

The Chapman Report



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(Photo Credit: Kiyoshi Hamai)

Sharon and Dan Wardman give a relief wave from their classic Elan after they arrive at Mel Boss's checkpoint during the December 3, 2011, Toy Rallye.



Newly re-elected GGLC Prez, Jennifer Dietsch, wields her Sword of Power at her frocking ceremony during the club's festive Holiday Party, December 10, 2011. (See more photos from the party on page 2.)

Jan/Feb Meetings

Friday, January 20, 2012 – 7:30 PM

Host: Tom and Cherie Carney

Friday, February 17, 2012 – 7:30 PM

Host: Clark Vineyard

Holiday Party Photo Album

(editor)

A fine venue, great food, festive prizes and all around good cheer helped make the 2011 GGLC Holiday Party a smashing success. Thanks go to the volunteer organizers, Dietsch Werks and Club Auto-sport for their support and hard work.

Features of the evening included the frocking of re-elected GGLC prez, Jennifer Dietsch, special recognition of Kiyoshi Hamai's long and dedicated efforts on behalf of the club, lifetime membership awards to activities co-chairs Scott Hogben and John Zender and Santa Tom's presentation (with the help of his elves) of a huge variety of White Elephant gifts and door prizes.

It was, indeed, a fitting way to cap off a great year for the club!



Lotus Owners' Gathering 31— Las Vegas or Bust!

by Kiyoshi Hamai

In mid-2010, the Southern Nevada Lotus Car Club (SNLCC) contacted the GGLC after they were approached by Lotus Ltd to host the 31st annual Lotus Owners' Gathering (LOG31) to be held in Las Vegas, NV, in October 2011. In effect, this event would be a larger and more elaborate version of the October 2009 West Coast Lotus Meet (WCLM). And, as in the WCLM, the GGLC was asked to present the Autocross.

As a result, the GGLC announced that we would forego a WCLM in 2011 and throw our support behind the SNLCC and Lotus Ltd. efforts to present LOG31 in Las Vegas.

LOG31 Autocross Planning

SNLCC's plan was to secure the large parking lot to the east of the Red Rock Casino Resort. This was the same lot we used at the WCLM, and it is huge—large enough to hold the concours and to accommodate trailer parking.

The Hughes Corp (who controls the lot) is going through lots of changes, so while they had given SNLCC a verbal commitment to use the lot, the actual contract did not arrive until about 10 days before the start of LOG31. Needless to say, this delay made for some anxious times for Sean, President of SNLCC and LOG31 Chairman.

At least the GGLC was able to secure the proper insurance coverage for using the lot well in advance.

The plan for the LOG Autocross was simple: I would drive the GGLC Events truck to Vegas with car in tow and, with the help of some GGLC members, set up the course on Friday afternoon in time to run the autocross on Saturday after the LOG31 Concours.

Designing the course was simple enough after getting a Google Maps aerial image of the Hughes lot. It's amazing how much detail you can see in images for urbanized areas. In this case, I could see the painted parking lines. I assumed that the parking slots were the typical 9' by 14', which enabled me to assign the concours and vendor

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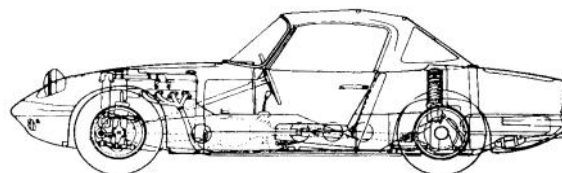
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area, the needed driving corridor to access the trailer parking area and, of course, the autocross area.

I was able to get a list of the pre-registered autocross drivers, and knowing that there would be some walk-up entries, I used the old-fashioned system for registration and created individual registration cards that the driver would place on their car so we could pick them up once the cars were on the grid. The cards had room on them to note the driver's times and penalties. Once the event was complete, we could sort the cards by class and then rank them by best score (times).

Prepping for LOG31

You may recall from my article in the last *Chapman Report*, that I did a lot of work to my Lotus 41 to show it on the Lotus Cars static display at Pebble Beach in August. After getting the 41 home and looking at it, I decided it might be possible to get it actually running so I could take it to LOG31. Indeed, 8 weeks seemed like plenty of time to finish the brakes, fuel, oil, and electrical systems.

The GGLC had the final Autocross of the season a week before LOG31, and it seemed like an ideal time for a shake down of the 41 before towing it 600 miles to Las Vegas.

