4th is the WCLM High Performance Driving Experience with ProFormance Racing School at the Pacific Raceway in Kent, WA.

This is an all-day, optional activ-

ity, and it requires a separate entry fee. Drivers participating in this event will be grouped by experience. Coaching will be provided for novice drivers, and they will practice a few on-track driving skills.

On Friday, July 5th, WCLM entrants will tour Paul Allen's Flying Heritage Collection. The collection features WWII fighters, vintage aircraft and more. Lunch will be provided, and after lunch, you can choose between the WCLM autocross or a scenic drive. We cap off the day with a great buffet-style dinner at the Snoqualmie Casino.

Summary of WCLM Registration Cut-off Dates and Fees

Registration Type	Cut-off Date	Club Member*	Non-Member
Early Bird	Before March 4	\$225	\$250
Standard	Before June 4	\$275	\$300
Late**	Before June 23	\$325	\$350

*Any person who is a member of any Lotus Club enjoys a discounted fee.

**No registrations after June 23.

Saturday, July 6th is the WCLM Lotus Corral at the SOVERN Northwest Pacific Historic Races at Pacific Raceways. During the lunch break, WCLM entrants will have an opportunity to drive several laps of the historic Pacific Raceway. Again, the WCLM provides lunch.

Saturday evening will be a cocktail hour followed by the WCLM Banquet at the recently opened LeMay – America's Car Museum. The Museum has over 500 incredible cars housed in its 165,000 square feet of space. A visit to this car museum is something that should be on every car lover's bucket list.

The formal activities of the 2013 WCLM conclude on Sunday July 7th with a drive to Mt Rainier, the WCLM Concours and an Awards BBQ at Griot's Garage. After the WCLM awards are announced, we will, sadly, have to part, but the memories and stories will last a lifetime.

Special rates for WCLM entrants will be available at the Red Lion Inn in Bellevue. Contact the hotel directly and make your reservation. Be sure to tell them you are with the WCLM. Special rate rooms will be held until June 15, 2013.

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

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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. Rotoflex 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.

(continued on p. 12)

Classifieds

(Continued)

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.

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.

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.

Wanted: Lotus related license plates, sales literature, press kits, Team Lotus racing items. Contact: Foster Cooperstein at (617) 965-2058; or fjc-at-totanelit.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.

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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 2013, the GGLC Officers are: President--Daniel Katz, 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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