

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Sept./Oct. 2019



Photo Credit: Jon Rosner

Jim Clark's 1965 Indy 500 winning Lotus 38 was on display at the Sonoma Speed Festival. Learn more about this new Bay Area motoring event from Jon's article on page 2.



Photo Credit: Kiyoshi Hamai

A mere 55 years after the Lotus 38, Lotus introduces the ground-breaking Evija at the prestigious 2019 Quail Lodge show during Monterey Speed Week. Learn details about the car in Kiyoshi's article starting on page 6.

Sept./Oct. Meet-ups

When: Saturday, September 21, 2019, 10:00AM

Where: Cars Dawydiak (Lotus San Francisco)
1540 Pine Street
San Francisco

Location:

1540 Pine Street is on the N. side of Pine and just about 1/2 block East of Van Ness

Laurent Martin, the sales manager at Cars Dawydiak, has invited GGLC members to an open house and an exclusive showing of the brand new Lotus Evora GT. Refreshments will be served.

Off-street parking will be available on the roof-top parking lot at the dealership.

When: Sunday, October 20, 2019, 8:00 AM

Where: All British Motor Show
Blackhawk Plaza
Danville

Directions from I-680 in Danville:

Exit at Sycamore Valley Rd and go East
Sycamore Valley Rd. becomes Camino Tassajara
Turn Right onto Blackhawk Plaza Cir to enter
Blackhawk Plaza and display area

The Mini Owners of America San Francisco have again invited GGLC members and their Lotus cars to their 29th annual All British Motor Show at Blackhawk Plaza. Reserved parking for the GGLC group will be available. Entry fee to show your car is \$30. Spectators are free. Awards will be presented at 1 PM. Register at allbritishmotorshow.com

2019 Sonoma Speed Festival Brings UK Motorsports Style to Sonoma

by Jon Rosner

Take two parts Monterey Historics/Rolex Reunion, one part Pebble Beach Concours d'Elegance and one part Concorso Italiano then add spices of Gooding and Company plus a dozen top wineries. Shake and pour this high-octane mixture to get: The inaugural 2019 Sonoma Speed Festival held May 30 through June 2.

This international gathering was an event in the style of the fabled Goodwood Festival of Speed in the UK, and also a celebration of the 50th Anniversary of Sears Point Raceway.

If seeing, hearing, and feeling the ex-Mercedes AMG Petronas Formula One car tearing the wind, hammering around the track (a screaming banshee quite capable of disturbing the tranquility of the delicate vines surrounding the track) does not make your jaw drop then maybe the featured 1966 to 1969 Trans Am cars were more to your liking. Watching two full-blown AMX race cars leave a slew of fast Mustangs in their wake was also sparkling fun.

If you went to grab something from the Food Park or visit the Sip and Savor Wine Pavilion, sampling the delightful wines you might have missed the Mercedes W154, McLaren F1 GTR, Aston Martin DBS, and Ferrari GTO being flung around the track. The Evolution of Speed concept was also well displayed.

No, you are not mistaken—among all the other visual goodies vying for your attention, you could find that funny looking little yellow and green

car with the wheels further out on one side, which was *THE* Lotus-Ford that Jimmy Clark drove to victory at the Indianapolis 500 in 1965. That car was beyond revolutionary. It introduced the concepts of “add lightness” and a rear/mid-engine layout using a high performance engine based on a streetcar design to Indy race cars. In literally an instant, the old, tall front-engine roadsters

that derived their designs from ancient beach and boardwalk racing cars had been relegated to the history books.

Another section on display was a series of historic front engine drag racers. Massive engines, scrawny frames, bicycle tires up front and several hundred horsepower coming down the not particularly well-shielded drive shaft positioned between the driver's legs to the differential and the massive rear wheels.

