

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org Sept/Oct 2024



Photo Credit: Kiyoshi Hamai

A lot of eager novice and experienced students lined up to participate in this year's popular joint club Car Control Clinic. Learn all about this special (and scenic) event from Kiyoshi Hamai's story on page 3.



Photo Credit: Kiyoshi Hamai

The hours of TLC that went into preparing Kiyoshi Hamai's classic S2 Elan clearly show as the car was made ready for Pacific Grove's "The Little Car Show" during Monterey Car Week. Find out more about this unique event in Kiyoshi's article on page 8.

Sept/Oct Meet-ups

Casual September Drive

Saturday, September 14, 2024

7:30 AM (gather)—8:00 AM (depart)

Organized by Anthony Trias

Meet at 165 N. Redwood Dr., San Rafael

The route passes some of the iconic views in the North Bay. We'll start in San Rafael right off 101, where we have some snacks and ample parking and available restrooms. While heading to the coast, we pass Nicasio Reservoir before making a left at Point Reyes Station. Then we head South towards Stinson Beach, driving by the Bolinas Lagoon. Heading back to Mill Valley, the roads will feature tighter turns. The overlook views of the open ocean are spectacular and something to take in for a more casual cruise. As we rendezvous at Starbucks, those who are still itching for photo-ops or tunnel runs we can head out to Rodeo Beach towards the Marin Headlands.

How 'bout a Pizza Party?!

**October 6 at Mike's and Jon's,
4119 Santa Rita Rd., El Sobrante.
We will supply the Pizza and you
can contribute pot-luck sides**

This event will start around 11 AM, and it may include some informal tech seminars and an open house at Mike's shop

Please RSVP to Jon:

Jon—at—roscotech.com

Message From the Prez: —This Presidential Message Has Some Local Impact—

by Jonathan Schreiber

While election season rolls around in the country as a whole, you might be seeing more than your fair share of political nonsense in your inbox. So I will do my best to keep this September/October GGLC presidential address completely relevant *and* a-political! No campaign promises here—just good, old-fashioned Lotus fun.

We have had an amazing year so far, and it's only getting better as there are some fantastic events on the horizon. Although we have plenty to look forward to, in general, I have to say that I am particularly excited about the upcoming 2024 West Coast Lotus Meet (WCLM) in October to be held in the Clearlake area.

This event is shaping up to be one of the highlights of the year, and I encourage everyone to mark their calendars and to get registered to be able to participate in all the festivities. It is going to be an extraordinary gathering of Lotus enthusiasts (not to mention special cars), and you will not want to miss it! (Editor's note: see Kiyoshi Hamai's article on page 6 for more details about the 2024 WCLM.)

Of course, alongside these larger events, our club thrives on the less formal regular drives, meets, and gatherings

that bring us together throughout the year. To keep the momentum going, we are always on the lookout for volunteers to help lead these events. Whether you have a favorite route you want to share, a meet-up spot in mind, or an entirely new idea, we would love to have you involved. Plus, as a thank you, we offer a free AutoX or Track Day to anyone who steps up to organize an event.

Your involvement keeps our club vibrant and full of life, so don't hesitate to get involved. If you are interested in hosting a drive or meet, just drop me a line at prez@ggglotus.org or reach out to our events team at events@ggglotus.org.

Let's keep this year rolling strong and make the most of the exciting months ahead. I am looking forward to seeing all of you at our upcoming events—and, of course, especially at the 2024 West Coast Lotus Meet!




DIETSCH MOTORSPORTS
WHERE PERFORMANCE MEETS QUALITY

HOOVER CHAN
dietschmotorsports.com
925.455.1066

GGLC & PCA-GGR Car Control Clinic

by Kiyoshi Hamai

One of the few positive side effects of the pandemic was that it forced a group of local car clubs to band together to create health-aware and safe events. In addition, the clubs were encouraged to share resources, share venue-related news, and coordinate and streamline our communications with all of the venues we use.

