

# The Chapman Report



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*Tommy Smith provides some highlights and insights about his Lotus projects during the club's Sierra tour May 14, 2016. See more photo coverage from the shop visit on page 7.*



*John Zender and daughter, Kiya, relax in Mel's Lotus custom hammock at the annual GGLC BBQ in Danville on June 11, 2016. See more photo coverage from the BBQ on page 8.*

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

**Friday, July 15, 2016 – 7:30 PM (6:30 PM for BBQ\*)**

**Hosts:** John Zender and Kiya

**Friday, August 19, 2016 – 7:30 PM**

**Hosts:** Scott and Shelley Yturria

# LotusCup USA Round 3 Laguna Seca May 14-15, 2016

by David Anderson

It was a beautiful weekend for racing in Monterey. Some sun in the afternoon meant it felt a bit warm in the sunshine, but not hot.

This weekend was run by NASA-NorCal, and they did a fine job of keeping on schedule by having the NASA owned and crewed tow trucks picking up stuck cars while track sessions continued.

Lotus Cup USA had three sessions per day (rather than the usual four): Practice, Qualifying, and a Race. There were about fifteen cars entered and five were Production Class (which is the class I



compete in, this time driving Dietsch Motorsports Elise #214).

GGLC members on the Podium for Saturday's race, Production Class, were Ross Jaffe(1st) and your correspondent (3rd). Ross was supported by GGLC sponsor Suspension Performance.

Saturday evening Rob Dietsch drove #214 to the event BBQ on the track grounds. On returning to the paddock, Rob discovered grease all over the car. It seems a rear tire had picked up a string that managed to wrap itself around the

axle, and it ultimately cut the boot on the outer CV joint. Rob went into town and got a new boot and grease and by 8 AM Sunday there was no evidence of the mess.

GGLC Members on the podium for Sunday's race, Production Class, were Brandon Sloan (1st), Ross Jaffe(2nd), and Rob Dietsch (3rd). Brandon was supported by Suspension Performance.

The LotusCup series will be back in the Bay Area at Sonoma Raceway on October 29-30, again run by NASA-NorCal Racing. While ridealongs are prohibited in LotusCup events, there is lots to see, so consider visiting the track and watching the action! You will just need to sign a waiver at the gate to get in.

## GGLC Track Day Thunderhill (5-Mile Track) May 31, 2016

by David Anderson

We had a field of nearly eighty entrants arriving for the 8:15 AM drivers' meeting. The air temperature was under 70°F at that hour, so it was a very pleasant start to the day.

Lotus cars on track included thirteen Elise/Exige, a Cortina, a 2Eleven, an Elan Coupe, and a Europa.



Using the five-mile track meant long lap times this day, so entrants were divided into two groups (Open Passing on the hour; and Restricted Passing on the half-hour), giving each group a reasonable number of laps per session.

There were a few instances of folks stuck on track for one reason or another, but quick work by the track staff and the long sessions let the starter (our old friend Turbo) keep everything on time throughout the day. I was using a Dietsch Elise, which had lost its ABS the day before, so a brake/turn mistake at the transition from the East to the West track flatspotted the right front tire. Oops. Rob had told me about the ABS, so there was no excuse for that mistake.

John Zender brought the Flamer Europa and discovered on taking it off the trailer that the tachometer was broken.

He over-revved the engine as a result (it's a 2.3L Ford with a long stroke, so it is not a high-revving engine), and eventually the over-revving took its toll with the result that a rod bearing welded itself to the crankshaft.

By 2:30 PM the temperature was a toasty 106°F in the shade so people began to call it a day.

Thanks to all the non-Lotus drivers who participated, as without you folks it would not be possible for us to put on these track days.

# GGLC UK-Lotus Spring Tour

## May 30–June 3, 2016

by Kiyoshi Hamai

### Part 1 of 2.

The 2016 Spring GGLC UK-Lotus Tour was a trip of a lifetime, and definitely another tick-box on my personal bucket list!

