

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) Jan/Feb 2018



*Long-time GGLC member and sponsor, Barry Spenser, presents his generous award to Dam Wise who aced Barry's annual Lotus Christmas Trivia Contest at the 2017 Gala Holiday Party in Pleasanton. See page 9 for more photo coverage of the fun event.*



*Photo Credit: Jonathan Matheson*

*LCoSC board members, Jared Northrop and Liyan Zhu, explain some of the fine points of driving the Streets of Willow circuit in a classroom session as part of a special trackday event designed to introduce mostly novice drivers to the performance capabilities of their Lotus cars. Find out more about this successful trackday in the article starting on page 2.*

## Jan/Feb Meetings

**SATURDAY, January 20, 2018 — 10:00 AM**

**Hosts:** Tom and Cherie Carney

*The annual kick-off meeting for the new year returns to the Carneys' home. Be sure to attend this year to give a proper welcome to our new President, Jackie Feakins, and to hear about the club's exciting plans for a fun year of Lotusing in 2018!*

**SATURDAY, February 17, 2018 — 10:00 AM**

**Hosts:** Jenni Dietsch and Hoover Chan  
TurboHoses R&D and DietschWerks  
5948 Las Positas Rd.  
Livermore

**Directions from I-580 in Livermore:**

Exit at Vasco Rd. and go South (towards Livermore)  
Right at Naylor Ave. (approx. 1/2 mile from exit\*)  
Left at second opportunity into parking lot for Turbo Hoses R&D

\*there is no stop sign or traffic light at Naylor—if you miss it, the next traffic light is Las Positas. A Right on Las Positas and then your second Right will get you into the South end of the TurboHoses parking lot.



## LCoSC Discovers a New Breed of Lotus Driver

by Mathew Kaplan

Sure, Southern CA has a great history of car culture; but let's be honest, a lot of that revolves around *looking* at cars—not actually using them the way they were meant to be used. In fact, much of a typical Lotus owner's natural habitat in SoCal is the “Show and Shine,” “Cars and Coffee,” or maybe the 405 traffic scene. As a result, the special breed of Lotus Track Rat is fairly rare in the warm, dry, SoCal climate.

In an effort to grow this population, the Southern CA chapter recently hosted its first track day on the Streets course of Willow Springs Raceway in Rosamond, CA. The event was specifically designed to attract the Lotus drivers who had yet to realize that their genetics include a bit of track rat DNA.

Focused on drivers who had very little (or zero) track experience, the eager students who attended this event were shown how to prep their cars and themselves for track use. Each

driver was then paired with an instructor (many of whom are GGLC members), and they were led through classroom time, skid pad exercises, and on-track instruction throughout the day in a very controlled and safety-focused environment.



(JM)

With the support of Galpin Lotus, A1 Automotive, and Prymr, it turned out to be a great day that ended with a population of about 20 formerly timid track drivers, salivating over the final open lapping session.

As an extra bonus, there were just about as many in-

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structors willing to commit to supporting a similar event in 2018. In fact, I think we can now conclude that the Lotus Track Rat community is thriving in SoCal.

Check out the accompanying photos to get a feel for the action during the day. The photo credits are:

(JM) - Jonathan Matheson and  
(MS) - Mark Salazar.



(JM)



(JM)



(MS)



(JM)



(MS)



(MS)

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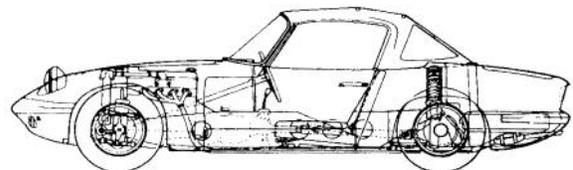
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# Building a Lotus 38 / Sort of

by Ben Beames

As the old saying goes, reality bites. I dream of owning a vintage F1 or Indy 500 Lotus race car, but naturally I can't afford one (not that any of them are for sale). But even if by some miracle someone gave me one, I could not afford to maintain it or hire a crew just to fire it up to do some laps at an AutoX or track day. So the obvious answer is to buy a 1960s vintage Formula Ford (or one of the other formulas of that period). But being "vintage" cars rather than "old" cars they are also now priced well out of my price range.

