

The Chapman Report



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*Happy faces at the 2010 Holiday Dinner. Scott Hogben gets just what he wanted for a White Elephant gift and Santa Tom is not sure what he got!
Photo credit: Jen Dietsch*

Jan/Feb Meetings

Friday, January 21, 2011 – 7:30 PM

Host: Tom and Cherie Carney

Friday, February 18, 2011 – 7:30 PM

Host: Rob and Jen Dietsch

At Dietsch Werks / Club Auto Sport, Suite 251
521 Charcot Ave.
San Jose

Directions from 880 or 101*:

Exit at Brokaw Rd. and go
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From 880, Right onto Junction
From 101, Left onto Junction

Charcot is the next street, and 521 is on the NW corner of
Junction and Charcot

*driving North from San Jose area

2011 Officers Inducted at Gala Holiday Dinner Party

editor

In spite of a wet weather evening, there was an excellent turn out at the November club meeting held at the Hamais' home.

Holiday Dinner in December where more than 30 club members joined in the good times and great food.



Dave Ellis, 2010 GGLC President, passes the "Sword of Power" to incoming President, Jen Dietsch while Kiyoshi Hamai holds a memento of Dave's term. (Photo credit: Rob Dietsch)

After much food, refreshments and car talk, the main event of the evening was the election of new club officers for 2011. It was a tight field of candidates, and LOTS of votes were cast. But after the final count, Jen Dietsch was the clear selection for the club's new first officer with runner up Rahul Nair, who will serve as club Vice President. Many congratulations to the winners!

The traditional changing-of-the-guard ceremony was a featured part of the club's



Newly elected GGLC Vice President, Rahul Nair digs into one of the interesting white elephant gifts exchanged as part of the evening's festivities. (Photo credit: Rob Dietsch)

Toy Rallye Spreads Good Cheer

editor

About 25 Toy Rallye entries found some fun and challenge December 5th at this annual South Bay event put on by the Rallye Club with some help from a few GGLC volunteers. The entry "fee" for the event was a new toy. At the end of the day, the organizers had about 30 toys to donate to the local Toys-for-Tots charity.



One of the Rallye master's many tricks designed to challenge participants. Can you spot it? (Answer on page 3.)

The event itself was billed as a Gimmick Rallye in which cryptic directions and clues move the participants along a secret route between the starting point in Mountain View and the finish (at a Round Table Pizza) in Santa Clara. Along the way, the participants had to not only figure out where they should be going, but they also had to answer some questions about what they saw on the route. There were no time or speed requirements, which removed some pressure from the "competition".

The Rallye route included two checkpoints to help the organizers keep track of the participants as well as to keep them on their toes. GGLC volunteers Mel Boss, Kevin Enderby and I manned the first checkpoint; and David Anderson, Kiyoshi Hamai and Tom Carney handled the duties at the second site.

All manner of cars and “crews” participated in the event. They ranged from entire families in mini vans to a single driver in a Toyota Prius. The skill level of the crews also varied, but there were several distinct competition classifications so that those new to the event

were not competing with experienced rallye participants.

Everyone shared the fun factor, though, and a good time was had by all—even those who got more than a little lost!



*A crowd gathers (Tom Carney, Kiyoshi Hamai, Kevin Enderby and I) as Mel Boss appeals to a higher power for help interpreting some Rallye instructions.
(Photo credit: David Anderson)*

Answer to question on page 2: The stop sign in the photo is not legitimate (wrong shape and color). The Rallye participants should therefore have ignored it while they carried on with their instructions.



*Victor Holtorf at speed in CO.
(See more on page 4)*

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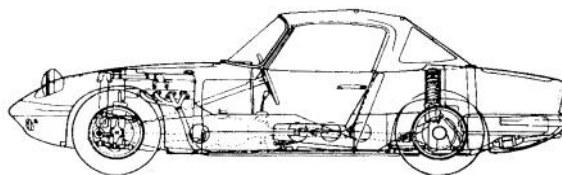
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From the Editor's Email

Victor and his amazing car collection moved from the Bay Area to CO a while ago, and it's good to hear from him. Maybe we'll see him again at the October 2011 LOG 31 in Las Vegas.

