

The Chapman Report



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Photo Credit: David Anderson

The contrast between Allen Gelder's petite Elan Coupe and a modern era Honda S2000 on the track at Laguna Seca highlights 50 years of sports car evolution.

Learn more about the club's Laguna track days on page 9.



Sebastian Dietsch supervises while dad Rob and a crew member make sure a Dietsch Werks Elise is quiet enough for the Laguna track days.

May/June Meetings

Friday, May 16, 2014 – 7:30 PM

Hosts: Dave and Susan Ellis

SATURDAY, June 14, 2014 – 1:00 PM

Annual GGLC BBQ in Danville

Hosts: Mel and Darlene Boss

Message from the Prez

Pursuing your Dreams

by Daniel Katz

Approaching my 30th birthday, I sometime think about what I have achieved so far in life. I am often asked how I can handle four jobs, and when do I have time to sleep? I always answer the same, “I don’t know any other way to live.” A day off is a day wasted for me, and the only way to live is to spend every day pursuing my dreams and making them a reality.

Besides being a Business Development Researcher (which pays my bills and helps me survive), I also have a passion for film and photography (you may have read about my adventures shooting a reality TV series in Azerbaijan in the March/April issue, and you can see the trailer for the TV series on my website www.silverchroma.com). My second passion is craftsmanship and the pursuit of perfection, which developed into my third passion—driving exotic, hand built cars, specifically Lotus.

Although the Elise chassis is manufactured and bonded in a factory across the channel, and molds of fiberglass are machine made, the car is ultimately assembled by hand. Total assembly can take over 100 man-hours, which compares to perhaps a few hours (mostly machine augmented) needed to build a Toyota Corolla. Many of you might think that this relatively slow process might be the reason for the gremlins and recalls that Lotus cars can experi-

ence, but let’s be honest here—Toyota has had more recalls and serious failures than Lotus has, and those cars are mass produced by machines.

So now back to hand assembly. You may ask what’s the point? Well, I am a huge supporter of artisan craftsmanship and even have my own little e-commerce startup (Artisan Ethos: www.artisanethos.com) where I will be selling hard-to-find artisanal crafted products from around the world. I believe that when a craftsperson puts his/her heart and soul into a product they love, it becomes something special—something that you can pass on to the next generation.

In this sense, Lotus has hand assembly as part of their pride and joy. Indeed, hand manufacture is a British tradition, and Britain has more hand-built

sports cars (e.g., Lotus, Morgan, Noble, TVR, Ascari, Ginetta, Aston Martin, McLaren, BAC) than any other country in the world. The mantra of these companies is to use traditional methods to make modern, beautiful sports cars that are truly special, thereby making our dreams a reality when we own and drive them.

Driving a Lotus for many of us is a form of escape; a transformation into a different world. My message for all of you is to pursue your dreams in life and never give up, no matter how tough or long the journey may be. Colin Chapman never gave up his dream and neither should we, for what are we without our dreams?

Live Long and Stay Strong



North Bay Drive

Saturday, May 3

by Kiyoshi Hamai

What better way to celebrate both the Prez's birthday and the grand opening of Barry Spencer's new Spencer's Motorsport shop than to have a spring drive in the scenic mountain and coastal regions of the North Bay. Our North Bay region road experts, Greg and Trish Tatarian have put together an exciting and challenging 2+ hour drive from San Rafael to Rohnert Park.

START: Meet at Peet's Coffee & Tea located at 5800 Northgate Dr, San Rafael, CA 94903. Directions to Peet's: Take Hwy 101 to northern San Rafael and exit at Frietas Parkway WEST; Left at Northgate Blvd; take the

1st driveway into Northgate Shopping Center (you will see a BJ Restaurant). Peet's is next to Chipotle. Please arrive at the start with a full tank of gas.

Meet at 10:00

AM for a 10:30 AM departure.

Our drive will take us from San Rafael through the quaint town of Nicasio and on to the coast at Tomales Bay before returning inland.



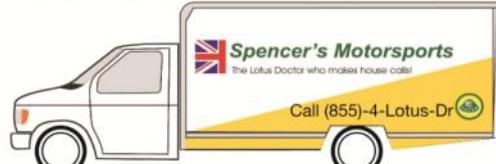
The drive will end at Barry Spencer's newly opened Spencer's Motorsports shop in Rohnert Park where Barry will be hosting lunch for participants.

