

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org March/April 2019



Photo Credit: Tom Carney

Rita and Carlos find the perfect parking spot for their Exige at the Wings of History Aircraft Museum, which was the final stop on the 2019 Anti-Football Drive on February 26, 2019. Learn more about this popular event on page 2, and check out more photos on page 11.



Photo Credit: David Anderson

Ian T. and his Elise tackle the challenging conditions in style at the Laguna Seca track day on February 20, 2019. Learn more about the track day in David Anderson's story on page 3.

March/April Meetings

SATURDAY, March 16, 2019 — 10:30 AM

Hosts: John and Liz Logan

SATURDAY, April 20, 2019 — 10:30 AM

Hosts: Tom and Stephanie Chavez

Anti-Football Drive February 26, 2019

by Kiyoshi Hamai

Photo Credit: Tom Carney

The annual Anti-Football Drive has become a tradition, and the 2019 version provided another interesting chapter in the book: "where are we going this year."

We started the drive at Starbucks in east Los Gatos with about 20 cars that included not only a variety of Lotus cars, but also a pair of Beemers, a Mini, and a Toyota 86. Our group included: Bryan, Dave L., Scott S., Chris and Veronica, Colm and Lu, John and Eunice, Griml, Dan W. (M100), John and Liz, Lowell, Jackie (GGLC Prez), Mona and John, Rita and Carlos, Jon S., Jeff and Andria, Rahul, Sasha, Tom and Cherie and Rob and Cynthia.

The weather was amazing as we were lucky enough to catch a break in the rainy season, and we enjoyed brilliant sunshine all day. There was time for lattes and pastries and visiting as the group gathered. I called a brief drivers' meeting to pass out route guides and a few casual instructions before the group lined up and headed out.

Our South Bay/Almaden Hills route was straight-forward. From Blossom Hill, we turned on Camden and then onto Hicks Road. A few twisties followed, and then right on to Mt. Umunhum Road.

The road to the top of Mt. Umunhum is roughly 5.4 miles long, and it climbs about 2,000'. There are at least 130 turns on the way to the top, and many are marked at 20MPH. There are hairpins and esses, cliffs on the right, then cliffs on the left, and, as you near the summit, there is a spectacular view of the entire Monterey Bay!

Nearing the top, there were radio towers massed on the left, and the old, now defunct, radar tower building highlighting the summit.

We planned for a 30-45 minute stop to take in the spectacular views from the large parking lot. At the 3488' elevation of Mt. Umunhum, we could easily see Mt. Tamalpais to

the north and Mt. Diablo to the northeast, while downtown San Jose sprawled out beneath us.

After a group photo, we drove down to Hicks Road, and followed the county roads past Jacques Gulch and Almaden Reservoir. This area was where the first mining claims in California were filed by the Almaden Quicksilver Mining Company in the early 1800s. The company mined Cinnabar, which can be processed to extract liquid mercury. The mercury was used by the gold mines to extract the precious metal from the ore.

We continued down McKean Road past Chesbro Reservoir and then into Morgan Hill. Our lunch stop was at GGLCer Dan Wardman's shop where he stores and maintains his vintage race cars and his 5 Lotus cars!

After checking out the unique cars in Dan's shop, basking the sun and wolfing down sandwiches from Togos, we continued south to the San Martin Airport for our final stop of the day at the Wings of History Aircraft Museum where we were greeted by Susan, the Museum's Treasurer, who acted as our very informative docent and guide.

The museum is housed in 3 inconspicuous metal buildings packed with vintage aircraft and

hundreds of detailed model planes. Our visit ended with a stop in the Prop Shop, where skilled craftsmen hand-build propellers for vintage and classic aircraft. I highly recommend finding a couple of hours to visit this hidden gem of a museum in the South Bay.

Thanks to all that joined the fun of this year's Anti-Football drive! We will be sure to do it again in 2020 with another great destination.



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Laguna Seca Track Day February 20, 2019

by David Anderson

Photo Credit: Ben Beames

It was another beautiful day... Oh, wait. No, it was cold, windy, and rainy!

At 9 AM it was 46°F, and by 1 PM the temperature rose briefly to 50°F.

