

LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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May 2004

Volume 32, No. 3

Lotus Owner's Gathering LOG 24 September 10 - 13, 2004, in Birmingham, AL.

By David Schmid

Here it is, our official logo for LOG 24.



We will have polo shirts, tee shirts, fleece pull over and denim shirts available for LOG 24, the apparel cost and sizes are shown on the registration form in both the ReMARQUE and Lotus Ltd web site. Here is a sample of the white polo shirt and gold pull over that will be available with our LOG 24 embroidered logo.

Covered Parking at the Wynfrey

Our Lotus cars will be secure and looking their best in our "Lotus Corral" sponsored by **HuntingRidge Motorsports**. We will have two decks of covered parking. Deck B1 and B2 will be for Lotus cars with an area for non-Lotus cars of attendees on B1 as space permits. We will also have a separate dedicated area to drop off trailers and tow vehicles. Car washing will be available on level B2.

HuntingRidge Motorsports sponsorship of the "Lotus Corral" will provide free parking for both Friday and Saturday for one car per registrant. You will receive these parking passes at LOG Registration and they will provide for unlimited access to the parking deck. There will be a different color for each day and you must carry the correct colored pass for each day to show to the parking deck attendant or you may be charged the regular fee of \$12 when leaving the parking deck. Parking passes for additional vehicles and days may be purchased for the discounted price of only \$6 per day, with the same unlimited access, on the LOG Registration Form or at LOG Registration in the hotel. Remember these passes must be shown to the guard when exiting the parking deck or an additional fee may be charged to exit the lot. Lost or stolen parking passes can be replaced for \$6 each.

Lotus LOG 24 Autocross

We have been able to secure the Galleria Mall parking lot from 8 AM to Noon on Sunday September 12th to host the **LOG 24 Autocross** sponsored by **Yokohama Tire Corp.** This area is adjacent to the Wynfrey Hotel and will provide great viewing and accessibility. The local SCCA of Alabama will provide the course layout and timing equipment. The event will have several groups to keep competition balanced and exciting for all the Lotus models. We will have tech inspections for your cars during the weekend with a final check prior to the event. A copy of the Autocross Tech Inspection

form will be posted on the Lotus Limited website www.lotuscarclub.org to help you prepare your car prior to LOG 24 with some recommended suggestions for safety. We will be limited to 40 participants to allow sufficient runs for all, so register early if you want an opportunity to test your Lotus and have a thrill from its superb handling capabilities.

PLEASE READ the "Safety Equipment Requirements," the "LOG 24 Autocross Application" and the "LOG 24 Autocross Tech Inspection Forms" on the Lotus Limited web site www.lotuscarclub.org. Your car

LOG 24 Update (Continued on page 5)

In Memoriam: Zack Zarcadoolas

Rapier racing is saddened to announce the untimely passing of co-founder and driver Zack Zarcadoolas. Zack died of a heart attack in the early hours of the morning 13 April 2004 at his home in Douglasville, Georgia.

In the late 60's and early 70's, Zack won Championships in both Formula Car and Production based vehicle racing in SCCA and FIA series. Zack left racing for 20 years but, after leaving a division of B.F. Goodrich as Marketing Director and forming his own company, was able to race again. He then won the 1996 Sprint Challenge Championship in a Lotus Esprit X180R, drove a Porsche in Grand-Am Cup in 2000, and raced all types of sports cars over the years, including prototypes. He was also an active participant in vintage and historic racing – always at the helm of a Lotus. Zack was an instructor with both the Panoz and Porsche driving schools.

Zack was the president of Lotus Limited Southeast (LLSE) for many years as well as being the President for the national Lotus club 'Lotus Limited.' He organized the national Lotus Owners Gathering (LOG) in 1996 and 1998. Club members fondly remember Zack's driving skill in the hot laps he often gave at Lotus Ltd. events.

Arnie Johnson, CEO of Lotus Cars USA, counted Zack as a good friend. "If you were in trouble and had only one phone call, you could not do better than to call Zack" said Arnie. He always found Zack to be particularly loyal to the Lotus marque, giving his time to help the Lotus name. "He assisted LCU with many projects and never took a nickel," said Arnie Johnson.

Rapier Racing was founded in 2003 by Zack, Charles Rahal, and long time friend Kirt Wightman. The goal of the Team was to showcase the final edition of the timelessly beautiful Lotus Esprit V8 and bring Lotus back to the consciousness of North American motorsport fans. The team was on a steep learning curve, but Zack felt that the hardest

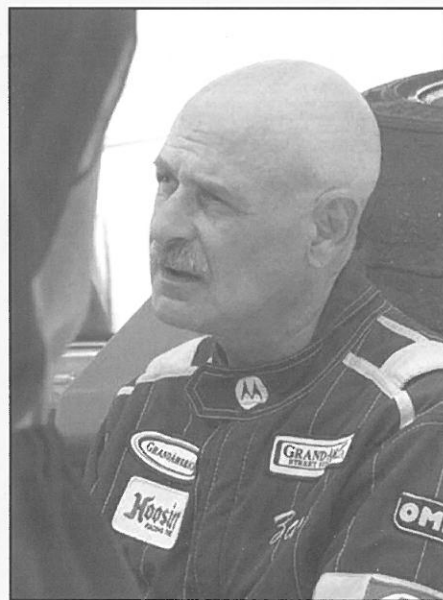
work was behind them and looked forward to the rest of the season.

