

# The Chapman Report



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



*Photo Credit: Ben Beams*

*Ben Beams' young son, Bit, is eager to attack the Marina AutoX course in his custom racer on April 8, 2018. But he will have to wait a few years (and find some real horsepower) before he can legally enjoy the fun.*



*A multi-generational display of Lotus cars (along with some of Tom's special bikes) filled the driveway at Tom and Stephanie Chavez's place on a beautiful Spring day for the April 21, 2018, club get together.*

## ***May/June Meetings***

**SATURDAY, May 19, 2018 — 10:00 AM**

**Hosts:** Mike Ostrov / Jon Rosner

*There will be something for everyone to enjoy at this multi-activity gathering that will include: the monthly GGLC get together/meeting; tech sessions where Mike will share his vast Lotus expertise; an informal swap meet to buy/sell your rare Lotus car parts; Jon's fantastic BBQ (bring your appetite); and a selection of Jenni Dietsch's new line of GGLC custom club gear.*

**SATURDAY, June 9, 2018 — 4:00 PM\***

**Annual GGLC BBQ in Danville**

**Hosts:** Mel Boss and Darlene Kasl

\*BBQ will be served ~ 6 PM

# A Wet Laguna Track Day Kicks off 2018 February 26, 2018

by David Anderson

(Photos by David Anderson and Rita Satulovsky)

Rain was predicted for the first GGLC track day of 2018, and ... rain happened.

During the 8:15AM drivers' meeting, it was cool but dry as all gathered by the GGLC truck and awning for some words by John Zender, the Starter and Dito Milian (GotBlueMilk.com).

As group A went on track at 9AM, a light rain started. That shower got worse, then backed off to a sprinkle, and then back to heavier rain, which was the pattern all morning. So conditions changed continuously all day, though in the afternoon rain was mostly absent.

Much of the day, the rain fed into two little rivers crossing the main straight, which had the effect of creating quite a show as cars plowed through them. Indeed, during bouts of heavier rain everyone on track was creating a visible cloud of water behind them. Fortunately, however, even during the heaviest rain, visibility was still pretty good.

Your scribe, in the first 2018 outing for his 1972 Europa TwinCam, found the dramatic drop in speed through the "river crossings" very entertaining. John Z. also brought his Flamer Europa fresh from the Salt Flats so we had two Europas on hand!



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Thanks to all non-Lotus drivers on hand as your participation helps make these events possible.

By the way, the track name has now been changed to WeatherTech Raceway Laguna Seca. (And as an extra bonus for our track day, all of the "old" Mazda Raceway-branded gear at the souvenir store was being sold at 50% off.)

Generally, everyone did very well for the day and managed to stay on the pavement. Lotus Cars on hand were roughly 7 Elise, 2 Evoras, and 2 Europas. I think there were also a few Sevens.

The fabulous GGLC staff folks (Rita, John, Scott, Kiyoshi, and Mona) did an admirable job of making everyone aware of who was on track and who was next up to the pre-grid. There were plenty of snacks and water for everyone in attendance, and the GGLC awning provided a welcome

respite from the rain. One corner of the GGLC awning had a habit of collecting a puddle of water and, when the wind gusted, it managed to deposit the puddle onto anyone standing under that corner. Nevertheless the "victim" always took the little extra dousing in stride!



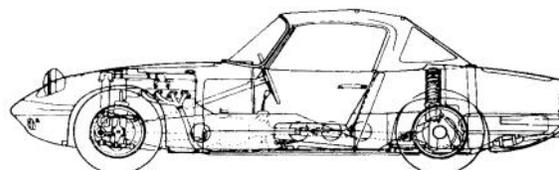
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# GGLC News: Club Gear and Berm Designs

by Kiyoshi Hamai & Jenni Dietsch

All too frequently the GGLC has been asked by members about the availability of GGLC gear, e.g., shirts, tees, caps, etc. Our answer has always been that:

- 1) ordering in bulk and handling inventory and sizes would be a P-A-I-N—the inventory would never be right, and, without a doubt, the club would always end up with the wrong sizes and leftover inventory,
- 2) there was never consensus on what to make/carry, and
- 3) all the other excuses, like how to find someone to manage the operation.