It was raining hard enough to make it difficult to see much during the 9 AM track session. But, fortunately, most of the day the rain was pretty light, or even at times there was no rain. The sun threatened to break through the clouds now and then, but the clouds managed to reform.

In the 11 AM session it rained so hard (briefly) that your scribe in Elise #214, lacking windshield wipers or functioning Rain-X, could not see the track properly, and I had to return to the paddock! Having stopped in the paddock, and facing in the "wrong" direction, the rain came into the (windowless) door of #214 and created a substantial puddle in the fiberglass seat. A large, dry towel took care of that, and turning the car in the paddock prevented another occurrence.

The day was not fully subscribed (most likely due to the weather forecasts), and the actual weather meant traffic on-track was very light, although cars did seem to bunch up a bit.

We had eight Elise/Exige on hand and one beautiful Lotus 30 recreation (Ben Beames' car). John Zender's Exige had a water pump issue so it mostly sat out the day.

John drove the club truck to the track with the usual snacks,



water, tent, and sound system. Thanks go to the entire track day crew for announcing all the sessions making it easy for entrants to know when to go on track.

Luckily, it was not raining at the open air 8:15 AM drivers' meeting. Another plus was that drivers stayed on track (mostly) and there were no serious incidents (nobody had to be towed out of the mud, as far as I know). Also, there did not appear to be any mud dragged onto the track.

All-in-all it was a very challenging day to be on track, but the drivers did a fine job, which ultimately made it a good day for all.

The next GGLC track day is March

25 at Thunderhill. Sign up as soon as registration opens to ensure a spot.

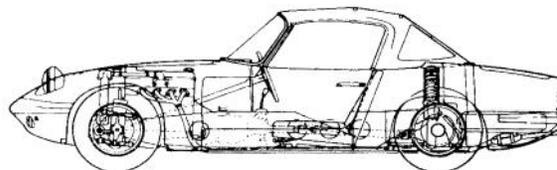
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Update: 2019 West Coast Lotus Meet May 15–19, 2019 — Folsom, CA

by Kiyoshi Hamai

Registration is OPEN for the 2019 West Coast Lotus Meet (WCLM). Please note that Early Bird Registration (at a significant discount) will only be available until March 15.

The 2019 WCLM will be a fabulous 5-day Lotus happening set in the scenic California Gold Country in and near Folsom, California. The event will be hosted by members of the Sacramento Chapter of the Golden Gate Lotus Club. They are excited to invite the Lotus enthusiasts from around the globe to Sacramento and the California Gold Country.

From 2019 WCLM Chair, Mike Tatro, "We are ready! We have planned some amazing and truly memorable WCLM events! Our WCLM Committee has planned a fantastic series of events that include a WCLM Casual Concours, amazing scenic drives in the California Gold Country, the WCLM Banquet, the WCLM Autocross and an optional Lotus track day at the Thunderhill Raceway. In addition, there will be great awards, dinners and more!"

WCLM REGISTRATION

The WCLM Registration Fee includes all events, drives, shows, museum, autocross and meals except for the optional WCLM Track Day.

Summary of the WCLM Registration fees (per entrant):*

Entry Date	Member**	Non-Member
Before March 15	\$260	\$310
March 16–April 15	\$310	\$360
April 16–May 5	\$360	\$410

*Registration fee does not include accommodations.

**All current members (and their spouse or significant other) of any regional, national or international Lotus club qualify for the Lotus Club Member price.

No Registrations after May 5, 2019. (email the Chairman after May 6, 2019 at wclmchair@gglotus.org)

To register go to: www.gglotus.motorsportreg.com

2019 WCLM SCHEDULE (subject to change)

Day 1 - Wednesday, May 15 (late afternoon)

- Registration at Lake Natoma Inn
- WCLM Meet & Greet at Red Bus Brewing Co.