So, finally, in a fit of frustration, I decided to build my own car. I'm that stupid. This isn't news. And since I was not going to be restricted to any certain set of rules, I decided to build a car like my absolute favorite, the 1965 Indy 500 winning Lotus 38 driven by Jim Clark. Yes, the 49 is more famous, but it is also smaller, more elegant and delicate looking. Meanwhile, the 38 is bulkier and more American-manly looking. Kind of the muscle car of Lotus open wheelers. As for an engine, a Ford 302 would be an affordable stock block engine with a slight relation to the 38's racing dual overhead cam Ford 260. Though I would be building an engine with 100 fewer horsepower, it would still be a big V8 with enough grunt to no doubt scare me silly.

My goal for the project was to build it for \$10,000. That's a lot of money, but compared to the quarter million that even a non-famous Indy car goes for, it's not too bad. I also planned on building the car over a 3-year span, which would mean expending only a few thousand a year.

If I am honest, I had been dreaming of doing something like this for long time. But I wanted to build an aluminum monocoque (like the 38), and what finally got me to start was finding a few websites that documented restorations of several different 38s. Using the photos on the sites, I could see the inner structures and confirm what was there and more importantly just how much wasn't there. Combine that with: Haynes Manuals on the Lotus 49 and 72, which list aluminum gauges as well as alloys; a book by Len Terry, designer of



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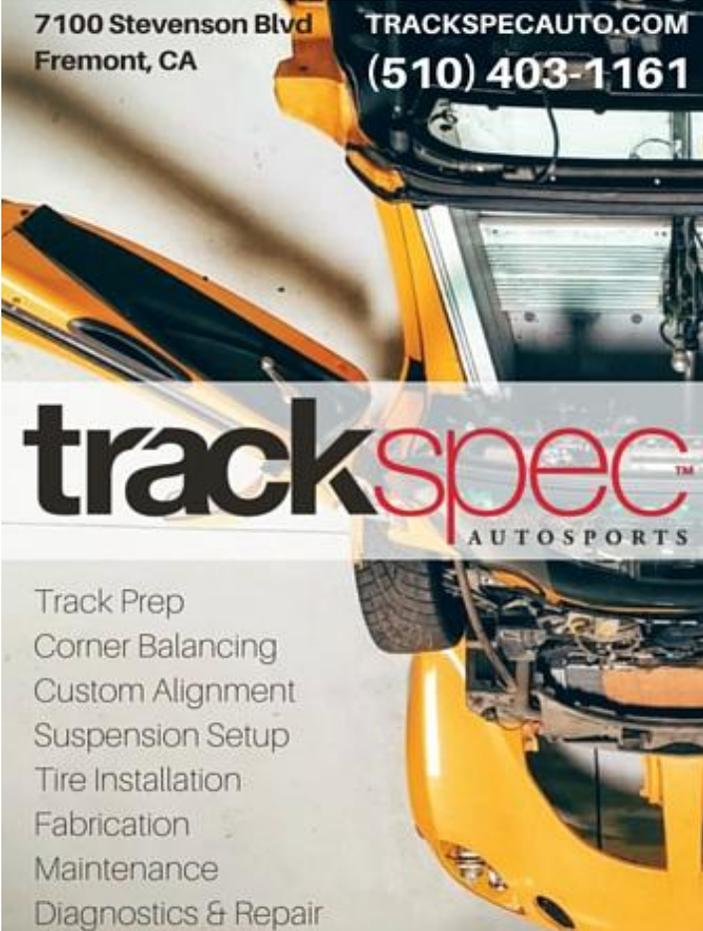
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## Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Jan 13	Breakfast/LCoSC	LA
Jan 17	Dinner/Meeting	Sacramento
Jan 20	Member's Social / Meeting	Burlingame
Jan 27	Annual Anti-Football Drive	Mill Valley
Feb 10	Breakfast/LCoSC	LA
Feb 14	Dinner/Meeting	Sacramento
Feb 17	Member's Social / Meeting	Livermore
Feb 27	Track Day	Laguna Seca
March 10	Breakfast/LCoSC	LA
March 14	Dinner/Meeting	Sacramento
March 20	Member's Social / Meeting	TBD

