

## Lotus at the 2005 Greenwich Concours d'Elegance

By Steve Becker

The tenth annual Greenwich Concours d'Elegance was held on June 4th and 5th at Roger Sherman Baldwin Park in Greenwich, Connecticut.

Now acclaimed as one of the top events of its kind in the country, the Greenwich Concours helps benefit Americares, the international relief organization. Automobile Magazine is the Title Sponsor of the event, which also includes vintage motorcycles and aircraft. Saturday's Concours d'Elegance featured pre-WWII and post-WWII domestic cars while Sunday's Concours Europa was devoted solely to pre-WWII and post-WWII European sports, touring, and competition cars.

We spoke with Edward Hermann at last year's show (he was the chief judge) and he hooked us up with Genia Wennerstrom, the female half of the husband/wife team who run the Concours. We asked her how to apply for the show and told her what car we had. Her eyes lit up and she agreed to send us an application. We also spoke with the owners of an MGA to find out what special attributes they look for and were told that this

was the first time their car had been shown anywhere!

The application asked for the basics: Year, make, model of car, any awards won previously, whether restored, etc. and a couple of pictures. We sent it in and waited until May, when we were told the car had been accepted. From that point on we did not take the car, which we normally used frequently on weekends, out much, wanting to avoid the stone chips caused by Long Island construction. We entered it in one show two weeks before the Greenwich and took Best in Class for foreign cars. After that it was garaged until the day of the show and the only prep besides general cleaning, was a coat of Griot's Speed Shine.

The judges (there were four of them) each introduced themselves and asked a few questions: whether the black bumpers were original (I got the car that way), what type of wood was on the dash (African rosewood), etc. They only look at the outside and it was our choice of whether to leave the top up or down. They are interested in how the car looks as it will be driven, not whether the numbers match.

It was really exciting to be in this show, having been on the other side of the ropes for the last 4 years. As for the show itself, there was a lot of interest in the car. One gentleman stepped over the ropes, told us he was from Hemmings and asked whether the car had ever had any press. He was interested

in the car for a possible article in their new magazine, Sports and Exotic Cars, and took our phone number. Who knows?

We weren't nervous as I was satisfied with just being in the show and having the Concours license plate to hang on the wall at home. Kris, however, was sure we would take home a class trophy as well. We don't know how they come up with the classes, although I think they see what the entries are and then make some kind of split.

At about 3:00pm they arranged a hundred or so seats in front of the bandstand-like area and had each car do a drive-by, with either David E. Davis or Don Petersen (Petersen Publications) giving a narrative on each car and announcing what award, if any, the car has won. This is when you find out whether you just had a nice day in the sun or are taking home a trophy.

On our turn we stopped at the bandstand and were given a bag of goodies (mostly Meguiar's car care products, an Automobile magazine, etc.) and I tried to listen to what David E. Davis was saying about the car. Then Bruce Wennerstrom came over with the trophy for Best British Sports Car, 1968 to 1974 and I couldn't even hear David anymore. This was the surprise hit of the day.

After that we left and drove home elated. We'll be back next year, but probably only as a spectator, as you have to wait three years before entering the same car.

### UK LOTUS TOUR

(Preceding the Goodwood Revival Meeting)

Thursday September 8 - 13

(Goodwood September 16-18)

Your chance to go to the U.K. and experience LOTUS. A five day fully escorted tour, including a test drive at 120mph round Hethel test track. Richard Parramint (Richard@positivespeech.co.uk) has been organising tours for Lotus Ltd since 2002, with over 120 participants having already experienced the Lotus high.

The 5 day tour includes:

- collection and return to airports (unless you are attending Goodwood)
- visit to Donington Motor museum
- Classic Team Lotus tour with Clive Chapman
- Lotus factory tour
- Lotus Driver Training Day
- ACBC final resting place/ Ketteringham Hall, etc
- 5 nights bed & breakfast
- Lotus dinner with speakers
- City of Norwich tour

The tour is limited to 12 as Lotus only allows 12 drivers on the training day. As of now the costs are approximate as follows:

Lotus Ltd members single £1400.00  
Lotus Ltd members double £1900.00  
(1 driver)

For more detail regarding the itinerary go to [www.lotours.com](http://www.lotours.com) (again, pricing noted is not current).