Hi Joel,

I've been in Colorado for about five years now, and I miss all the activity with the GGLC! I saw some of you guys at LOG in Aspen, then last year at the West Coast Lotus Meet in Vegas. Anyway, there is a new track east of Denver called High Plains Raceway, and I've been out there a few times in an Elan and a couple of Europas. It is a fun track with a long straight, and some significant elevation changes, plus many fun curves. I'm active with LOCO (Lotus Owners of Colorado). We have had a few track days, and they are a good bunch as well. Here are some track pics with the Europa TCS. I never knew it happened, but the coolest picture is the one that shows the inside front tire comes off the ground. I like all the old pictures of Cortinas driving that way, but I've never seen a Europa do that! It is all stock with the exception of Yokohama track tires, which are twelve years old now, but obviously still provide a lot of grip! The highlight was passing a 1963 Ferrari 250 SWB (worth at least 2 or 3 million bucks) around a sweeping turn! But the sound of the Ferrari was to die for in any case. And I also got to test drive a new Evora for a few laps. In conclusion, it had awesome brakes, great handling, comfortable, great ergonomics, but a little short on power for the price. For the new price, I think it needs at least another 50 horsepower to be worth it, so I guess one could get a used one, or wait for the Evora S with a blower, but that might cost a lot more too.

Anyway, hello to you guys!

Victor Holtorf



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Jan 21	Social/Club Meeting (Special Guest)	Burlingame
Jan 22	Lunch Run	San Jose
Feb 18	Social/Club Meeting	San Jose
March 18	Social/Club Meeting	TBA
Apr 23	AutoX	Marina
May 15	Marin/Sonoma Concours	Marin

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

T'hill Track Day November 11, 2010

by David Anderson

This was as good as it gets. The 55 entrants had all the track time they could possibly deal with, and the mid-afternoon temperature was a perfect 70+°F. The sun was shining and everyone had a good time. The usual group arrangements applied, so in theory every driver could drive 40 minutes of every hour!

The track operators were doing some repair work on the back straight pavement early in the day, which they mis-

judged a little, so the first session did not start until after 9:15am. But aside from a couple brief stops in the action due to cars breaking down on track (and of course the usual 12-1 lunch break), the groups rotated smoothly until 4pm. The Thunderhill Cafe was open even longer than usual (10am-3pm)

with burgers (including garden burgers for us vegetarians), salads, fries, and more. At 4pm, we switched to an open track with intermediate-group rules for the remaining hour.

Lotus cars were pretty well represented by 2 Europas, 1 Elan, 1 Elite (1960), 2 Sevens, 8 Elise, and 1 Lotus 41. The

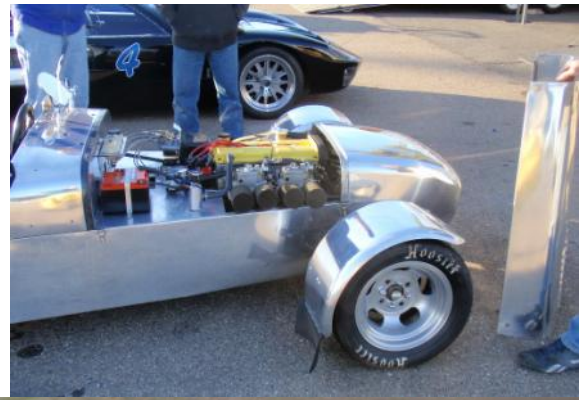
non-Lotus contingent included 3 sports/racers, plus examples from Porsche and Corvette. Finally, there was even one Smart For2 car, which was a bit slow on the straights, but in the end no one was inconvenienced and

(continued on p.6)



the driver was as amused as anyone by the car's on-track performance. And, yes, there were a few smart remarks from the participants (pun intended). Keith Franck and his brother Alan brought the family Lotus 41; a very special formula car

new racing head), and this was its first track outing. In a late afternoon session, the power of the new engine sheared the ears off the car's halfshafts. This led to the destruction of the rubber donuts on the car. Fortunately, in the



(Photo credit: Jerry Bassler)

Stawsh Murawski brought his Elise S1 (Kawasaki powered, 1047cc with 147HP at 10,500 rpm). He overcame some ongoing electrical gremlins during the morning runs in this much modified Elise so that by 3pm he was able to get back on the track. See Stawsh's accompanying story to learn more about his day.