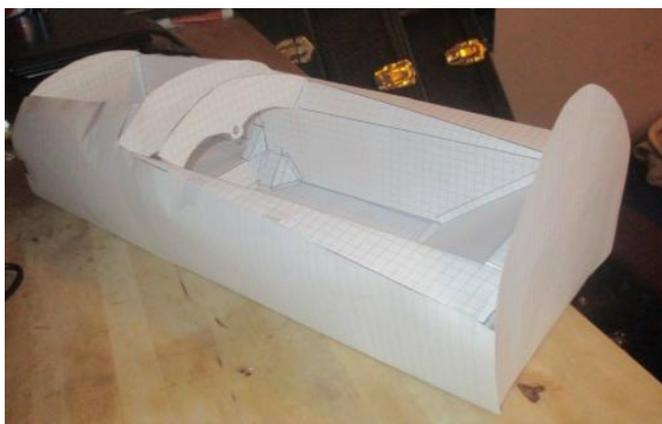
See [www.gglotus.org](http://www.gglotus.org) for additional information about upcoming events.

the 38, on his design philosophies; and throw in a truck load of pictures I have taken myself of vintage Formula One cars and even Jim Clark's 38 at car week in Monterey over the years, and I had a lot of information to get me started.

I wanted to see if I could make the car without any compound curves in the aluminum skin (so that I would not have to use the English wheel forming machine). In order to work out any issues, I tested my design by building a model at 1/4-scale using graph paper for construction. This worked better than I expected, and even allowed me to find the weak points in the structure and take steps to

stiffen them up. It also meant I had exact, 1/4-scale templates of every sheet of aluminum.

Due to my humble fabricating skills (everything I do I learn from watching YouTube videos), I decided on making a steel subframe for the front suspension utilizing square tubing, and a subframe for the engine and rear suspension again made out of square steel tubes. While



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the front subframe was a combination of Lotus 49 and Zink 10C FF, the rear subframe was built to mimic what should have been the rear portion of the aluminum monocoque. I did this for a number of reasons, including longevity of the structure (I do

(continued on p. 6)

not want to re-rivet this thing every year), and also because I needed a structure to support the street car transmission I planned to use from behind the output shafts rather than in front of them (as done on a Hewland or ZF transaxle).

Once the aluminum was folded and riveted, and the steel welded, the challenge became finding parts I could afford to turn my lump of metal into a car. I got a short-block Ford 302 with a roller cam from an SCCA autocrosser who was stepping up to a stroked engine in his Cobra replica. I topped it off with aluminum heads and intake manifold for lightness plus an Edelbrock carburetor to keep it simple and affordable.



One day I'd like to move up to fuel injection with individual throttle bodies that look like Webers, but for now I am on a budget.

I was planning on putting a Renault UN1 transaxle behind the engine. These were used in V8 Lotus Esprits, and there is a place in England that sells them for GT40 replicas with a bell housing that mates to the Ford 302 with some beefed-up internals. Unfortunately, they advertised the transaxle as roughly \$3000, but, in actuality, they wanted \$5000 and couldn't give me a quote on shipping it. So I gave up and went with the other common GT40 kit transaxle in the U.S., the Audi 016 out of an

old Quatro. I got one from a guy with a GT40 replica that was stepping up to a ZF transaxle. He sold it to me complete with a Ford adapter kit for \$1,200. The downside to this transaxle is that it is not sturdy enough for the full power potential of a V8, so my engine build has been mild, and I am cautioned to take it easy in first gear.

The rear suspension is centered around the Ford T-Bird IRS uprights (Ford calls them knuckles) and Mustang hubs. These are commonly sold for kit cars with independent rear suspension. The front suspension uses Mustang II front spindles with a 2" drop in their height. These are commonly

sold to hot rod builders, and the buyer has the option of stock ride heights, a 1" drop, or a 2" drop, as well as multiple bolt patterns for the wheel and multiple brake disc sizes. The upper control arms are 1982 Renault Formula Ford rockers I picked up on apexspeed.com, and the rest of the suspension arms are made of tube steel with threaded ends. I finished the car off with a custom built radiator I sprung for



and a fiberglass nose cone that I made through the trusty method of repeated trial and error.