For a while it seemed like the answer would be locating an on-line retailer that could handle custom orders for custom designs and produce the merchandise for individual orders (no inventory). Yes, there are such on-line shops, but most had merchandise that did not meet our quality standards. So, we passed on that option and waited.

That was until last summer. Those *Chapman Report* readers who attended the 2017 West Coast Lotus Meet (WCLM) are likely still enjoying the custom WCLM Tee-Shirts included in their registration packs. We had two designs, one with silhouettes of classic Lotus cars and the other with post-2000 cars. The shirt the WCLM entrant received featured their car's era with the silhouette of their particular model highlighted in the color of their particular car! Each shirt was completely customized just for them!



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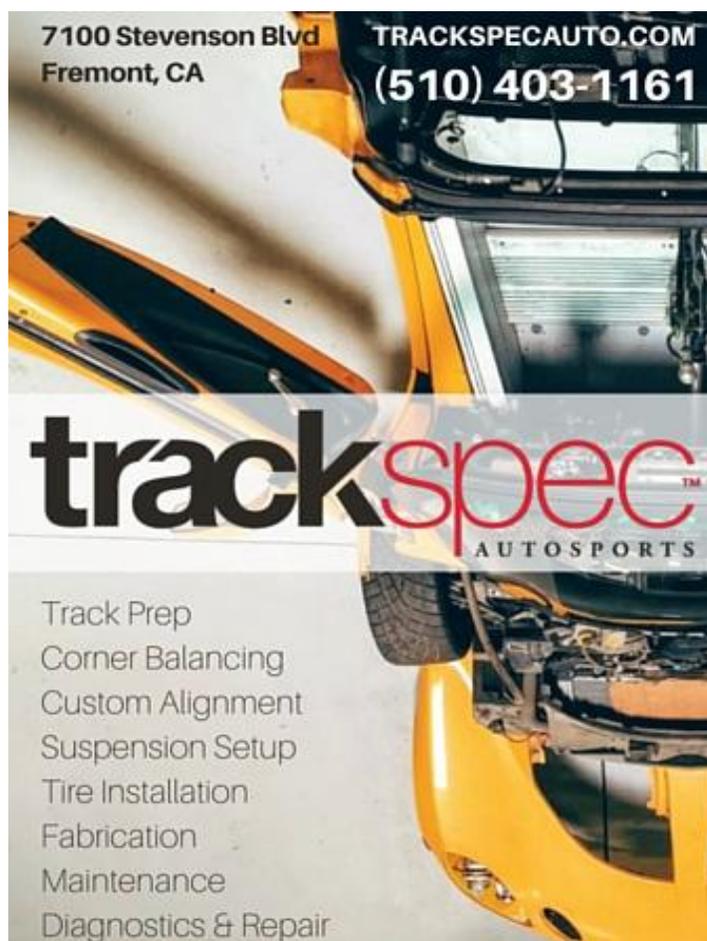
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## Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
May 5	AutoX, Round #2	Marina
May 12	Breakfast/LCoSC	LA
May 19	Members' Social/ Meeting, Shop Day, Swap Meet, BBQ	El Sobrante
May 29	Track Day	Willows
June 2	AutoX, Round #3	Marina
June 9	Breakfast/LCoSC	LA
June 9	GGLC BBQ	Danville
July 1	AutoX, Round #4	Marina
July 14	Breakfast/LCoSC	LA
July 15	Track Day	Laguna Seca
July 21	Members' Social / Meeting, BBQ	Mountain View

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

The success of these special shirts got us thinking about how to expand the combination of unique Lotus and club-related designs with the ability to produce items on an as-ordered basis and overcome all the objections that had prevented the GGLC from making club gear available in the past.

In order to make this happen, the GGLC has partnered with Berm Designs (owned and operated by our own Jenni Dietsch) to offer a variety of GGLC wearables. Starting May 1, you will see GGLC items featured on the GGLC website as well as Facebook and on the Berm Designs website.

