

TRACK DAY (Cont. from page 6)

- The rear view mirror should be securely attached.
- Make sure battery is well clamped. You would be surprised how much damage a loose battery can do to the body of a car from the inside.
- All the suspension components (including rubber bushings) should be in good condition. It is a good idea to check that the wheel bearings have no significant play.
- Brake lights must be functioning correctly.
- A fire extinguisher is recommended. These can be obtained from all good car parts stores. They must be securely clamped in the cockpit.
- Make sure you do not have bent wheel rims, and that the lug nuts are properly torqued. The valve stems should also have caps.
- Change the oil and check all the fluids. It is a good idea to use a high temperature oil since your car will run significantly hotter than with normal driving. Also, St. Louis is going to be very hot at this time of year.
- For coolant, race cars generally use water with only a small amount of anti-freeze, since heat exchange properties of water are better than anti-freeze. If you think your car is going to run hot, a good way to improve cooling is to use a product like Redline's 'Water Wetter' that enhances cooling by improving the transfer of heat to the coolant.
- There should be no fluid leaks. This includes coolant, brake/clutch fluid and oil. All of these make the track very slippery and dangerous for you and other drivers.
- If your car has a roll bar it must be securely attached.
- Your tires should be in good condition;

make sure that you have plenty of tread and there are no bulges in the sidewalls. Look at wear indicators. It may also be an idea to get your wheels balanced. The fronts will be most important with regard handling. If the weights are of the stick-on type, place duct-tape over them to ensure they do not get knocked-off.

Finally, and most importantly at any Track Day, you must ensure you have good brakes. Any track is much harder on brakes than street driving. Just because you pads have worked for one or two stops don't think they will keep working lap after lap. The entire brake system should be in good working order. Fresh fluid should be used and all lines should be free of any cuts or abrasions. On the track your brake pads will get much more wear than on the street. They will also get hot. It is a good idea to put a set of competition pads on the car and bring a spare set with you. There is nothing worse than having to drive home from a track day with no brakes.

My suggestion is always bring a spare set of brake pads.

Once you have arrived at the track, there are a few last minute checks to complete.

- If your lights are not of the pop-up type, then it is a good idea to put tape on the lenses. Race tracks have lots of tire debris and stones on the track, which may crack your lenses. Electrical tape is fine for the headlights and turn signals. It is also a good idea to put clear tape on the brake lights.
- Remove all loose items from inside of the car. Remove floor mats. Remove all the contents of the glove box, change trays and door pockets. The last thing you need is the distraction of something rattling around the car in the turns. Remove the CD changer. There should be no luggage in the car.
- Remove the jack and toolbox. It is also a good idea to remove the spare tire (except for Esprits where the spare is part of the crash structure).

- Those with convertibles should remove or store their tops.