There was no mistaking the old timers when they were out on the track. Sounding wizened,




DIETSCH MOTORSPORTS
WHERE PERFORMANCE MEETS QUALITY

HOOVER CHAN
dietschmotorsports.com
925.455.1066

clanky, cranky, roaring like WWI aircraft and delicately sliding around corners on their spindly wheels. All the while, a nostalgic blend of oil, burnt rubber, and unburned fuel wafted into the grandstand. The drivers and mechanics sporting ear to ear grins, wagon buckboard comfortable very upright seating. Chugging along, unsynchronized gears gnashing in splendid delight. White pant legs and shirt sleeves flapping vigorously. Races could and did turn deadly in the pre-war days, when it took arms and legs of



steel to hustle these beasts around a course.

For an event that was pulled together in roughly eight months with little general publicity, the 2019 Sonoma Speed Festival was well-attended, even matching the Monterey Motorsports Reunions of the last few years. Yes, a much smaller footprint than that big week in Monterey. But, in contrast to Monterey, the cars, auctions and food were all within short walking distances, so it was much easier to see most of what was on view at this truly enjoyable event.

Scott vs. COTA

by Scott Whitman

I moved to Austin, TX, as of June 2019—sad, because I miss the Bay Area, old friends and, of course, the fun things the GGLC does (hey, I will still be a member!).

Anyway, a few weeks ago I participated in a track day with my Exige at COTA, which, for those of you living under a rock, is Circuit of the Americas—the only modern F1 (purpose built) track in the U.S. This article captures some of my insights from a day at the track.

As I drove from the paddock up to turn 1 for the first time, I had in my mind that the hill looked particularly large (but not quite as high as I thought it would be) and I recalled Hamilton passing Rosberg at the start of the 2015 USGP (which I watched live, but with disgust, from the top of the observation tower). As I headed down to turn 2 and the right hander, I recalled the other Hamilton pass later in the

race (for the win) as I headed full-throttle under the bridge toward the Esses. These turns were modeled after the famous Maggotts/Becketts complex at the UK's legendary Silverstone track. This series of turns is really quite challenging—let's just say for reference more difficult than the Esses at Sonoma—and they actually continue on from turn 3 essentially all the way to turn 8 (left/right/left/right/left). The thing about the COTA Esses is that you cannot drive them like a slalom where you just sort of twitch the wheel left and right. The turns are wide, so you drive around them; and it felt to me like I never quite got them right. (Of course, if you mess up the first, it is hard to make progress on the others.) Then it is on to turn 9 followed by the flat-out turn 10, which is fun since you have to point the car to where it should go for turn 10 without really seeing where the apex is from there. Then it is downhill a bit to turn 11 followed by hard braking for the long hairpin on to the back straight.

KAMPEÑA MOTORS

LOTUS SPECIALISTS

Authorized Caterham Dealer
19676 Eighth St. East, Suite 102

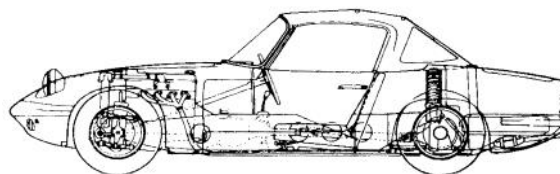
Sonoma, CA 95476

Phone # 415-341-3822

WWW.KAMPENA.COM

Parts and Service for Lotus Cars
Specializing in Lotus Elans and Europas
Quality and Considerate Service
Total Ground Up Restorations to
Routine Maintenance

Huge Inventory of New and Used Parts
Many Hard to Find Pieces



The back straight is crazy long (it must be 50% longer than Thunderhill's front straight). I've heard numerous cars can get to 150mph. But not for the Exige, as it is a bit drag-limited (and hp-limited, too). I was told by a few people to start braking at the 150-marker, but, honestly, given the lack of speed (I got to 125mph, but I'm sure 130mph is possible), and the lightness of the Exige, I found I could brake below the 100-marker, and I bet if I get some cajones I could even brake at 50. The next turn is very sharp/slow to the left, and the end is near, so you feel like you better brake or, well, things will go south in a hurry (similar to turn 11 at Sonoma).

I won't go into details on the rest of the turns, but let's just say this last section all the way to the front straight is fun and challenging.