IMPORTANT: Please RSVP so we can get a head-count for lunch. Email RSVP to pres@gglotus.org

Classic and new Lotus owners are invited!

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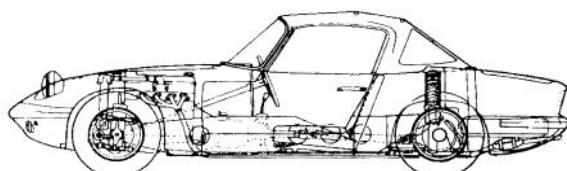
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Wet and Wild Weekend

by Lee Cohee

Last year, with the help of parts and expertise from Dave Bean Engineering, my 1971 Plus 2 underwent a "stroker" motor rebuild. I started with a Formula Ford 1600cc crankshaft, had the block bored out (+0.060"), and ended up with 1720cc.

This is just what the Plus 2 needed to offset the extra weight added to an Elan by the Plus 2's lengthened and widened body and chassis. Without putting the car on a chassis dyno, my backside told me the engine mods resulted in a significant increase in power. To paraphrase the old chestnut, "There's no substitute for cubic centimeters."

But the suspension needed tweaking as well. I first added Spyder adjustable rear wishbones to correct some toe-out. I also added AVO front shocks with adjustable spring perches to lower the front end giving the car a little "California rake." In order to add some negative camber to the front wheels, I slotted the upper control arms. Finally, to gain some positive caster for more stability at speed, I added washers to the upper control arms to move the vertical links rearward. Continuing to search for an even better power-to-weight ratio, I added ten pounds of lightness by fitting alloy front brake calipers as used on the Elan 26R. As a result, the car now felt strong and balanced and ready for the track.

I signed up for a track day at Sonoma Raceway with the Hooked On Driving (HOD) school. It had been four years since I had driven on a track, and this would be my first time at Sonoma. To gain spousal approval for the outing, I booked a motel in Sonoma for the weekend. What I had expected to be weather typical of California's current drought turned out to be one of the wettest weekends recorded in Sonoma history. It began raining when we left Jackson on Friday morning and was still raining Sunday night.

HOD's track day began Monday morning. The rain had slackened, and it was only misting as I opened up the car at 6 AM. When I flicked on the windscreen wipers, all I heard was silence. From past experience, I knew that the wiper motor needed a wakeup call, which I duly supplied with my trusty copper knockoff hammer. Now I could motor to the racetrack. But, wait, what's this, why is the ignition



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light continuing to glow even as the rpms rise? How am I going to concentrate on hitting my apexes while worrying about my battery charging system?

Arriving at the track, I was directed to the garage I had rented and began unloading the car. The boot was wet, very wet. In fact, both the spare tire and battery were sitting in a few inches of water. As I removed them and mopped out the water, two guys in the garages flanking mine showed up with late model Porsches. At that moment, a waterproof Stuttgart car looked pretty good.

Concerned about the charging system, I checked the alternator belt but it was nice and snug; likewise, the alternator connec-

tion which I had recently upgraded with new soldered connections. Having no time to perform further tests on the charging system I headed for registration after first inquiring whether the school had a battery charger—it didn't. I wondered how long the car would run on the juice I had left.

I was in the beginner group, which was composed of a wide variety of cars including a Datsun 240Z, Mazda Miata, Ford Focus ST, BMWs, an Audi S5, Corvettes, Porsche 911, and even a couple of late model Ferraris.

The track was still wet when we went out for our first session. In order to show me the proper driving line, my instructor drove. He was smooth on the controls,

Calendar

Date	Activity	Location
May 3	N. Bay Drive	San Rafael
May 14	Dinner/Meeting	Sacramento Group
May 16	Meeting/Social	Redwood City
May 18	Car Show/Swap Meet	Dixon
May 23-26	Memorial Day Camp Out	Ice House Lake
May 25	AutoX	Marina
May 27	Track Day	Willows
June 14	Club BBQ	Danville
June 18	Dinner/Meeting	Sacramento Group

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



Scan to get current GGLC calendar on your mobile device.

and after a couple laps at a modest pace, we came into the pits to change positions. The first corner coming out of the pits is an uphill off-camber tight right that crests at the apex. Before I realized what was happening, the rear end began to come around and we were traveling backward sliding off the inside of the track. The only comfort I took from the

(continued on p. 6)

spin is that I had the presence of mind to put “both feet in” stopping the car’s rotation and keeping the engine turning. The spin resulted from a combination of the wet track, trailing throttle oversteer, the off-camber surface, and the car getting light as we crested the hill. I now had new respect for my instructor who had negotiated that turn faster than I had with not even a hint of oversteer. Probably not surprisingly, I wasn’t the only car in my group to spin on that turn.