Zack will be remembered as a great driver, a great all-around guy, and a Lotus man to the core. He will be sorely missed by his team, his friends and everyone who enjoyed the pleasure of his company.

Zack is survived by his wife, Cynthia, his son and his mother. Our thoughts are with them, and hope that in time their grief will be replaced by warm memories of their life together.

As per Zack's wishes, there will be no memorial service. Condolences for the family may be sent to Rapier Racing LLC, 6209 Oak Ridge Commerce Way SW, Austell, GA 30168.

If any club members wish to include their personal reminiscences of Zack for a future article, please e-mail them to Dr. Andrew Barron at arb@rice.edu.



photograph by Andrew R. Barron

LOTUS REMARQUE

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INTERNET: World Wide Web — www.lotusltd.org

The username and password for the "Members Area" section of
the website (www.lotusltd.org) this month are:

Username: may

Password: indianapolis

Note that the username and password are case-sensitive.

Direct web-related e-mail to Tony Vaccaro, webmaster@lotusclub.org.

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Submit local group info to Bob Metz at lotusport@hotmail.com or (303) 369-6288

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Election Notice for Lotus Ltd. Board Candidates

Election time will be here again before we know it, so now is the time to step forward if you are interested in a position as an Officer or Director of your club, Lotus Ltd. If you have the spare time and are willing to roll up your sleeves and get your hands dirty doing a little work, please come and join the fun keeping things running smoothly under the bonnet of Lotus Ltd. It can be a truly rewarding experience.

All eligible members may run for any position by having someone nominate them, or by placing themselves in nomination. To be eligible you must be a paid-up member in good standing and reside in the U.S., Canada or Mexico. The nomination must be specific for the position sought. Nominees will be expected to submit a brief biography and platform statement for the ballot; samples from previous years are available. The present board will form a nominating committee to assure there are enough candidates to fill the ballot. For more information on the issues currently before the board and the duties of the various board members, contact President Roy Collins or any other board member (phone numbers are listed in the masthead on page 2). Nominations should be sent by mail to Lotus Ltd., P O Box L, College Park, MD 20741, USA; by email to hq@lotusclub.org; or by fax to (301) 982-4054.

Nominations will close on June 10th and the election ballot will be published in the July issue of ReMARQUE.

Exclusive Offer for Lotus Ltd. Members Indianapolis Formula 1 US Grand Prix

By Mark Pfeffer

Indianapolis Motor Speedway, home of the US Grand Prix, has offered Lotus Ltd. members their own Lotus Car Corral June 19-20 at The Speedway for the 2004 US Grand Prix. Parking will be free with a complimentary parking pass on the backstretch for Corral participants who purchase a grandstand ticket for the F1 race.

Two blocks of grandstand tickets are reserved for Lotus Ltd. members, in Corner 6 Terrace or Corner 10 Terrace, at \$85 each. Members can call (800) 822-INDY to purchase a grandstand ticket. Identify yourself as a Lotus Ltd. member for the Corral pass as well as the race ticket. A police escort will be provided for registered Lotus to the track on Sunday, June 20th.

The annual "Walkabout", one of the most fan friendly features of the US Grand Prix, returns 8:00AM-Noon Thursday, June 17th. The Speedway needs 3-5 Lotus cars as a showcase for the "Walkabout". If you'd like close access to the pit area for photos and video of your favorite F1 driver and their equipment, this is your chance. Your US Grand Prix race ticket grants you access for the Walkabout. For details on entering your Lotus in the Lotus Car Corral, Walkabout showcase and/or other F1 Lotus activities, contact Lotus Ltd. coordinator Mark Pfeffer at (314) 889-0572, e-mail Feffman@Yahoo.com.

For more information, please visit the club's website at www.lotusclub.org.

Magazine Watch

By Foster Cooperstein

The April issue of EVO names the greatest driver's cars of the last 10 years. The Elise 135, in a 20 page comparison, rated 9th. This is not a bad showing. First, it is a pick from hundreds of cars over a 10 year period. Second, the competition was intense, including 3 Porsches (911 GT3 (2003), 911 Turbo and 911 GT3 (1999)), Ferrari 550 Maranello, BMW M3 and several exotic, limited production cars. The Ferrari was declared the best. There were no negative comments about the Elise. By the way, it beat the M3.

Also in that issue is a 3 page article — People's Champions. This included three of the "affordable" cars from the 10 car test. Beside the Elise, the cars included were the Subaru Impreza P1 and the Renault Clio Williams.

Finally, this bumper Elise issue includes a comparison test between the new Elise 111R and the Vauxhall VX220 Turbo. After 6 pages, and a nice picture of the 2 cars the page before the table of contents, the Elise was crowned champion. The only significant issue is the need to rev the engine and keep it above 6,200 rpm where the "wild" cam kicks in. The other niggling issue is the blaring of the engine. The author concludes, "with Toyota power, a six speed gearbox and the most impressive ride and handling compromise since its launch, the Elise is better than ever."

