

# LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



## In This Issue:

- The Rebirth of the LotusSport Team
- Lotus at the 2005 Greenwich Concours
- McQueen Driving Experience
- Across The Pond - Gordon Morris
- Preparing for LOG 26 Track Day

August 2005

Volume 33, No. 6

## The Rebirth of the LotusSport Team

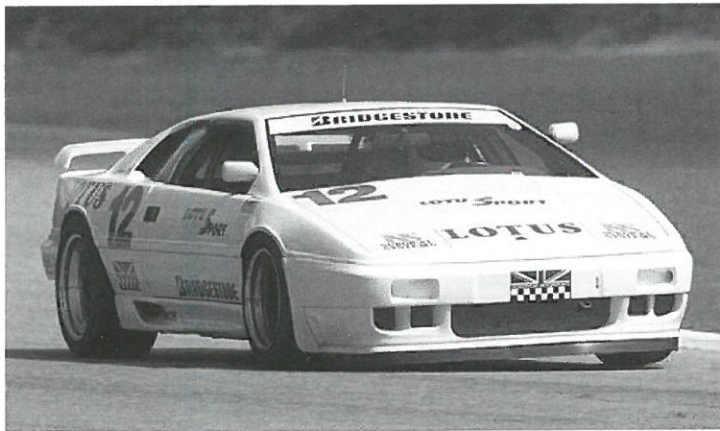
By Ken McGovern

Most Lotus fans will remember the five Lotus Esprit X180R race cars that ran under the Pure Sports banner in 1990 and the LotusSport banner in 1991 through 1995. These cars were driven by Doc Bundy, David Murry, Andy Pilgrim, Paul Newman, Bobby Carridine, Michael Brockington and others. Doc won the drivers championship of the IMSA Bridgestone Supercar Series in 1992, and the team swept the podium in the first race in 1993 in Miami. Changes in the rules and aging of the cars as well as a loss of support from Lotus caused the team to shut down in 1995. It was a great five years though with many wins and podium finishes over the years.

Late in 2002 several of the cars came up for sale. I decided to buy one and purchased car #12 from Steve Hansen, one of the team sponsors and occasional driver. With my partner at Yesteryear Motorsports, Jaime Goffaux a race restoration commenced. Finally, in October 2004 we set out for our first SVRA vintage race at Virginia International Raceway. After the first practice and qualifying sessions things started to go bad with the transmission self destructing. We were originally told this had been rebuilt with no miles on it. Over the 2004-2005 winter, a couple of funny things happened. Of course, the car got repaired but we also ended up buying two more of the race cars. These two cars had been sold by Lotus to Bruce Morton who entered them in the Speedvision Series with Elliot Forbes Robinson and Butch Leitzinger driving. The season ended early when expected sponsorship failed to arrive and the cars had been sitting since then. During this time we also contacted Jack Ansley, the owner of the LotusSport team, and arranged to purchase everything he had left over. This included trophies, driver's suits, videos, PR materials, original bills of sale for the five cars from Lotus UK as well as many spares, including a transmission.

Jaime and I then planned our 2005 race season. We planned on running about eight races, mostly with SVRA. Our first race of the season was the Spring Fling at Roebing Road outside of Savannah, Georgia. After a very rainy practice session it started to dry out and with Ken Fitzgerald driving the lap times for our car started dropping. Despite a turbocharger that was only putting out .5 bar (the race cars run at 1.2 bar) we actually set fast time for our class after one of the qualifying sessions but had to settle for second in our class for the starting grid

of the Saturday qualifying race. A great start by Ken saw us first in class at the end of the first lap. About half way through the race Ken got passed and remained second in class until the end. The feature race on Sunday proved to be the same scenario. Again, Ken was able to make it to the first turn at the head of our class but with the car down on power from the turbo problems he had to settle for second in class at the end of the race. Overall, it seemed like a great start to our season. The long tow home from Savannah was more eventful than the race though. Just an hour or two into the ride home one of the trailers wheels tried to pass us on Route 95. We had just had the trailer serviced before the trip and when they replaced the brakes they left out a very important cotter pin on the one spindle. Unfortunately, when the hub left the spindle it chewed the end of the spindle up, so we could not reassemble things with the tools we had. We did find a RV repair mechanic who was



Photograph Courtesy of R. Harrington Photography

willing to come out Sunday night with a Tap and Die set big enough to handle the spindle and \$90 later we were on our way.