As the morning wore on, the track began to dry out and my next two sessions got quicker with the extra grip and knowledge of where I needed to turn-in to avoid early apexing the corners. The school emphasized that we

“look ahead” to increase our situational awareness. We were also told, “You go where you look.” Thus, when turning into a corner look beyond its apex to the track-out spot and your steering inputs will, almost magically, take you there.

Before lunch, our instructors took us out on the track as passengers in their cars to see how smooth they were and how quickly the course could be driven. Mine was driving a Honda S2000. Balancing the car on the edge of available traction, he showed me how fast a street car with street tires could be. In truth, I was a little frightened at

the speed he was carrying from corners 8 through 10 down the back side of the track but I now knew what was possible.

At lunchtime I made a beeline for the track store to see if they were selling battery trickle chargers, but they weren’t. However, the sales person told me to bring my battery to the back of the store and he would put it on the store’s charger while I ate lunch. Thus, while others ate, I again removed the battery and schlepped it through the luncheon crowd for charging.

During the two afternoon sessions I continued to develop more speed, perhaps helped by the ride in my instructor’s car and by the confidence I was gaining with each outing. In the last couple laps of my final session I was hanging with a new

Miata and Porsche 911 and the red mist was beginning to fall. There’s nothing like being in close proximity to cars in front of you to start the competitive juices flowing.

As we left the track, I was feeling pretty darn good about the extra power the +2 had and about how sensitive and balanced the car felt. The package Lotus put together 43 years ago still works well today allowing my +2 to run with modern and more powerful cars on a tight, twisty race track. Indeed, the car is much more capable than my skill level as a driver. As someone once said about the +2’s



handling, “you’ll give up before the car will.”

It was one of those days I will always remember. And, as an added bonus, whatever the electrical charging gremlin was, it cured itself on the drive home (probably by drying out).

Do I want to do it again? Hell, yes—even though it ultimately took me three days to dry out the car completely!

Annual Club BBQ June 14, 2014

editor

We all know how the Bay Area’s Friday night traffic congestion can make it difficult to get to the East Bay for one of our traditional Friday night club meetings. So for June, the club meeting will be *Saturday, June 14*, in Danville with the added attraction of the club’s annual BBQ at Mel and Darlene’s place.

This fabulous event will feature some of Mel’s gourmet specialties like stuffed portabella mushrooms, grilled tri-tip and deep-fried turkey. See page 1 for driving directions to Mel and Darlene’s.

The fun should get started about 1 PM—and a club business meeting might happen a little later. A contribution of a salad or dessert for the BBQ would be nice, but is not required. Please RSVP to Mel for the BBQ by June 11: (darmel-at-sbcglobal.net).

First Announcement: 2014 West Coast Lotus Meet

by Rahul Nair



The 2014 West Coast Lotus Meet (WCLM), the premiere event for Lotus enthusiasts in Western North America, is heading to Lake Tahoe.

With the majestic Sierra Nevada and the deep blue waters of Lake Tahoe as backdrops, the 2014 WCLM will encompass four days of total Lotus celebration starting Thursday, October 2, and ending Sunday, October 5.

Hosted by the San Francisco Bay Area's Golden Gate Lotus Club, this event will be a joint effort with the Southern Nevada Lotus Club, Lotus Owners of Phoenix, Club Lotus Northwest, Lotus Car Club of British Columbia and the Evergreen Lotus Car Club. Without a doubt, the 2014 WCLM will have something for every Lotus enthusiast from hard-core track junkies to vintage cruisers as well as everyone in between.

The WCLM organizing committee has planned a fantastic series of activities that include: a Casual Concours; a private tour and banquet at the famous National Automobile Museum in Reno, NV; a Lotus Autocross; and an optional Lotus track day at challenging Reno-Fernley Raceway. In addition, there will be great awards, lunches and spectacular scenic drives!