There are, however, a few important things to remember and disclose:

- The designs and artwork will be unique to the GGLC, and it will be created by either submissions from the buyer or via GGLC/Berm Designs.
- Items and designs are only available on a limited release basis. Once the production period ends the item will go on hiatus. It may possibly return (but don't count on it!).
- Berm Designs is handling orders and financial transactions. A portion of the purchase price is shared with the GGLC.

The GGLC is very excited about this new venture! Our first item is a T-shirt emblazoned with the "Winding Lotus Road" (see image on previous page). This



Scan to get current GGLC calendar on your mobile device.

design is both fun and relatable to every Lotus enthusiast.

Order today by using the links to Berm Designs you can find on the GGLC website or Facebook page.

You can also go directly to [www.bermdesigns.com](http://www.bermdesigns.com) to place your order.

# Are the Briquettes Hot Yet? Welcome to the Season of GGLC BBQs

editor

Summer is almost upon us, and that means your GGLC friends and extended family are organizing some great social events that will help make the next few months both fun and memorable. In particular, exciting BBQs will be featured as part of each of the next three monthly club get togethers. The details of these events are summarized below. Be sure to attend and enjoy the good food and talk.

## **Mike Ostrov and Jon Rosner: Shop Day and BBQ at Mike's place, May 19, 2018. Starting at 10 AM.**

Mike Ostrov opens his shop in El Sobrante May 19, and he will be more than happy to help you get things sorted on your car. In addition to the general tech talk, Mike will provide some space for a buy/sell swap meet. Be sure to check your ga-

rage for items that might be of interest to others so that you can bring them to Mike's place, and then keep an eye out for those "must have" items someone else is willing to part with at the swap meet.



Meanwhile, Jon Rosner will heat up the BBQ coals so that everyone can enjoy some socializing and good food. Please contact Jon (jon - at - roscotech.com) if you would like to contribute food items to the BBQ.

As an extra added feature this year, our V. prez, Jenni Dietsch, will be showing off (and selling) some of her custom designed GGLC wearables that are now available from her newly launched Berm Designs online site. For more information about Jenni's new venture see the story on page 4.

The fun starts at 10 AM at Mike's place: 4119 Santa Rita Road, El Sobrante. RSVP to Mike at [mikeostrov-at-webtv.net](mailto:mikeostrov-at-webtv.net) or (510) 232-7764.

## **Mel Boss and Darlene Kasl: The GGLC Annual BBQ, June 9, 2018. Starting at 4:00 PM.**

In keeping with the club's tradition, the June meeting and social will be combined with our annual club BBQ at Mel and Darlene's place in Danville. This year the date is Saturday, June 9, 2018. See page 1 for driving directions to Mel and Darlene's.

This fabulous event will feature some of Mel's hand-crafted gourmet specialties like stuffed portabella mushrooms, grilled tri-tip and deep-fried turkey.

The fun should get started about 4:00 PM with drinks and appetizers followed by food service beginning around 6:00 PM—and a club business meet-

ing might even happen a little later over dessert.

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 7: (darmel-at-sbcglobal.net).

**John Zender and Mona:  
Monthly GGLC get together  
and BBQ at John's place,  
July 21, 2018.  
Starting at 10AM.**

Another club tradition is a visit to John Zender's house/shop in Mountain View in July to see his latest project(s) in the shop while enjoying some good talk and a low-key BBQ. As

always, a feature of the BBQ will be Mona's home made CCCs (Chocolate Chip Cookies). The date will be Saturday, July 21.

Another special attraction this year will be the opportunity to check out John's Bonneville racer, aka the Flamer, and hear first hand about his plans for next year's assault on the Salt Flats.





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# Tire Selection is Where the Rubber Meets the Road

## A Tech Tip

by Shinoo Mapleton

Changing tires is something we all must contemplate at some point. In particular, high-performance sports cars will likely require a tire change sooner rather than later compared to your average street car.

