

# The Chapman Report



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*Photo Credit: Tom Pope*

*Lotus cars take over a restaurant parking lot during a rest stop on the Sierra Foothills drive. See Part II of the story on page 4.*



*Jon Stern, Lowell Klaisner and Mark Zeilinger (l to r) enjoy a wine tasting stop in Livermore on the drive to the annual club BBQ at Mel and Darlene's place in Danville June 8, 2013. (See story on page 2.)*



*Photo Credit: Kiyoshi Hamai*

*John Soares delivers his narration in the new GGLC promotional video as Ben Beames, the club's MultiMedia Editor, mans the steadicam to capture the exciting action.*

## ***July/August Meetings***

**Friday, July 19, 2013 – 7:30 PM (6:30 PM for BBQ\*)**

**Hosts:** John Zender and Yan Jia

**Friday, August 16, 2013 – 7:30 PM**

**Hosts:** David and Judy Anderson

## Message from GGLC President Daniel Katz on the 2013 WCLM

Dear GGLCers and 2013 WCLM attendees:

Many of you have driven a long way to be part of the 2013 WCLM. This is a very special four days (maybe a few more days for some) of fun-filled excitement for the attendees from all over the U.S. who have come to Seattle to honor a marque they hold so dear to their hearts.

It is rather ironic that the timeframe of our gathering with our quintessentially British cars includes the celebration day of U.S. Independence. However, the fact that we love our cars is partly because they *are* British (and also because there are no American equivalents).

Nimble, spirited, curvaceous, sexy, handcrafted are some of the many words often used when

describing a Lotus. Our love of—and sometimes our frustration with—our cars comes from a passion that we all share. It is this passion that brings us together for events like the 2013 WCLM while helping to ensure that our small community sticks together so well.

I must sincerely thank the planning committee, especially Kiyoshi Hamai, for their communication with Doug Jackson, President of the Evergreen Lotus Car Club and Chairman of the 2013 WCLM, for helping to plan the long weekend's many activities for you all. Without them and the people that support our clubs, this meet would not have come to fruition.

I hope you all enjoy this event that has taken months of plan-

ning and negotiating. The 2013 WCLM is a great chance to meet others like us from near and far and to share our experiences.

Although these four days will fly past us with all the fun that we will be having, I am certain that the cherished memories we will gain shall forever stay in our hearts and minds.

As always, it is an honor and privilege to serve as GGLC President, and I hope to meet as many of you as possible in Seattle. With Warmest Wishes,  
Daniel Katz



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## Club BBQ a Hot One June 8, 2013

by David Anderson and Editor

Thirty-five or so folks attended what has become the annual BBQ (and June meeting) at Mel and Darlene's home in Danville.

It was a bright, sunny day in Danville with temperatures hovering around 105° F. The club tent was set up in the back yard, and it was essential for providing some shade. As usual, Mel cooked up a wonderful assortment of goodies including his

famous stuffed Portobello mushrooms, roasted potatoes, steak, and deep fried turkey. In addition, some of the attendees brought appetizers and desserts. Anyway you cut it, it was a great assortment of fine food.

A feature of the day was a preview showing of the new GGLC promotional video "Lotus Through the Ages" directed and edited by Ben Beames, the club's multimedia editor, and featuring narration by John Soares. The video includes a rapid-fire history of Lotus cars with representative examples provided by club members playing a role. The cars are linked to the many activities offered by

the club in John's and Ben's clever narration so that the whole package presents a terrific image of Lotus and the GGLC. If somehow you missed it, the video is posted live now on the club's YouTube channel and can be reached via [www.gglotus.org](http://www.gglotus.org).

For Judy and me, driving on I-680 with the top down in the Elan after the BBQ it felt as if we were being assaulted by a blast-furnace! However, for some reason, once we turned onto I-580 West heading home it felt noticeably cooler. It seems that some ocean cooling was starting to kick in toward the end of the day, which lowered the

temperatures considerably for the days after the BBQ.