The 2014 WCLM will be headquartered at the Ridge Resorts in Stateline, NV, and discounted rates (as low as \$69/night) have been negotiated for event attendees. Each room includes a covered parking spot, and onsite trailer parking is available. Everyone staying at the Ridge Resorts will have full use of the resort's facilities, which include: daily maid service, golf lockers, complete health club (with racquetball), year-round sports complex (with tennis), billiards room, indoor/outdoor swimming pool, whirlpool, spas and saunas, movie theater, guided hikes, yoga and aerobic classes, weekly cooking demonstration and wine tasting.

Registration for the 2014 WCLM is now open. Be sure to take advantage of the lowest rates by signing up before the early-bird deadline of June 16. Members of any regional or national Lotus club will receive an additional \$25 discount. Registration is per person, and it includes access to all WCLM events except the optional track day. The key events included in your registration for the 2014 WCLM are the opening reception, group drives, autocross, main banquet and casual concours. In addition, lunch will be provided October 3–5.

To sign up for the 2014 WCLM, or to get more information about this spectacular fall weekend at Lake Tahoe, please visit <http://westcoastlotusmeet.com/>. This comprehensive site includes details about all of the weekend's activities as well as specifics regarding registration and hotel arrangements.

Sierra Camping Trip and Drive

May 23-26, 2014

by Reinhard Auf dem Venne and Rick Buonassisi

The GGLC is very excited to announce our first Lotus Camp-Out and Tour, which will take place over the Memorial Day Weekend from Friday, May 23, to Monday, May 26, 2014.

The Sacramento Chapter of the club will host this landmark event, and we have reserved camp sites at the Silver Creek Campground, which is located near Ice House Lake deep in the beautiful Sierra.

The campsite is secured by a locked gate, and it is situated within the Eldorado National Forest just off Ice House Rd. (Forest Rd. 3) at an elevation of approx. 5,200'. Space is limited to 12 cars.

There are plenty of opportunities for outdoor activities in the vicinity (hiking, swimming, kayak rentals, etc) at Ice House Lake, Union Valley Reservoir, or Loon Lake. Participants are certainly welcome to bring their families, and if you drive up with more than one car, there will be extra parking space available outside the camp site's entrance gate.

It is highly recommend that participants fill up your gas tank before you leave populated areas (e.g., in either Placerville, Pollock Pines, or Georgetown).

Non-campers can join the group for a day drive on Saturday, May 24, when we will be driving around Lake Tahoe, stopping at several breathtaking waterfalls and possibly at a classic bike and car show being held that weekend near the Heavenly Ski Area.

Do not be discouraged by the limited amount of luggage space in most of our Lotus cars. Please let the organizers know if you need help with the logistics. We are offering to collect

extra luggage and/or camping gear ahead of the weekend, and we will cart it up to the campsite for you.

The purchase of your campsite reservation will include food and non-alcoholic beverages plus a special event T-shirt. The organizers will provide (and jointly prepare) breakfast for participants on Saturday, Sunday and Monday morning, and we will also provide (and jointly prepare) lunch and dinner on Saturday and Sunday.

We are offering 2 types of reservations:

- An all-inclusive camp reservation, which includes all the activities, campground reservation and meals for \$65 per person.
- A Saturday group drive only reservation, which includes a box lunch plus a special event T-shirt for \$15 per person.

In either case, registration is required! You can sign up right now on gglotus.org and pay via PayPal.

Need info? Have a question? Send an email to: Sancto-GGLC@gglotus.org

Detailed directions and information will be provided a week or so prior to the event

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Mazda Raceway

Laguna Seca

Track Days

March 14-15, 2014

by David Anderson with Scott Hogben

After protracted negotiations with the track organizers at Mazda Raceway Laguna Seca, as well as some last-minute changes, John Zender and Scott Hogben succeeded in getting consecutive track days (Friday and Saturday) for the GGLC. This was a first for the club at this fabled venue. However, the downside of the lengthy negotiating process with the track was that by the time the deal was done, we were left with under a month to get the word out about the double track days, and then to get folks signed up.

We did that job pretty well, though, and after the rains of the previous week, it was a relief to have several dry days followed by sunny 65°F-70°F weather that provided a great backdrop for a pair of perfect track days.