Overall, the best way to describe this track is as "fast and flowing." It is also very wide. Of course, for a modern F1 track, that's what you would expect. More blind turns than you might expect, but not a lot of elevation change. Based on



that, you won't be surprised by my next statement—this track attracts a LOT of high-horsepower cars for their track days.

Summing up, the biggest differences, to me, compared to track days I have experienced on the West Coast are:

- Cost: - the track day fee is \$595 or thereabouts. They don't seem to have very many weekday events, though, so this is a weekend fee. I did realize though, that for me, at least, since I am local to the track, I save money on gas (to/from the track) and lodging (live at home) so it is not quite as pricey as it might seem in aggregate expense.
- Number of groups: compared to the Bay Area, there are not nearly as many track groups and not nearly as many track days.
- Petrol: - gas is *much* cheaper in TX. When I left the Bay Area, I was paying around \$4.30/gallon, and when I got to TX the price was \$2.35 for regular. Premium is at significantly higher premium (ha ha) over regular in TX compared to Bay Area. (sometimes a full \$1 more, in the Austin area). Gas prices at the track are of course higher, but still about \$2 less/gallon than Bay Area track gas. So, at least that aspect helps on the cost. Oh, and you will find 93 octane everywhere!
- People/Event: - the event I went to—Chin Trackdays—was very similar style to what was run in the Bay Area (SpeedSF or NCRC). They had instructors for novice folks, and they were in-car.



www.davebean.com



Official North American
Lotus
Vintage Parts Distributor



dave bean engineering

Phone (209) 754-5802
Fax (209) 754-5177
US & Canadian Fax Orders (800) 469-7789

636 east saint charles street • star route 3 • san andreas ca 95249 • usa



DELL

EXOTIC

AUTOWORKS

Experience with all lotus models. We do collision repair on daily drivers or weekend racers. We work for you, the vehicle owner using only lotus approved repair methods and new OEM parts.

Get it done right, the first time.

408-370-0189

www.dellauto.com
980 Camden Avenue, Campbell, CA 95008



7100 Stevenson Blvd
Fremont, CA

TRACKSPECAUTO.COM
(510) 403-1161



trackspecTM
AUTOSPORTS

Track Prep
Corner Balancing
Custom Alignment
Suspension Setup
Tire Installation
Fabrication
Maintenance
Diagnostics & Repair

- People/Track drivers: - many more people with higher horsepower and more expensive cars. I did see one Miata, but that was the rare exception, and, in truth, my car was probably the least-high performance car out there otherwise. I actually met a few Lotus guys at the track, but nobody else had a Lotus there that day. Seriously. Many Camaros and Mustangs, but of course high hp versions. In addition, as you might expect, there were a number of Corvettes, tons of Porsches (a LOT of GT3's), BMW's, an AMG, a few Ferraris, 4 McLaren's including a race car, several Lambos including a race car (that crashed into the wall). These guys are fast.

- Garages: - you can rent an F1 garage - and people do. I believe the price is around \$200. You can fit at least 2 cars back/back in that garage. I think people do it mostly because it's cool (literally, shielding from the sun and figuratively). But plenty of folks brought their

own truck, and they serviced their car at the track (usual stuff), and it also appeared that a few folks had their own crews.

- Temperature: - HOT! Austin is hot in the summer, and, of course, the downside is that it is way more humid than the Bay Area. Unfortunately, I tend to sweat a lot, so I would go to the event building (which is rather non-descript, boring, and frankly not nearly as nice as Thunderhill's) for some AC. A few of us did this, the rest of the folks just sweltered I guess. It actually wasn't terrible as it was partly cloudy that day. Nevertheless, I'm thinking of getting a CoolShirt.

- Track itself: - while fun, there is a lot of run off and despite the crash above, I really think it is not as technical as, say, Sonoma or Thunderhill 2 mile.