In total, it was a wonderful event and a wonderful tradition. Some of the day's activities are captured in the following photo collage.

Thanks to Mel and Darlene for your gracious hospitality!



Lotus cars old and new take over Mel's street.



Staging for the drive to Danville at Club AutoSport's Cars and Caffeine Saturday morning event



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# Sierra Foothills/Gold Country Drive

April 20, 2013

## Part II

by Reinhard Auf dem Venne

After our visit with Denis Manning and tour of BUB Racing described in Part I, we headed toward Rough and Ready, turned onto Bitney Springs Rd., and subsequently onto Pleasant Valley Rd. Everybody enjoyed driving the narrow, twisty roads with nice elevation changes through an absolutely beautiful spring country setting. After about 15 miles, we reached our next stop, the Covered Bridge over the South Yuba River at Bridgeport.

As per Wikipedia: the bridge was listed in the National Register of Historic Places in 1971, and it is also a California Registered Historical Landmark (No. 390).

The inscription on the marker placed in 1964 reads: "Built in 1862 by David Isaac John Wood with lumber from his mill in Sierra County, this bridge was part of the Virginia Turnpike Company toll road which served the northern mines and the busy Nevada Comstock Lode. Utilizing a combination truss and arch construction, it is one of the oldest housed spans in the West, and the longest single-span wood-covered bridge in the United States." Meanwhile, after other similar bridges were destroyed, the Bridgeport Covered Bridge—at 210 feet—is the undisputed longest-span, wooden, covered bridge in the world. However, due to deferred maintenance and structural concerns, this single-lane bridge is no longer usable.



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## Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
July 4-7	WCLM	Seattle, WA
July 19	BBQ/Club Meet	Mt. View
July 27	Shop Day	El Sobrante
Aug 3	Track Day	Sonoma
Aug 4	British Car Show & Swap Meet	Hayward
Aug 16	Meeting/Social	Hillsborough
Aug 16-18	Lotus Corral	Laguna Seca
Aug 24	AutoX	Marina
Aug 27	Shop Day	El Sobrante
Sept 20	Meeting/Social	Daly City

See [www.gglotus.org](http://www.gglotus.org) for additional information about upcoming events.



Scan to get current GGLC calendar on your mobile device.

In order to avoid the standard \$5.00 park service fee in the main parking lot, we parked (legally) next to the road where we then had a little chat with the friendly Park Ranger (who, incidentally, showed a lot of interest in our cars). Asked about issuing tickets for parking violations in the main lot, he offered the observation that “Your vehicles are way too pretty to deserve a ticket!” I invited him to go with us for the remainder of the trip, but he said he couldn’t call in sick.

After we took a walk up to the bridge and back, we continued our route via French Corral to the next stop. Unfortunately, at this time the man (and Elise) in black, Casey Lynn, was forced to leave the group. It

seems Casey had worked through the night before, and signs of fatigue had started to kick in. Casey—I know you are reading this—we all want you to know that you absolutely did the responsible thing, but we hope your schedule will allow you to join us on the next drive all the way to the finish!

Some of us choose to drive a little more spirited on this narrow stretch of road so we waited for the other drivers at Peterson’s Corner, located at the T-intersection with the ‘Golden Chain Hwy’ (CA-49). We took the opportunity to re-hydrate and look over our cars. Duke Zander took out his lead hammer and gave the knock-off wheel nuts on his beautiful Elan a couple of pre-cautionary knocks to make

sure he wouldn’t have any issues before we took off for our next destination, Downieville.

Wayne had mentioned at the start that on this 55mph and double-yellow lined road we might have to deal with getting stuck behind slower moving traffic with only a couple of passing opportunities. As it

(continued on p. 6)

(cont'd. from p. 5)

turned out, this was not an issue. On this roughly 30-mile stretch of road, most of which closely follows the scenic Yuba River, I only counted 3 cars and 2 motorcycles, and passing them was not a problem.