More on the Elise. The 111R is compared with the Ferrari 360 CS in an 8 page article in the 30 March issue of Autocar. A \$54,000 Lotus vs. a \$225,000+ Ferrari. Although quicker to 60 mph, the much smaller engined Elise is soundly trounced in straight away situations as the Ferrari's top speed is 194 mph compared to the Elise's 143 (it ought to with its 3586 cc 40 valve V8). But put them on twisty roads and the Elise will keep up with Ferrari. The Elise has greater communication in the corners, as well as greater involvement and fluidity. As the author says, "the Elise 111R is a more rewarding steer than the Ferrari."

A Lotus "cousin," the Westfield 200, is reviewed in the 9 March issue of Autocar. For around \$36,000 you get a featherweight 190 bhp car that "goes harder and faster than most Ferraris up to three figures."

ACROSS THE POND

By Gordon Morris

The Club Lotus weekend at Donington was a great success. We traders were there on Friday lunchtime as the Exhibition Hall opened – in theory to make our bid for the best space, set up our stands and get everything ready for the weekend, but really to meet up with friends we hadn't seem over the winter, indulge in the usual banter and do a bit of insider trading as well. Over the years, we've scoured the Donington area – between Derby and Nottingham in the East Midlands – for a really good place to eat on the Friday evening. A couple of years ago we found a quite superb pub with restaurant attached only a mile from Donington. Our party gets bigger each year as word gets out, so a multi national group of eight Lotus fans enjoyed a sumptuous meal, leavened with stories of cars bought and sold, places we've been, memorable drives and so on. The event proper started on the Saturday morning, without the customary influx of the Japanese buyers, who, in previous years, would sweep through the Hall, buying all the best bits – for the asking price! – inside the first half hour.

All of the Lotus clubs were there, together with the specialist traders. Business was certainly brisk on both days and everyone seemed pleased with the fiscal results of it all. But this "British LOG" was about much more than that. I was pleased to meet members of the international Lotus family – I spoke to Lotus people from all over the world, including a good number of Lotus LTD members from USA and Canada; one or two of whom admitted to reading this column on the odd occasion.

A highlight of the weekend was the Club Elite Dinner, which was held in the Piggeries of the Park Farmhouse Hotel right by the racetrack. The old farmhouse has been converted into a smart hotel, with the pigs' former residence thoroughly

cleaned and converted into a restaurant. This year, there were no formal after dinner speeches; Chairman Malcolm Ricketts invited guests to tell tales of their days at Hornsey and Cheshunt forty years or so ago. Bob Dance, Chief Mechanic for many years and still actively working with Classic Team Lotus, told stories of fun and games and practical jokes involving frogs and explosives; while Trevor Taylor, Jim Clark's partner in the Lotus 25 throughout the 1962 and 1963 seasons, told a chilling tale of ghostly happenings at Edington Mains, the Clark family farm in the Scottish Borders. Trevor stayed there one night and didn't sleep a wink because he saw a ghostly figure. The next morning Trevor was told not to worry because he's seen a lady who was often seen around the farm. Strangely enough, an American visitor had earlier given me a 1983 cutting from a US paper which described a visit to the Clarks' farm. The young American saw the same apparition and was given the same explanation. When I sent a copy of the cutting to Trevor, he was relieved to see what he had experienced in print, because at the time nobody had believed him. I expect that Trevor will have shown the cutting around South Yorkshire by now!

On the subject of Grand Prix Drivers of the Sixties, I'm delighted to see that Dan Gurney will be the keynote speaker at the forthcoming LOG. In the Fifties and Sixties, I devoured Road & Track and Car & Driver and remembered the campaign to elect Dan as President. I went to some of the Grands Prix in those days; if the great wee man wasn't to win, I secretly supported the tall, smiling Californian, who seemed to share JC's qualities of modesty, humility and dignity, as well as the ability to drive a racing car as fast as the best. I was fortunate to report on the launch of the late Andrew Ferguson's superb "Indy Car Years" book at Ketteringham Hall a few years ago – and to meet Dan for the first time. He was exactly as I expected and hoped he would

be: he made time to speak to everyone, pose for photographs, sign autographs and so on and he did all of this with grace and style. I shared a lunch table with Jimmy's sisters and they told me that he had told them one day that the only driver he thought could beat him was Dan. Compliments, in my book, don't come higher than that.

So we're set fair for yet another brilliant year, culminating in Alabama in September. There are nicely spaced out car shows in the UK until then, with our Seven Register trip to Denmark next month. Jan's eyes lit up when she saw the piece in reMARQUE about the Wynfrey Hotel and opened really wide when she found out about the adjoining Mall. A shopper of true international class, she improved the balance of payments in your favour in Atlanta in '96 and '98 and will no doubt do so again later this year. Everything is booked for the two of us, so, provided your Immigration people are kind to friendly visitors from the Old World, we look forward to what should be a memorable event. In the meantime, the International Division of Kermit Racing is scouring the country for rare and collectable Lotus (and Eagle) related artefacts to trade with the natives.