As for my day, I was reminded by Scott Hogben of the advice the late Dick Ryan (Dick will be missed) often gave as a method for improving one's on-track driving: "Forget shifting. Pick 4th or 5th gear and stay in it while you focus on finding your line and increasing your

that their father campaigned in the 60s. Keith had just finished an engine rebuild of the potent BRM twin-cam (including a

60s the Franck team had installed safety brackets on the halfshafts so there was no collateral damage.

speed through the turns.” Doing that really helped me this day—thank you Dick.

Kudos once again to John Zender and Scott Hogben for organizing a wonderful finale to the GGLC’s 2010 track day season.

Oh, What a Day!

by *Stawsh Murawski*

Photos by *Jerry Bassler*

Before I go into how this day at the track unfolded, let me provide a little background for those of you who may not know the story of my car. During the last century, I developed a strong craving for an Elise. This was while I was living in Chicago where I had the good fortune to drive an Elise Sport 190 on the track at Gingerman raceway. But I didn’t want to buy a “track only” Sport 190 that was not legal on the street. So I decided to import a kit from the UK. Also, based on my SCCA racing background, I was enamored with the speed and poise of motorcycle engine equipped D Sports Racers. So I decided the Elise’s heart would be a Kawasaki ZX-11 engine and transmission. This is a

1052 cc, water cooled, 4 cylinder power plant that is factory rated at 147 HP at 10,500 RPM on smog legal carburetors.

But getting a suitably converted Elise to go—and go reliably—proved to be a very, very difficult and steep climb. After she was running just well enough to complete CA registration in 2002, plus driving around Laguna Seca for a few tentative laps, and driving to the All British Car Meet that year, the climb became so difficult that I gave up, and my special Elise became a garage queen. (As an aside, maybe I’ll write another article about the fun of going to Safeway for milk in a car without a sensible reverse. If you are not a bike rider you might not realize that there is no reverse gear in a motorcycle transmission. My current solution for reversing makes use of a Tilton starter motor, but that doesn’t quite do all you really need.)

In the interim, I went out and acquired an S4 Seven to have some track day fun (which became a story unto itself that I also might write up some day). But after I spun a rod bearing in that car while at Thunderhill earlier

this year, I decided to have another go at making the Elise road and track worthy. I got her started and running. We went to get coffee. We went and got groceries. And finally, we went to Thunderhill for the November 11, 2010, club track day.

My Elise ran, and she was still running at the end of the day, but she wasn’t running in the middle. I ran the first session and found that there’s a lot of fun to be had between 7,000 and 11,000 RPM. But then on the last lap, SMOKE (maybe oil smoke) began rising out of the engine cover as I braked at the end of the straight. The problem turned out to be a light spray from the engine breather hose that melted because it was running too close to the exhaust headers. Repairs required a trip into town for some ... ahh ... hose, which meant missing the second session.

Jerry Bassler drove her in the third session and found the chassis/handling to be a delight, the tire traction stupendous and the sequential shift a “hoot”.

Then we head out for the fourth session, Jerry drove away in his Elite, and the Elise would not start. After much debugging, thought and trial and error, Jerry found a loose wire on the 100 ohm resistor that is essential in the gray wire to the Kawasaki black box, which won’t start the engine if it sees 12 volts (reputed to be a Kawasaki anti-theft device).

So back into town again. The Radio Shack is out of business, and resistors are hard to find. But Jerry saved what was left of the



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day when he was able to fix the resistor with bailing wire (actually a piece of safety wire) and bubble gum (actually epoxy). Colin Chapman would be proud.



I went out for the fifth session (now after lunch), and she ran great. Near the end of the session, though, there were some back-fires and some balky down shifts. The eventful day was over, though, and it was time to take Elise home.

Next day I got her off the trailer and took her around the block just to see how she felt after a rest. Generally felt good/AOK. Maybe the balky shifting was just “driver fatigue”? Then she proved herself a true child of Colin Chapman—her muffler fell off about half a block from the house. The muffler mount and bracket were just strong enough to “finish” and no mass was wasted making them any more durable than required to get to the end of the race. OK, the truth is the bolt that holds the muffler to the header pipe fell out, so the muffler could slide loose. No big deal and fixed already.

So, overall, a very fun and satisfying day at the track. Elise

felt good. My sense is that her acceleration is “competitive” with the cars that were around us (a Seven, an S-2000, some Federal Elise); and there were a couple of other cars, (like Jerry’s red Elite), that she just blew away!