Day 2 - Thursday, May 16

- WCLM Optional (separate fee) Track Day at Thunderhill Raceway Park – Thunderhill West (roughly a 90 minute drive from Folsom)
- WCLM Autocross at Thunderhill Raceway Park OR
- Sacramento Guided Driving Tour
- Open evening to explore and enjoy Historic Fol-



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
March 5	SDLC Meet-up	San Diego
March 9	Breakfast/LCoSC	LA
March 16	Members' Social / Meeting	Danville
March 16	SDLC Drive	TBA
March 25	Track Day (3-mile East track)	Willows
April 2	SDLC Meet-up	San Diego
April 7	AutoX, Round #1	Marina
April 13	Breakfast/LCoSC	LA
April 20	Members' Social / Meeting	Castro Valley
April 20	SDLC Drive	TBA
April 28	Petersen Museum Visit	LA

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

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Day 3 - Friday, May 17

- WCLM Gold Country Drive/Rallye with stop at Lava Cap Winery
- JAE WCLM Funkhana
- JAE WCLM BBQ at the CarMichael Vintage Vehicle Collection

Day 4 - Saturday, May 18,

- Folsom Cars and Coffee. Special parking for WCLM Lotus cars.
- Hethelsport WCLM Lotus Concours in Historic Folsom
- Dave Bean Engineering WCLM Wine & Beer Tasting and WCLM Banquet & Awards

Day 5 - Sunday May 19, 2019

- WCLM Breakfast at Karen's Bakery (optional)
- Drive to Old Town Sacramento with final stop at the California Auto Museum
- WCLM Lunch at Selland's Outdoor Patio on Broad-

WCLM HEADQUARTERS

The 2019 WCLM will be headquartered at the Lake Natoma Inn, (702 Gold Lake Drive, Folsom, CA 95630) in the heart of Historic Folsom. We recommend you make your hotel reservations at the Lake



Scan to get current GGLC calendar on your mobile device.

Natoma Inn online at:

www.lakenatomainn.com.

Be sure to use the WCLM group code **6046435**. You can also use this URL to go directly to their Group Booking site:

<https://reservations.travelclick.com/13381?groupID=2411110>

The WCLM group rate is \$149/night for double occupancy. You



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can select a room with double, queen beds or a king bed.

Group rooms and rates are subject to availability. Weekends are busy, so we encourage you to make your reservations as soon as possible.

WCLM SPONSORS

The WCLM cannot happen without the financial assistance of our sponsors: Lotus Cars USA, Dave Bean Engineering, JAE, Turbo Hoses, Hethelsport, TrackSpec, and The Historic Folsom Association. Watch for the WCLM website for new sponsors as they join us!



Recent & Future Events From The San Diego Lotus Club Chapter

by Lawrence Sher & Ron Schramm

For our January event, we set up a friendly get together at Quantum Brewing on January 8. In spite of the not-so-great weather, we had a wonderful turnout and a fine time.

We were also able to attract and connect with some new members at Quantum that will ensure that we grow from strength to strength. I strongly recommend you join us if you have not been to one of our

events before to enjoy the fun and relaxing atmosphere. Here's hoping to see a lot more of you at one of our up and coming events.

The next major event will feature a visit to the world famous Petersen Automotive Museum in LA on Sunday, April 28. We will be joining forces with the Lotus Club of Southern CA for this visit, and all other Golden Gate Lotus Club affiliate members are also invited..

As a little side note: we are still looking for a Newsletter editor, so if you are interested



please let us know. It would be great to have another set of hands on board.

Cheers, and see you all at our next events.



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The Balanced Approach to Tuning your Elise/Exige

by Shinoo Mapleton

Modifying a car developed by Lotus is a form of heresy that some of us have been practicing for years. At times, these modifications have been done out of necessity. Other times, folks simply have hoped to make their car better for their needs.

Several companies have sprung to life to provide aftermarket parts that support this tuning desire, and many of these companies are now sponsors of the GGLC and the broader Lotus community. I have modified every car I have owned—well, at least the fun ones—so I am a seasoned, tuning practitioner.

Naturally, this penchant for modifying cars started even before I was qualified to do it! Relative to modern Lotus cars, I have professionally developed hundreds of products since 2004, so I feel I can provide some my insights on tuning. My general goal with this article is to discuss tuning from a broad perspective.

About ten years ago, I developed a chart that I called the 'Balanced Approach'. It is shown on the next page. I created this chart in an effort to provide some guidance that is aimed at a smart tuning path for Lotus cars.

The chart was developed from experience and client feedback. At the time, I had collected feedback from hundreds (likely thousands) of Lotus owners who had bought parts from me, and then I collated that data with my own experience derived from the Elise/Exige cars that I have owned and modified.