The GGLC was, and continues to be, a central player in this multi-marque coalition. We, along with the PCA Golden Gate Region (GGR), PCA Loma Prieta Region (LPR), BMW Car Club of America, Santa Clara Corvettes and more recently Fiat America, coordinate our calendars and events.

Out of this has come an annual joint event held with the 5000-member PCA-GGR. Starting during the second year of the pandemic, the two clubs joined forces to present an Autocross – Car Control School/Clinic. The first event was held at the Cow Palace, and last year the venue was the Salinas Airport. For 2024, the Clinic was held at Alameda Point, the site of the former Naval Air Base and the longtime location for PCA Autocrosses.

What is a Car Control Clinic?

The goals of a Car Control Clinic (or Autocross School) include: 1) allowing drivers unfamiliar with high performance driving to gain experience with the performance characteristics of their cars; and 2) learning and building the needed techniques, skills and habits to participate safely in track and autocross events with the additional benefit of becoming a better driver on public streets.

This year's Clinic was a 2-day affair. Day 1 was designed for beginner/novice drivers with the morning focused on three exercises, namely braking/cornering, slalom and skid-pad. In all, 72 drivers were paired with coaches, and

drivers learned and practiced brake and throttle application and steering input using the exercises.

During the lunch break, the exercises were grafted together into a single course where the skills acquired in the morning could be put into practice.

Of the 72 drivers, 45 were in Porsches, 21 in other marques that included Miatas, BMWs, Hondas and even a Viper. The GGLC was represented by 4 Elise, an Evora and an Emira!

The second day was more like a tune-and-test day. We made a few tweaks to the Saturday afternoon course and ran that in the morning and then reversed direction for the afternoon.

Conclusion

Judging by the number of grins, both days were very suc-



cessful. Newbie drivers got an opportunity to learn about their cars and level-up their skills while, at the same time, experienced drivers were able to work on their cars and their skills. And, as an extra bonus to top off the event, it was set on a gorgeous backdrop of the San Francisco skyline and the Bay Bridge.

The next step for the newly trained drivers would be participating in upcoming GGLC Track Days and Autocrosses.

KAMPEÑA MOTORS

LOTUS SPECIALISTS

Authorized Caterham Dealer
19676 Eighth St. East, Suite 102

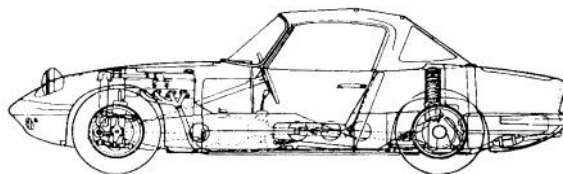
Sonoma, CA 95476

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



page 4

Below are a few photos from Jim McClure's 2024 Monterey Car Week kick-off event. The top photo is from Adrian Cockcroft and the bottom two are from Rob Bernardino.



JAE



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

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



Expert Lotus Repair Since 2005

7100 Stevenson Blvd
Fremont, CA

TRACKSPEC AUTO.COM
(510) 403-1161



trackspec
AUTOSPORTS

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

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept 3	GGLC Track Day	Sonoma
Sept 14	Casual Drive	San Rafael
Sept 16	GGLC Track Day	Laguna Seca
Sept 27-29	LOG 43	Austin TX
Sept 28	AutoX—Round #7	Crows Landing
Oct 6	Pizza Party	El Sobrante
Oct 17-20	2024 WCLM	Clearlake
Oct 27	AutoX—Round #8	Laguna Seca

All dates and events are tentative.
Please see www.gglotus.org for current information about upcoming events.



Scan to see the current GGLC
calendar on your mobile device.

2024 West Coast Lotus Meet

—Updated Details—

STANDARD REGISTRATION ENDS SEPTEMBER 9!

by the 2024 WCLM Team

Register by Sept. 9 and save.

The 2024 West Coast Lotus Meet (WCLM) will happen October 17-20, 2024, at Kelseyville, CA. Kelseyville is roughly a 2-hour drive north from San Francisco. This area is home to scenic Clear Lake, one of the largest lakes in California, and it is teeming with parks, redwood trees, vineyards, wineries and, of course, twisty Lotus roads.