We stopped for another hour, or so, in Downieville and strolled through town before we continued on to our lunch destination in Sierra City (Pop. 225; elevation 5,407 ft) within the North Yuba canyon. Did you know that a gold nugget weighing over 1,500 troy ounces was found in the Monumental Mine in 1960 near this old gold mining town, and in 1869, a nugget weighing over 1,800 troy ounces was found there? Even today, gold is produced in some mines in the vicinity.

What a treat our lunch at the Mountain Creek restaurant was! With temperatures around 70° F we were seated in a beautiful garden setting among spring flowers, right next to a cascading waterfall, and overshadowed by a cluster of snow capped moun-

tain peaks, the Sierra Buttes (up to 7,818 ft). Remember in Part I that I mentioned another surprise? The second surprise of the day was: The lunch tab for

the entire group was picked up by the GGLC. **KIYOSHI HAMAI and ALL MEMBERS of the GOLDEN GATE LOTUS CLUB, all of us Sierra Foothills/Gold Country Lotus Run participants want to THANK YOU for your incredible generosity and for contributing to this memorable drive.** Kiyoshi, I'm sure you would have enjoyed the day. We hope to see you on the next one with your new (old) ride (Oops, didn't want to get sidetracked). How delicious lunch was! After a quick look at the reasonably priced items on the menu, nobody had difficulty in picking something that appealed to them.



Photo Credit: Tom Pope

Among a broad choice of soups and salads, sandwiches and burgers to quesadillas, your scribe chose the gilled salmon sandwich. Boy, was it tasty! During the lunch break, we took the opportunity to socialize, rehash some stories and get to know each other better, since the majority of run participants had never met before.

Eventually, we proceeded on CA-49 via Bassetts Station, climbing up to Yuba Pass (Elev. 6,701 ft), and from there downhill to Sierraville. On this section of our route, we had to drive a little more cautiously and spread out the caravan, because there was still sand and the occasional fallen rock on the road. Did I mention that it had snowed just 3 days earlier? Fortunately, the snow did not stick, and the road was dry all the way. By way of additional trivia: Sierraville is the site of the only traffic signal (a flashing red light) in Sierra County. As per the 2010 census, the population of the entire county was 3,240 (down by 9% from 2000).

To put that number in prospective: between 1848 and 1860, more than 16,000 miners



settled in the county. So that gives you some idea of the traffic situation in this part of the Golden State. Indeed, even before you can see the stationary red light, you are tempted to forget about keeping a close eye on your speedometer. After coming down from Yuba Pass and entering the expansive and lush green Sierra Valley, the road is as straight as a pencil for a few miles, and wide open. Someone told me that the rev limiter (and the little blinking red light in the 111Rs instrument panel) abruptly reminds you of the existence of traffic codes—just kidding!

buddies, who took off after refueling. A few of us treated ourselves to a stop at an ice cream parlor and candy store before moving on.

Once more, I thanked everyone for such an eventful day and enjoyable ride, especially Wayne, who was so instrumental with his outstanding efforts and first-hand knowledge of all the locales we visited.

But wait, there is more! Our original route plan included an optional additional leg, consisting of the Old Hwy 40 over Donner Pass. We wanted to have an early centennial birthday celebration. You say “What?” Well,

ing the original route and all of the subsequent realignments, there is a grand total of 5,869 miles.