I do believe that tuning an Elise or Exige, whether it is for the track or street, can be done with positive results. Street driving does not tax a car in the same way that typical track driving techniques (such as wide-open throttle, high rpm, and threshold braking) are likely to do. So some of the car safety issues that come up in track driving are not of concern on the street.

Tracking a homologated street car is fraught with many challenges but Lotus has taken care of a number of areas that other OEMs choose to ignore. We can sense this right away by how much fun a Lotus is to drive straight from the dealer.

The real concerns manifest themselves when you decide to track the car. If you are a track driver, then

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the track issues that need addressing are what I refer to as the Track Trilogy of Terror:

- Oil Starvation,
- Fuel Starvation and
- Rear Toe Links.

If you only use your car on the street, then the key car safety area is the Rear Toe Links.

The Balanced Approach chart defines my thinking with Driver Safety and Car Safety first in importance, before performance modifications are made. Indeed, what good is a 300 HP car if the motor will oil starve and blow up during a track outing?

If a driver does not know what an apex is or how to heel-and-toe a down-shift, no fancy shifter is going to help make it happen.

Sticky tires and trick suspensions are not of much use when you are flopping out of a stock seat and belts.

Addressing issues that allow a driver to stay in control of his/her car and understand what it is doing on track became my number 1 recommendation. If you are an experienced track day driver, then addressing the Track Trilogy of Terror issues becomes almost as important.

Whether you are a beginner or experienced track driver, make sure your car has fresh fluids, a good alignment and tight nuts/bolts, and you will likely have a safe and fun experience on track.

Coaching is one of the key areas that many of us ignore. Typical GGLC events have good instructors available, but do not forget that there are also many private coaches available—albeit at a cost that will certainly put a dent into that



We believe taking a balanced approach to tuning your Lotus is the safe and reliable way to gain performance. Follow this chart and avoid unnecessary lost track time and costly breakdowns.

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start here	Safety		Handling	Brakes	Aero	Power
	Driver	Car				
Phase 1	Harnesses Fire Extinguisher Coaching	RearToe Link Brace Baffled Oil Pan Tow Hooks	Alignment	Brake Pads Brake Fluid Pedals		Cat-back Exhaust* Transmission Cooling
Phase 2	Race Seats* Coaching Data Acquisition	Baffled Fuel Tank Engine Mounts	Adjustable Coll-overs* Steering Arms Corner Balance	Lighter Rotors*	Diffuser* Front Spoiler Rear Wing	Forced Induction up to 255hp Tune up to 255hp Engine Cooling LSD
Phase 3	Roll Cage Fire Suppression Coaching		Lightweight Wheels* Slicks	Big Brake Kit Brake Cooling	Canards Side Skirts	Built Engine 255+hp Built Transmis-sion

*Add Lightness

precious mod budget you have been squirreling away. Trust me when I say that any driver below expert level can shave their lap times with good instruction. Would you believe there are plenty of pro-level drivers who also get coaching?

The rest of the chart can be debated ad nauseum, so I will not elaborate much more here. However, I do feel that starting

with Phase 1 and progressing through Handling, Braking, Aero & Power is the prudent approach. Sometimes, however, we are presented with a good deal for a certain part that causes us to jump the line. This is a forgivable sin as parts for these cars remain at a premium or scarce because of the low volume and stock lev-

els. Of course, installing said part could be delayed—if you have the willpower!

Using data to make decisions is probably the smartest thing you can do when deciding on what mods you should implement. I had a statistics professor who was fond of saying, “In God we trust, all others bring data.” I agree with him as data collected over time can be very



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revealing. It will lead us to the areas that are weaknesses, which usually is our driving! But data can also let us know if we are really getting close to the limits of our parts. Put a coach in your car and overlay their lap times for a humbling experience!

One area that I would probably adjust in the Balanced Approach chart if I were to update it today is in the area of transmission oil cooling. Over time, I have come to learn that changing your transmission fluid frequently is probably as effective as installing a transmission oil

cooler. Not to mention that installing such a cooler can be a complex process.

It is likely that most people do not have a transmission oil temperature problem. Though if you want your gearbox to live, you must know and practice good heel-and-toe downshift techniques, and you should make an effort to not be too heavy-handed with your shifts, in general. Of course, a good coach can help you in this area as well.