Both days were restricted to a 90dB sound limit, but with one or two (non-Lotus) exceptions, nobody had trouble meeting that limit. DietschMotorsports put stock exhausts on the 3 Elise and 1 Exige Lotus-CupUSA cars they brought for customers. As a result, none of us driving these cars (such as your scribe) had any sound violations.

To ensure that no more than 35 cars were on track at any one time (a Laguna Seca rule), en-



trants were assigned to one of three groups, and they had to stay in their group during the day.

For Friday, we had only about half of the allowable entrants, so the on-track traffic was light. The Lotus contingent was: 1 Europa, 1 Esprit, 1 Seven, and two early Elans as well as about 15 Elise/Exige entrants. The rest of the field was non-Lotus but much appreciated since we need plenty of non-Lotus entrants to ensure that these events are cost effective for all the entrants.

In the morning, the three groups rotated with 20-minute sessions, first group out at 9 AM. Happily, no one spun in the first session so no one had to run with the dreaded BOZO sign on the back of their car. In spite of John's Drivers' Meeting warnings to be careful and conservative on track, however, one Elise owner badly damaged his car when he spun into the wall after turn 4 later in the day.

By Friday afternoon, many had left the track having enough track time or having other com-

(continued on p.10)

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(cont'd. from p. 9)

mitments. So John and Scott were able to merge the two Intermediate groups, and all afternoon we rotated Advanced and all Intermediate in 20-minute sessions till the track closed at 4:30 PM.

For Saturday, we were fully subscribed, and, although a few entries did not show up, each group on track was full. Scott made special mention of the Friday Elise crash in the Drivers' Meeting, and the drivers must have taken note as no one crashed on Saturday.

Saturday's Lotus contingent was: 2 Sevens, 1 Europa, 1 Elan, 1 Esprit, 1 Lotus 61 (1969 Formula Ford), 1 23B, and again about 15 Elise/Exige. Drivers stayed on track, kept fluids in their engines, and kept out of the gravel traps, so very little time was lost to the tow truck or to track issues of any kind.

In summary, we began the 2014 year of GGLC track days with two fantastic events and one great weekend! Check out the adjacent photo album to see some of the fun and the field of cars.

Don't fret if you missed out, though, as there are a lot more track days with the GGLC in the works for this year. See the schedule of upcoming track days on gglotus.org and sign up for one or two!

You should also review the track day page on the website to learn more about what you need to do to get the most out of your track day experience.



Photo Credit: Jerry Bassler





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Classifieds

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

For Sale: 1972 Lotus Europa (2341R, Twincam)—minus the engine block and timing chest. (These parts were needed for my Lotus 47.) The car has the standard duct-tape interior upholstery, peeling veneer dash and stress cracked fading exterior paint. On the plus side, it has the larger GT-6 uprights, spindles, and brakes. Also it has a set of Callaway exhaust headers and a 5-speed transaxle. (Note: this Europa was running before I dissected the engine many years ago.) Buy this beautiful beast now and receive at no additional cost lots of spares, including: a 1973 Europa T/C Special body/frame/suspension (very rough, but not crashed), a set of wheels painted Lotus green, miscellaneous interior pieces, a four-speed transmission and much more. All for \$4,000.00. Contact: Don Hogue at 831-638-9445 or don-hogue-at-charter.net.

For Sale: 1999 Esprit. Metallic silver (new Aluminum) with black interior. This car is pristine throughout, including the undercarriage. It has not been used as a daily driver, nor driven in the rain, and it is always covered when parked. Many extra parts are also available, including a nearly new Lotus Torque Biasing transaxle, new half-shaft, and a lot more. Photos available on request. Contact: Larry at 707-964-9393 or keatley-at-mcn.org.

For Sale: 1962 Lotus Super 7. Black and polished alloy body, red interior. Chassis # SB1527 fully restored in 1997 and subsequently stored in the Reno area. Less than 500 miles since restoration. Car is now located in Eugene, OR. Dry sump Cosworth/Ford 116E engine, 11.5 gal fuel cell, SCCA approved rollbar, Panasport wheels, much more. Vintage race ready and road legal. Contact: Paul at 541-731-2821 or lotus11tolotus23-at-gmail.com.

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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.

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