

LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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The Rebirth of the LotusSport Team

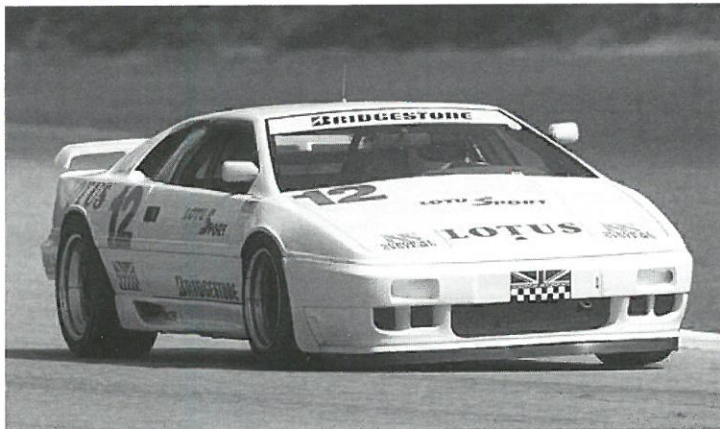
By Ken McGovern

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

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Remember, Passcodes are case-sensitive.
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Direct web-related e-mail to Michael Gulley, 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.

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

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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 (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	www.apexperformancedriving.com
Skip Barber Racing School	National (20 tracks)	10% off racing school 25% off driving school	(800) 221-1131	www.skipbarber.com
Bob Bondurant School	Southwest	5% discount	(800) 842-RACE	www.bondurant.com
Derek Daly Driving Academy	Southwest	10% off all programs	888 GO DEREK	www.derekdaly.com
ESPN Russell Racing School	Northwest	15% discount	(800) 733-0345	www.espnussellracing.com
The Mid-Ohio School	Midwest	\$100 discount	(877) 793-TMOS	www.midohio.com
Panoz Racing School	FL, GA, TX	10% off track days	(888) 282-4872	www.panozracingschool.com
Performance Drivers Association	Northeast	PDA Member Rates	(973) 253-3900	www.imp-auto.com/pda
Bertil Roos Racing	Midwest	15% discount	(800) 722-3669	www.racenow.com
Phil Wicks Driving Academy	Midwest	15% off all programs	(314) 330-6449	www.wicksdrivingacademy.com

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.

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.

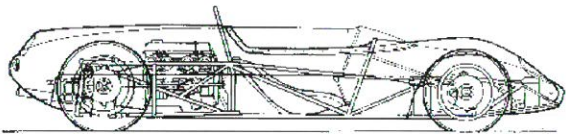
The McQueen Driving Experience is looking for further opportunities in the US to convert more drivers to the "best driver's car in the world" and to give those existing owners the opportunity to fully realise the potential of the Lotus Elise. ●



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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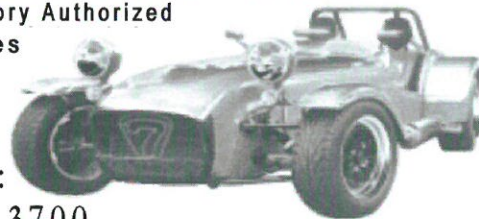
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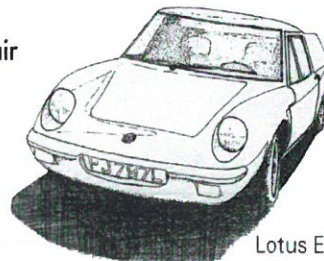
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ACROSS THE POND

By Gordon Morris

The first Lotus I ever *owned*, rather than drove regularly, was a very early Lotus Cortina in the late Sixties. In the early and mid sixties, I was a bachelor Air Force officer. We all lived in the Officers' Mess, at that time a sort of first class hotel, and most of us had sports cars of varying vintages and conditions. The car park was full of Austin Healeys, Triumphs, MGs, Jaguars, Aston Martins and so on, with the occasional Alfa Romeo as well. There were also a few Lotuses too; I remember a Seven or two, with an Elan or an Elite for those with lots of money.

We all went away on duty for weeks and months at a time, so it was normal for those going away to ask those staying behind to look after their cars during their absence. But first, you had to establish your credibility as someone who knew about cars. This wasn't always easy to achieve. So it was that, one sunny Sunday afternoon – a week after I arrived at this base – that a few of us were enjoying the sunshine outside the Mess when one of the older hands drove up in his latest acquisition. This was an early Turner – a small open sports car which predated the Sprite – it had a BMC A series engine and gearbox and went quite well according to the standards of the day.