Conceived in 1912 and formally dedicated October 31, 1913, the Lincoln Highway is the first national memorial to President Abraham Lincoln, predating the 1922 dedication of the Lincoln Memorial in Washington, D.C. by nine years. As the first automobile road across America, the Lincoln Highway brought great prosperity to the hundreds of cities, towns and villages along the way and the Lincoln Highway became affectionately known as “The Main



After turning south on CA-89, it took us another half hour before we parked our cars at the train station in Truckee, which gave us a chance to take a stroll downtown and say “Good Bye!” to some of the folks that needed to head home. Meanwhile, it was already 4 pm and we were about an hour and a half behind our original schedule. Some folks were pressed for time by now, including Duke and his E-Type

some of you might not know the story of this road. Old Hwy 40 is also a part of the **Lincoln Highway**, which is one of the first U.S. transcontinental highways. The first officially recorded length of the entire Lincoln Highway in 1913 was 3,389 miles. Over the years, the road was improved and numerous realignments were made, and by 1924, the highway had been shortened to 3,142 miles. Count-

Street Across America". The highway turns 100 years old this year. So, as Paul Harvey always said: “Now you know the rest of the story.”

By the time we buckled up and left Truckee, there were only Tom & Jeanie Alvey and my wife Janet and I who headed up Donner Pass Rd./Donner Summit. The gate near Donner Lake was open, the road was dry and

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we enjoyed one last scenic drive over the pass (Elev. 7,056 ft). Winter weather at Donner Pass can be brutal. At an average of 411.5 inches of snow per year, Donner Pass is one of the snowiest places in the United States. In fact, just 2 years ago over 700 inches had fallen as of May 23, 2011.

We stopped one more time at the Donner Bridge near the summit and soaked in the incredible panorama. Proceeding downhill, it occurred to me that in all 8 years of owning my Elise, I never drove passed a ski lift, which was still carrying skiers and snowboarders. We passed Donner Ski Ranch & Sugar Bowl, Kingvale and traveled for a few more miles parallel to I-80 before we hit the freeway and headed home. I have to admit that it felt strange to spot only one Lotus in my rearview mirror after a long day of safe and solid fun with some great people. I honked the horn and we waived one last time at Tom and Jeanie when they exited to head home via Hwy 20 towards Nevada City.

While I am writing this, I am still receiving thank you emails from our run participants, all of whom want to get together for another run in the not too distant future. And, before I forget, let us all welcome our newest GGLC member: Christina Ragsdale, who just dropped me a note saying that she was so impressed by her first Lotus run that she couldn't wait to send in her application and dues.

Happy Lotusing, Christina! The incredible experience we had was only possible because of all of you who participated, each and everyone's outstanding attitude, input, and efforts. I, for one, can't wait to do it again!

## Tour Feedback From the Editor's Inbox

May 8, 2013

Hi,

I know this is a little overdue in responding. On behalf of my wife Mo, myself (Black Jag), Tom Pope, (Green Jag) and Duke Zander in his red Lotus Elan, we would like to thank the GG Lotus Club for a very enjoyable day out by extending the invitation to join you for the lunch run to Sierra City in April.

Thank you all for lunch, this was a total surprise as your Club insisted on paying for our lunch. This run happened to be our longest since purchasing our Jag (Shaggy) just over a year ago

and it turned out to be a run where we ironed out a problem or two. Our alternator started to come apart, and stopped charging about 40 miles from home (Rocklin), and we managed to get home on the battery. This was the reason we jumped onto I80 after lunch and did not proceed into Truckee.

We also had to take up the rear quite early on in the drive as our clutch is slipping and we were holding everyone up, so we just had to nurse her up the hills. This was obviously pretty noticeable on our arrival at all the stops as we arrived last, and your cars had probably cooled down considerably by then!! (This is a jolly good excuse and we are sticking to it!!)

THANK YOU all for the hospitality. Hopefully we did not portray ourselves as snobby Jag owners, or bad bikers as we wore our Harley gear, and you will invite us again in the near future!

Best regards,  
Tom and Mo Mills



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# Shop Days at Mike's Place In July and August

by Mike Ostrov

I have scheduled two shop days this summer at my place in El Sobrante. The first one will be Saturday, July 27, and the second will be Saturday, August 31.

For those who have not been to one before, you can think of this event as an open house at my shop where we can tackle some projects that you've been putting off for too long. We can look at engine tune-ups (leak down, compression, etc), simple repairs, wheel alignment or anything else of interest. Maybe you would like some hands-on Weber tuning instruction from Keith Franck? We can also discuss the usual fine points of glass fibre repair (bring your own project).