I have no idea what my times were for this track as this outing was only 10 days after moving here, and my AiM Solo DL system wasn't set up yet (I had forgotten to

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept. 3	SDLC Meet-up	San Diego
Sept. 14	Breakfast/LCoSC	LA
Sept. 21	GGLC Meet-up Cars Dawydiak	San Francisco
Sept. 22	AutoX, Round #6	Marina
Sept. 26	Track Day (East Track)	Thunderhill
October 1	SDLC Meet-up	San Diego
October 5	CSRG Charity Races & Lotus Corral	Sonoma Raceway
October 12	Breakfast/LCoSC	LA
October 12	San Diego British Car Day	San Diego
October 20	British Car Meet	Blackhawk
October 27	AutoX, Round #7	Marina
October 28	Track Day	Laguna Seca

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



Scan to get current GGLC calendar on your mobile device.

download the track map). I know I was getting faster as the day went on, and as I felt more comfy in the car, but there are definite areas that will take me a while to really feel like I'm at speed. I would say that I'm probably something like 60% of capability (of me and the car).

All in all, it is certainly good that there is a Lotus and track scene here, and I've already met plenty of car guys (and gals), so it is bound to be fun!

Lotus Evija Steals The Show at Monterey

by Kiyoshi Hamai

THE STORY

After the big Evija launch in London in July 2019, there was a notable blank from Lotus in terms of promoting what was to come next in the media roll-out of the landmark new car. Then, about 2 weeks after the London launch, it was leaked that the Evija's public debut would be featured at the 2019 Monterey Speed Week at both The Quail, A Motorsports Gathering car show and at the legendary Pebble Beach Concours. The Quail show, in particular, was a big-ticket item and high-profile event for Lotus.

A few calls and emails later, and we got notice that the GGLC was welcome to attend both events and report on what it was like to get up close and personal with the car.

ARRIVAL

I picked-up Ben, the GGLC's Video-Dude, at his place near Prunedale, and we arrived at Quail Lodge in Carmel around 8:35 AM. Lotus Cars USA (LCU), had sent us a special parking pass along with the tickets. Getting sent to the front of the line felt pretty cool—especially when we saw that the CHP made the fancy Bentley in front of us make a U-turn and then waved us through!

Given that the Lotus Press Conference was to start before the gates opened to the public, Camille, who recently joined LCU as Marketing Director, came out to where we waited and kindly escorted Ben and me into the event.

LOTUS PRESS CONFERENCE

Ben and I arrived at the Lotus stand located in the center of the show about 30 minutes prior to the Lotus Press Conference. This gave us an opportunity to get our first look at this *DRIVEABLE* Evija prototype.

The Evija is jaw dropping. There is nothing like it. It has no doubt reset the bar at a new level.



Impression #1 – Everything flows. The car is of one piece, and not a hodge-podge of bits tacked together.

Impression #2 – It's a Lotus. There is nothing superfluous, everything has a function and a purpose.

Impression #3 – It's elegant. It reminded me of the Type 14 Elite or the Type 26 Elan. The shapes are simple, elegant and they all fit well together.

The press conference began with the unveiling of the Evija and then some introductory words from Lotus Cars CEO, Phil Popham who then introduced Russell Carr, Head of Design at Lotus Cars.

Russell did a walk-around highlighting various aspects about the design and technology of the Evija. Much was a

repeat of what many of us had seen or heard from the London launch.

Then, when Carr finished and invited the press to come up to the stage, the Evija instantly vanished in a sea of humanity. **PERSONAL OBSERVATIONS, THOUGHTS AND OPINIONS**

Ben and I were given a personal tour of the Evija by Mark Windle, Head of Design Engineering with Lotus Cars.

Mark's tour can be found in video on the GGLC's YouTube Channel www.YouTube.com/GoldenGateLotusClub.

The car being shown is a prototype. Most of the body panels and carbon fiber tub are likely final or near final, however, it appeared that the suspension was not final nor was the drivetrain. The accompanying photos with captions from the show highlight a few of the unique features of the Evija.