It is important to make such tire changes carefully for your Lotus as the wrong choice can ruin the beautiful balance and handling that is carefully built into your factory-fresh car. Unfortunately, tire selection is a very complex issue, and it is not one that can be fully addressed in a short article, but, since your tires are what hold your car to the road, I thought it would be a good issue to at least begin to discuss here.

Lotus ride and handling engineers worked closely with tire manufacturers to develop the original equipment tires found

on your cars. The Elise with a Sport Pack came with Yokohama AO48 tires. These tires feature a special tire compound (LTS) developed by Yokohama for Lotus.

Car manufacturers buy thousands of tires so manufacturers are often willing to create special tires for them. This allows those crafty engineers on the Lotus design team to ‘fine-tune’ their cars.

The Elise came with two different suspensions: Standard and Sport, that each demanded their own tires. The Standard suspension (there is no such thing as the ‘Touring’ suspension) featured narrower front wheels, and it came equipped with 175 front and 225 rear Yokohama AD07 tires. The Sport packaged cars came with more aggressively tuned dampers

with wider (front) forged wheels and stickier Yokohama AO48 R-compound tires with sizes 195 front and 225 rear.

These sizes and tires work as intended and few alternatives exist that deliver the same overall performance. So does this mean we should only use factory approved tires? No, you can veer from their spec tire but you need to go into an alternative tire selection with your eyes wide open.

What are the key areas that must be considered during tire selection? Here is an abbreviated list—in no particular order:

- Size
- Compound
- Brand/model
- Vehicle weight
- Availability.

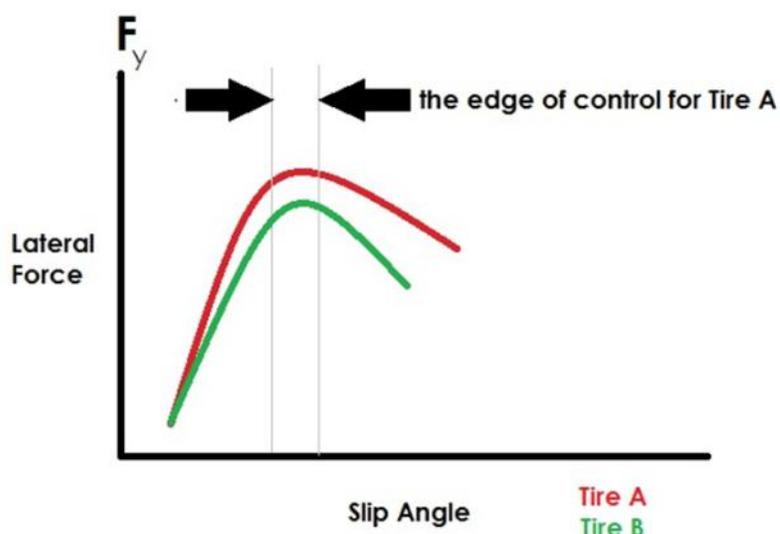
Tire size is something that many people immediately begin experimenting with. Quite often a tire is available in multiple sizes, and it is common for car owners to believe they might need wider tires to create more grip. This can work, but many



times it may deliver the opposite effect as the wider tire may not get into its optimum operating temperature range due to the low weight of our cars.

Lotus cars are light weight, which narrows (pun intended) our tire options. As a general rule, lighter cars demand softer compound tires. What might work well on a 3300lb Corvette/BMW/Porsche will be as hard as a rock on a Lotus.

You may have noticed that our street tires are considered track tires by those relatively heavy cars. So your favorite aggressive street tire on your last GT3 may not work on your new Exige. Of course, if you can go with even softer tires, wider widths are possible but the only tires that are softer tend to be non-street friendly tires.



Original equipment tire size is usually dictated by the weight distribution of a car. Since modern Lotus cars are mid-engine, they have more weight in the rear, which means wider tires are needed in the rear and narrower in the front.

On a car like a BMW or Miata, with near 50/50 weight distribution, you will often see owners running the same tires front to rear. This will not work on our Lotus cars due to their near 40/60 weight balance.