However, there still is one very messy (literally) issue to resolve. As I have known since I got the parts from England ~10 years ago, the right side differential output stub-axle bearing mount into the case is shot, which tends to destroy the oil seal. I knew she leaked but figured

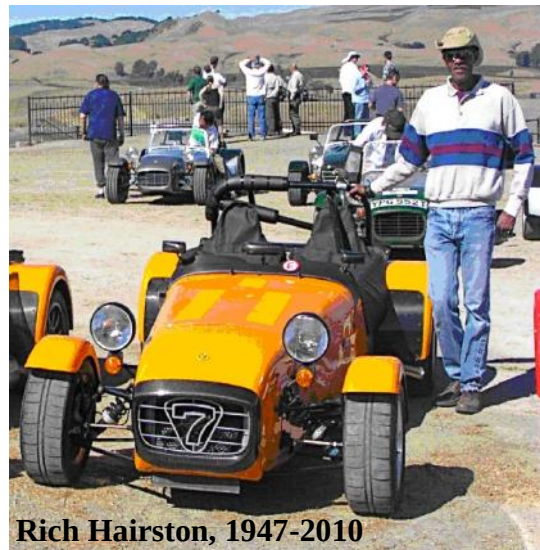
I had to get her out and “prove her” at least once, before I expended the effort to fix this.

While she didn’t leak much on brief runs around town, the rate of leakage was over the top during a track session—losing about a cup of gear oil in each 20-minute session. Naturally, this created a big mess at the track that I had to clean up 3 times! So it has got to be fixed before any more outings.

The differential is a common English Ford part. When I uncovered the problem before I put her together, I took the parts to a couple of parts shops, and to a Ford parts counter. None of them had seen anything like it. So I may need to get another used differential from the UK, or convert to something more commonly available in the U.S., and, at the very least, that sounds like another winter project.

Rich Hairston Remembered

I was touched by “Remembering Dick Ryan” in the Nov/Dec issue of the Chapman Report. My husband, Rich Hairston, also passed away in 2010. He had been a member of GGLC for many years. He probably joined when he got an Esprit X180R in 1991. In those early years, he so enjoyed talking with Kiyoshi. In recent years, he had a ‘98 Elise Sport 190 and an ‘03 Caterham R500, which he drove at NASA events. No doubt Rich’s spirit lives on in those cars that are now owned by George Lazarus and Dave Jolly, respectively. I expect these gentlemen to join GGLC and keep driving at Infineon.



Rich Hairston, 1947-2010

The passion that Dick and Rich had should rephrase the bumper sticker to say: “He Who Dies with the Most Joy Wins.”

I miss Rich very much, and I also cherish the memories of those many hours working on cars, attending car club events and watching races.

Sandy Hairston

A Brief History of Lotus Road Cars

by Alan Perry

Reprinted from "Lotus Lines", the Evergreen Lotus Car Club newsletter

With the announced changes in direction for upcoming Lotus cars, and because some of the owners of modern Lotus road cars may not be familiar with their lineage, it is probably a good time to look back at the early days of Lotus road cars.

Colin Chapman first dubbed his Trials car "Lotus" in 1948. However, that car, and a number of subsequent examples built until 1957, were primarily competition cars, even though they may have occasionally seen road use.

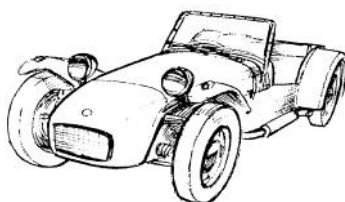
The Elite (Type 14) was launched in 1957. While it was also intended as a competition car, the Elite was also a beautiful two-door coupe that didn't look out of place on the road. Thus, from a practical standpoint, the Elite was the first road car to carry the Lotus name. The Elite's chassis and body were 100% fiberglass, and, while the car was certainly ahead of its time, it proved very expensive to build.

The iconic Elan (Type 26) introduced in 1962 was intended as a low-cost replacement for the Elite. Instead of an all-fiberglass

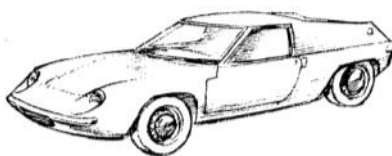


structure, it featured a fiberglass body on a welded/brazed steel backbone chassis. This type of

chassis was used for every subsequent Lotus road car until the Elise. The Elan was powered by a Lotus-designed twincam cylinder head on a Ford engine block, and the car was first available as a roadster, then as a coupe (Fixed Head Coupe, Type 36 and Drop Head Coupe, Type 45).