The next two weeks proved very hectic. Besides getting the 12 car on the dyno and fixing the turbo problems, as well as doing the usual race prep, we also had to get the 10 car ready to go with us to Road Atlanta in two weeks. Brian Skeoch of Lotus Ltd Southeast had convinced Classic Motorsports Magazine, the sponsors of the Walter Mitty Historic Races at Road Atlanta, to feature our cars in the program. He also promised to get Doc Bundy there for an autograph session. The 10 car was mechanically and cosmetically challenged and getting it ready required many 20 hour days by Jaime to get it almost ready by the deadline. We took the rest of the parts with us to finish it at the track. We had both cars loaded on trailers, hooked up to two pickups and headed back to Georgia on Wednesday afternoon. We went straight to the track arriving about 1:30 am but were unable to get in, so we left one rig and car in the parking lot and headed to the hotel. After a 5:30 am wake up call we were back at the

track for our first practice session. Unlike SVRA which frowns on off track excursions of any kind HSR, the sanctioning body for the Mitty, is more lax. Every practice session saw at least one or two bent race cars come in on the tow trucks. Ken was able to avoid the wrecks and his lap times quickly fell from 1:55 to 1:45 the first day. David Murry had predicted we should run between 1:39 and 1:45 with the new track layout. On Friday Ken was running consistent 1:44 with occasional 1:43 laps. This was Ken's first time ever on Road Atlanta. By Friday lunch time, the 10 car was ready to try a couple of parade laps of the circuit with everything checking out. We headed back to the hotel Friday night anticipating an exciting Saturday.

The weather Saturday morning was horrible with heavy rain and wind in thunderstorms. Doc Bundy arrived about 10:30 and since the weather was so bad we set up a table and chairs in the trailer. A video camera was set up and Doc proceeded to reminisce about his time racing with Lotus. The rain finally stopped and when we went out we found Arnie Johnson the ex CEO of Lotus US hanging out as well. Pictures of Doc, Arnie and the race car and team were done before Doc had to leave for family commitments and I'm not sure anyone got his autograph but us. More importantly, we got information about the cars that no one else would know, and Doc confirmed that the 10 car that we brought to Road Atlanta was the car he won the championship in. With the weather looking up the 12 and

10 cars went back on the track for parade laps driven by Brian and Jaime. Since HSR did not have a class for us we ran in a "everything else" class and qualified about mid-field for Sunday's race. Saturday evening the 10 car was brought up to the Classic Motorsports Magazine tent where it was a featured car during the dinner and reception. The new LotusSport team headed to Chateau Elan where we had dinner with the Lotus Ltd Southeast members. Sunday was a beautiful day, but our race was scheduled for 4:10 pm. We watched other races. Because of crashes and yellow flags the races started to be shortened to stay on schedule. By the time our race started it was only scheduled for 5 laps. On the start, the pole sitter spun and hit a wall before he got to the start line which resulted in a full course yellow for two laps leaving us 3 green flag laps. Ken passed two cars and turned two 1:42 laps for a great end to the weekend. This time the tow home was uneventful and we are now getting ready for the next race at Mid Ohio in June. This will again be with the SVRA and we are hoping to have a bit of a surprise to report after that race. ●

# LOTUS ReMARQUE

## CONTRIBUTORS:

MICHAEL GULLEY publisher;  
ANDREW BARRON contributing editor;  
DOM GIANGRASSO contributions coordinator;  
PHIL CANNON illustrations;  
ROBERT SZAKONYI lotus position;  
FOSTER COOPERSTEIN magazine watch;  
JIM MARSDEN marsden on models;  
PATRICK PEAL the ex-files;  
GORDON MORRIS european correspondent.