I ended up with a car that weighs 1,500 lbs with all fluids (including fuel). After I have done some shakedown with the car, I'll move up to aluminum wheels and shorter vintage Hoosier tires that will shave another 30 lbs. One day, with more money, I would like to replace the engine block with an aluminum 302 block and take another 90 lbs off the car, which would bring the car very near to the reported Lotus 38weight of 1,350 lbs.

In the end, it only took me a year, working on it about 6 to 8 hours a week, mostly split between a couple of evenings during the week and a few hours on Saturdays and Sundays.

I have to say, driving the car out of my driveway and around the block, with my neighbors coming out to cheer me on was one of the most rewarding experiences of my life.

Obviously, I cannot describe all the details of the build in the space available here. But if you ever want to talk about aluminum alloys, rivet selection, anti-dive geometry, or roll center heights, I can go on for longer than you will want.

## Just Add Salt Part 4—Top Speed

by John Zender

In the last installment, I hit 133 mph on my first run and got a bit scared when the car spun sideways at 120+ mph. But after that run, I get right back in line to do it again. Mom and Rex drove the RV over to the start line to wait with me, and quite a wait it was. Since Day 1 of the event was cancelled due to wind, Day 2 was extra busy, and the wait was about 3 hours.

I am not sure if I would get another run this day, and I kinda wanted to head home in the evening rather than stay over for the last day of competition. (On our drive east, I noticed a billboard for the Reno Air Races scheduled for this weekend. If I can leave Utah Saturday night, I can get to the Reno Airport and check one more item off the 'ol Bucket List.)

My plan for this run is to put the loud pedal all-the-way-down and leave it there. If I can get the motor to turn 7500 RPM and not disintegrate, then I should be near my ultimate goal of 150 mph.

Since I'm going all-in I decide to tape up the gaps around the passenger door, and cover the air vents above the motor along with about 80% of the inlet to the radiator.

The green flag is waved, and I take off. There is major wheelspin off the line and at each shift. I'm into 5<sup>th</sup> around the 3/4-mile mark at 6000 RPM.

Pedal is down as the RPMs climb slowly to 6500. The car is drifting towards the left side of the track, and I make a slight correction to keep off the blue line.

Check the tach again and it's 6600. Looks like I'm tapped-out and it's not going any faster. There goes the 1-mile marker, then the 1-1/4. Check the tach, 6700 RPM. Pass the 1-1/2 mark and then the 1-3/4

mark without checking the tach as I'm too focused on driving—and a bit afraid to look down. Just before the 2-mile mark, I glance down for an instant to see 7000! The revs had been climbing so gradually that I didn't notice. Through the 2-mile marker, and I leave it pinned through the 2-1/4 mark to get my trap speed. As I pass the 2-1/4, I realize I'm having so much fun that I change my plan and leave the loud pedal on the floor all the way to the 3-mile marker.

I pass the 3-mile mark and back-off slowly on the throttle. I am really afraid

to hit the brakes, so I let it coast off-throttle all the way to mile 4 and then slowly squeeze the brakes and pull off to the return road. I'm elated that the motor survived 7000 RPM for as long as it did.

I stop at the timing shack and get my slip: 141.956 mph at the 2-mile trap and 141.88 mph average over the 2-3 mile! I know from previous dyno runs

(continued on p. 8)



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(cont'd from p. 7)

that my HP goes flat around 6000 RPM and starts to drop around 6500 RPM. With wind resistance increasing and HP decreasing, I figure that's all the Flamer has, and I decide to head home (and experience the Reno Air Races on the way). Yes, it will be two bucket-list items in one weekend!

Utah is a long haul for a total of two runs, but it's well worth it. The whole scene at Bonneville is something that every motorhead needs to witness at least once in their lifetime. It's a unique event with a unique group of car people who are all there for the same reason. All the competitors are equal comrades in their shared mission. There's the guy with the 42 HP Karman Ghia and the team running the

turbine-powered streamliner pitting next to each other, and both are happy to lend you tools, advice, and stories.