By the mid-1960s, the very basic Lotus Seven had evolved into a road car, and Lotus wanted to replace it. The Europa (Type 46) was intended as a replacement for the Seven, however, by the time it went into production, it was about the same price as the Elan. The Europa was one of the first mid-engine production cars in the world. The fiberglass bodies of the first Europas were



bonded onto the steel backbone chassis. This approach improved chassis stiffness, but made the cars hard to repair after an accident. The body was bolted to the chassis for the next series Europa (Type 54). This was followed by the U.S. market Europa (Type 65) and a restyled Europa powered by the same engine as the Elan (Type 74). Next was the Elan+2 (Type 50), a stretched, 2+2 coupe (fixed head) based on the Elan.

In 1969, Lotus became a public company. With the additional

funds generated by this move, the company decided to go up-market with its road cars. Sales of the Elan, Elan+2 and Europa continued into the 1970s. However, new safety regulations would eventually stop production of these models. Also, up until this point, Lotus road cars could be purchased in kit form, which enabled owners to avoid a UK Purchase Tax. However, this pricing advantage disappeared when the UK went to a Value Added Tax, and that was the end of Lotus kit car sales.

In the move up-market, Lotus designed their own engine (the 907) to go into three new, larger, more luxurious cars. These were the Esprit (Type 79), the new Elite (Type 75) and the Eclat (Type 76). The Esprit was a two-door, two-seat, mid-engine sports car, based on a stretched Europa chassis. The Elite and Eclat were both front-engine coupes, one a hatchback, the other a fastback.

Unfortunately, the Elite and Eclat were introduced during the first Arab oil embargo and a serious economic crisis in the UK. The Esprit was introduced later, in better economic conditions, and sold well, particularly in the U.S. However, no one in the U.S. could pronounce the name 'Eclat', so the model was renamed the 'Sprint'. Also, in the U.S. Lotus forged a distribution agreement with Rolls-Royce, which quickly ended up being an incompatible relationship.

In the early 1980s, a number of significant events occurred at Lotus. First, the dealer and service network in the U.S. fell apart. Then, Lotus and Chapman were

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(cont'd. from p. 9)

caught up in a financial scandal related to the DeLorean Motor Company, for which Lotus had done engineering work. Finally, and perhaps most significant of all, Colin Chapman died of a heart attack. The company was financially on the edge, but ironically Chapman's death likely gave it enough breathing room to survive.

In the meantime, Lotus went further up-market with the Turbo Esprit (Type 82), an even more luxurious, turbocharged version of the Esprit, and the Excel (Type 89), which was an upgraded version of the Eclat. Lotus started working with Toyota during this time, and the company was also rumored to have been involved with the development of the original Toyota MR2.

In 1987, Lotus was purchased by GM. Through the 1980s, much of the company's development work was on a new open-top car. This eventually became the front-engine, front-wheel drive M100 Elan. This new Elan was intended to be a high volume car (in Lotus terms), but a recession, combined with a high price and the availability of cheaper cars on the market (like the Mazda Miata) resulted in poor sales. Lotus stopped building the M100 in 1992, with less than 600 cars sold in the U.S.

In 1993, GM sold Lotus to Bugatti (a company different from both the original Bugatti as well as the current VW-owned company that makes the Veyron) and its founder Romano Artioli. At the time, Lotus was developing a new, back-to-basics, small volume car, referred to as the



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"New Small Sports Car". This concept was eventually put into production as the S1 Elise (Type 111) that was named after Artioli's granddaughter, Elisa.

Unfortunately, while the Elise was being put into production, Bugatti and Artioli were having financial troubles, and they sold Lotus to Proton, the Malaysian national car maker. Lotus expected to make only about 700 Elises per year. But the car became a huge success, and it reinvigorated the company. They

continued to sell the Esprit, but the bonded, extruded aluminum chassis used in the Elise made the old chassis design in the higher-priced Esprit look even more out-of-date.

