

## Magazine Watch

By Foster Cooperstein

### This month's article report

(UK)

A smiling Jim Clark graces the cover of the December issue of Motor Sport. Inside there is an 8 page article about some of the widely varied cars Clark drove. We all know of the various Lotus cars he drove. But on the other hand, he raced such unLotuslike cars as a NASCAR Ford Fairlane at the 1967 American 500 at Rockingham (the track the still call the track "too tough to be tamed"). He co-drove with Jochen Rindt when Jackie Stewart backed out. Clark started 24th on the grid of 44 and made it to 12th by quarter distance. However, that was to be the end as the engine blew. Clark also drove 2 Astons, a DBR1 and a DB4GT Zagato, cars that were also quite heavy, compared to his Lotus drives. Another interesting car driven by Clark in was the Felday 4, a 4 wheel drive sports racer based on the Ferguson 99 system. While underpowered, compared to cars powered by US V8's, Clark's smooth driving style allowed him to get close to the class record. He won his class in the 1st heat and after rain stopped the 2nd heat (also taking away a huge advantage the Felday would have had in the wet), the car ended up being black flagged because of burning oil.

Also in this issue of Motor Sport is the 5th installment of a "theoretical look at the comparative speeds of leading cars from 100 years of GP racing." This part looks at the turbo and ground effect cars. The Lotus 72E, 78 and 79 are among the cars considered. Taking certain criteria into effect, the author calculates an index figure for each car and then an expected lap time for a lap of Spa. Projected lap times for this group run from 2 minutes 8.3 seconds for the oldest car (1972 Ferrari 312B2) to the 2:07.5 for the 1973 72E, the 2:06.4 for the 1977 78 and the 2:03.4 of the 1978 79 (tire competition and ground effects being the main factor in this large decrease in lap time). This segment ends with the 1984 McLaren MP4/2 (powered by the TAG-Porsche turbo V6 with 750 bhp) and its 1:55.5 projected lap time.

Another reason for Lotusphiles to buy this issue of Motor Sport is a 1 page article with another page of some photos from the Elan days and before, by Motor Sport's founding editor, Bill Boddy, about a lunch he had with Colin Chapman in 1955 as well as some of the Lotus cars he test drove. Among the cars tested over the years were a Seven, Peter Jopp's Le Mans IX, and Elans.

Classics Monthly (November) features a comparison test of a Lotus Carlton and A Sierra S Cosworth (6 pages). The Carlton is described as "more refined and can handle speeds of twice the

legal limit for long periods of time with aplomb. The Sierra is more raucous and all about bursts of acceleration over shorter distances, and is extremely surefooted." So depending upon your mood, either car can easily get you a speeding ticket, or two. Also in this issue is an interview with Sir Stirling Moss and a part of a series on rebuilding a Lotus cousin – a Jensen-Healey.

One of the features in the January issue of Practical Classics is an article about the various James Bond cars. The Esprit "submarine car" from The Spy Who Loved Me is among the cars profiled. Among the trivia mentioned is Bond's pressing the center of the steering wheel to honk the horn while passing a truck. In reality, the horn control is on a lever to the left of the steering wheel.

Lotus Cortina 166 RUR, now owned by Chris Rea, has a long history. Jim Clark, Trevor Taylor, Dan Gurney and Sir John Whitmore, among others, raced this car. Recently restored, the car will be back on the track in 2007. This 5 page article is in the January 2007 issue of Octane.

(US)

Burt "BS" Levy writes about the X180R in the January 2007 issue of Classic Motorsports (6 pages). LL member Kevin McGovern and Jamie Goffaux of Yesteryear Motorsports acquired 3 of them and now race, and offer them for race rental. Burt tells of his 2 track weekends and of the history behind this giant killer. This is the last Lotus to win a championship and as usual, a giant killer. Unfortunately, in the real world, the giants often have the power to silence their "killers" and the X180R was "ruled" out of contention by weight and turbo restrictions.

An uprated Elise finished 10th of 10 cars in the Sport Compact Car (December) 2006 "Ultimate Street Car Challenge". The Elise was modified by tuner Prototype Racing. An NSX topped the list, almost doubling the Elise's point total. The article doesn't describe the modifications to the stock Elise, but based on the outcome, they didn't do much for the car.

There is a profile of Parnelli Jones in the January 2007 issue of Sports Car International. Jones drove a wide range of cars, including the Lotus STP Indy turbine car. He blames himself for not winning in 1967 when his car, along with the other similar cars, dropped out with a bearing failure. He says that he "... accelerated too hard coming out of the pits, and that played a part in breaking the bearing in the rear end. I could've taken it a little easier, but I'm kind of like a quarter horse – I don't know any better." He also says that Colin Chapman wanted him to race for the Lotus Formula 1 team but that Chapman hinted that he would be number two to Jimmy Clark and Jones "didn't think [he] was number two to anybody."

The Lotus 79 is the car featured in the "Greatest Racecars" column in the November issue of Vintage Racecar. Divina Galica, one of the few female F1 drivers, writes this 1 page article. She relates how she contacted Colin Chapman after Ronnie Peterson's death, hoping to drive the 79 at Watkins Glen. It didn't happen but she has driven the 79 since at the Glen, driving Joel Finn's ex-Peterson car. She found the car to be extremely well balanced, particularly in comparison with her Hesketh. There is also a page article about Graham Hills' early days at Lotus, and his initial race drives, in a Lotus Eleven, and other early Lotus tales.