We usually have lunch at my local Chinese restaurant, but a BBQ may be another option yet to be confirmed.

We'll plan on a 10:00 am start time at the shop: 4119 Santa Road, El Sobrante, (510) 222-6437. Please RSVP to me at: mikeostrov-at-webtv.net or (510) 232-7764 (home). See you in July and/or August!



# Some Photos from AutoX Series Rounds 3 & 4

from David Anderson



Colm at speed



Ben Beames, Colm Gavin and Daniel Katz (l to r) discuss strategy at May 11, 2013, AutoX.



Linda Hiebert (aka Lead Foot Lulu) starts a run.

Colm officiates at drivers' meeting.



Dave Ellis and Daniel Katz (l to r) prepare to run their "vintage" M100 Elans.

# Dave Bean Bash Take Two October 19-20, 2013

by Lee Cohee and Don Nester

The Bash is back again this year, and it's bigger and better than ever. Last year's event was held October 27, 2012, and it drew over two dozen Lotus cars of all vintages from the Bay area, Sacramento, and the Sierra foothills. We first gathered at Dave Bean Engineering (DBE) in San Andreas for coffee and doughnuts. The group met Dave and his wife Roberta, toured Dave's parts catacombs, and asked technical questions of Ken Gray and Tom Smith, Dave's sales staff.



*We did a good job filling Dave's parking lot last year.*

Following Dave's open house and lunch at a local restaurant, the group visited a unique Calaveras County winery to enjoy a private tour. The busy day ended up at Don and Betty Nester's home tucked away in the hills near Sonora where we enjoyed a late-afternoon snack before heading our separate ways. It was a lovely little event that begged for more, and so for our

encore this year, you will get more!

We have extended the event to two days, and participants will have the option of spending the entire weekend of October 19-20, 2013, in the Sierra foothills or attending only the Saturday or Sunday portions.

Again this year, we will begin with an open house at DBE on Saturday morning. As an extra bonus for attendees, Dave is offering a 10% discount on all parts either sold/ordered that day or ordered ahead and picked up that day.

After the open house, lunch will again be available at the Pickle Patch in San Andreas. From there, the

group will tour some of the quiet backcountry foothill roads bridging Calaveras and Amador Counties. This tour will feature one of the roads used by the California Mille Rally in 2012 in motoring from Sutter Creek to Hwy 88 on their way to Lake Tahoe. The Bash participants will be running this road in the opposite direction used by the Mille Rally.

From Sutter Creek, the tour will continue to the charming and historic gold mining town of Volcano for our overnight stay. Lodging details are still being finalized, but, as we go to press,

blocks of rooms have been reserved at the historic St. George Hotel and at the Union Inn in Volcano. As an extra added attraction, those who want to take in a play will have a chance since the Volcano Theatre Company will be performing "House of Frankenstein" outdoors that evening (tickets available online). Others who might want to do some socializing and bench racing will find opportunities at the Union pub and at the Whiskey Flat saloon.

Sunday morning will begin with breakfast or brunch, and we plan to leave Volcano late morning for a drive on some twisty foothill roads to visit a small winery in Fair Play. From there, the tour will make a short run to Plymouth for lunch at one of the wineries in the Shenandoah Valley. After lunch, it will be time to head for home with, hopefully, some fond memories of a weekend well spent not only driving the cars we love through the Mother Lode but also hanging out with friends old and new.

Visit [www.gglotus.org](http://www.gglotus.org) to sign up. We will need commitments for lunch on Saturday and Sunday so that the restaurants can plan the menu. The hotels will hold rooms for us until October 1. Details regarding room rates will be posted on the website soon.

# Monterey Motorsports Reunion GGLC/Lotus Corral

by Kiyoshi Hamai

What was a few months ago looking like a typical mid-August weekend for Monterey grew into Lotus overload as we get closer to the big weekend.