Things always seem to take twice as long to complete, and so it was that I was still bleeding brakes at the GGLC Autocross. The weekend prior (with the help of Tom Carney), I got the engine running. The following Monday I got the cooling system topped off, started the engine, and noticed that radiator was pissing water! That meant draining the cooling system and oil cooler and pulling the radiator and dragging it off to the radiator repair shop. I got the radiator back on Thursday and put it back in the car and ran the engine until it got hot. Things looked good. Now on to the brakes....

I loaded up the 41 on Friday and dragged it over to the GGLC autocross at Great America. Bleeding the brakes and clutch at the autocross, I got in the car, started up, and drove it for all of 80-100 feet before stalling it! Things were looking up.

I let it cool and then just before the lunch break I started it again, but it was running rough and I happened to notice it was spitting water out the #1 exhaust. That's NOT right....



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Jan 20	Social/Club Meeting 2012 Kick Off!	Burlingame
Jan 22	Anti-Football Sunday Drive	Woodside
Feb 17	Social/Club Meeting	Palo Alto
Feb 21	Track Day	Laguna Seca
Apr 4	Track Day	Laguna Seca
Apr 21	AutoX	Marina
May 1	Track Day	Thunderhill

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

I figured it was just a head gasket, but with only 2 days available before leaving for LOG31, there just wasn't enough time to get the parts, pull the head and prep for the trip. So, Plan B was implemented, and I took the time to prep the red Elan S2.

Wednesday arrives and the Elan is ready. I run over to Dietsch Werks and pick up the GGLC Event Truck. Arriving home I hook up my trailer and jump in the Elan to drive onto the trailer. Key in the ignition, gearbox in neutral, push in the clutch and... clutch pedal drops to the firewall! Aargh... Check the clutch master, it's dry. I fill it, pump the clutch and it's obvious the clutch slave has a serious leak.

Plan C? I didn't have a plan C. Choices were go to LOG31 without a car or tow the Elise. Pretty obvious answer. The upside to Plan C would be that I could drive the Elise in the Auto-cross and I knew my daughter, Tamara, would also die for a chance to drive it amongst the cones.

Trip to LOG31—October 13th

Early Thursday morning, Laura and I pulled out of our driveway and started the 585 mile trek to the Red Rock Resort in Las Vegas. First stop was the Safeway in Morgan Hill where we hooked up with Tom and Cherie Carney. With the Carney's following the big green truck, we were off and running. But we immediately got split up

when I had to pull into the truck weigh station. The Carneys kept going and would wait for us up the road. It sounded like a good plan except I did a poor job of describing where they stop and wait, and the end result was that we got about 10 minutes in front of them. Tom finally caught up with us after some cruising on I-5.

The rest of the trip went smoothly, and we pulled into the Red Rock about 5:30 PM. As we were walking into the Red Rock we spot Tamara and boyfriend, Brent, pulling into the parking structure. Perfect timing! We bumped into Phil and Sue Ethier from St Paul MN on the way to dinner and they joined us.

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(cont'd. from p. 5)

LOG31 Day 1—October 14th

One of the great things about LOG and the WCLM is the people you bump into. This morning we were with the Carneys waiting to be seated at the hotel café and Robert Konick with partner Bert and Mara from GGLC sponsor British Racing Group walk up. So instead of table for 6 we now have 9!

After some great conversation and a filling breakfast, Tom and I head for the GGLC Truck and to start setting up for the auto-cross. Rahul Nair soon joins us and later Jason Wright comes out to help. We quickly realize how large the parking lot is. The course seems to go on forever.

Rahul leaves to go to the LOG31 karting event. We learn later that he dominated the competition and handily won the event. His trophy is presented by Bob Dance, ex-Team Lotus mechanic and currently with Classic Team Lotus.



Bob Dance and Rahul Nair share a moment.

We get done with the set-up in reasonable time and have some time to relax before the opening LOG31 reception.

There are many familiar faces at the reception, from Colorado



A lineup spanning five decades of automotive design leadership.

are ex-GGLC members Matt & Jenny G. and Victor H., Bob M., Travis A., Ross & Anne R., from Texas is Steve B., from Maryland is Cora G., Foster C., from Boston and others and of course the folks from LCU, including new LCU boss. (Not to panic, Arnie is still with LCU, but now has a new boss.) As things wind down at the reception, we slip out for dinner. We decide to stay at the hotel rather than joining a large

group of British Speed members who were headed out to the nearby Brazilian BBQ. Somehow Meatapalooza just didn't sound appealing to vegetarians... go figure.