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## Looking Back: LotuSport Wins at the Glen

By Kevin McGovern

After the great weekend at Road Atlanta, morale was very high for the LotuSport team. Our next scheduled race was at Mid-Ohio in June. All of our race weekends consist of several different track events for the cars. There are practice laps on Thursday, qualifying sessions on Friday and Saturday, a qualifying race on Saturday and then the feature Sprint race on Sunday. There is also an Enduro race for our car on Friday or Saturday. Unlike the Sprint race, which is thirty minutes long, the Enduro ranges from one to two hours long and has a mandatory pit stop. Many teams also do a driver change during the pit stop, as the driver is required to get out of the car while it is being refueled. We decided to enter our first Enduro at Mid-Ohio. We had spent some time with Burt Levy, the motor sports author and columnist for Classic Motor sports magazine at Road Atlanta and invited him to co-drive with Ken Fitzgerald in the Enduro.


As usual, we left Maryland Wednesday afternoon for the tow to the racetrack. Ken and Jaime left with the car, I left later with my kids and we all met Ken's parents and their house trailer at the track Wednesday evening. Practice on Thursday went smoothly and in the first timed session on Friday Ken was third fastest out of six cars. A Porsche 911 IROC and a Porsche 911 RSR were in front and two Porsches and a Corvette were behind us. After the next session Ken had moved up to second in class, which allowed us to grid in second position in class for our qualifying race on Saturday. Ken remained in second for most of the race until he lost it in a turn and spun off the track. He returned in third place but the front air dam was damaged. Fortunately, he was not black flagged and finished in third place. With only a couple of hours

before the start of the enduro we proceeded to prep the car and change the damaged air dam for a spare that we had in the trailer.

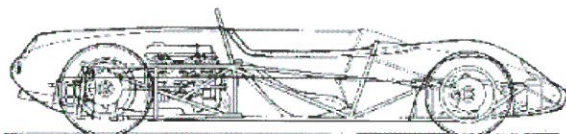
The plan for the enduro was to have Ken start the race and come in if there was a full course yellow anytime after twenty minutes had gone by to refuel and put Burt Levy in the drivers seat. We never got the yellow, so Ken came in at about half distance. We did a quick check in the engine bay and all looked good, so we fueled up the car and strapped Burt in. He headed back onto the track with us in third place, but the first and second car had not pitted yet. Unfortunately, Burt never came around for his third lap. He had heard a loud noise from the engine and shut it down and waited by the side of the track to be towed in after the race. The engine was seized, and our race weekend was over. We headed back to Maryland Sunday morning wondering what we would find when we pulled the engine. The news turned out to be as bad as it could be. A connecting rod bolt on the #1 cylinder had broken resulting in a hole in the block and a ruined crankshaft, as well as a broken rod and damaged piston and liner. The good news was that we have three of these cars and the third one has not had its restoration begun yet. That meant we had a spare engine that was recently rebuilt and a month before the next race at Watkins Glen.

My daughter and I pulled the motor out of this car (which was stored at my house) and took it to the shop the next Saturday morning. Jaime prepped the motor and replaced the connecting rod bolts for safety then proceeded to reassemble the car. The rest of the prerace prep went well and we were ready for Watkins Glen. This was a track that the team had never had much luck at. They had never won here, and the track is a bit intimidating because of limited runoff areas and concrete walls lining several turns. Watkins Glen is where Sports Car racing began after World War II in the United States and the Zippo's Vintage Grand Prix is a huge event. Besides the races, the town closes the streets on Friday night so the racecars can be displayed downtown. The result is an open-air party with the town's businesses, the racers and spectators all participating. The variety of cars in town for this night is incredible from vintage Ferraris, Aston Martins, Lotus and others to street rods and modern exotica. This just might be the closest thing we have to the Laguna Seca vintage races and Monterey weekend here on the East coast.

When we got to Watkins Glen we realized our race class consisted of eleven Porsches and our Lotus. Ken qualified fourth fastest in our class with a 2:13.54 lap and finished the Qualifying race in fourth position. It was interesting that Ken turned a 2:11.57 lap in the qualifying race. This was the second fastest time for our group, only being slower than the first place Porsche. We had elected not to run the Enduro this weekend so our next race was the feature Sprint race on Sunday. We lined up on the grid for the sprint race only to find out the one car faster than us was not there. Whether he had mechanical problems or another reason to not start we never found out. Ken quickly pulled into the lead in our class and then simply kept it there with consistent, smooth laps until the checkered flag. We had won our first race since resurrecting the LotuSport cars and done it where the original team never won. To have done it in just our fourth race and the first race after blowing and engine made it seem even more special. After a quick trip to the winner's circle for pictures we loaded up the trailer and headed home.

Two races remained for the season. First, we were to go to Virginia International Raceway and then the season closer at Road Atlanta. We scheduled an informal LotuSport reunion for Atlanta. Doc Bundy and David Murry were to drive one of the cars with several other people involved in the team coming to cheer them on. After the Glen, we were currently first in points in our class. It was off to VIR... 

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