The rabbit hole of tire knowledge sucks you in deeper when you start to consider tire temperatures. Tires are de-

signed to operate in a certain temperature range. I am sure you have heard about accidents that have occurred due to "cold" tires. Tires gain temperature due to friction and flex as they are driven. It is critical that they get within their ideal temperature range to work effectively. If they are outside of this range, poor results are likely. Since wider tires generally do not need to "work as hard" on the road as a comparable narrow tire, they may not be able to achieve the temps required if all other variables, like car weight, remain the same. The net result is a tire that grips even less than a narrower tire.

How about going with smaller rims and larger side wall tires? I introduced this idea ten years ago in an attempt to improve our compliance and grip on rough canyon roads.

Our Lotus friends in Japan showed me the way. The 15"/16" rims work nicely in this

(continued on p. 10)

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(cont'd. from p. 9)

environment, but they introduce several other issues that we can discuss in another article. Most of you in fact will want to stick with stock-sized rims and need tires that are suitable.

The graph above shows the lateral force curves generated by two different tires. Both tires show a linear response initially and as the slip angle increases the lateral forces generated drop off. The arrows define an area that is at the edge of grip or control for Tire A. This is actually where the best race drivers operate their cars whilst dazzling us with their superior car control. This curve is different for each tire size, rubber compound, etc. When you change the tire on your car, you need to be aware that you will be changing where your car will begin to lose grip. So if your new tire cannot generate enough heat, the curve will certainly be worse than stock. If you choose a harder compound tire to get more life you might get the same result. This is especially true with the front tires on a modern Lotus since they support less weight and they are the ones that do all the turning and a lot of the braking!

So what is a poor Lotus owner, with worn out tires supposed to do? Here are my suggestions based on my assumptions that you:

- Enjoy driving your car aggressively and occasionally at the limit
- Want tires that fit within your wheel wells
- Are not a part of 'Stance Nation'

- Have stock-sized rims
  - Drive on the street.
- My recommendations:

- Buy stock sizes
- Buy factory recommended brands
- Never split tire types – front to rear
- Consider competitive brands in stock sizes and compounds
- Call your local (or not local) Lotus Specialist and pick their brain for advice.
- Get your tires mounted/balanced correctly or you will really hate those tires!

Modern sports cars have very high performance limits. Approaching these limits on public roads is likely to be a dicey proposition. But we all

have those favorite corners that we know like the back of our hands. This is where we often push a bit harder than most.

If you, like me, are of this ilk, I implore you to consider tire selection as important as car selection. Because, those tires are literally what hold you on the road and what will keep you from falling off that cliff.

I will close by noting that I am running stock-sized Toyo R888Rs on my Elise, and I love them.

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## Book Review: *Highways, Byways and Racetracks Adventures on Asphalt*

By Ross S. Robbins

Reviewed by Kiyoshi Hamai

*Highways, Byways and Race-tracks – Adventures on Asphalt*, is the follow-on to *Road Trips* by Ross Robbins.

Ross, a member of Lotus Colorado, fills the pages of *Highways, Byways and Race-tracks* with his recollections of adventures he has had with his Seven, Elan and other British modes of transportation.

You may find yourself questioning Ross' sanity, but there is no doubt that as you read about each new road trip and Lotus adventure you will be drawn to the mystique and glamour that will get you thinking you should find that old duffle bag, cram it full of the bare necessities, toss it into your Lotus and point the car in some undefined direction and start driving and thus creating your own Road Trip Diaries! If that is what happens, then Ross has succeeded.

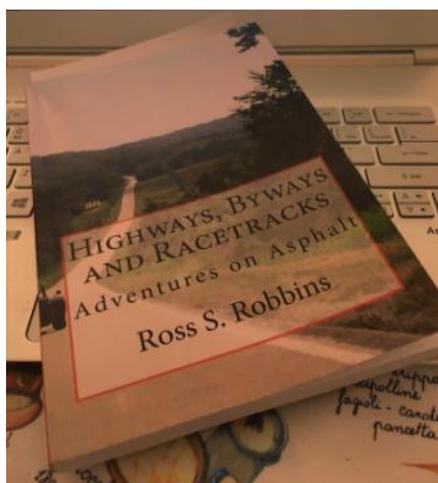
*Highways, Byways and Race-tracks* is much like *Road Trips*—a collection of short stories that share the love of the road along with the memories and the adventures that go along with it. Between Ross' easy words and his humor, the romance of the car trip will lock you into finishing the book from cover to cover in one sitting.