Photo by Steve Becker

### LOTUS, LTD. Track and Driving School Discount Program

Organization	Region	Discount	Telephone	Website
APEX Driving School	Northeast	10%	(585) 229-2230	<a href="http://www.apexperformance driving.com">www.apexperformance driving.com</a>
Skip Barber Racing School	National (20 tracks)	10% off racing school 25% off driving school	(800) 221-1131	<a href="http://www.skipbarber.com">www.skipbarber.com</a>
Bob Bondurant School	Southwest	5% discount	(800) 842-RACE	<a href="http://www.bondurant.com">www.bondurant.com</a>
Derek Daly Driving Academy	Southwest	10% off all programs	888 GO DEREK	<a href="http://www.derekdaly.com">www.derekdaly.com</a>
ESPN Russell Racing School	Northwest	15% discount	(800) 733-0345	<a href="http://www.espn russell racing.com">www.espn russell racing.com</a>
The Mid-Ohio School	Midwest	\$100 discount	(877) 793-TMOS	<a href="http://www.midohio.com">www.midohio.com</a>
Panoz Racing School	FL, GA, TX	10% off track days	(888) 282-4872	<a href="http://www.panoz racing school.com">www.panoz racing school.com</a>
Performance Drivers Association	Northeast	PDA Member Rates	(973) 253-3900	<a href="http://www.imp-auto.com/pda">www.imp-auto.com/pda</a>
Bertil Roos Racing	Midwest	15% discount	(800) 722-3669	<a href="http://www.racenow.com">www.racenow.com</a>
Phil Wicks Driving Academy	Midwest	15% off all programs	(314) 330-6449	<a href="http://www.wicksdrivingacademy.com">www.wicksdrivingacademy.com</a>

Lotus Ltd. would like to thank each participating organization for their support. Remember to mention the Lotus Ltd. discount at time of registration and bring your current ReMARQUE to the event as proof of membership. Discounts may not be combined with other offers. Discounts are subject to change without notice, and participants should confirm their availability before signing up. Club contact: Dave Hsu (301) 721-9559, e-mail [dave@mur.com](mailto:dave@mur.com).



## McQueen Driving Experience, USA

by Alastair McQueen

It took three years in the making, but The McQueen Driving Experience finally made it to the USA during the week of April 18th through the 22nd of 2005.

Based at the new Autobahn Country Club track at Joliet, Illinois, a five day programme of driver training took place, using Lotus Elise 111Rs supplied and sponsored by Fox Valley Motorcars of Chicago.

Thanks to Richard Parramint, who runs Lotours, and acts as co-ordinator for the MDE, and to Bill Nuccio Jr. of Fox Valley, Instructors Alastair McQueen, Dave Minter and Simon Hall were able to bring the well proven driver training programme to the US. This programme has been successfully running at Hethel for six years and uses a format devised by Alastair.

Alastair has spent around 35 years at Lotus, involved with vehicle development, test driving and driver training. Dave, with 25 years Lotus experience, is well known as former Chief Engineer on the Elise programme and Simon brings a completely different angle as he is a Police driving Instructor in the UK, specialising in pursuit training - try getting away from him!

So it was that the team arrived at Autobahn having only seen an aerial photograph of the facility, hoping that the areas we could see would be suitable for our training activities. As it happened, Autobahn proved to be an excellent facility and our car control activities were set up using the pit lane, track straight and parking lot. The north track at Autobahn

was ideal at around 1.5 miles, a mixture of fast and technical sections with good safety, and not too difficult for novices.

The morning training sessions were all about car control, with understeer, oversteer, slalom and braking activities. The afternoon was spent on track, teaching track driving techniques. The whole of the driver training programme is about driving technique, which if applied correctly, results in higher speeds with safety and less car wear, and more fun!

Some familiar faces turned up during the week, some who had been to Hethel with Richard and had taken part in driver training there, and others met during past LOG events. It was good to see them coming back for another dose of driver training.

Monday began with temperatures in the eighties, and by the end of the day us Brits were feeling a bit wilted, having left the UK just above freezing, but fortunately as the week progressed the temperature cooled ensuring our survival. Without exception, the Elise opened driver's eyes to its performance potential and in teaching how to exploit that potential, we achieved more converts to the marque, and some sales for Bill Jr.

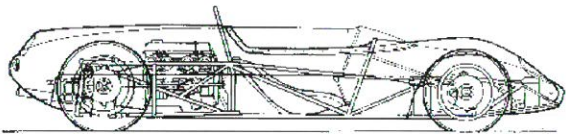
The McQueen Driving Experience is looking for further opportunities in the US to convert more drivers to the "best driver's car in the world" and to give those existing owners the opportunity to fully realise the potential of the Lotus Elise. ●



Thursday's group with (Front L-R) Alastair, Dave Minter, Bill Nuccio Jr. and Simon Hall

Photo courtesy of Richard Parramint

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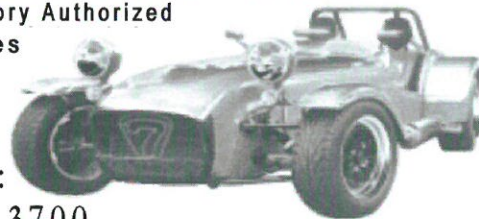
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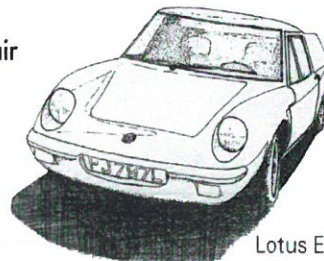
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