But this Turner looked decidedly strange. It sat at an odd angle and its new owner admitted that it seemed to handle rather peculiarly. I soon discovered that he knew next to nothing about cars but thought his Turner was quite the thing to have. I took a quick look at the wheels and discovered that my colleague's pride and joy wore three 14 inch and one 16 inch wire wheels. Everyone wanted to go off to have tea at that stage, so I told him that I'd fix his problem for him by the time he returned. It took me a few minutes to jack up the car, replace the 16 inch wheel with the 14 inch spare and to reset the tyre pressures (they were all over the place) to the same as I used on my Sprite.

A quick run up the road and back revealed that the car handled as it should, so I gave the owner his keys back and told him that all was now well. He did his own test drive and my credibility, and source of beer for the next week or so, was assured. I never did tell him what I had done to his car and such was his lack of interest in the mechanical side of things that I doubt if he ever found out. However, this very easy quick fix assured me a steady supply of cars to "look after" when their owners were away – and some of those were Lotuses. I well remember a very early Elan, with rubber mats on the floor (just like my Sprite!) and windows that wouldn't stay up, as well as a lovely Elite that looked magnificent, went much faster than a 1200cc car should, but was as noisy as a piston engined aircraft inside.

Which brings me to the late Sixties, by which time I had met and married Jan and she presented me with daughter Joanna. For the time being at least, sports cars were out, so I traded in my trusty TR3A for a 1275cc Mini Cooper S. Just the thing for a family like us, I thought, but I was wrong. The Mini, fast though it went, was not for us. There was precious little room inside and the ride was uncomfortable. Good fortune was just round the corner, though, when I met a fellow officer

who had just bought a fine Lotus Cortina. He told me he hated it, because it wouldn't start, was unreliable and he really fancied a Cooper S. So a deal was struck – perhaps I should have told him how to start a twin cam with Webers – and we swapped cars and I now had a Lotus of my own.

A few hours work sorting out spark plugs and points soon had the Cortina running well and I enjoyed three years happy motoring in that fine car. It had plenty of room inside and a vast boot (trunk) – just the job for all the paraphernalia required for a baby girl. The snag was that it did only 20 miles to the gallon and it had only an 8 gallon tank – but one of its many extras was another 8 gallon tank in the boot. That gave a range of about 300 miles, so I had to refuel on our regular trips from North London to my parents in Scotland.

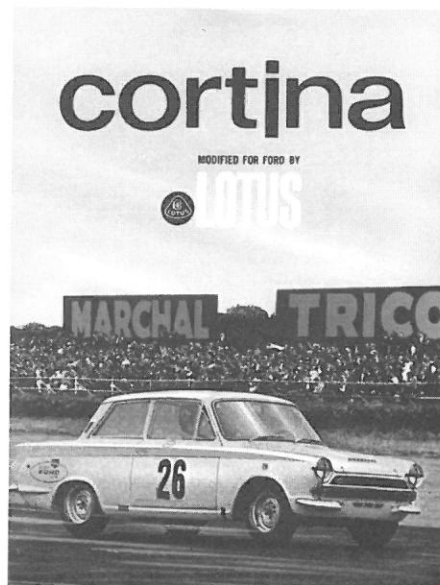
AJG 925B was an early 1964 car, with alloy bonnet (hood), doors and boot (trunk), as well as alloy bellhousing, gear lever extension and diff nosepiece. It also had the notorious A bracket rear suspension, but I had no problems with oil leakage – I'd been forewarned so I checked the diff bolts for tightness regularly. It also had a hot engine – with Cosworth CPL2 cams – allegedly producing 125 bhp. The standard car had 105 bhp so my engine was about the equivalent of the Sprint which came six years later.

The point of all of this is that my journey to LOG 25 will be by Continental to Cleveland and by Cortina from Cleveland to St Louis – the latter courtesy of the David Lotus Collection in Macedonia. Gary has generously agreed to lend me his Cortina to drive to & from the LOG; previously I drove his Europa to LOG 19 in Corning and the Cortina to LOG 23 at Grand Island. On that occasion, I managed to run out of fuel at the bottom of the ramp from I 271 at Macedonia – right by a gas station and a mile from the David Collection. This time, I'll try to remember that tiny 8 gallon tank sitting behind me; that will mean three fuel stops on 71 and 70. But this time, I'll have a spare fuel can as well – I can't rely on being that lucky twice.