Who in their right mind would take an Elan and Seven S3 from Colorado to Minnesota to find the headwaters of the

Mississippi River and then follow the river from stream to river to its mouth at New Orleans and then drive back to Colorado? Why? Why not? Because if you did not do that you would not meet guys like Jeff, who Ross and company met in Palisade, MN:

“Our new ‘friend’ Jeff was a hoarder worthy of a TV show like *American Pickers*. His place was stacked to the rafters with stuff and had little pathways with booby traps to catch the unwary or distracted. The Spitfire was in three parts buried under boxes, lumber and other detritus. We thanked Jeff and slowly backed away.”

I highly recommend picking up a copy of *Highways, Byways and Racetracks* (available through Amazon). It is an entertaining read that just might inspire you—and a few others—to start your own road trip adventure!



## Classifieds

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



### Dave Bean's Personal Elan

**For Sale:** '66 S2, Chassis # 26/4477, with rare silvered bumpers (like the Paris Auto Show car). Excellent condition throughout with numerous concours awards to its credit. Physical limitations preclude my driving it. More details upon serious inquiry. Car is in CA. Best offer in the \$50,000 neighborhood. Contact: Roberta at (209) 743-1227 or Roberta -- at-- goldrush.com

**For Sale:** Elan S2 transmission, \$125; Elan S3/4 soft top (no snaps, new), \$150; Elan S1/2 radiators—one complete unit, (re-core required) and the top and bottom tanks of a second radiator, \$150. Will consider best offers. Local delivery possible, shipping extra. Contact Barry at (408) 227-5887 (leave message) or barryswack -- at -- gmail.com.

**For Sale:** 1965 Lotus S-7, race prepared. Dry sump, 1600cc Cortina cross flow engine. Tuned ceramic-coated exhaust. Quaife semi-close ratio 4-speed competition gearbox. Escort RS2000 rear axle w/Hewland limited slip diff. New, scuffed AVON A-37 tires. New AVO adjustable front struts. New Braille battery. Tuned and maintained by Loynings Engineering.

(continued on p.12)

# Classifieds

(Continued from p. 11)

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**For Sale:** '06 Elise, Ardent Red with Black Leather interior. Currently 26,145 miles. Original CA owner, street use only, meticulously maintained since purchase. Includes Touring Pack, hard top, Star Shield, upgraded Kenwood CD/SiriusXM radio, Polk Audio speakers, dust cover and battery minder. \$32K. Car is located in San Clemente. Contact: Steve at (805) 335-0270 or stevesmythe -- at -- gmail.com.

**For Sale:** '13 Evora S IPS, 2+2 in Daly City. Ardent Red with Black interior. Options include: Premium Pack, Tech Pack and Sport Pack. Currently at 27K miles with Michelin Pilot Super Sport tires that have less than 1K miles on them. The car has a clean CA title, but originally had a "Rebuilt" FL title because of light front and rear damage (no frame/chassis damage) All repairs professionally done by Wire Wheel in FL. Asking \$42,000. Visit <https://bit.ly/2H3LVA2> for more info and photos or contact Rahul at (510) 439-7265 or evora -- at -- rahulnair.net to check it out in person.

**Scanned Lotus Articles (and more):** I have saved numerous AUTOWEEK articles as scans. Most feature British cars from the Escape Road section. I also found several feature articles including a report on the first Monterey Historics race in '74, an editorial by James Hunt and some reviews of un-British cars. Here is the deal. You can have the scans for free.

If you feel so moved, I would appreciate any small donation to my PayPal account to support the Lotus 7A (S/N SB1722) vintage race fund. Contact me via email for the complete list and details. Tom Styczynski [vintage@verizon.net](mailto:vintage@verizon.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.

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

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THE CHAPMAN REPORT