(SPOILER ALERT: If you are signed up for the 2016 Fall GGLC UK-Lotus Tour you may not want to read the rest of this article. On the other hand, it might just make you incredibly excited with anticipation!)

Let's start with HUGE thanks to our personal tour guide, van driver extraordinaire, Lotus historian, and entertainer, Richard Parramint.

The four plus days of the tour with Richard were completely full. The only negative we experienced on the tour was a too typical East England summer! Yup, temps in the high 40s to mid-50s. Misty, gray and WINDY! The light jacket I had didn't stand a chance. I resorted to layering with 2 socks, multiple shirts and wishing I had brought those gloves I left at home. On the upside, it never really rained, just some dribbles and drabs.

So, with that background, here is the start of a day-by-day summary of four incredibly memorable days! Highlights from the final days of the tour will be featured in the September/October 2016 issue of *The Chapman Report*.

### Monday, May 30 – Arrive at London Heathrow

We met up at Heathrow in the late morning. Ed had just flown in from the states, and we and the Carneys were brought in from London. There we met up with a big white passenger van driven by Richard Parramint and riding shotgun was Bob Dance of Classic Team Lotus. Bob should need no introduction to

any Formula 1 aficionado, for it was Bob whose hands and wrenches help build and maintain Jim Clark's championship winning Lotus 25 and 49 and Clark's Lotus 29 and Lotus 38 Indy cars. He was also the chief mechanic for Andretti and Senna. Yes, that Bob Dance was there sitting in our van! Bob worked for Lotus and Team Lotus from 1960-1969 and then again from 1977-1994.

After a few attempted calls and texts we managed to get ahold of Ed Hunter who was at a different terminal. A quick drive across the airport and baggage in the van, and we were off on the M25 for our first stop, the site of the first Lotus workshop and factory in Hornsey.

The building has been given Historic Preservation status and looks much the same except now it says "Jewson", (a DIY hardware and building supply store). Still standing next door is the building that once contained Stan Chapman's (Colin's father) pub.

The Jewson staff was quite friendly. They were aware of the historic status and plaque on the building's exterior, "Colin Chapman, 1928-1982, Founded Lotus Engineering Co., Ltd on this site in January 1953." But, with little actual knowledge of Chapman and Lotus, the Jewson staff was eager and happy to meet Bob Dance, who mentioned he interviewed with Chapman



for a job in that very building in 1956 (he did not get the job).

The staff shared that the beams were the originals and could not be touched and they said the original desk and safe were still upstairs in Chapman's old office. We were led up to the 2<sup>nd</sup> floor and there was Chapman's desk and wall safe, still unopened after over 60 years!

(continued on p.4)

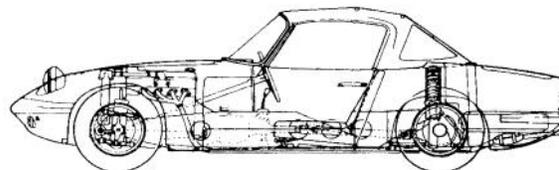
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(cont'd from p. 3)

Back in the van and we were off to Cheshunt, where Lotus moved in 1957 and remained until they moved to the current site in Hethel in 1967.

The site in Cheshunt consists of 2 buildings, still owned by the Chapman family. The main building was where Chapman's office was on the second floor. We walked to the rear of the property between the buildings and up a concrete ramp coming down from the 2<sup>nd</sup> floor. Richard explained how Ford shipped fully built Cortinas to Lotus where they were hoisted to the 2<sup>nd</sup> floor. The cars were then completely torn down before the Lotus components were added. The Twin Cam engines were built at the rear of the other building, and the completed Type 28 Lotus Cortinas eventually rolled off the "assembly" line and down the ramp.