So, as one of the biggest drug dealers in the Lotus com-

munity, I am suggesting that the drugs I am selling are not always silver bullets.

Will aftermarket parts make your car faster? Yes, they can, but first spend your hard-earned money on some of the less sexy safety items in the chart, as well as on coaching. In the long run, this approach will ensure that you have both a safe chariot and the skills to fully exploit what it can deliver!



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GGLC 2019 Autocross Series Dates Announced

by Kiyoshi Hamai

Photo Credits: Les Ellis and David Anderson

As I write this, there has been rain, cold, rain, cold and more rain for the past 3 weeks, and even more rain is forecast for the remainder of this week.

At some point, however, we can be confident that the sun will break out again, and that the days will begin to warm. Then around mid-March it will start to smell like the GGLC Autocross season is ready to start blooming! So I just keep hoping for those warmer days to come even as I listen to the rain draining down the gutter downspout.

The 2019 GGLC Autocross season starts on Sunday, April 7 at our usual venue, the Marina Municipal Airport. In total, the season will consist of 8 events at the Marina site. We will maintain the class structure from 2018 with all the Lotus classes and the Open class.

If this season is anything like the 2018 season, we can expect our events to fill-up quickly, and late sign-ups will find themselves on a waitlist. While it is tempting to increase the entry size from our current 70 cars, we are resisting that temptation to maintain the number of runs that entrants can take during the day (typically, 5-6 in the morning and 6-7 in the afternoon sessions).

2019 GGLC Autocross Calendar

- Sun, April 7*
- Sat, May 11
- Sun, June 2
- Sat, June 29
- Sun, July 21
- Sat, Aug 24
- Sun, Sept 22
- Sun, Oct 27

* This autocross will be only a half-day event, as the GGLC is hosting a private event at the Marina Airport in the afternoon.

Questions and requests can be emailed to autocross@gglotus.org
Come join us all season at the GGLC Autocrosses!



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More Photo Coverage of the 2019 Anti-Football Drive

Photo Credits: Tom Carney and Kiyoshi Hamai



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For Sale: Elise car cover - 'CoverKing' custom fit, in light grey. Roughly 18 months old. Nothing wrong with the cover, but I now have another so this needs to find a new home. Asking \$50. Buyer collects from Palo Alto. Contact Phil (415) 341-2624 or email waltonholt -- at -- gmail.com

For Sale: Lotus Super Seven Series 3. Registered in CA as 1967, (no SMOG req'd). Likely built for Autocross from Catherham and Lotus parts. (Does not appear to have ever been raced in any form.) Only 15,126 miles as it was in storage for many years. Ford Kent 1600 Crossflow, bored to 1700cc, new Kent 234 Fast Road cam, lifters, valves and guides. Dual Weber 40DCOE carbs, SS headers, new Electromotive direct ignition and coils. Aluminum sides, hood and interior (fenders and nose are black). A few dings on fiberglass, but all aluminum panels in excellent condition. Extra parts include new diff, Accusump, Kent 244 Rally cam, driving lights, and

misc. parts. Very fast and nimble. Would be perfect for Autocross, but a blast to drive on the street! Asking \$24,000. Will deliver in N. Cal., (delivery negotiable elsewhere.) Contact: Jim in Sacramento, (775) 721-9455, or jim.flakus -- at -- gmail.com.

For Sale: Lotus Eleven parts: rear end (complete with brake calipers), steering box and radiator (with reservoir). Parts located in Visalia. Contact: Jeff at (805) 503-9988 or jefflj22 -- at --gmail.com.

For Sale: '06 Lotus Sport Elise. Yellow with silver stripes. Low mileage (19K), limited-edition car (#48)--the 1st of 50 special editions in U.S. Featured in numerous auto magazines. Certificate of Provenance and photos available on request. Car is located in

Glendale, CA. Contact: Jim at (818) 429-1667 or cool4re111 - - at -- gmail.com.

Wanted: Lotus 23. Looking to purchase a Lotus 23 for the 2019 racing season. Prefer a car that is CSRG eligible, but will consider all. Please reply to jgrosseto -- at -- icloud.com or call (209) 588 9490 with details.

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