In closing, I must mention the remark in last month's reMARQUE about DG's win in the 1967 Belgian GP as being the first by an American in an American car. That Eagle, designed by Brit Len Terry – who really designed the Lotus 29, 34 and 38 as well, was built in England and was powered by a V12 engine designed by another Englishman by the name of Harry Weslake. Dan was certainly the inspiration; the money came from your side of the pond and I certainly wouldn't want to take anything away from the magnitude of the team's achievement – but the car was quite a bit more British than American. That'll start a few late night discussions in the deep South; but I have to say that I was cheering as loud as any American that day at Spa – but only after JC's Lotus 49 had retired!



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Mylanta®, Bullets, and Bodywork – Welcome to Homestead Florida!

By Andrew R. Barron

Homestead Miami Speedway was the scene of second round of the Grand-Am Cup Series 2004: the "Homestead 250". As part of Rapier Racing's ongoing development of the Lotus Esprit V8 racecar, the Homestead 250 was an important step after the overheating problems that had plagued the Team at the Daytona season opener. Once again the Esprit was piloted by Zack Zarcadoolas and Charles Rahal.

After the overheating problems experienced with the intake air at Daytona, the Grand-Am officials had granted Rapier Racing the option of installing an intercooler. A suitable unit was obtained with the help of sponsors Garrett (www.turbobygarrett.com). This was successfully installed and tested on the dyno by Crew Chief Kirt Wightman. As expected the intake temperatures remained below 110 °F, a much more comfortable level than the 265 °F experienced at Daytona. In the near future, Rapier Racing hopes to offer an intercooler package to Esprit owners for both street and track use.

With a chance for a test day, the team arrived at the Homestead Miami Speedway (Florida) on Friday 26th March. The Speedway is a "roval" course, which is an oval track with an additional road course. Unlike many such tracks, the infield road course is landscaped with a series of elevation changes.

Friday test day was spent adjusting the suspension set-up, learning the track, and making sure the intercooler was working as expected. Zack felt that the car's handling was much improved having been given the practice time to explore various suspension settings.

The Team had joked that, with the improved cooling, we would be "gunning" for the opposition. Little did we know the truth of those words... Friday night, the crew was at risk from the locals! Zack, Charles, Kirt, Garrett's Rob Symonds and myself had already retired for the night, but team members Dean "Dino" Barton, Lenny Jackson, and Michael Fridmann as well as his wife, Diane, decided to enjoying a post-dinner drink at the bar/restaurant. Not the wisest move as it turned out, since they managed to be caught in the cross-fire when a fight broke out in the parking lot. Diving for cover under the table, as shots rang out, the Rapier Racing crew showed a high degree of

self-preservation! After the police arrived and cleared the location, the crew were finally able to return to the hotel for some well-deserved rest.

Back in the comparative safety of the track on Saturday morning the practice sessions allowed for continued improvement in the ride and handling. However, three problems became apparent. First, the brake pads were not of a sufficiently hard compound resulting in the Esprit having an earlier brake point than many of the other competitors. This was to prove an issue in the race. The second problem was more troublesome in that an oil leak was observed from the gearbox at the end of each session. After some discussion, it was decided to take a chance and get a qualifying time prior to effecting repairs, rather than risk not being ready for qualifying.

It was during Saturday that the third, and potentially most serious, problem arose. Zack was clearly suffering from an upset stomach, which required copious quantities of Mylanta. With the high speeds, g-forces and concentration required during a race, a racecar is not the place for a "Mylanta moment". It was decided therefore, that Zack should qualify and start the race (the driver who qualifies must start the race) so that if he felt too bad Charles would take over for the remainder of the race.

On a bright note, although Michael is an invaluable member of the team, his wife proved equally invaluable. She won all our hearts by preparing fresh lobster sandwiches for lunch (nothing but the best for this team), and keeping the crew stocked with refreshments and cookies!

Qualifying went well and despite obvious discomfort Zack managed a respectable time, qualifying significantly closer to the pole times than was possible at Daytona.

With qualifying out of the way the gearbox was removed to reveal that the high torque of the race prepared V8 had caused the bolts to back out of the bell-housing. As a consequence the gearbox could leak oil under heavy acceleration, but also the studs were wearing the holes. A new bell housing and clutch were in order, and the crew set about the task. However, being expelled from the track without being able to finish the clutch change, it was decided not to risk the local nightlife again. And so the Team retired to the Hampton Inn for a sumptuous dinner of KFC's finest!

Without any significant problems the repairs were all accomplished in the morning with plenty of time to spare.

Grand-Am has decided to follow the European style grids for each race. The cars are allowed on a reconnaissance lap at which point they come to a stop on the home straight in their respective grid positions. For each car a team member is positioned with a large numbered sign to meet

the car on the grid. As the temperature rose I waited for Zack on the allotted position: 23rd on the grid. Rolling to a stop, Zack's first words were "can someone get me some Mylanta?" With final doses of Mylanta and water, it was time to set off on the pace lap and the start of the "Homestead 250".

Within a few laps of the race starting, the general tone of the event was set. This was more NASCAR than sports car! Multi-car incidents became the norm, resulting in full course cautions with the pace car being brought out to lead the field. Despite Zack's best efforts he could not avoid the general carnage. Receiving several bumps from behind, he continued to make progress. As another full course caution was called within our pit window, Zack came in for fuel and driver change.