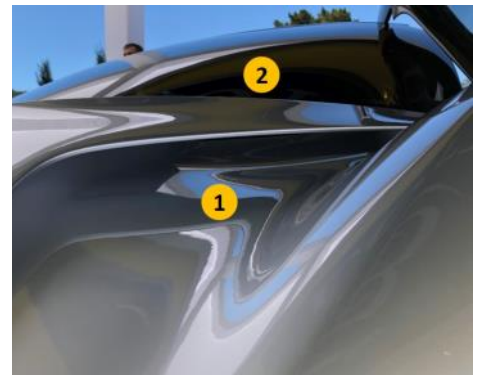
It is clearly a very exciting time at Lotus. You can hear some of that excitement in the voice and manner of everyone directly involved. Lotus is poised and ready.



1. Double splitter to manage air flow under car.
2. Double splitter extends to front corners.
3. The “Lotus Mouth” is present! This styling feature was first seen in the Seven and the Type 14 Elite, and it continued in the Elan, Europa, Esprit and on into today’s Elise, Exige and Evora.
4. Managing air flow off the front fenders and around the cabin.
5. Barge board to manage air flow around the front wheels.
6. The “Becker Bump”, named for Roger Becker who insisted on having a visible reference over the front wheels to help the driver place the car on the road/track.

Evora Specialty
 Lafayette, CA
 925 - 402 - 4991
 HethelSport.com

making great cars better
 Aero • Performance • Parts • Accessories



1. High-pressure area “scoop” to push air through tunnel to:
2. The low-pressure area at the base of the wind screen. This approach reduces drag by keeping the air flow over and around the passenger cabin attached and laminar.

tasty Lotus bits
 INNOVATIVE PRODUCTS
 PREMIUM SERVICE
 NICHE CARS
 (951) 551-0900
 INOKINETIC.COM

InoKinetic



1. Rear cover lifts using motor actuators to expose charging port and air exhaust for the rear cooler (3 slots).
2. Rear cooler (battery) exhaust under the rear wing. Air slides off of the rear deck through the cooler into the low-pressure area at the rear of the car to reduce drag.
3. Illuminated "LOTUS" badging. The "T" will light brightly when reverse is activated to supply rear illumination.
4. Deep center section of the rear diffuser. The center vertical divider is illuminated.

HAGERTY[®]
PROUD TO SUPPORT
THE GOLDEN GATE LOTUS CLUB

CLASSIC CAR INSURANCE | 800-922-4050 | HAGERTY.COM

GRIP

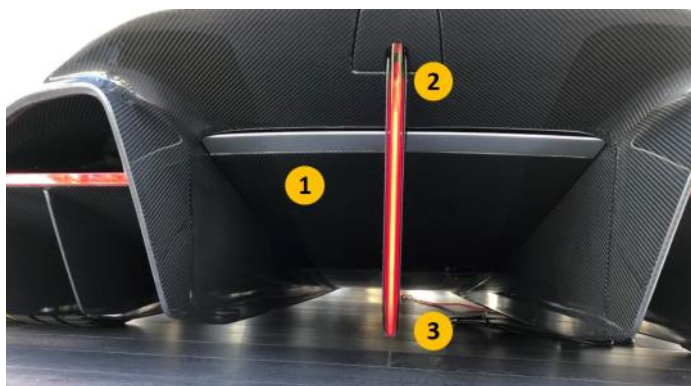
GREGSRACEPARTS.COM

**YOUR #1
ELISE, EXIGE
& EVORA
PARTS SUPPLIER**

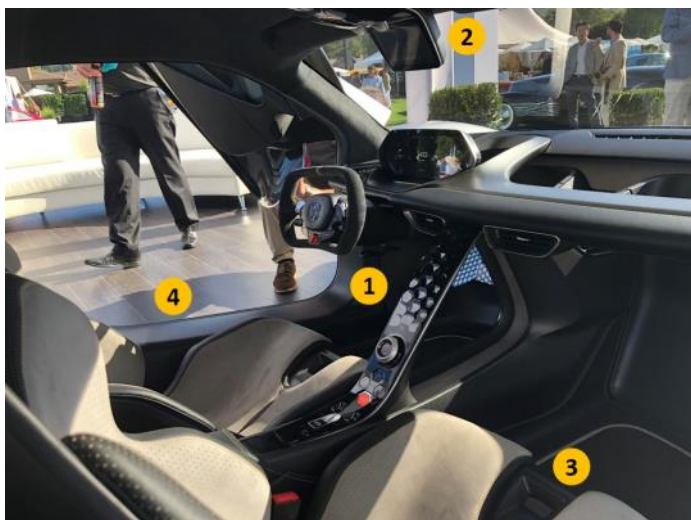
CARBON FIBER
AERO PARTS
DRESS UP ITEMS
PERFORMANCE
WHEELS
BRAKES
SUSPENSION
BODY PARTS
MAINTENANCE ITEMS
SPECIALTY REPAIR ITEMS