## Monterey Motorsports Reunion and GGLC/Lotus Corral—

The GGLC has been hosting a GGLC/Lotus Corral at the Reunion, nee Historics, for over 30 years! The GGLC is once again arranging for a Lotus Corral at the 2013 Monterey Motorsports Reunion featuring Corvette at Laguna Seca Raceway on August 16-18, 2013. You do not need to be a GGLC member to enjoy the GGLC Lotus Corral. The GGLC extends this privilege to all Lotus enthusiasts.

**IMPORTANT:** Only Lotus cars will be allowed in the GGLC Lotus Car Corral! If for some reason you are unable to drive your Lotus; there will be a special parking area for non-Lotus cars that will be more convenient than General Parking at the track.

## New ordering procedure—

This year there has been a major change in the way tickets and corral passes will be sold and handled. Please read the details below carefully.

In years past, the GGLC has collected orders from you and purchased a block of tickets and passes for you. Starting this year, ticket/corral pass sales *and* ticket/corral pass distribution will be handled directly by SCRAMP (the folks that operate Mazda Raceway Laguna Seca).

General admission ticket prices have not gone up (and re-

main the same price they have been for the past 2 years) however, the Car Club Corral Parking Passes are now \$25 (up from \$10 last year). You must purchase at least one admission ticket in order to purchase a corral pass for your Lotus.

According to SCRAMP, Lotus Ticket and Corral pass sales

to date have been slow, but there is still time!

If there are sufficient numbers of tickets and corral passes sold, the GGLC will again host a paddock tour on Saturday, and we will also put up a hospitality tent in our corral.

Ready to order your tickets and corral pass? Go to the Mazda Raceway ticket ordering website at <http://tinyurl.com/GGLCHistorics> and follow the simple instructions.

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# Classifieds

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

**For Sale:** (1) '73 Europa, TC with Webers. Many mods and improvements. Spec sheet available upon request.

(2) Brian Hart TC cylinder head, race only, combustion chambers kidney shaped for higher compression ratio.

(3) Ford Duratec 2.3L HD motor. New, never run. Includes flywheel, clutch and starter.

(4) Honda S2000 motor, 17k miles, flywheel, clutch, starter, intake and exhaust.

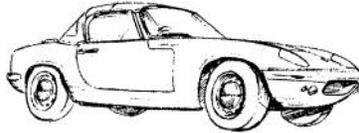
(5) Revolution rims, 4 total, 13 inch, suitable for Europa.

(6) Many miscellaneous Lotus Europa bits and pieces.

(7) Large quantity of TC valve adjustment shims. Spread sheet of sizes available.

Contact: Earl Beyer at (408) 356-0090 or earlbeyer-at-verizon.net.

**For Sale:** Elan Sprint differential output shafts in excellent condition - \$225/pr. Elan Sprint half-shafts in excellent condition - \$225/pr. Package deal for \$400! Contact: Mel at (925) 831-8834 or darmel-at-sbcglobal.net.



**For Sale:** Set of four Hoosier A70-13 Street TD S tires. Bought new, and never used since they don't fit my Elan. I

need the storage space, so a good deal for somebody: \$250, if you pick them up in Novato. Contact: Allen Gelder at (415) 893-9687 or allengelder-at-gmail.com.

**Wanted:** Lotus Elise (2005 – 2011). Clean, no damage, clear California DMV title. Price to reflect options, color, condition, etc. Will consider a clean Elise in need of an engine re-build. Quick, easy sale. Going to a good home. Contact: Marc at 530-217-9611 or S1.Elan.65-at-gmail.com.

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club, and it is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA.

The GGLC's annual membership dues are \$25.00. Opinions expressed in the Chapman Report are those of the authors and do not represent those of the GGLC or its officers.

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

For 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. MultiMedia Producer/Editor—Ben Beames. Website Manager—Kiyoshi Hamai.

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