With the drivers change and fueling accomplished, Charles tried to make it out of the pits before the pace car passed. Unfortunately the pits were closed just as he tried to exit, precluding him getting a lap back. Once on the track, Charles settled into a steady pace and things looked like going well. Famous last words!

Monitoring the race control channel on the radio, I heard a call from the corner workers that number 07 Lotus was losing fluid from the front of the car. Calling Charles in to the pits, it was determined that one of the coolant hoses had ruptured. The car was quickly taken into the garage to effect repairs. With a replacement hose on the car and the system bled, Charles went back out into the race.

Within a lap, the cause of the hose rupture was understood as the engine temperatures rose rapidly, systematic of a blown head gasket. Calling it a day half way through the race was a disappointment; however, with only minor damage to the rear bumper, the car was relatively unscathed. While packing-up, the team realized that we had escaped with much less damage than some teams. The number of cars brought into the paddock area on wreckers was astounding.

Despite the lack of on-track success, Rapier Racing is encouraged by the enormous strides in coming to grips with the issues that face racing an Esprit V8. The presence of half a dozen Esprits and their owners at Homestead made the tribulations all the more frustrating. However, the Team has been heartened by the strong club support from Lotus owners, and we would like to thank those that came to support the Team.

The Team has decided to skip the Phoenix event in April to allow for a concentrated testing and evaluation period. Rapier Racing looks forward to meeting Lotus fans north of the border at the Circuit Mont-Tremblant (Quebec, Canada).

Those Lotus fans wishing to be part of the action can become an Associate Sponsor which includes a white polo shirt embroidered with the Rapier Racing, Garrett and Lotus logos; a black T-shirt with silver imprinting; a denim cap embroidered with Rapier Racing logo; a poster of the race car signed by the drivers; and a race credential holder imprinted with Lotus and Rapier Racing. Send check for \$195 (made payable to Rapier Racing) along with your shipping address and your shirt sizes to: Rapier Racing LLC, 6209 Oak Ridge Commerce Way, SW Austell, GA 30168.

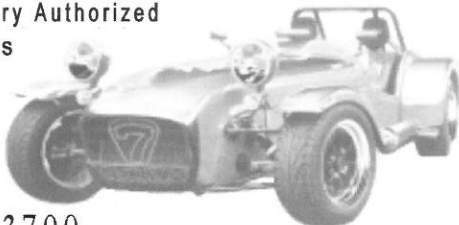
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LOG 24 UPDATE (Cont. from page 1)

must pass inspection to be able to run the course. **A completed LOG 24 Autocross Application must accompany your LOG 24 Registration form.** For additional information, please contact Lee Cohee at 850-878-5927 evenings.

Lotus LOG 24 Track Day

One of the best of the best in road racing tracks has been secured for LOG 24. On Monday September 13th we will have a full track day at the Barber Motorsport Park sponsored by **Yokohama Tire Corp.**

The 740-acre site that houses the Barber Motorsports Park is set within a perfectly manicured and sculpted landscape with heavily wooded surroundings. The Barber Park is about 15 miles away from the Wynfrey Hotel using the county roads or about 20 miles using the Interstate highways.

During our LOG 24 Track day, take advantage of the spectator friendly viewing. The Barber Motorsports Park was built unlike most road courses, since a spectator can see at least 75% of the course from most areas. Bring your lawn chairs or blankets to enjoy this casual hillside seating. Spectators are not allowed to rope off any areas and scaffolding is prohibited.

The Barber track is 2.3 miles long and 45' wide with 16 turns and 4 small straights, most of which are flowing, there is 80' of elevation change and 4 levels of paved paddock area overlooking the track. Restroom and shower facilities are also available and a covered Tech Area for any final inspections.

We will have 3 groups to accommodate your car and driving experience. Safety is our number one objective and will be the final determining factor. The LOG 24 Track Day will run regardless of weather, no rain date will apply.

Group #1 Novice- (none or very limited track experience)

Group #2 Intermediate- (at least two previous track day experiences, need to show dates and track(s))

Group #3 Advanced- (5 track days, 3-day driving experience certificate, or have a license from a national recognized race group, SCCA, HSR, etc.)

We are planning 20-minute sessions with at least 2 sessions in the morning and 3 after lunch for each group. Additional sessions may be available during the day as safety and time allow. Each session will start with a warm up lap and end with a cool down lap after the checkered flag. The Lotus LOG 24 Track Day is a driving experience and **NOT** a race.

A track tech inspection for your car and safety equipment will be required before track day and will be available during the weekend. A final check will be made at the track Monday morning. All drivers will be required to attend a **MANDATORY** track chalk talk on Sunday evening after dinner at the Wynfrey Hotel to review the track and driving rules and flag designations. Passing will only be allowed on the designated track straights after the leading driver gives a hand "wave-by." A copy of the "Barber Motorsport Track 2004 rules and Regulations" and the track day "Tech Inspection Form" will be

available on the Lotus Limited web site www.lotusclub.org

Please review all the rules prior to signing up, since refunds will not be given. If your car does not pass tech inspection, the car will not be allowed on the track. If it is determined that a driver is unsafe and is Black Flagged, he/she will be required to exit the track and review the safety rules with the Event Steward before reentry. If the driver causes an accident and the session is RED

Flagged or canceled, he/she will be required to exit the track and will not be allowed to return. The Event Steward's decisions are final and no refunds will be given.