833.477.2787

@GREGSRACEPARTS
@GREGSRACEPARTS



1. DRS (Drag Reduction System) flap. This flap raises when the rear wing is deployed to create a deep channel that likely doubles the volume of air flowing through the diffuser.
2. Center fence has the DRS mechanism and a red LED on the rear edge.
3. The entire floor is smooth and flat.



1. Lever beneath steering column to adjust position.
2. Rear view "mirror" video screen. Two gray levers above the screen are the door open/close buttons.
3. Seats have shoulder- and submarine-belt cut outs.
4. Carbon fiber tub has a deep (6-8 inch wide) sill. A nice reminder for Elise/Exige and Evora owners.




Worldwide Premiere Distributors of Lotus Parts


ESPRIT 


ELISE ELAN

Cortina EUROPA

elite éclat

JAE Parts · 375 Pine Avenue #26 Goleta, CA 93117 USA
 Ph: +1 (805) 967-5767 · Fax: +1 (805) 967-6183
www.jaeparts.com · joe@jaeparts.com · jay@jaeparts.com
www.facebook.com/jaeparts · www.instagram.com/jaeparts



 **Spencer's Motorsports**

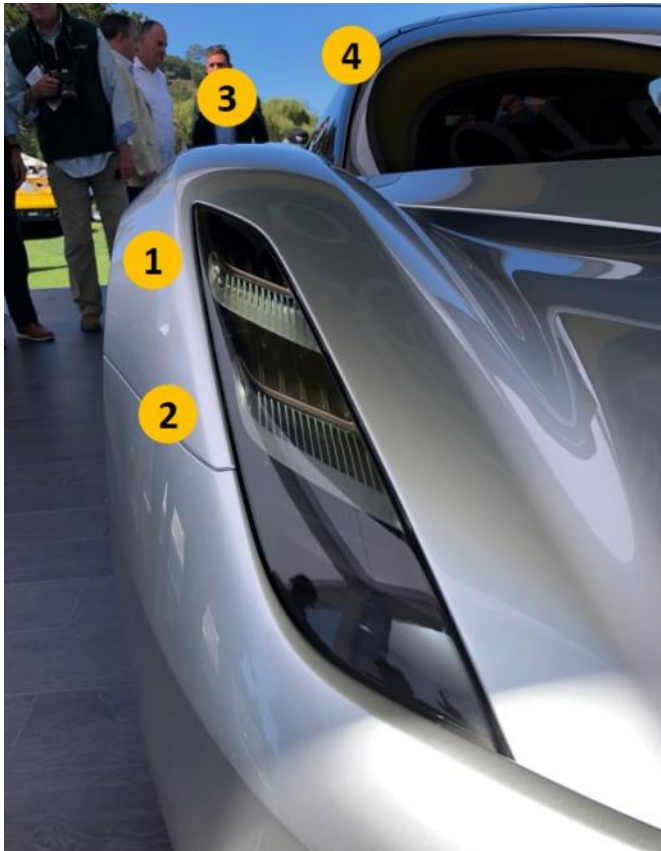
Personalized Service for your Lotus !
Independent Lotus Specialist !
"The Lotus Doctor "

Specializing in the Lotus 7, Elan, 26r, Europa Elite, Eclat, Esprit and Esprit Turbo up to 1995

- Full service and parts on all these models.
- Lotus Twin Cam, street to **full race** engines.
- 907-910-912 performance engines.
- Transaxle and transmission rebuilds.