If a Bonneville adventure is on your list, don't wait too long. The salt is thin and getting thinner. In the 1940s, the salt



Before beginning this adventure, I had figured I would do it

once and that would be it. But now I'm kinda hooked, and I plan to return in 2018 and try to hit 150 mph.

I'll invest in a set of 15" rear wheels to gear the car up to hit 150 at 6500 RPM. But I am not sure if gearing alone will get me another 8 mph, so I may also need to add an aero pan under the engine and rear suspension.

was a few feet thick. This year it was down to about 1.5 inches.

The club searches the lakebed for just the right spot to create a decent track where we won't break through and hit the deadly mud below. The salt has been "mined" for the last hundred years, or so, to reclaim the magnesium to make gunpowder. All the Bonneville racers know that the end is near, and their children will not be able to continue the sport that they love unless something changes.

Go to [Savethesalt.org](http://Savethesalt.org) for information about why the salt is disappearing and what we racers can do about it.

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# 2017 Holiday Party Photo Album

editor

About 60 of us celebrated a very successful GGLC year with a gala Holiday Party at the Faz restaurant in Pleasanton on December 9, 2017. The accompanying photos capture just some of the fun.

Special thanks go to professional photographer Wayne Torres-Rivera who attended and provided his images. Wayne's photos are designated (WT-R).



## Reflections on the 2017 LA Auto Show

by Kiyoshi Hamai

The 2017 LA Auto Show held in December illustrated again why this is one of the most significant auto shows in the world. It not only attracts every mainstream auto manufacturer, but it also has a unique position in the auto show world.

Of course, there is the North American Auto Show in January in Detroit, which in recent times has been the place to introduce SUVs, Pick-Ups and massive HP. Then there is Frankfurt, which has become a combination of new styling concepts, dreams and hyper-performance.

So where does LA fit, specifically as Southern CA is where new trends are set and where “Car-Culture” perhaps burns more brightly than anywhere else in the world? In two words, it’s technology and ecology.

It should be no surprise, then, that major car brands use LA to roll out their most cutting-edge technology (the Silicon Valley effect) and clean-vehicle technology. The buzz words this year were: EV, Autonomy and Mobility.

### “The Crystal Ball Says...”

Then we ask: how are the key car makers positioning themselves for the next 10 years? If you ask GM, BMW, MBZ, Ford, Mazda, Toyota, Volvo, Renault-Nissan, Honda, Fiat-Chrysler or any other automaker what they will be doing in 10 years, you will likely come away confused as no two companies seem to have the same thoughts or strategic plan.

They are all starting to hedge their bets, though. For example, BMW announced they will introduce at least 20 EVs (BMW & Mini) by 2025. Rumor has it that all Minis will be electric by 2025, and

that puts BMW in the EV camp. At the same time, however, BMW was talking up levels of self-driving, which, when you think about it, sounds strange coming from the same car company that not long ago was pitching themselves as producers of the “Ultimate Driving Machine”.

Mazda stood up at the LA Auto Show and boldly announced that they do not see the internal combustion (IC) engine going away, and they intend to continue producing IC engines through 2030.

At the same time, GM will be about technology, more EVs, but even more connectivity and machine-to-machine communication that will lead to autonomy.

The buzz word at Ford is “Mobility”. That means things like changing the business model to “Subscription”. The user (subscriber) “rents” the vehicle a month at a time. Everything is included in the subscription cost

(maintenance, tires, parts and insurance) except fuel. It could even break down to “by-the-mile”, so you only pay for your trips. These vehicles would not be owned by individuals, but rather fleet operators and/or Ford itself.

### Under The “WTF” Heading

I was at a loss for words when I learned that Chris Bangle, ex-chief BMW designer, had emerged with a new car company called Redspace.

They showed an EV, that was smaller than a Mini, tall like a phone booth and looked like Dali and Picasso had a child while on LSD! It was simultaneously weird, odd and disturbing.

### Barely Any...

Sad to say, but there was barely any Lotus content at the LA Auto Show this year. I found a lonely green Evora 400 shown by Galpin Lotus on display. That’s it!