LOG31 Day 2—October 15th

I decided to pass on cleaning the Elise, and took it to the Concours in the morning with its road dust. Tom had gotten the Europa washed the day before, and it sparkled in the Vegas sun. Nearly 100 Lotus cars assembled for the

concours. The oldest was Walt Okon's MkVI. It was great to see Walt and his VI, as it had been a few years since we last crossed paths at a past WCLM. Doug Chapwick was on hand with his antique panorama camera to take the official LOG31 group photo. Rahul was able to park the GGLC truck deftly behind the array of cars.

Voting opened for the people's choice awards in various classes and many vendors (including GGLC sponsors) were present. Regogo Racing brought a Lotus 79 and a gorgeous Lotus 23. Both cars have been touring the states at various major vintage events with Doc Bundy driving. Barry Swackhammer had a beautifully restored S2 Elan that he'd driven from San Jose at the Concours, as was Hal Gjermann's Elan Coupe from Redding. Linda and Jerry had come out in her Elise SC. Our very own David Anderson had his S4 Elan on display, and he walked away with the "Best S3-S4 Elan" award.

The morning went by quickly, and it was soon time for the

Autocross to start. Registration opened at 11:30, and we eventually got about 30 drivers. Those not autocrossing opted for one of the scenic drives. But, the 30 drivers who stayed to autocross were in for a treat.



(Photo Credit: Michael Schrock)

Did I say the Hughes-owned parking lot is Huge? The lot is over 1000' long and nearly 700' wide. That's about 2 ½ times larger than the space we use at the Marina Airport!

Top time of day went to current SCCA Solo II DM Champ, Mark H. who put in a scorching 39.4 second run. Jerry R. in his Europa topped the Elan/Europa Class with a 49.8. Steve M. from Washington did a 52.3 to take the M100/Esprit class. Mike M. in his new Evora put down a 46.3 to take class. Rahul N. in his '06 Elise did a 46.0 for the stock Elise street tired class. Steve M. from San Francisco did a 46.4 in his Elise in the Elise/Exige R-tired class and Scott B from Leander TX put in a fast 42.5 in the Elise/Exige Forced Induction R-tired class. By the end of the event, each driver got in 8 runs, and we were able to break down the event by 4:30.

Saturday evening started with no-host cocktails followed by the official LOG31 banquet.

Originally, Martin Donnelly, ex-F1 driver for Lotus, was to speak, but he was called to Korea to work with the race stewards at the Korea GP. Steve Halam was the substitute. Steve was the team engineer at Team

Lotus and McLaren during the Senna and Mansell eras at Team Lotus.

We retired early because getting to the Spring Mountain Track Day scheduled for

Arriving at Spring Mountain, Laura and I found Jen and Rob Dietsch. Dietsch Werks had brought two Elises to the Lotus Cup event, and they were busy helping their drivers prep for the morning sessions.

I was asked to coach the drivers of the newbie group. This was going to be interesting given that I had never driven Spring Mountain and was pretty clueless on the driving line. Fortunately there were a couple of instructors from the Spring Mountain driving school at hand to help explain the line. The first



(Photo Credit: Michael Schrock)

David Anderson (Elan) and Victor Holtorf (Esprit) challenge the cones.

the following day would mean an early start since the track was more than an hour away.

LOG31 Day 3—October 16th

We checked out of the Red Rock at 5:45 AM and headed to Pahrump. On the 57 mile trip to the Spring Mountain Motorsports Park we were passed by a bunch of Elise and Exige, but the biggest blur was Victor in this black S1 Esprit followed by Lew in the white X180R. The green-yellow GGLC truck was like a big, moving chicane.

session was exploratory for both the driver and me. But, experience helps because I was able to digest the course within a few laps and figure out the line, which included 19 corners of various types along with elevation and camber changes to challenge even the most seasoned driver.

If you've not been to Spring Mountain, it is a private motorsport club including garages, condos and a gorgeous air conditioned club house with a spa,

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pool, patio, and bar. Everything is luxurious and it was easy for Laura to “hang out” while I was running around from car to car in the growing heat. The Carneys joined us in the late morning, Tom headed to the pits and Cherie to the Club House.

Check out David Anderson’s adjacent story for more info on the track day and Lotus Cup USA happenings.