2024 WCLM Resort

The 2024 WCLM will be headquartered on the western shore of Clear Lake at the Konocti Harbor Resort and Spa. This expansive, cozy, rustic re-

sort is secure, and it features gated access. In total, the resort spans over 100 acres; including a private marina, restaurants, mini-golf, gym, workout room, spa, concert hall, tennis and pickle-ball courts, swimming pools, kayak rentals and tons of parking. Every room has recently been renovated, and each room has a view of the lake.

Rooms are now available for reservation. We have been able to lock in the resort's 2023 room rates in addition to a 15%

discount for WCLM participants. See below for links and instructions to book your room.

Reserve Your Room Today!

You can book your room today! (Room reservations can be cancelled up to 48 hours prior to your arrival date.)

The daily room rates that have been negotiated for the 2024 WCLM are:

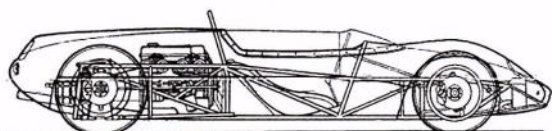
Standard Room - \$149;

Deluxe Room - \$199; and

Suite - \$299.



r.d. enterprises ltd.



Parts for Lotus cars since 1974

rdent.com

**Specializing in parts for
Elan, Plus 2, Europa,
Lotus Cortina**

290 Raub Road
Quakertown, PA 18951

Phone 215-538-9323

Email **rdent@rdent.com**



**Nationwide Exclusive Lotus Care
Paint Correction & Ceramic Coating
SIA AHMED 832.745.1353**

Go to:

www.konoctiharborresort.com.

Then find the box "Book On-Line", select your dates, then click "Go".

Each room level is available with either one king bed or two double beds, and the quoted per night room rate does not include tax and fees.

Use the code "lotus2024" at check-out to receive a 15% discount. (Please note: this offer cannot be combined with any other lower rate, e.g., Senior, AAA or AARP.) The discount code can be used for stays beginning October 14, and it is available through October 21, 2024, (if you would like to arrive a few days prior and/or stay Sunday October 20).

WCLM Events & Activities

The WCLM Team has been hard at work putting together a packed schedule! Here is what we are currently planning (subject to change):

Thursday, Oct 17

Registration & Opening Reception (late afternoon)

Friday, Oct 18

Morning Drive and Lunch
WCLM Funkhana
WCLM Dinner & Evening Event (TBA)

Saturday, Oct 19

WCLM Car Show & Lunch
WCLM Afternoon Drive
WCLM Banquet

Sunday, Oct 20

WCLM Autocross (ends around 1-2pm)

You are encouraged to participate in all, or as many of these events as you like! Each event will bring more smiles, and by Sunday afternoon we guarantee your cheeks will be sore from grinning!

WCLM Registration is Open Now

Go to Motorsportreg.com. - <https://www.msreg.com/wclm2024> to sign up.

The 2024 WCLM Registration fees are summarized below (all fees are per person).

Entry received between July 10 and Sept. 9:

Member or guest of member --\$500.00,

Non-Member--\$550.00.

Entry received between September 9 and October 5:

Member or guest of member --\$550.00,

Non-Member--\$600.00.

No Registrations after October 5. (email the WCLM team after October 5 at wclm-team@gglotus.org)

Entry fee includes all WCLM events and WCLM meals (3 lunches, hosted reception on Thursday, Friday casual dinner, and Saturday banquet). Note: Entry fee does not include breakfasts, which will be available to purchase from the resort restaurant and grill.

Regarding Lotus Club Membership—all current members (and their spouse or significant other) of any regional, national, or international Lotus club qualify for the Lotus Club Member entry fee.

The WCLM Registration Fee does not include hotel costs. Entrants are responsible for booking their own accommodation.

Reserve your room and register today! You will not want to miss the 2024 West Coast Lotus Meet!