Direct questions or submissions to editor@lotusclub.org

LOTUS ReMARQUE is published monthly by Lotus, Ltd., P.O. Box L, College Park, MD 20741, U.S.A., an independent club not affiliated with Group Lotus, Lotus Cars USA, Team Lotus, or any of their subsidiaries or affiliates. Lotus, Ltd. annual membership dues, which include a 12-issue subscription to LOTUS ReMARQUE, are \$35 (new members) and \$25 (renewals) in the U.S. \$40 (new members) and \$30 (renewals) elsewhere. All dues are payable in U.S. dollars by domestic check or international money order.

Your current membership expires with the newsletter issue date that appears directly above your name and mailing address. One separate renewal notice will be sent to you about the same time as your second-to-last issue. If your renewal has not been received by the time your final issue is mailed, EXP:THIS ISSUE will appear above your name and address.

24-HR. CLUB VOICE/FAX LINE: (301) 982-4054.

You can: (1) auto-send a fax, (2) leave a short voice message, or (3) dial in, leave a short voice message (or not), and then get a fax tone by pressing your asterisk key. Rules: (1) no "junk" fax mail, (2) no long voice-classifieds, (3) no tech questions (call reps below), (4) long-distance calls only returned collect.

LOTUS LTD. E-MAIL: [hq@lotusclub.org](mailto:hq@lotusclub.org)

Opinions expressed in this publication are those of the individual writers and do not necessarily represent the views of Lotus, Ltd., or its officers and directors. Use any technical advice at your own risk. Copyright © 2005 Lotus, Ltd. All rights reserved.

## LOTUS, LTD. BOARD OF DIRECTORS:

MARK PFEFFER president, (314) 889-0572;  
ROY COLLINS treasurer, (440) 365-3351;  
CORA GREGORIE corresponding secretary, (301) 982-4054;  
JIM CUMMINGS recording secretary, (718) 698-9300;  
ANDREW R. BARRON director at-large, (713) 348-5610;  
GORDON DAVIS director at-large, (818) 841-3189;  
BOB METZ director at-large, (303) 369-6288.

## FOR TECHNICAL ADVICE, CONTACT YOUR TECH REP:

ROGER SIELING early elan, (614) 262-8279;  
JIM SCHERER europa S1, (908) 479-6074;  
BOB MURRAY europa S2, (804) 227-3363;  
LLOYD CAYES europa TC, (919) 556-7793;  
NORM MAASSHOFF europa TC, (586) 268-5076;  
DAVE PAINTER seven, (703) 378-7545;  
JIM MUELLER seven, (703) 222-5808;  
STAN MURAWSKI seven S4, elise S1, (408) 264-6812;  
DAVE BROWN esprit S1/S2 (704) 633-5922 days;  
JIM CUMMINGS '83-'88 esprit, (718) 698-9300;  
MIKE FRIDMANN '89-'95 esprit, (508) 651-1515;  
JOHAN HYBINETTE esprit V8, (303) 503-2988;  
MIKE OSTROV elite (I), (510) 232-7764;  
GARY DAVID cortina, scale models, (330) 467-1074;  
DAVE PAINTER fiberglass, (703) 378-7545;  
MIKE PEITSCH twin cam shim exchange, (920) 733-2118.  
ALSO CHECK THE TELEPHONE ASSISTANCE NETWORK LIST.

## INTERNET: World Wide Web — [www.lotusltd.org](http://www.lotusltd.org)

To access the "Members Area" section of the website ([www.lotusclub.org](http://www.lotusclub.org)), use the 7 digit Member Number and Personal Passcode from your Membership Letter.

Remember, Passcodes are case-sensitive.  
(Use upper and lower case letters, as supplied to you.)

Direct web-related e-mail to Michael Gulley, [webmaster@lotusclub.org](mailto:webmaster@lotusclub.org)

## The President's Corner

The 4th of July has passed once again as we reflect upon our Great Nation's past and future. My father-in-law, Art, a retired thirty-six year veteran of the US Army was in town over the weekend reflecting on his view of history from four tours in Vietnam and his final tour in Desert Storm. Thankfully, he was never lost to us.