Bob Dance joined us and shared how the later Type 14 Elites and Series 1 and 2 Elans were built on the 1<sup>st</sup> floor of the building. Storage for semi-built cars and body shells was on the opposite side of the building. This gave Bob an opportunity to share how Fred Bushell, then Lotus Finance Manager duped the banks into loaning the company money by taking a photo of the lot full of semi-



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## Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
July 9	Breakfast/LCoSC	LA
July 9	AutoX/Round 4	Marina
July 10	Santa Cruz British Motor Car Club Drive & Show	Watsonville
July 15	Meeting/Social	Mountain View
July 18	Track Day	Laguna Seca
July 20	Dinner/Meeting	Sacramento
August 13	Breakfast/LCoSC	LA
August 13	Kampeña Open House	Sonoma
August 14	AutoX/Round 5	Marina
August 17	Dinner/Meeting	Sacramento
August 19	Meeting/Social	San Ramon
August 19-21	Motorsports Reunion	Monterey

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



Scan to get current GGLC calendar on your mobile device.

built cars and body shells and telling the bank that they were all complete and ready to be sold!

The adjacent building is now the home of a gym. But, back in the day, one side was the home of Team Lotus, the other side was Lotus Components and the loft was the assembly line for Series 1 and 2 Lotus Sevens!

We were standing where Bob once worked and built the Lotus 25, 29, 33, 38, 43 and 49. Drivers like Clark, Hill, Ireland, Rindt and others spent time under this roof. (On a personal note, my S2 Elan was built in the main building while my Seven was built in the loft and my Lotus 41 was built by Lotus Components alongside Lotus 23s in the second building.)

Back into the van.

Did I mention it was gray, with an occasional mist and windy and in the low 50s?

Next stop, the workshop of Malcolm Ricketts. Malcolm is a long-time historic racer, and his car of choice was a Lotus Elan. Malcolm has retired from the behind the wheel, but he and his chief mechanic, Tom, now operate a restoration and race prep shop. There was no lack of history at their shop located in some farm buildings.

Outside you could find a Lotus Mk9 and a drop-dead gorgeous Type 14 Lotus Elite. Inside was one of the Ian Walker Gold Bug 26R Elans. On a lift was a Lotus Eleven and a couple more 26Rs along with a half dozen or so race prepped Twin Cam engines. Tom shared how the cost of a race prepped Twin Cam had skyrocketed to \$40K. Yikes!

More treasures nearby included Clive Chapman's personal Lotus 18 with an Alfa engine and his Lotus 58. Then in the back of the yard

was a "barn find"—a totally complete Type 14 Elite that Malcom had recently purchased and was planning to restore for road use. Finally, in the building in the back next to the horse pasture were a Lotus 47, a Seven, a Lotus Cortina and several interesting cars like a Mazda Cosmo!

Back into the van... and we finally arrive at the Maids Head Hotel in Norwich and met up with Ed's wife and daughter, Marie and Amaya, and Dave and Sue Ellis.

A quick word about the Maids Head. It is a hotel that is comfortable, yet drafty in spots (guest rooms are fine), certainly well maintained and clean. But more than that, it is the OLDEST hotel in all of the UK going back to 1472 (before Columbus to us Yanks). There are claims the place has ghosts, but no sightings were reported by our group.



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**Tuesday, May 31**

Slight change in schedule for Tuesday. Clive Chapman of Classic Team Lotus (CTL) had business travel the remainder of the week, yet wanted to meet with us. So, it was off for CTL first thing to see Clive.

After a brief stop at a local Tesco (like a super Safeway) and seeing a large display of Gallo wine, we pulled up at CTL and entered Clive's office (which he shares with a couple of other CTL staff). On his desk was an empty bottle of Champagne from CTL's recent win at the Monaco Historic F1 Races. We chatted briefly about CTL's start and what they were now doing. A mention about GGLC, Chris Locke and his ex-Andretti Lotus 77, which was still

CTL before heading back to California for the Monterey Reunion in August.

Clive asked about the GGLC, and he was surprised to learn of our size and activity. Speaking of activity, CTL has some 26 events on their 2016 calendar! These events will take them all across Europe and to the U.S.

Oh, I forgot to explain... the reason for the Tesco stop was so Richard could pick up a couple of boxes of Cream Cakes for the lads at CTL. Seems it was Richard's birthday and the tradition at CTL is that the birthday person is required to supply Cream Cakes on their anointed day! Back into the van...