HethelSport



Evora Specialty

Lafayette, CA

925 - 402 - 4991

HethelSport.com

making great cars better

Aero • Performance • Parts • Accessories

Lotus at the 2024 Little Car Show

by Kiyoshi Hamai

This year The Little Car Show (TLCS) marked the 14th downtown Pacific Grove appearance of this fun event during Monterey Car Week. The show's enduring theme is pre-1999 cars with less than 1800cc displacement. As you can guess, TLCS attracts a lot of 50s & 60s British cars.

Finally, Did It!

For many years, I have wanted to take a car to TLCS. But each year things would conspire in my schedule to prevent that from happening. Even this year, it wasn't looking good..., which meant my entry did not take shape until a few weeks prior to the show. With my entry completed, it was then a press to get my Elan prepped.

A good wash, some fresh wax, pulled off the wheels and cleaned

them, drenched the tires with tire dressing, vacuumed the interior, dosed the vinyl bits with "Trim Shine", furniture wax on the dash, back-up the trailer, load up the Elan and we were set to go.

The Show & The Only Elan...

As you can imagine old British cars dominated the cars of the show, but there were also a lot of Fiats, VW and some oddities.

Lotus cars occupied only 5 spots in the 132 cars in the show. Included were 3 Lotus/Caterham Sevens, fellow GGLC'er Adrian's 1996 S1 (Sun) Elise and my Elan.

The oddities on display included a "shorty" VW Bus (the wheelbase was about 4 feet, and it shot hot grilling fire from its tailpipe). And, likely the most popular "oddy" car was the micro-sized Ewok car. The kids and crowd loved the tiny theme car fashioned from two front fenders.

No surprise to see the MOASF (Mini Owners of America – San Francisco) contingent have a big presence at TLCS since the show is synonymous with classic Minis. Indeed, MOASF coordinated with the host organization, Marina Motorsports, and they took a side parking lot as an area exclusively for classic Minis. This year featured a colorful collection of about 15 cars including a Moke.

Mini-Reunion

I was reminded that Monterey week is a huge attraction for our types (car nuts). Just being at the show enabled me to see and meet old-time Lotus and car friends. It's been a ton of years since I last saw Rod Bean from SoCal. Rod is/was a huge Lotus and autocross guy that I first met in the 80s through Lotus West. In addition, we had a mini-reunion of folks that were on the GGLC's 2023 UK-Lotus-Goodwood Tour, Dave, Joe, Joey,



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



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



8 3 3 . 4 7 7 . 2 7 8 7



@GREGSRACEPARTS



@GREGSRACEPARTS

Don, Karen along with Laura and I were able to gather in the middle of Lighthouse Avenue to share stories and catch up with life. And I won't forget my friends in the Mini club, Rahul, Vince and other GGLCers that stopped by. It's these people and friends that make Lotus-life amazing and fun!!

The Aftermath

Will I go back in 2025? I had a great time! So, yes... and I would love to see a contingent of GGLCers with classic Lotus cars at TLCS 2025. And, next time I'll make sure to park in a place where the Elan isn't buried by a "big tall" Citroen, a Triumph Spitfire, a Porsche 356, and a rebodied NA Miata.





LOTUS

#1 Fiberglass and Lotus Specialists

Collision Repair and Refinishing

We Repair, Restore and Customize All Vehicles

Automotive Enterprise

Lotus - Muscle Cars
Ferrari - Corvette - Porsche
Mercedes - BMW - Jaguar

50 Years of Experience



(650) 592-7141
automotiveenterprise.net

1008 Bransten Rd
San Carlos, CA 94070



Spencer's Motorsports

Worldwide Lotus Service

Full service and parts.
Elan, Europa, Elite, Eclat
4 cyl Esprit, M100.