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# Anti-Football Drive

## January 27, 2018

by Kiyoshi Hamai

The GGLC Annual Anti-Football Drive is planned for Saturday, January 27, 2018. This year we explore the North Bay where we will enjoy the roads around Mt Tam on this casual, moderate-paced drive. The road conditions are always iffy at this time of the year so the pace will take into consideration recent conditions and current weather at the time of the drive.

### Start:

Meet at 9:00 AM at Starbucks in Strawberry Village in Mill Valley (306 Strawberry Village, Mill Valley).

For GPS/Map directions enter: 800 Redwood Highway, Mill Valley, CA.

If you're coming from San Francisco on 101 N, use Exit #446 (Seminary Drive) and then left at the signal.

### We will depart from Starbucks at 9:30 AM sharp.

### Route Description:

The route will be straightforward and easy to follow.

- From Starbucks, we cross 101 into Mill Valley.
- We will wind through Mill Valley and up to the Panoramic Hwy via Edgewood and Sequoia Valley Rd.
- From Panoramic Hwy, we veer right onto Pan Toll Rd at Mt Tamalpais State Park.
- Then right at Ridgecrest to the top of Mt Tamalpais.



Photo Credit: Vince Chiaro

- After a stop, we return down Ridgecrest going past Pan Toll Rd and continuing on Ridgecrest.
- Then right at Fairfax-Bolinas Rd and on to Bolinas Rd to Fairfax.
- Right at Stop Sign and continue on Center Blvd and follow signs to Ross.
- Next right onto Sir Francis Drake and follow signs onto Hwy 101 South.
- Exit Hwy 101 and head towards Sausalito.
- Once on Bridgeway, we stop for lunch at Avatar's Restaurant located at the corner of Coloma and Bridgeway.

### Lunch:

The No-host lunch will be at Avatar's at 2656 Bridgeway, Sausalito, CA 94965 (415) 332-8083. Lunch will be from 11:30ish to 1:00 PM.

### San Francisco Bay Model:

The Bay Model is a few blocks from Avatar's. The Bay Model is maintained by the Army Corps of Engineers, and it has been in operation for over 50 years. The model has been used to study the effects of weather and human development on the hydrology of the San Francisco, San Pablo and Suisun Bay systems. Bay Model - 2100 Bridgeway, Sausalito, CA 94965 - [spn.usace.army.mil](http://spn.usace.army.mil)

### IMPORTANT: An RSVP by January 24 is required for the Lunch and Bay Model stops!

Email me at:

[marcom@gglotus.org](mailto:marcom@gglotus.org)



## Classifieds

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

**For Sale:** '69 Elan DHC, re-stored and upgraded to the highest standard. Body-off restoration completed in 2007, 500 road miles since restoration. Numerous upgrades including fully built, dynoed motor; completely new interior and custom dash; roll bar with side impact members; 26R headlight conversion; adjustable coil overs; alloy radiator; steel braided brake lines; cartridge water pump; aluminum bell housing; HD oil pump; more. Full documentation, receipts, and photos available. Car is located in Stinson Beach. \$49,500.00, Firm.

Contact Dan at (415) 868-2426 or dm332—at—yahoo.com.

**For Sale:** '72 Lotus Europa Twin Cam, 4 speed, 49,491 miles, clean title, CA registration "72Lotus". Very good condition, runs well, no CA smog required. Class winner UBSCC Dixon All British Car Show and Auburn Valley Country Club, 2003, numerous other class trophies. \$25K OBO. Car is located in Sacramento.

Contact Brian at (916) 474-9130 or bonjovi13—at—gmail.com

**For Sale:** 1300cc British Ford motor removed from a '68/9 Escort showing ~ 80K miles. The motor has been sitting ~ 3 years and turns over freely by hand. It has some newer parts so it was possibly rebuilt at some point, but I have no

records. Included is the original starter, fan and exhaust manifold. No carburetor, and other parts may also be missing. I have no idea of the actual condition of the motor. It could be perfect, or it could need a complete rebuild. I'm not a mechanic so I'd recommend taking a look. \$400. Also **For Sale:** Weber 32/36mm carburetor and a manifold for a British Ford Crossflow. Both are used and in great condition. \$150. Items are located in So-Cal.

Contact Brent at (661) 644-6057 or brentcar—at—pacbell.net

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 3903, Redwood City, CA 94064. 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.

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