My Seven also has an eight gallon tank, but manages to get 25 or so miles from each £4.27 (\$7.70) admittedly slightly larger imperial gallon. The Elan does between 30 and 35 mpg and I pay no road tax on either car – thanks to a Government concession a few years ago. Agreed value, limited mileage insurance (3,000 miles a year for each car)

costs about £250 (\$450) for both, so the Elan and the Seven amount to economy cars in our harsh taxation regime.

The French have a saying "*Plus ça change, plus la meme chose*" – roughly translated meaning that the more things change, the more they stay the same. So it will be that I drive Gary's Lotus this August on a different continent. This time, I'd like to think that I know a little more about these fine cars that I did before – enough, perhaps, to put right a wonky Turner, but still not enough to avoid running out of fuel in a Cortina. 🍷

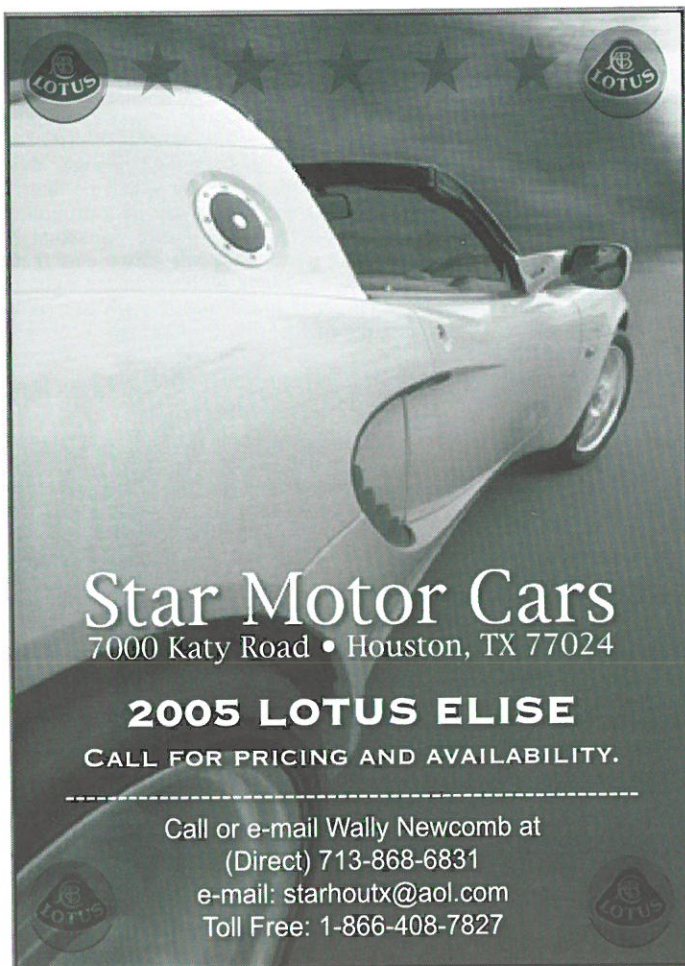


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Preparing for the LOG 26 Track Day

By Andrew R. Barron

Track days are fun. They are the perfect opportunity to find out what the performance of your car was designed for without the Draconian restrictions of the Federal and State Governments. They are also an ideal chance to gain experience handling your car under relatively safe conditions. Track days are not about being the next Jim Clark or Mario Andretti, they are to be enjoyed. You do not have to prove how fast your car is – even experienced racers know there is always someone faster.

The LOG 26 track day will be held at Gateway International Raceway which is a complex consisting of a 1.25 mile oval, an infield road course, and a 1/4 mile NHRA dragstrip, located in East St. Louis, Illinois, across the river from St. Louis. The track configuration for LOG 26 track day will include the infield course.

The LOG 26 track day will have four run groups. As is typical of most track days, these will be divided with regard to drivers experience and the level of the car's safety equipment. Group 1 will be for novices and people with little track experience (for this group instructors will be on hand). B will be an intermediate group, for those people with some experience who are using cars not equipped for racing. Group C is for experienced competition license holders and experienced drivers. Group D is for open wheel race cars (including some F1 cars!).

If this is your first time to a track day, don't worry there will be instructors on hand with experience of racing in general. They will try and help you feel comfortable at your own pace. Prior to getting out on the track, there will be a driver's meeting to make sure everyone understands the procedures. So the organizers will ensure you are prepared to have a fun day. But what about your car?

While all the track day entrants will undergo a technical inspection at the track, to ensure the safety of you and your fellow drivers, there are a few things you can do prior to any track day and before getting on the track. These are divided into two parts; those items for your car and those for you.