There will be a mandatory van "drive around" for those in Group #1. It is strongly recommend that those in Groups #2 and #3 participate in the "drive around" if they have not been on this track previously. Group #1 will have a pace car for all their sessions and Groups #2 and #3 will only start their first session with a pace car.

A paramedic and ambulance will be available at the track for safety considerations and emergencies. A flat bed wrecker will also be at the track for any driver that hasn't learned the limits of their car and their driving ability. Race fuel will be available in four grades (93, 104, 110, 112 octane unleaded) at the track for purchase with your credit card.

Please take note, that as part of the Barber Motorsport Park contract, each participant will be personally liable for any damages they cause to the Barber Motorsport Park while attending the facility outside of normal wear. These include such items as: damage to track guard rails or any other fencing; cuts, gouges or other damage to paved track surface; and damage to sprinkler heads and pipe. The actual charges will be determined by Barber Motorsport Park and billed at their cost.

PLEASE READ the




photograph courtesy of Barber Motorsports Park


The Barber track is 2.3 miles long and 45' wide with 16 turns and 4 small straights

"Barber Track 2004 Rules and Regulations," the "LOG 24 Track Day Application" and the "LOG 24 Track Day Tech Inspection Forms" on the Lotus Limited web site www.lotusclub.org. If you have any questions, please call Dave Schmid at 404-818-8328 days or 770-487-1792 evenings.

NOTE: A completed LOG 24 Track Day application will be required to be sent in with your LOG 24 Registration form.



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A Day at the Track with Zack

By Mark V. Pfeffer

Typical of this sort of adventure, the alarm went off promptly at 4:00AM Friday morning to begin my odyssey to Atlanta for a day behind the wheel of my Esprit with professional Grand Am Cup driver and Lotus Ltd. member Zack Zarcadoolas, one of two drivers campaigning the Rapier Racing Esprit in the 2004 series. My blood was almost rushing despite a desire for more sack time and a desperate need for black gold, coffee.

It is a nine-hour haul from St. Louis to Atlanta and, as usual with most drives, I often wonder "Why am I doing this?" The same thought came to me about half way to LOG 23 last year as we drove into the blackout. Alas, you've heard that story. I pulled up to Lotus Cars USA at around 2:00PM to visit with Arnie, Clyde and the new kid on the block, Mark O'Shaughnessy. What a fun place. I drooled over the new Esprits. Arnie tells me only twelve more to come and it's all over (SIGH!). He then hands me the keys to a US engined Elise. Not my Esprit, but what a great car. For those of you taking delivery soon, please, drive them a lot. Departing LCU, it's off to dinner with Lotus Ltd. Southeast members Phil Harbison and Brian Skeoch at Corky's BBQ. My stomach and arteries will never be the same. One of the many great things about being a Lotus Ltd. member is you can pretty much go anywhere and you have instant friends in other members. After this long day, sleep came fast as did the 6:00AM wake up call Saturday morning. Track time!

Anyone who has been to Road Atlanta knows about Turn 12. I've done a number of track events around the Midwest but nothing prepared me for this. Imagine dropping three hundred feet at 90MPH, your survival instinct is screaming "Turn right, turn right" while your instructor holds your steering wheel straight, from the passenger seat. If there were coal in my posterior region, my wife would now have a fine collection of diamonds. Televised races from Road Atlanta do not do justice to this fine facility. The mandatory drivers meeting from the Panoz racing school personnel had the usual "Be careful, use your head" preaching along with some valuable information about vehicle dynamics and the line around Road Atlanta. Well done. I was forced into the lead-follow Class C, as it was my first time at Road Atlanta. Zack sort of grinned but was very patient. He managed to sneak us on track driving his car to show me the proper turn in points, apexes and track outs while no one else was on the track. It's not what you know, but who.

Class C was a good place to begin as Zack showed me how to drive my beastly 1999 Esprit properly. The first few laps were herky jerky but we managed to keep it wheel side down and on the racing surface all day. With time and Zack's valuable tutelage, my speed and comfort improved to the point we were pushing the lead instructors. Hey I can pat myself on the back a little! I can't stress Zack's ability as a driver and an instructor enough. For those of you not familiar with Zack Zarcadoolas, he's not only a good egg, as are most Lotus Ltd. members, but the only guy fanatical enough to drive an Esprit in professional racing. Zack, co-driver Charles Rahal (yes he is related to Bobby) and crew chief Kirt Wightman have formed an alliance, which holds great promise for Lotus in racing. Look for them throughout the year on SPEED channel in the Grand-Am Cup and watch ReMARQUE for updates.

After leaving BF Goodrich as a divisional Marketing Director to form his own company, Zack returned to racing and began instructing "to have fun." He has raced over the last 10 years in Historic Sportscar Racing driving all sorts of cars including a Lotus 23B. Zack has won championships in both a production based vehicle and formula car, but says he really enjoys instructing. He feels passing along his experience, and seeing a driver's skill improve through a course, is extremely satisfying. I, for one, can attest to his abilities as an instructor. Somehow favors were granted, after some begging by your scribe, and we ended the day in Class B. Lest I sound too arrogant here, the Esprit did most of the work, but I managed to lap the entire group in Class B. Not too shabby for a novice from Class C. Unfortunately that was the last run of the day and despite an offer by Panoz Racing School to stay for the following day I needed to trek back home. I don't care to surprise my loving wife with "Hey, honey, I'm staying in Atlanta for another day."