Next stop, Blickling Estate and house, a National Trust site north of Aylsham. The Blickling Estate covers 4,777 acres of wood, park and farm lands. The home was built in the 15<sup>th</sup> century by Sir John Fastolf of Caister and later the home and lands were in the possession of the Boleyn family, whose daughter Anne was born around 1507. Eventually the Estate was owned by Philip Kerr, and at his death the Estate was passed into the care of the National Trust.

We toured the home (slight extra cost, but well worth it). No sign of Anne Boleyn's headless ghost which is said to visit Blickling in a

carriage on the anniversary of her execution.

Back in the van... Now hungry!

Richard took us to Hyfords in Holt for some very English fare. Did I mention it was gray, with an occasional mist and windy and in the high 40s?

Then it was off to the seaside village of Sheringham. Remember I said it was misty, windy and cold? Multiply that by tenfold when we were standing on the sea wall in Sheringham with 15-20 foot waves crashing onto the sea break! It did not take much convincing that it was time to get back in the van!

Next stop was Felbrigg Hall near Cromer. This home is also a part of the National Trust and was built in the late 1400s. Beautiful grounds and gardens and a castle-like enormous mansion.

Back in the van...

And returned to the Maids Head before heading to a celebratory dinner. Remember, it was Richard's birthday, so we were joined by Richard's wife, Julie, son, Jonathan and daughter Rebecca and her significant other, Steve, at the Recruiting Sergeant just north of Norwich. We even got to sing happy birthday and watch Richard blow out a single candle.

(Stay tuned for Part 2 of our adventure in the next *Chapman Report*.)

## Photo Album Coverage of Recent GGLC Club Activities

*editor*

It has been a busy few months; featuring club visits to Sturgeon's Mill, Tom Smith's Garage, Mike Ostrov's Shop Day and Mel and Darlene's BBQ. Here is some photo coverage of these events from various contributors including Dave Ellis and Mel Boss.



(continued on p. 8)



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## Open House at Kampeña August 13, 2016

*editor*

Long-time San Francisco Bay Area Lotus guru, Rich Kamp, invites GGLC members to an Open House at his Sonoma shop/business from 10 AM to noon on Saturday, August 13, 2016. The shop is located at 19676 Eighth St. East, Suite 102, Sonoma.

Rich is proud to say that his Lotus Enthusiasm remains undiminished after 45 years, so plan to join him in celebrating all things Lotus.



*Photo Credit: Jerry Bassler*

Rich will offer an informal tour of the shop and some insight into his current projects. Refreshments will be available, and Rich may be able to lead a group on a drive taking full advantage of some of his favorite local roads after the Open House.

As an additional treat, a neighboring shop in the complex, Valtellina Automobili, will likely be open for inspection of their exotic, 12-cylinder Italian machinery.



## Dave Bean Open House and Sierra Tour October 8-9, 2016

*by Lee Cohee*

This annual Fall weekend event was cancelled last year due to the devastating loss of Dave and Roberta's home in the Butte fire. Things are beginning to return to normal this year, and this fun weekend will go forward again, rain or shine.

We begin with a Saturday morning visit at the Beanery in San Andreas from 10:00 AM to noon where we can enjoy some light refreshment while ogling the tempting new parts that our cars love and deserve. In addition to the 10% discount on parts bought, pre-ordered or ordered on the day of the event, Dave will be offering deep discounts on his large stock of books and Lotus memorabilia.

As an extra attraction, the Sierra British Car Group has been invited to join us this year, so you likely will be seeing a variety of other marques from the UK. Remember that Dave sells parts, including aircraft quality fasteners, not only for Lotus cars, but also for other examples of British automotive engineering.

Then, after inhaling the musty, cool air of Dave's parts catacombs and communing with fellow Lotus owners in the parking lot, it will be off to lunch in Copperopolis. After lunch, as a special feature this

*(continued on p.10)*

(cont'd. from p. 9)

year, Dave tells all! He has promised to entertain us with stories of how he got involved with Lotus cars in SoCal, his relationship in the early days with Bob Challman (the original West coast Lotus distributor), his Lotus racing experiences, how he ended up in San Andreas, and his ongoing development of new parts for old cars. Dave will then open the floor for questions. So give some thought about what you might want to hear from the Scottish parts and engineering maven.