Art and my son kept me company as I installed the newly rebuilt radiator in my Esprit. Seems the previous owner was less than perfect with flushing the cooling system as he suggested. I began to think about Lotus history between bruised knuckles and expletives (mind you not falling on my 6 six-year old's young ears). For over fifty years we've witnessed the good and bad of Lotus. Let's face it, there were more then a few corners cut but the glory of Lotus ownership far outweighs the pain.

Today, it appears the phenomenal Elise has had no corners cut despite its basic, dare I suggest utilitarian, interior. The Elise is built the way a Lotus should be; light, fast, profitably and most importantly, in Hethel. It was with great pain many of us read Lotus Group Chief Executive Officer Kim Ogaard-Nielsen's announcement that Lotus production may be increased outside Hethel. Like most of you, I understand and am excited about Lotus' need for added capacity. But outside the hallowed grounds? Bentley under VW, Rolls Royce and Mini both under BMW ownership and Aston-Martin, Jaguar and Land Rover all under Ford's care build their marquee products in England. They understand the need for these car companies to retain the heritage that has made each the great marques they are

today and they do so profitably! History has an immense bearing on exotic and prestigious automobiles. Yes, Porsche builds their SUV outside Zuffenhausen but it still manufactures the 911 (the real Porsche) where it should. Will Ferrari ever build outside Maranello or Lamborghini outside Santa-Angta? Maybe components, but likely never final assembly!

Kim, if you are listening, please make a strong case to keep production of Lotus cars in Hethel where the soul of Lotus reigns. Lotus is not a mass production manufacturer. Our cars are a labor of love built with skilled hand craftsmanship. Build them in Hethel, exclusively, profitably and with the DNA so richly deserved by anyone enjoying a Lotus.

By the time this ReMarque hits your mailbox, LOG 25 will be at the starting line. I hope all who attend will enjoy the hard work and dedication the St. Louis Area Lotus Lovers (STALLS) have put into LOG. They deserve a hearty thank you and a round of applause. If you haven't planned on attending LOG 25, do so. You will not be disappointed.

It's been a great pleasure serving you on the Lotus Ltd. board the last several years. This may well be my swansong note to all my Lotus pals for a while (OK stop cheering!). Our undoubtedly wonderful new administration will be in place shortly and Lotus Ltd. will continue to thrive and grow. Like everywhere in the Lotus community, I've made some great new friends and had some fun experiences. I highly encourage all of you to step forward and volunteer to help Lotus Ltd. continue its mission of serving North America's Lotus community. Happy Lotusing!

Mark V. Pfeffer —  
(Former) President Lotus Ltd.

## GROUP LOTUS CEO TO PREVIEW NEW CAR AT NATIONAL OWNERS' MEET

DULUTH, GA (August 4, 2005) — Lotus Cars USA is set to show what could be the British sports car company's next new model for American enthusiasts. Group Lotus CEO Kim Ogaard-Nielsen will be offering a sneak-peek at a test version of the Lotus Exige, currently undergoing extreme climate testing on U.S. soil. This exclusive preview will be one the many unique elements of the 25th Annual Lotus Owners Gathering (LOG 25) meeting, held in St. Louis, Missouri this August 26-29. Ogaard-Nielsen is making a special trip to the United States from Group Lotus' UK headquarters to attend the gathering, which attracts hundreds of Lotus aficionados from around the world. "Lotus owners aren't just passionate about their favorite British brand, they are some of the most knowledgeable and loyal car enthusiasts anywhere, and they've supported the brand even when our U.S. presence was very limited," said Mr. Ogaard-Nielsen. "What better place to preview a new model than among old friends?" Mr. Ogaard-Nielsen (47) joined Group Lotus in December and has championed a new product plan for expanding the group. In addition to the new car preview, the schedule of events features well-known guest speakers who were instrumental in the success of Team Lotus, including Mario Andretti's Formula One championship in 1978 and Jim Clark's victory at the Indianapolis 500 in 1965.