The Trip Home— Monday, October 17th

We awoke Monday morning and found Rob and Jen’s rig outside. They had left the track around 7 PM and drove until 1:30 AM to the same motel. Our caravan home was complete! We got on the road around 9:30 and Tom bumped into Barry Swackhammer at the gas station next to the motel. Barry was going to take the scenic route home so it



(Image provided by Jennifer Dietsch)

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Colin Wall attacks the Spring Mountain track in his Dietsch Werks prepared Elise

My coaching job wrapped up by mid-afternoon, and we left Spring Mountain to start our trip homeward instead going back to the Red Rock for the LOG31 buffet dinner.

The scenery out of Pahrump to I15 is a geological fantasy land. It was nearly 7 PM when we pulled into Barstow and a stop for fuel and dinner. We called ahead to a motel in Tehachapi and booked some rooms and drove another couple hours before stopping for the night.

was just the two rigs plus the Carney Europa.

(As an aside, I should note that while Tom was traveling with the trucks towing at 60 mph, his Europa was getting Prius-like fuel economy—about 45.5 mpg for the trip! It’s amazing what can be achieved by combining low weight and ample power.)

Epilogue

Dinner with the East Coast LOG31 Caravan—

Tuesday, October 18th

Behind the backdrop of LOG31, was a group of folks that started their epic LOG caravan at Deals Gap in South Carolina on Sunday, Oct 9th. Michael and Anya from Germany were in the group, along with GGLC member Randy Chase and four other Elise drivers. They spent the next 5 days following Route 66 from St Louis to Flagstaff picking up other Lotus drivers along the way, and 3000 miles later they arrived at the Red Rock to participate in LOG31.

To complete the journey, the group continued on to Yosemite on Monday the 17th and then to Monterey on the 18th where Laura and I joined them for dinner. On Wednesday, they stopped for breakfast in Big Sur and continued south on Hwy 1 to tour Hearst Castle before parting ways.

Two of them still had to cross the country again. They returned to Vegas on the 20th to pick up a 3rd Elise driver and toured through Southern Utah’s Canyon Lands then across the Rockies and back to the Southeast.

With a total of over 6300 miles, this certainly qualifies as an epic and memorable journey! More details and many photos are posted in a thread started by Randy on BritishSpeed.com.

In summary, LOG 31 and its associated activities was a fun experience. Major kudos go to the gang from SNLCC for pulling off a great event.

LotusCupUSA # 6 & LOG31

Track Day at Spring Mountain

October 15-16, 2011

by David Anderson

As Kiyoshi mentioned, the track day available to LOG31 attendees took place at privately owned Spring Mountain Motor Sports. The event was very well run by the LotusCupUSA folks, Jim Navarro and Robbie Montinola. Indeed, both Saturday and Sunday were a part of the 2011 LCUSA season with practice on Saturday and practice and race on Sunday. This being NV in the fall, it did get a bit warm (about 100 °F by mid-afternoon Sunday) so drinking plenty of water was a necessity.

Elises and one other Elise were on track for the last session. (One of the sessions started at 3:45 PM and was supposed to conclude at 4:15 PM, but the LOG2 group had departed so some of us in the LOG1 group simply kept driving until temporary exhaustion set in at about 4:30 PM!)

Rob Dietsch brought two cars for customers: #038 for Colin Wall and #127 for me to run the trackday sessions (this time shared with Rob, who was running the LCUSA race sessions).



(Image provided by Jennifer Dietsch)

Track action at its best!

LOG31 folks got lots of track time on Sunday, as there were six 25-30 minute sessions for each driver. The first session began at 8 AM and the last at 5:10 PM—by which time most had left. I think just the two of us driving Rob Dietsch-maintained

Since the last LCUSA race, Rob made substantial improvements to Colin's car by installing new springs and shocks (aka dampers). These changes bring the car closer to the limits of the modifications allowed in the LCUSA Production Class. These

changes really transformed the car, which now sticks to the track much better than it did with the stock set-up. There were also a few minor fixes installed on my car that eliminated some clunking noises and gave the interior a more organized and clean look.

Dietsch Werks in the clutch

At the end of the Sunday 9 AM LCUSA practice, Colin found himself unable to move and stuck on the front straight! Rob and his crew checked the car over and determined it was a clutch problem. Another Elise racer stopped by and offered a barely-used clutch in a box, so at 10:30 AM Rob said "Ok, lets replace the clutch".