Barry Spencer
 Owner - Lotus Factory Trained
855-4-Lotus-Dr
 855-456-8873
www.spencersmotorsports.com
 Email: spencersmotorsports@gmail.com
 5701 State Farm Dr #9, Rohnert Park, CA 94928

(continued on p.10)



1. High beam, Laser light.
2. Low beam, Laser light. The Evija is the first car to have both High and Low beam laser lamps. Architectural dividers beneath each lamp.
3. Becker Bump.
4. There are no traditional side mirrors as part of the goal of minimizing drag.

Lotus Corral at CSRG Vintage Charity Weekend October 5, 2019

by Casey Lynn

Northern California's Classic Sports Racing Group (CSRG) will hold its 16th Annual Charity Challenge at Sonoma Raceway on the weekend of October 4-6, 2019. The event will include the usual CSRG race groups, with Vintage and Historic race cars dating from the '30s to the '90s; and they will be running in nine race groups.

This is an event made for motorheads, foodies and wine and/or craft beer lovers. Well over 250 vintage race cars will compete, and there will also be special three-lap, on-track charity rides for spectators who wish to make contributions (starting at \$75) to Speedway Children's Charities. There will be several feature races during the weekend, including the:

- 1) John Morton Cup for small Trans-Am cars,
- 2) USRRC sports racer series, and
- 3) Crossflow Cup for Formula Fords.

This year, the CSRG has set aside a centrally located parking area in the paddock for a (Saturday only) GGLC corral. There will be room for about 30 cars in the corral. In order to park your Lotus in the corral on Saturday, you will need to do the following:

- 1) Buy your ticket(s) online: <https://www.charityracing.org/> at the advance sale price of \$16 per person for either Saturday or Sunday, or \$28 for a combined 2-day ticket. You can also purchase a \$20 per person Saturday-only ticket at Will Call when you arrive. In either case, you will need to stop at Will Call to get your Lotus Corral Parking pass.
- 2) Someone from the GGLC will be at Will Call from 7 AM until 10 AM to make sure you get a parking pass.
- 3) Someone will also be at the Corral to help you park your Lotus.



GGLC Gear and Original Designs

now for sale at
<https://www.bermdesigns.com/golden-gate-lotus-club>

We have tshirts, hats, bandanas,
 drawstring backpacks and more.

Every so often the GGLC will debut a new design,
 many of them customizable for you,
 and chances are high that the
 previous design retires so don't delay!

Taxes, shipping and handling are included.

Hosting a GGLC event? Let's make tshirts!



COPYRIGHT GOLDEN GATE LOTUS CLUB -
 ALL RIGHTS RESERVED
 Jenni Dietsch-Berm Designs
www.bermdesigns.com



The GGLC BBQ “It Takes a Team”

by Mel Boss

Dateline: Saturday, June 8, 2019—it’s 10 PM, and another GGLC BBQ has ended. About 30 people attended this year, which was a somewhat lighter turnout than usual, but, predictably, our home is not a wreck after 6 hours of eating messy food and drinking red wine. That is because our Lotus club family is a thoughtful and well-mannered group of friends (and no one ever gets wasted). Darlene and I have sometimes mused that nearly all of our best friends outside our immediate family are GGLCers!

There is no way that I could manage the BBQ effort alone. I generally start preparations a week in advance—shopping for a frozen turkey is not an easy task in June, and although Costco always has the freshest portobellos, they don’t always have them when I need them!

I always get HUGE assistance from friends who step-up to help during the BBQ, as well as people who come early and stay late.

Kiyoshi and Laura were on site 2 hours before festivities started. Kiyoshi and some able-bodied volunteers got busy unloading the tables and chairs from the official GGLC auto-cross truck, and proceeded to do the set-up on our lawn.