First of all, what equipment will you need? Those in Group 4 will be required to wear full fire suits and associated safety equipment. If you are in Groups 1 - 3 and do not have a race suite don't worry, track days usually simply require you wear long sleeves and pants (no shorts).

All drivers will be required to wear helmets. Helmets should be SNELL 95SA or SNELL 00SA. Motorcycle helmets (SNELL M) will not be allowed. Full-face helmets are required for open cars, and are advised for all drivers. However, if you are using an open helmet, eye protection (such as goggles) is required. If you are buying a helmet, get a good one from a major manufacturer such as Simpson or Bell. It is not a good idea to skimp on your helmet. Think of it this way, "how much is your head worth?"

Race gloves are a good idea but not essential for those in Groups 1 - 3. However, good shoes are something you must bring. They should be comfortable, with soft rubber soles (so you can feel the peddles), and make sure they are not too wide. Remember most Lotus cars have pedals close together just like a race car.

So you are ready now what about your car? The final preparation for any track or autocross event can be performed on the day (these are discussed later), but there are some things that you can do prior to arriving at the track. The following is a checklist of things to do before arriving at track.

- Make sure seats are secure and seat belt anchors have no play.
- The windshield should have no cracks and the wipers should work effectively.

Track Day (Continued on page 7)



Photo courtesy of David Nagler



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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.

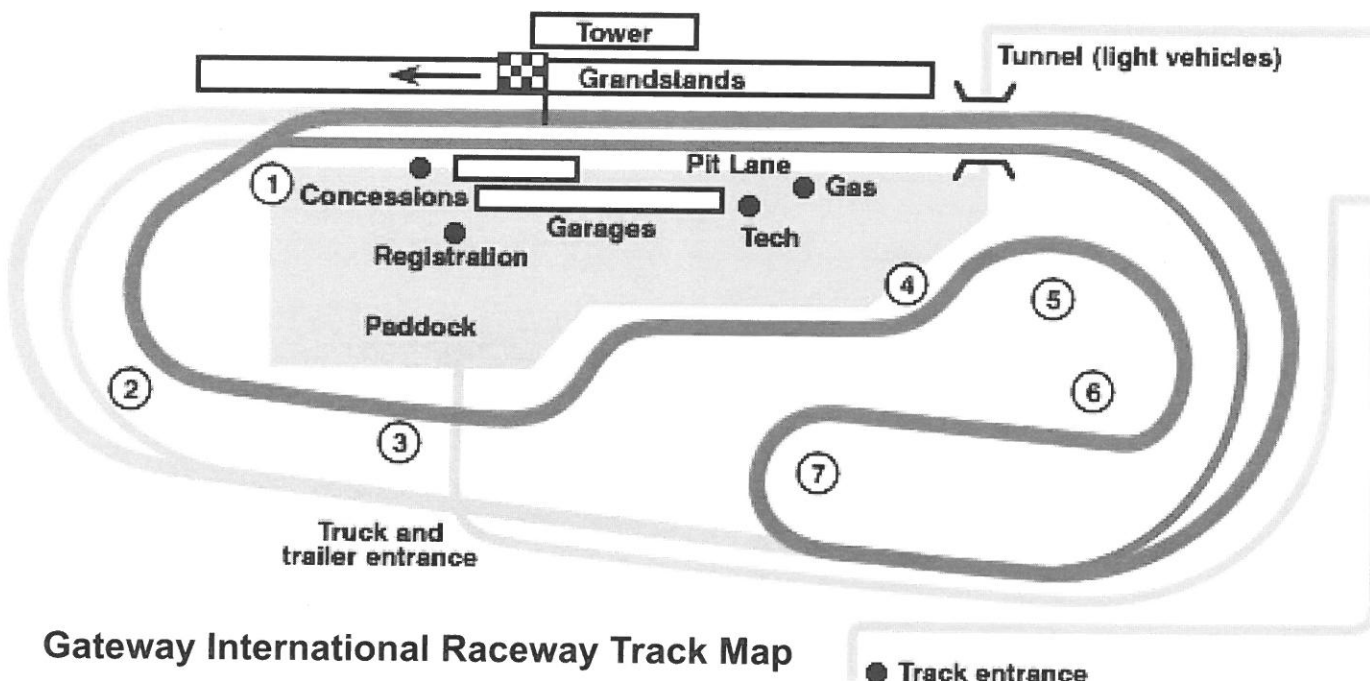
Before you actually go on the track. There are some things to ensure. Obvious things such as turn off radio, but also put the side windows down – especially driver side. This is to make sure that in the unlikely event of an accident you can be removed from the car as easily as possible.

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 McGoverns. 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.

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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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