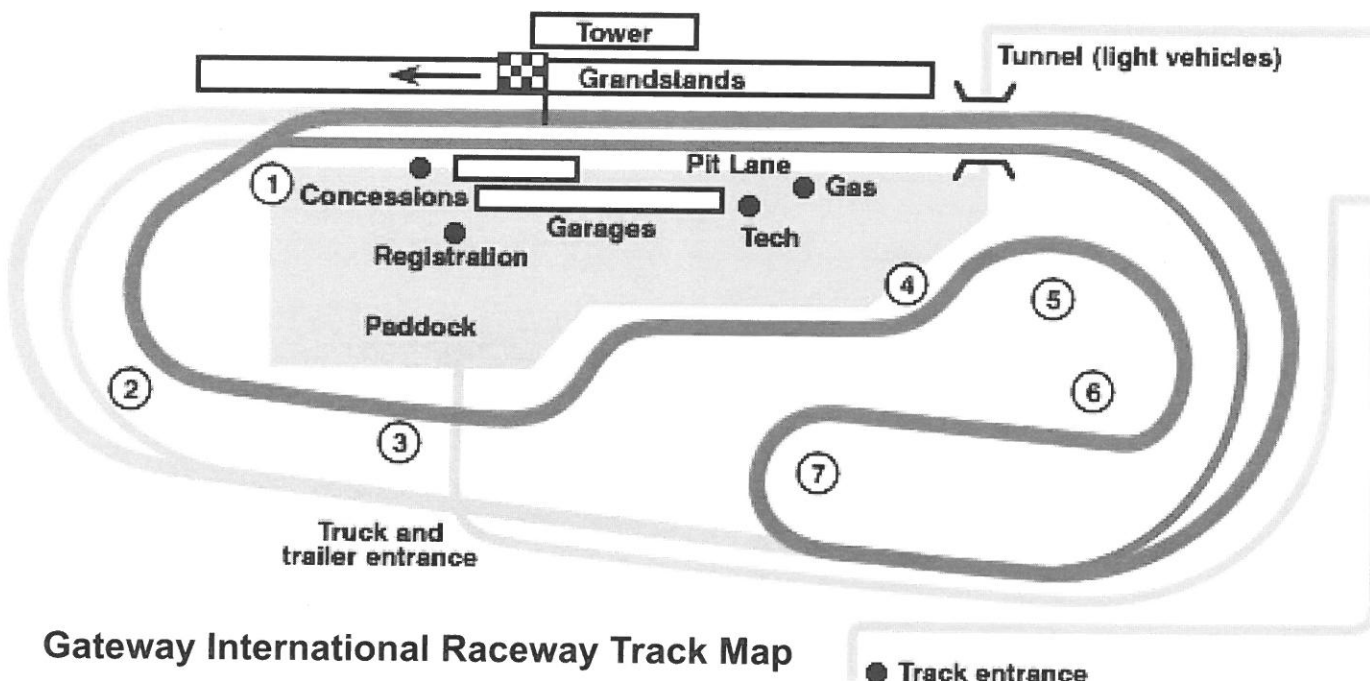
Before you actually go on the track. There are some things to ensure. Obvious things such as turn off radio, but also put the side windows down – especially driver side. This is to make sure that in the unlikely event of an accident you can be removed from the car as easily as possible.

There are always questions about adjusting the tire pressures. Your owners manual will give a pressure for normal use and also one for continuous high speeds. Look in the manual and set your pressures to suggested pressure as an initial guide. Others at the track may have experience with your car and can give a good starting point, but no two cars or their drivers will run the same and hence will require setting different pressures.

Whatever you set your tire pressures to, they will change as soon as you get out onto the track because you will inevitably work the front or rear harder depending on the handling of your car. Also it is worth remembering that on a race track the left and right hand sides will get different amounts of work. At Gateway International Raceway, the track consists of more left hand corners so the front right will get hotter than the front left, and will therefore change pressure more. Remember low tire pressure will cause the tires to get hotter, high pressure will cause the tires to crest and not provide as much contact area – and hence grip. Race teams adjust the tire pressures to ensure an even temperature across the tire. This provides the best performance from the tire. I will have a tire temperature gauge with me and will gladly help anyone check your pressures.

It is also worth remembering that we will be using NASCAR turns 3 and 4 of the oval. This will be faster and more intimidating than you think from looking at the map. If you have never raced on an oval – take it easy!

The most important thing to remember about a track day is that it should be fun to talk about it afterwards. 🍷



Pit Stops

(Submit Local Group Events to Dom Giangrosso, dglotusld@optonline.net)