## LOTUS, LTD. LOCAL GROUPS

Submit local group info to Mark Pfeffer at [feffman@yahoo.com](mailto:feffman@yahoo.com) or (314) 889-0572

### ALABAMA

Alabama Lotus Car Club  
MIKE PEARCE Birmingham, AL, (205) 879-0015

### CALIFORNIA

Club Lotus LA  
GORDON DAVIS Los Angeles, CA, (818) 841-3189  
San Diego / Orange County Lotus Ltd Club  
ED MILLER San Diego, CA, (858) 837-0827

### COLORADO

Lotus Colorado  
GREG CARPENTER (303) 973-9368

### FLORIDA

South Florida Lotus Club  
DENNIS FRESCH Ft. Lauderdale, FL, (954) 493-7976  
PETER MUIR Palm Beach County, FL, (561) 395-9249  
Florida Lotus Owners Group (FLOG)  
KARL-FRANZ MARQUEZ, (321) 253-4473

### GEORGIA

Lotus Ltd. Southeast  
BRIAN SKEOCH Atlanta, GA, (770) 844-6939

### INDIANA

Club House for Indianapolis Lotus Lovers (CHILL)  
YOUNG KIM Indianapolis, IN, (317) 507-3463

### IOWA

Lotus Owners Touring Iowa (LOTI)  
MARK DOUBET (319) 373-1425

### KANSAS / MISSOURI

Amalgamated Lotus Owners  
MARK BRACEWELL Kansas City, KS/MO, (816) 459-7707

### LOUISIANA

Louisiana Lotus Ltd. Association (LALLA)  
ROGERS SCHUPP New Orleans, LA, (504) 832-4280

### MARYLAND

Mid-Atlantic Lotus Ltd. (MALL)  
MIKE MCGOWAN (703) 638-6099

### MASSACHUSETTS

New England Lotus Lovers (NELL)  
JOHN WHITE New England, (978) 462-2781

### MICHIGAN

Great Lakes Lotus Club  
BRIAN CUYLER Detroit, MI, (248) 926-5327

### MISSOURI

Amalgamated Lotus Owners  
MARK BRACEWELL Kansas City, MO/KS, (816) 459-7707  
St. Louis Area Lotus Lovers (STALLS)  
MARK PFEFFER St. Louis, MO, (314) 889-0572 (daytime)

### NEVADA

Lotus Car Club of Southern Nevada  
CORY NEWBERRY Henderson, NV, (702) 263-6211 (eves)

### NEW JERSEY/NEW YORK

Lotus Enthusiasts Organization (LEO)  
ATWELL HAINES North New Jersey/NYC, (973) 927-3765

### NEW YORK

Lotus Owners Of New York (LOONY)  
TONY VACCARO New York (Western), (716) 689-9644

### OHIO

Cleveland Area Lotus Ltd. (CALL)  
ROY COLLINS Elyria, OH, (440) 365-3351  
Central Ohio  
ROGER SIELING Columbus, OH, (614) 262-8279  
Southwest Ohio Lotus Ltd.  
JOHN GRIFFIN Cincinnati/Dayton, OH, (937) 434-4223

### OREGON

Club Lotus Northwest  
JEFF WILLIAMS Portland, OR, (503) 977-2675

### PENNSYLVANIA

Philadelphia Area Lotus Society  
TOM SILKNITTER Philadelphia, PA, (610) 383-5048  
Western Pennsylvania  
CHRISTIAN KAHLE Pittsburgh, PA, (412) 736-9400

### TEXAS

Austin Lotus Enthusiasts (ALE)  
DACIA RIVERS Austin, TX, (512) 458-6400  
Lotus Owners of Southern Texas (LOST)  
NIGEL HARRISON Houston, TX, (713) 824-1928  
Texas Lotus Club  
MICHAEL HOLMES Dallas/Ft. Worth, TX, (817) 706-6356

### NORTHERN VIRGINIA / WASHINGTON, DC

Lotus Ltd. D.C. Chapter  
PHIL MITCHELL Washington, DC, (301) 942-6059 (MD)