Specializing on
Twin cam, 907, 910 and 912 Engines

In-House engine dyno for the
Twin Cam, 907, 910, 912 and 924




SCAN ME

(510) 589-3525
www.spencersmotorsports.com
Email: spencersmotorsports@gmail.com
2135 S. Vasco Rd, suite E, Livermore CA 94550
by appointment only

Dan Wise Pilots a bit of Lotus History at the 2024 Rolex Monterey Motorsports Reunion

by Jon Rosner

The 2024 Rolex Monterey Motorsports Reunion commemorated 50 years of historic racing at Laguna Seca. If the cars in the event could talk, they would no doubt have some amazing stories to share.

One of the prominent veterans at this year's Reunion was the 1962 Lotus 23B, chassis number 23-S-12 owned by long-time GGLC member Dan Wise of Benicia. This particular car has raced at Monterey regularly since 1981 in the hands of Skip Quain and Duke Zander.

Per factory records, chassis # 23-S-12 was one of 131 chassis/body units built. For the record, the first Lotus 23 was entered in the Nurburgring 1000 kilometer race in June 1962 with Jimmy Clark at the wheel. At one point, Clark was leading the race by two solid minutes, while obviously running away from the competition.

Sixty-three years later, 11 of the 23 cars sparring in the Jim Hall 1962 to 1968 Sports Racing Cars group at the Reunion were Lotus 23s. To which we add one Genie, one Chaparral and an assortment of other elegant and brutally fast featherweight challengers.

For a deeper dive into the history of Dan Wise's Lotus 23, Dan offered me the work of Michael Oliver. In the early 2000s, Michael Oliver of Witney, Oxfordshire, UK began documenting the history of 1962 Lotus 23B, chassis # 23-S-12. It took him from 2006 to 2016 to complete the task.

The first owner, Nick Garbett, received his car on June 1, 1962. The BRG 23 was the thirteenth 23 delivered by Lotus Components, and it was fitted with a 1098cc Cosworth engine. This car's first race was June 9, 1962, at Castle Comb in the UK.

Though a rather new driver, Nick took the 23 to Mallory Park on September 2nd that year and took first place, setting the fastest lap of the race! Nick later crashed the car at Goodwood on April 15, 1963, before hanging up his gloves and working for Team Lotus F1 for the 1964 and 1965 seasons.

The second owner, Robert Lamplough was also quite successful, but we will skip those details to take a better look at the third owner, Mario Whittington. In order to sell his 23, Robert connected with Bob Winkelmann of Checkered Flag Racing Cars Inc. in Mill Valley. Bob, known for Palliser-Winkelmann race cars, and later for racing a Lotus Cortina in a Panamerica-type race (where he once arrived at the finish line with the front end of the car held together by a very thick tree branch and baling wire). Bob recently passed; well into his 90s never having lost that mischievous twinkle in his eye. Bob placed an ad in Competition Press to sell the car. Mario Whittington of Bakersfield saw the ad, and he offered to pay the full listed price of \$3,750 for the car with the final payment due upon arrival in San Francisco on the SS Dongedyk on January 9, 1965.

Whittington's first race was a Cal Club meeting at the Santa Barbara Airport in Goleta on May 30,




InoKinetic

**Innovative Products
Premium Service
Niche Cars
(951) 296-6762
INOKINETIC.COM**

1965, in G Modified (up to 1100cc). For 1967, Whittington flared the fenders, bolted on LeGrand wheels, later adding a 1300cc Vegantune engine, respraying the car a bright orange. Mario proceeded to dominate the C Sports Racing class. In 1968, Whittington's work paid off when he put the Lotus 23 on the pole for the American Road Race of Champions at Riverside. Forty-six hundredths of a second separated the first four cars on the grid that day; and 18 laps, 46.8 miles, 30:35.5 minutes later with an average speed of 92.2 MPH Mario Whittington's hard work paid off when he took home the very first C Sports National Championship in November 1968.

Dan Wise, the current curator of chassis number 23-S-12 is a thoughtful, quiet, thorough reliability engineer by trade. His Thursday 25-minute qualifying session at the Reunion was: "interesting; – the car ran fine, I was trying to hit my marks and be as smooth as possible. Just trying to get a clean lap, knowing that I would be mid-pack, which means cars all around you.