This created a problem about what to do in the U.S. The Elise needed a different engine for U.S. emissions, and Lotus felt that the car also needed additional features (such as ABS and A/C) to sell in the U.S. These changes translated into new development costs. On the other hand, the Esprit was

being sold in the U.S. on a limited term safety regulation waiver, and it also would need additional funds for further development.

Eventually, Esprit sales ended, and Lotus reestablished their relationship with Toyota to get engines for the U.S. Elise, and they were finally able to introduce the car here in 2004 as the Federal Elise.

You know the story from there, right?

Editor's note: Alan Perry is a Lotus enthusiast and former GGLC member who moved to the Pacific Northwest in the 90s where he is currently membership chair of the Evergreen Lotus Car Club.

2011 AutoX Dates Announced

The Golden Gate Lotus Club is pleased to announce 7 AutoX dates for 2011. In the first 6 events, series points will be awarded towards the year-long competition, and the final event will be a celebration of the season.

Mark these dates on your 2011 calendar and enjoy the fun!

April 23, Saturday -- Marina Airport, Marina
 May 21, Saturday -- Great America, Santa Clara
 June 12, Sunday -- Marina Airport, Marina
 July 17, Sunday -- Marina Airport, Marina
 August 13, Saturday -- Marina Airport, Marina
 September 11, Sunday -- Marina Airport, Marina
 October 8, Saturday -- Great America, Santa Clara



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2010 Was a Good Year

GGLC Execs

The beginning of a new year is often a good time to reflect on what has happened in the past year. By all accounts, 2010 was a mostly good year for Lotus and the GGLC. Here are a few examples:

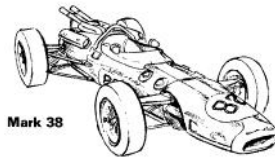
- Lotus returns for F1 and finishes first among the new teams
- GGLC membership tops 500
- Lotus introduces the Evora to U.S. market and unveils an exciting new lineup of future road cars at the Paris and LA auto shows
- GGLC puts on 5 track days, 8 AutoXs (over 6000 AutoX runs by entrants), 2 AutoX schools, and 6 fun runs in the Bay Area
- Lotus brings historic and modern F1 cars to spectacular 50-year reunion event at the Snetterton, UK race circuit
- Spencer's Motorsports re-opens and Dietsch Werks sets up new shop at Club Auto Sport

Join us at the club's annual kick-off meeting, January 21, at the Carneys to offer your own highlights of 2010 and hear our exciting plans for 2011!

Classifieds

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

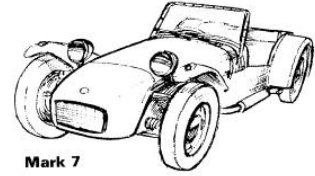
For Sale. Fully race prepared 395 5-speed transaxle from my Europa race car (SP #19). Ultra-close ratio, 3.14 to 1.25. Many mods and improvements including a Quaife LSD. Package includes: bell housing, second case, second modified rear cover, light steel flywheel, new Tilton racing clutch, modified Toyota starter, and shifter linkage pivot with complete linkage to the rear cover. Also lots of extra parts including gear blanks, input shaft blank made from the best material available, 9310VAR. Almost enough parts to build a second tranny. No reverse gear, but can be added. I have drawings for all mods. This is a serious track tranny but can be outfitted for the street as I still have the stock gear sets (including reverse). \$3500. Contact: Mike Schlicht at (408) 891-5833.



Wanted: Lotus Esprit (S3) Workshop Manual. Contact: Greg at (650) 520-5456; racer_h-at-yahoo.com

Wanted: Dry sump pan and/or pump (with rubber seals) for a Lotus Twincam motor. Contact: Don Hogue at (831) 639-9445, donhogue-at-charter.net

Wanted: Lotus Super 7 S4 side curtains. New, used, or just frames. Condition not important. Contact: Vince DeSantis; sanvin8-at-comcast.net



Wanted: Lotus related license plates. Contact: Foster Cooperstein at (617) 965-2058, fjcoop-at-aol.com

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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 2011, the GGLC Officers are: President--Jennifer Dietsch, Vice President--Rahul Nair, Treasurer--Laura Hamai, Event Coordinators--John Zender & Scott Hogben, Membership Chairman--David Anderson, Secretary--Scott Hogben. Chapman Report Staff: Editor--Joel Lipkin, Circulation Management Team--Tom & Cherie Carney, Advertising Manager--Mel Boss.

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