For the first time in years of driving a variety of Esprits, I feel I actually learned a great deal about driving my car fast and safe. I'm heading to Road America in June to embarrass the Porsche crowd and now feel I can actually drive the car properly. Zack's teaching was invaluable to me. I considered a number of driving schools, including those from which Lotus Ltd. members receive a discount, but opted to hire Zack as he has driven everything, most importantly for me an Esprit, in a competitive format. Who better to hire than a guy who races an Esprit?

Author's Postscript:

April 13, 2004 the world lost an extraordinary gentleman as Zack Zarcadoolas passed away. Our sympathies go out to Cynthia and the Zarcadoolas family. Zack, you will be missed.

LOTUS, LTD.'S 24th ANNUAL LOTUS OWNERS' GATHERING
Birmingham, AL on September 10th – 13th, 2004
LOG 24 REGISTRATION FORM

*Note: In completing the following, please neatly **print** name(s) or nickname(s) to be used on individual name tag(s), and also clearly indicate which item selection applies to which person.*

Name: _____ Number in Party: _____

Mailing Address: _____ Home Phone: _____

City/State/Zip: _____ Country _____ Work Phone: _____

Is this the **first LOG** you have attended? Yes _____ If no, # of LOGs attended _____ Email: _____

Lotus car(s) you plan to **enter in the Concours** (year/model/series & color): _____

Other Lotus owned: _____

(Not bringing your Lotus? No problem! Write an original & outrageous essay on why not (300 words max.) and send it in to P.O. Box L or submit it at registration to compete for the Liar's Contest award)

REGISTRATION FEES (per person):

Current Lotus, Ltd. member @ \$35 \$ _____

Current Lotus, Ltd. member's spouse, significant other or children aged 13-17 @ \$25 \$ _____

All others 13 years and older @ \$65 (children free under 13 years old) \$ _____

ADDED LATE REGISTRATION FEE (If postmarked after August 10, 2004):

\$10 **total** for current Lotus, Ltd. member/member's spouse/member's children 13-17 \$ _____

\$10 **per person** for all others 13 years and older (children free under 13 years old) \$ _____

Not a current member? Save on your registration by joining Lotus Ltd. today!

Simply check the space below and include your first year's dues (\$35 in the US and \$40 elsewhere) with your total.

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Parking at The Wynfrey: Friday and Saturday Free for 1 car per registrant.

No. of cars for each night: Friday (1 free) _____ Saturday (1 free) _____ Sunday _____ Monday _____

Additional nights (or cars) are \$6 per night. Total for other nights and extra cars _____ x \$6ea. \$ _____

Dietary Restrictions, if any _____

Friday Night Reception (food provided by LCU): Number Participating _____

Saturday Concours - Barber Motorsport Museum (Entrance Fee of \$10 each, Paid by Lotus, Ltd.) **FREE**

Saturday Concours Lunch : (Chicken Marengo, lemon & rice pilaf, cheddar cheese soup, salad, desert, drink)

No. of adults & children 13-17 @ \$26ea. _____ No. of children under 13 @ \$15ea. _____ \$ _____

Names _____

Saturday Night Banquet Selections (Includes 26% tax and gratuity)

Chicken @ \$35 Number _____ Names _____ \$ _____

Pasta (Vegetarian) @ \$35 Number _____ Names _____ \$ _____

Amber Jack-Seafood @ \$38 Number _____ Names _____ \$ _____

Sirloin of Beef @ \$42 Number _____ Names _____ \$ _____

Children under 13 (chicken fingers) @ \$15 Number _____ Names _____ \$ _____

Sunday Evening Dinner Southern Buffet (Includes 26% tax and gratuity)

Adults/Children 13-17 @ \$35 Number _____ Names _____ \$ _____

Children under 13 @ \$15 Number _____ Names _____ \$ _____

Sunday Autocross: \$20 each entrant

Sunday Road Rally (No cost): Number _____ Names _____ \$ _____

Monday Track Day at Barber Motorsports: \$265 for each Lotus, Ltd. Member, \$350 for each non-member.

Number _____ Names _____ \$ _____

Monday Track Lunch: Concession stand at track

Official LOG 24 Regalia Indicate number of each size:

T-Shirts @ \$15 S _____ M _____ L _____ XL _____ 2XL _____ \$ _____

Embroidered Polo Shirts @ \$25 (2XL, 3XL @ \$28) S _____ M _____ L _____ XL _____ 2XL _____ 3XL _____ \$ _____

Fleece Pullovers @ \$29 (2XL @ \$31) S _____ M _____ L _____ XL _____ 2XL _____ \$ _____

Embroidered Denim Shirts @ \$26 Men's (2XL @ \$29) S _____ M _____ L _____ XL _____ 2XL _____ \$ _____