Laura got busy cutting fresh veggies and prepping salads. Rita and Carlos came soon after, along with Jon and Liz and Pete and Noni. There are so many last-minute tasks required! While Laura, Liz and Rita prepped the salads, fresh veggies, chips and dips, Noni

sliced the tri-tip sirloins from the grill and carved the turkey. There was an oven to monitor with roasting potatoes and stuffed, portobello mushrooms—all of the timing had to be coordinated so that dinner could be served at 6 PM.

Main courses featured an 18-pound, deep-fat fried turkey

(that’s the “danger element” I like to include with dinner), grilled tri-tip sirloins and 22 risotto-stuffed portobellos (alone requiring 5 hours preparation the day prior). I roasted the red potatoes (new method this year – see photo), sweet potatoes and caramelized onions and grilled three pounds of asparagus.

There was a rich au jus for the steaks and a few other side dishes that friends contributed.

And then there was the wine and desserts that people brought. This year, Jon and Liz treated us to a selection from their very own winery MD&EM (Mad Dog and Englishmen), while other friends generously brought scrumptious dessert offerings and gift-wines. I was overwhelmed (Spring Mountain cabernet sauvignon—you definitely spoil me)!

After dinner, there was the clean-up phase. Kiyoshi and friends got the truck loaded while team Laura, Rita, Liz, Noni and others got the tables cleared, dishwasher loaded and things sorted.

Special thanks go out to all those who came to enjoy the food, festivities and good talk. I would also like to acknowledge those good friends who moved from the Bay Area and were unable to make it this year—you were missed.

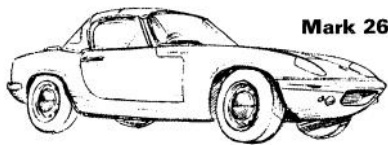
We may have to skip the BBQ next year, but do not despair, we will be back (maybe even with a new menu)!



Classifieds

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

For Sale: Elise S2 (2005) OEM shocks - roughly 38k miles of use (before I upgraded to Nitrans). \$200, OBO. Also, a set of OEM plastic grilles (front, side scoops, engine covers) \$150, OBO. Buyer collects from Palo Alto. Contact Phil at (415) 341 2624 or waltonholt -- at -- gmail.com



Mark 26

For Sale: 2 ea, Yokohama ADVAN A048 195/50/R16 tires from the front of my Elise. Two years old, with more than 1/2 life left. (Total miles = 3515, with roughly 1100 of that on the track.) As you probably know, the price of these tires has recently doubled, (as per Tire Rack quote.) \$100 for both, you pick up or pay ship-

ping cost. (You can also have the rear tires from the car if you want them (225/45/R17) included at no extra charge. They are down to the wear bars, but OK for the track. Tires are located in Sacramento area. Contact: Jim, (775) 721-9455, or jim.flakus -- at -- gmail.com.

For Sale: 2000 S1 Elise (built by Sun International with Acura Integra Type R drivetrain). Registered in CA under SB100 (smog exempt). Gray with red interior. A unique vehicle. Contact: Justin at jjgross007 -- at -- verizon.net.

Needed: Engine Overspeed Fuel Pump Failure Module for an '87 Esprit Turbo HCI (or any suggestions on alternative solutions for a failed module). Contact Jeremy at (415) 693-0300 or jdp -- at -- pasternak-law.com



Mark 46

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 61112, Palo Alto, CA 94306-9991. 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-gg Lotus.org in MS Word, rtf or ASCII text.
For 2019, the GGLC Officers are: President—Jackie Feakins, Vice President—Mona Zender, Treasurer—Laura Hamai, Event Coordinators—John Zender & Scott Hogben, Membership Chairman—David Ellis, Secretary—Scott Hogben. Chapman Report Staff: Editor—Joel Lipkin; Copy Editor—Noni Richen; Circulation Management Team—Tom & Cherie Carney. Advertising Manager—Mel Boss, MultiMedia Producer/Editor—Ben Beames, Website Manager—Kiyoshi Hamai.

First Class Mail

The Golden Gate Lotus Club
 PO Box 61112, Palo Alto, CA 94306-9991
 94064

THE CHAPMAN REPORT