- August (Every Sat.)** Amalgamated Lotus Owners, (Kansas City area), very informal breakfast with other like-minded folks at Sharp's 63St. Grill from 8:00am to approx 10:00 am. Sharp's is at 63rd St. and Brookside Plaza in the Brookside area near the middle of the city. Contact Mark Bracewell (816) 459-7707 or mbracewell@kc.rr.com
- August 13 (Sat.)** Lotus Owners South Texas (LOST) Monthly meeting second Saturday of every month at Star Motor Cars in Houston at 10 am, lunch follows.
- August 3 (Wed.)** Austin Lotus Enthusiasts (ALE) Monthly Meeting. 6:30 pm at the Draught House (4112 Medical Parkway). Contact dacia@clubale.com for more information.
- August 9 (Tues.)** ALCC monthly meeting, 6:30 pm -8:00 pm at McInally's. Contact Mike Pearce for details.
- August 14 (Sun)** New England Lotus Lovers, Inc. (NELLI) Kancamagus Tour Back by popular demand is the tour of the Kancamagus Highway from Conway, NH. Through Crawford Notch through to Lincoln, NH and back with stops to view and photograph the scenery. Picnic lunch at Sabaday Falls. Details will be posted on the NELLI web site: <http://www.nelli.org>
- August 25 (Thurs)** ALCC caravan leaves Birmingham for St. Louis and LOG 25. Exact departure time and place TBD. Contact Mike Pearce for details.
- August 26-29 (Fri. - Mon.)** LOG 25, St. Louis, MO. The Silver Anniversary of LOG will be significant as Lotus Ltd., its members, Lotus enthusiast's worldwide and all the friends of LOG celebrate twenty-five years of successful Lotus gatherings. St. Louis, The Gateway City, with its central location offers veteran and first timers LOG attendee's access to the Lotus celebration in North America.
- September 10 (Sat)** Lotus Owner South Texas Monthly meeting (LOST) Monthly meeting second Saturday of every month at Star Motor Cars in Houston at 10 am. After the meeting, cruise and lunch.
- September 17 (Sat)** Lotus Limited South East Giovanni Car show. Monthly exotic event. 3630 Peachtree Parkway, Suwanee GA 30024. 770-232-1122. Contact Brian Skeoch for details 770-844-6939
- September 18 (Sun)** Lotus LTD DC Chapter Ninth Annual DC Chapter Summer Party 2PM-7PM at the McGovern's. Any Lotus enthusiast and their family and friends are invited. Call for directions and RSVP. 410-964-1459
- September 29 (Thurs)** Lotus Limited South East Petit Lemans, American Lemans Series, Road Atlanta. Braselton GA. 10:00 am to 10:00 pm. Come watch fellow Lotus Limited Southeast members compete in 10 hr endurance race with the worlds best sports cars. Contact Brian Skeoch for details 770-844-6939
- October 8 (Sat)** Lotus Owner South Texas Monthly meeting (LOST) Monthly meeting second Saturday of every month at Star Motor Cars in Houston at 10 am. After the meeting, cruise and lunch.

CARS FOR SALE

1972 ELAN SPRINT DHC, 167 hp eng. by MWE w/dyno sheets, Webers, new white paint, full Spyder conversion (chassis, suspension, roll cage & rear axles), fully rebuilt, reliable daily driver, new dash, w/s & +2 F. brks., modern ignition, K/O Panasports, new A032Rs, 100 mph ¼ mile, needs nothing. Gilbert, (973) 401-1593 (NJ), essentialbusiness@patmedia.net.

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1967 LOTUS 7 S2, unmodified, 109 Ford, twin SUs, Konis, factory roll bar, top, side screens, tonneau cover, unused spare nose cone, more. \$18,900. Fred, (973) 746-5358 (NJ), fsc@comcast.net.

PARTS FOR SALE

FOR ESPRIT S1. Intake Manifold and accompanying Zenith-Stromberg Carburetors (still attached) from a 1977 S1 Esprit 907 engine. Very good condition. No reasonable cash or trade offer refused. Buyer pays shipping. Contact Dom Giangrosso at dglotusld@optonline.net or 914-497-9816.

FOR ESPRIT S1. Veglia instrument gauge cluster (speedo not functional), \$80; full used 907 eng., flywheel, starter, pistons, rods, oil pump, distrib., SU carbs, head, cams, 2 sets of springs & vlvs., crank has excessive end play, \$440/all; liner removal tool, \$40; adj. cam pulleys, \$50. Bruce Reid, (509) 545-4744 (WA), reidclan@urx.com.

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