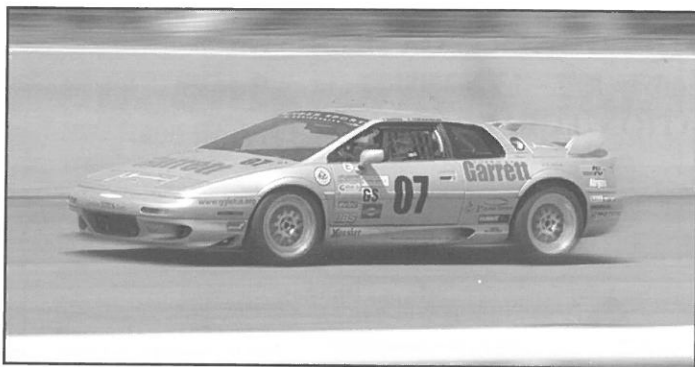
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Zack Zarcadoolas at speed in the Rapier Racing Esprit

photograph by Andrew R. Barron

Pit Stops

(Submit Local Group Events to Tony Vaccaro, (716) 689-8644, e-mail: tvacc@lotusowners.com)

May 16 (Sun.) COLO, Central Ohio Lotus Owners, will participate in the annual British Car Day at Easton, 9am-3pm More Information? Contact Roger Sieling [Rogsie@telesistech.com] or home phone 614-262-8279 for details, registration information etc.

May 18 (Tues) Texas Lotus Club - Dallas. Regular 3rd-Tuesday-of-the-month pub night at The Londoner, Beltway at Midway. Addison, TX, 7 p.m. Info: Martha Clinkscale mnclinkscale@compuserve.com.

May 20-23 (Thur.-Sun.) Golden Gate Lotus Club, West Coast Lotus Meet. Lake Tahoe, California

May 22-30 8th Annual British Car Week. Drive your British cars all week.

June 12 (Saturday) : LEO Monthly gathering. "A Touch of England" car show, at The Hermitage, Ho-Ho-Kus, NJ. 9:00 AM to 4:00 PM. Shine 'em up! TOE is one of the bigger English car shows in the area. Always a good Lotus turnout, lots of door prizes and awards. Preregistration suggested, 150 car limit. Registration Form: www.NJTriumphs.org info Atwell Haines, carbuff@lotusowners.com or 973-927-3765. CARAVAN from Summit Lotus to the show: RSVP to Joe Saturnia, joseph@saturnia.org or (908) 358-5314 <http://www.lotusenthusiasts.org/Events/Default.asp>

June 21 (Mon.) (The day after the US Grand Prix in Indy.) The second annual St. Louis Area Lotus Lovers and Lotus Ltd. track day at Putnam Park Raceway (www.PutnamPark.com) in Mt. Meridian, IN. If you have questions or would like a registration form, contact Mark Pfeffer at (314) 889-0572 or e-mail Mark at Feffman@Yahoo.com.

June 27 (Sun.) : LEO go-kart outing: Enjoy eight hours of racing on Oakland Valley Race Park's multi-configuration kart track. Karts provided... instruction and racing and lunch too. \$295 for the day. Info and Registration: David Nagler, lotushack@lotusowners.com or 845-469-6001 OR <http://www.lotusenthusiasts.org/Events/Default.asp>

CARS FOR SALE

1978 CATERHAM, yellow, Aeroquipped Cosworth BDR w/ dry sump, A/C or street, 9 wheels & tires. \$18,900. Jim Edenfield, (817) 236-3516 (TX), lynettee@flash.net.

1978 ESPRIT S1, 52K mi., 2.2-L. Euro-spec eng. w/ Dell'Ortos, Epsilon 15" wheels, Essex body style, blue/black, needs paint, delivery in Lower 48. \$10,000. Bruce Reid, (509) 545-4744 (WA), reidclan@urx.com.

EP CATERHAM 7, S.W. Div. champion, v. fast & reliable, new low-time eng. (max overbore allowed), Quaife ltd. slip, airbox, new FIA belts, race ready, many spares (stock eng., Taylor gearbox, 4 sets of wheels, clutch, diff., body work, ECU, hubs, pads, brngs., bushings, master clys., slave clys., fuel tank, more). \$30,000. Andrew, (713) 348-5610 (TX), arb@rice.edu.

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FOR ELAN. Rear body sec., \$700; R. door, \$175; gas tank, \$125; L1 camshafts, \$200. Plus ship. Mark, (410) 592-9220 (MD).

FOR EUROPA TC. Rear deck lid, \$125 plus ship. Mark, (410) 592-9220 (MD).

FOR 1988-95 ESPRIT. 5 Amsoil thick foam air filters, \$50. Lew Gaskell, (303) 526-5919 (CO), lewtus@juno.com.

PARTS WANTED

FOR EUROPA-RENAULT. Standard size main bearings. Ron Kall, (216) 749-5554 (OH).

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***LIT.** LOTUS ORIGINAL sales brochures, all models. PRICES PER YEAR: 1965-69, \$35; 1970-73, \$30; 1974-79, \$25; 1980-present, \$18. Add \$3.85 shipping. Have others. Walter Miller, 6710 Brooklawn, Syracuse, NY 11321, (315) 432-8282 voice, (315) 432-8256 fax, www.autolit.com.

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