"Friday was qualifying. I qualified 20 out of 23 cars. The car felt fairly neutral, I did have a little trouble with the left front tire rubbing on the inner fender, but that did not affect anything, and it was the only issue.

"We were 3-4 seconds a lap slower because another car spewed oil all over my car and all over the track. It was real mess, my camera lens and face shield got fuzzier and fuzzier as the race progressed.

"A total of 22 cars started the race in Saturday's Jim Hall Trophy race. I had a Genie spin in front of me in Turn 11. I was driving at maybe 7 to 8 tenths as I did not want to be that guy who damages his car or ruins someone else's race, or day. I made some good passes on some slower cars, it was awesome, I finished 15th out 22. It was absolutely a blast.

"The Lotus is a magic carpet, the chassis is much more flexible than you typically find in more modern cars, and the car is quite neutral,



Photo Credit: Allan Rosenberg

(with the exception of very slow corners) but can be rotated under trail braking. The power is around 190 hp in a 955 pound car and that is a lot of fun.

"What I like the most about the Reunion is enjoying the weekend with my Crew Chief who happens to be my son Geoff, and my Chief Engineer, who is my brother Tim Wise. The highlight for me was Saturday morning when I was racing my Crossle' Formula Ford (This was the Skip Barber Trophy Race for Formula Fords. Group 1 race.)

"I passed a couple of cars in Turn 11, including my nemesis, Fred Greis in car #36, this was on the last lap of the race! I placed 15th out of 30 cars, having started in the 20th position. For me, vintage racing is about enjoying the cars, people and enjoying the track."

Yes, it's almost hard to believe now, but in 1974 Steve Earle started the Monterey Historic Automobile Races with 59 regular entries and eight "Special Interest" entries. They were off to one helluva start then, and fifty years later the

Motorsports Reunion is now the crown jewel of the hugely popular Monterey Car Weekend.



Classifieds

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

For Sale: Dave Bean's custom-made, all-aluminum trailer for his 26R Elan. Currently owned by (and CA-registered to) Dave's nephew. Dimensions: 158" to V, 128" deck, 64" between fenders. New tires and spare, built-in ramps. Wheels are 26R style converted from knock offs to studs. Trailer is located in Puyallup, WA, but I make occasional trips to the Sacramento/Fairfield area and can deliver the trailer to that area if an arrangement is worked out. Asking \$3900. Contact Greg at "glovel2000—at—yahoo.com" or (253) 332-3157.



For Sale: Project car: 1973 Europa Twin Cam Special with 4-speed transmission. Yellow, excellent original condition. 68k miles. Been in dry storage its entire life, I'm the third owner. Local Bay Area ownership since new. The engine turns freely, and it last ran in the early 2000s. Trans shifts into all gears, excellent original interior, original paint, original glass, comes with manuals, jack and tool roll. Very complete. No accidents. Clean title. Asking \$15,900. Pictures on request, must see in person to appreciate. Car located in City of Napa. Text or call Eric at 707-694-4851.

For Sale: Set of 5 Michelin XAS FF tires, size 165 HR 13. Brand new, never mounted. Three were manufactured in January, 2022, and two were manufactured in June, 2023. Located in East Bay Area. Asking \$900. Contact Kevin at:

Kjmaloney2 — at — comcast.net

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-ggilotus.org in MS Word, rtf or ASCII text.

For 2024, the GGLC Officers are: President—Jonathan Schreiber; Vice President—Rob Esser; Treasurer—Laura Hamai; Event Coordinators—John Zender & Scott Hogben; Autocross Coordinator—Colm Gavin; Membership Chairman—David Ellis; Secretary (Acting)—Scott Hogben; Advertising Manager—Mel Boss; Marketing & Comms—Kiyoshi Hamai; Website Manager—Greg Epstein. Chapman Report Staff: Editor—Joel Lipkin; Copy Editor—Noni Richen; Circulation Management Team—Tom & Cherie Carney.

First Class Mail

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