Rob, and his 2-man crew then began a sort of ballet. To replace the clutch on the mid-engined Elise, the left rear suspension has to be pulled off and the transmission must be completely removed. Nothing but jackstands and jacks and basic tools were on hand, and the race was at 2:45 PM (grid forming at 2:30). Well, it was amazing to watch the process as the three of them had the car screwed together at 2:30 (even allowing for a brief lunch break), so that Colin could jump in and get to grid. Then Rob changed into his driver's suit and got to the grid himself in "my" car!

The race turned out great, with Colin finishing first and Rob third in Production class. It was an impressive exhibition of customer support and of driving!

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(Post Script: Days later inspection of the bad clutch parts showed a piece of the clutch internals had broken off and jammed inside the clutch housing so the clutch could not be released.)



(Photo Credit: Jennifer Dietsch)

Starting 'em young at Dietsch Werks.

Finally, all of the action required to complete the clutch job on time inspired a fourth crew member (in training) to handle some small tools. Sebastian Dietsch (age two) was seen near the car and sitting on the ground working quietly and assiduously with a 1/4 inch drive socket wrench at the exhaust. However, it was hard to tell if his intent was assembly or disassembly. He tired out pretty soon though, so Mom Jenni (watching him the entire time) picked him up for a little well deserved R&R.

One additional thought regarding general preparation for a track day. If you are headed to a familiar or unfamiliar track, look for an in-car video online of a lap at that track by Lotus 2-Eleven driver Andy Kern. Andy's driving style is both instructive and inspirational.

LotusCupUSA # 7 at Buttonwillow November 12-13, 2011

by David Anderson

The threatened rain never materialized for Round 7. It rained Friday night, and the track was quite damp Saturday morning, but everyone was able to run dry-tires all weekend. (Truth be told, I was secretly hoping for rain (shhh!), having always loved the slippery conditions that put others off their best.)

Round seven was run in association with the Porsche Club of America San Diego Region. Their rules and procedures were followed with regard to tech inspection (requiring a professional sign-off on the simple tech form) and passing during the sessions. Signoff was not a problem as Dietsch Werks and Mulholland Motorsports were on hand to help.



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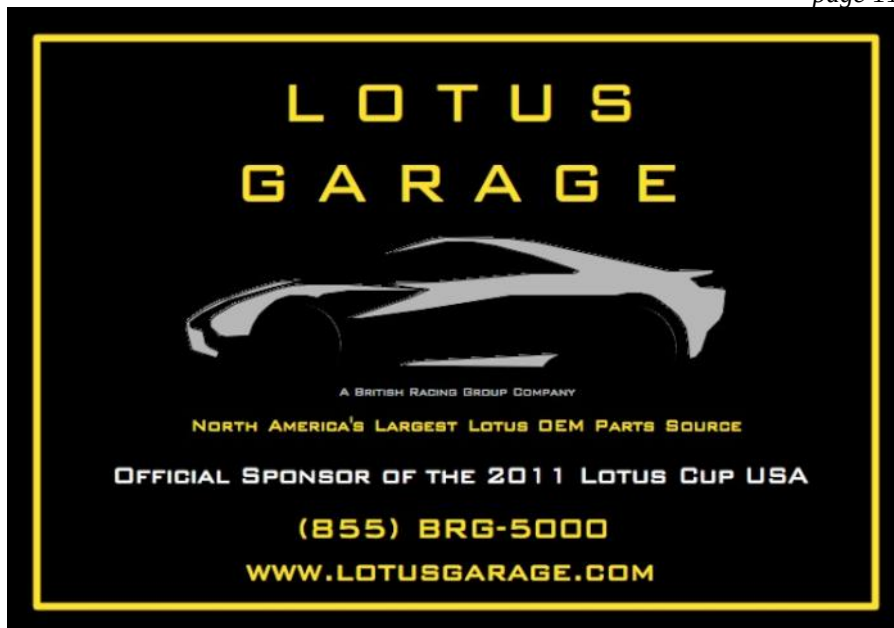
The Destination For Drivers

Lotus Cup folks were able to run in Lotus-only sessions. These sessions included five 25-minute practice sessions for Saturday and four on Sunday plus a TimeAttack session and the race. We were running Buttonwillow #1CW (Course one, Clockwise), which is a 3.1 mile configuration with Bus Stop and Phil Hill.