Those electing a two-day event will then spend a delightful afternoon on beautiful Sierra foothill backroads as the tour, led by Ken Gray in his Elan, heads south to Mariposa, gateway to Yosemite. The tour will overnight at the Mariposa Best Western. Dinner will be on your own, but I am sure many will want to dine together to exchange stories about the cars we love and the adventures and

friendships the cars create.

Sunday breakfast will be provided by the motel. The tour will then depart at 10:00 AM to drive historic Hwy 49 as the scenic road twists its way north to the charming little town of Murphys, where we will stop for lunch and an opportunity to visit the many shops along Main Street. After lunch, we will bid one another “safe home” to cap a memorable weekend.

If you plan to attend either of the lunches, please RSVP to Lee Cohee ([vancoh@volcano.net](mailto:vancoh@volcano.net)) no later than Sunday, October 3.

If you plan on an overnight stay in Mariposa at the Best Western, please reserve your room by following the directions on the club's website no later than September 7. The special room rates at the Best Western are only available by booking a room through the Club's agent.



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## Sunday BBQ / Club Meeting October 23, 2016

by Rita Satulovsky

We are planning something a little different for the October monthly club meeting.

John and Liz Logan will host the meeting along with a casual BBQ on **Sunday**, October 23, 2016, at their home in Danville. You can bring your favorite sides, desserts and drinks to share, and the fun begins at 2 PM (until 6 PM).

Note that this will also be our traditional nominations meeting for 2017 officers. More details will appear in the September/October issue of *The Chapman Report*. Please RSVP to me (prez@gglotus.org).

## MotorsportReg and The Mystery of Your Membership Number

by David Anderson

It seems as if everyone wonders what to do when MotorsportReg asks for a "member number" as you are in the process of signing up for one of our events via their site.

For some months now, I have been sending a welcome email to new members that includes the note below, but it probably has not gone to everyone. So here is the scoop:

MotorsportReg.com event signups often ask for a member number.

The GGLC does not assign, or use, member numbers. So all

you need to do is fill in the member number field with a simple N/A, or you could use your personal favorite number, or even leave the space blank (might work).

No matter what you decide, you can be confident that the action you take will not affect your registration process as we do not use the member number field for anything.

## Welcome to New GGLC Sponsors

editor

Beginning with this issue of *The Chapman Report*, I would like to welcome two new local Bay Area sponsors to the GGLC community. TrackSpec Autosports in Fremont has their ad on page 8, and HethelSport in Lafayette has an ad on this page.

You will also find links to their respective websites on the club's widely viewed web pages.

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**For Sale:** 1985 Lotus Turbo Esprit. All original numbers matching Condition #1. Multiple Concours Class Winner (most recently SCCA-judged Alameda CA Concours, June 2016.) Original paint, interior, wheels, etc. Perfect mechanical and cosmetic condition. Original tool kit, owner's manual in mint condition, and completely documented service history since

new. Acquired by second owner in 1990. 52,500 miles. \$42,500. Contact Harvey Lasky at "hflasky--at--gmail.com"

**For Sale:** 1962 Lotus Elite project car. Car is dissembled, but all parts are original. All major parts, and most minor parts for re-assembly are together, such as engine, tranny, rear end, exhaust, steering column, knock-off wheels, axels, etc. Most nuts, bolts and fasteners included. Title and pink slip free and clear in my name. Contact Jay Holland at "jay--at--jholland.co" or (415) 307-4459.

**Wanted:** Looking to purchase a nice example of an Elan M100 in yellow. Contact: Jackie at "jfeakins--at--mac.com" or (630) 531-3740.

**Wanted:** Original front and/or rear wheel(s) from an Esprit S2 (14" Speedline). I'd like to borrow a front and rear wheel for measurements, or buy a full set. Whichever works for you. Contact John at "john--at--fusiontechnology.com" or (650) 283-9105.

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