Dietsch Werks brought two yellow Elises: #127 for Patrice Gautier and #038 for me. Patrice practiced on Friday and Rob Dietsch decided to change out the gearbox at the end of Friday's sessions as #127 had a weak 2nd gear syncro (which had been known for a few months). Following some concentrated pit crew effort, #127 was ready to go by Saturday morning practice. Rob had originally intended to bring a green Exige S for me but ran out of time getting the roll-cage and other work done on the car, hence I ended up in #038.



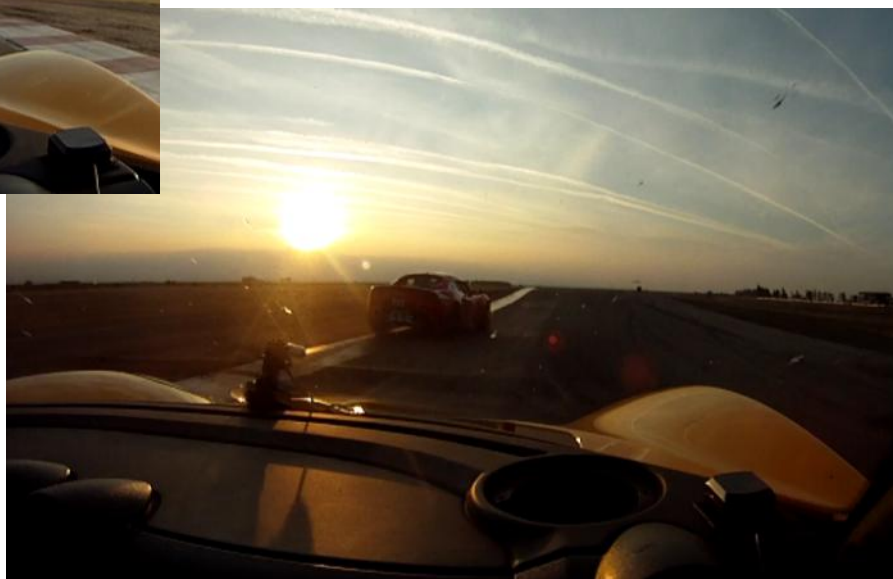
Although there is almost nothing to run into anywhere at Buttonwillow, the ground off the paved track was soft as a result of recent rains. It was also very, very sticky. Getting into that mud really made a mess of the car and the track, and one had to be pulled out of it by the wrecker vehicle since driving out was nearly impossible.



Time Attack (LCUSA uses this 2-timed-lap event both as an event and also to establish starting positions for the race) finished a few minutes early on Sunday so the race grid formed up just before 4 PM. It was scheduled to be a 10-lap race. Andy Kern was on pole in his 2-Eleven, and on the first lap he was momentarily blinded by the sun at Riverside corner, where he was probably traveling at over 115 mph, and

he spun. On lap two Ramon Niebla got into the mud twice in his Exige S. Ultimately, he got stuck, which resulted in a full-course yellow (and a pace car) for a lap. These incidents (and the flaggers) managed to confuse the progress of my race to the extent that Sandy Sanford got by me where I wrongly thought there was a yellow flag. It wasn't long before I caught back up to Sandy from his quarter-mile-lead after he passed, but getting by

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The race begins (above) and the season ends with the setting sun at Buttonwillow.

was not so easy. He was not making mistakes except once where he almost slipped off track at the Grapevine corner exit. He got his left side tires on the outer edge (but not the inner edge!) putting him totally in the dirt. But, unfortunately, there was no room for me to get by. The situation would have been different if I had simply thought of drafting as a way to get the speed needed to pass him on the straight... Ah well.

It turns out that my little race with Sandy was just one of the close finishes in the race, which ended up being 11 laps long including the pace car lap.

In the end, Jack Fried took the overall win in his 2-Eleven. (If you are interested in learning more about the #1CW track configuration at Buttonwillow, check out Jack's YouTube video of his drive.)

This was the final race of the 2011 LCUSA series. If you want to participate next year, now is

the time to get your Lotus ready. See lotuscupusa.us on the web for the rules and contacts. Talk to Rob (dietschwerks.com) about renting a Lotus racecar or preparing your own car for 2012 if you are close to northern CA. Not only is Dietsch Werks a LCUSA sponsor, Jenni Dietsch is GGLC President again in 2012! If you are in southern CA, Mulholland Motorsports (mulhollandmotorsports.com), another LCUSA sponsor, may be closer to you.

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