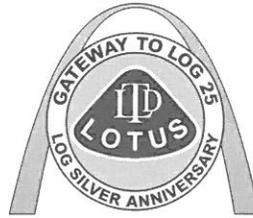


LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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2005 - SPECIAL LOG ISSUE

Volume 33, No. 10

LOG 25: The Longest Four Days of My Life

By Mark Pfeffer

There are a number of events that stand out in one's life. Your wedding day, the birth of your children, retirement and for all of us, the first drive in a Lotus. Of the four mentioned, three have come to pass. Retirement, well let's just say I have a bit of time to enjoy work.

The 25th Annual Lotus Owners Gathering (LOG 25) in St. Louis has come and gone.

What an event. Hosting LOG 25 was an event you could include in those mentioned above. Not quite as much fun as my life with Brenda and the kids, but great none-the-less. It all started about thirteen months prior at a meeting of the St. Louis Area Lotus Lovers (STALLS) to determine if we would tackle LOG 25. The common consensus was "Well why not?" The silver anniversary of LOG in the Gateway City with the silver (well stainless steel) Gateway Arch would prove most appropriate. Duties were duly volunteered for and the planning began. Barring one or two faux pas, planning cruised along with no major hiccups as August 26th approached. Some deadlines were tight, but manageable.

Lotus friends started arriving on Thursday, August 25th and several-noted LOG continues to grow beyond the traditional 3-4 day event. Eventually, many feel, LOG will expand to nearly a week, much like our friends in the Jaguar club enjoy. My main objective Thursday was to retrieve Lotus Cars Production Operations Manager



photo by Karl-Franz Marquez

The new Exige made its U.S. debut at LOG 25, shown here at the Casual Concours

Luke Bennett from the airport and all was fine until the window on my Audi shattered for no apparent reason. Rain and broken windows were not a good start to LOG. With Luke safe in the hands of the Texas crowd, we began rolling out the red carpet for attendees. Setting up the registration room at the Sheraton Westport was none too difficult and our registration team headed up by Cora Gregorie and Debbie Collins even managed to practice on early arrivals. Not only did this prepare them for the Friday onslaught of LOG registrants but also it allowed them to get 10% out of the way. Good show! I finally went to bed at 1:30AM.

Friday broke early, as did the rain. I rarely watch the weather channel, but circumstances dictated otherwise. It looked ugly but there was hope the storm would clear by late evening. Preparations were fast and furious as people arrived en-masse. John and the gang from LCU were there bright and early with the Lotus Road Show. Quite the rig, full of all sorts of Lotus' finest including one white Exige. Not too fast as the engineers

put a 5 MPH speed limiter into the ECU to keep LCU's Colin Price from roaring around the hotel parking lot. It looked great in front of the Westport Sheraton. Old and new friends took advantage of the LOG car wash and covered parking once the weather cleared. Even the detailing company went to work preparing cars for the following day's concours.

The Lotus Cars USA reception introduced us to the newest member of the Lotus family, Group Lotus CEO Kim Ogaard-Nielsen. Kim was kind enough to mingle and speak about happenings at Group Lotus including an announcement those of us in The US would no longer have to wait for new cars as all new models would be "world cars". I swear you could hear several Hallelujahs from the LCU staff amidst the roar of applause from USA Lotus fans. Luke Bennett on the other hand put his hand over his heart to make sure he and the rest of the factory troops were up to the task. Luke assures me they are. Kim not only officially unveiled and introduced the North American Exige, he also mentioned the new Lotus super car would have a V8 engine and would be aptly named Esprit. Where else can you meet the CEO of your favorite car company? Only LOG! George Strother



photo by Mike Gulle

The first step of a LOG - wash your car..

LOG 25 (Continued on page 6)

LOTUS REMARQUE

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Mr Mark Pfeffer
Lotus, Ltd.
P.O. Box L
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USA

5th September 2005

Dear Mark

Thank you to everyone at Lotus Ltd for giving me and Chris Dinnage a great time in St Louis at LOG 25.

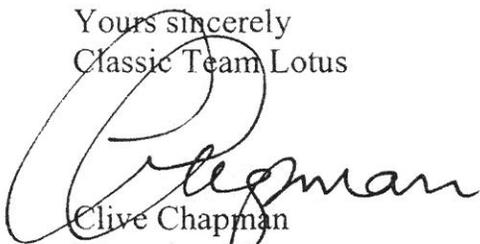
It is a credit to the club that it can stage such a high standard, well organised event that attracts members from all over the States. The Lotus marque is fortunate to have so many energetic, self supporting enthusiasts that promote its cars in such a positive manner.

We appreciated the very warm welcome and generous hospitality. So far from home it was wonderful to witness the enthusiastic appreciation for my father's creations and his lasting legacy.

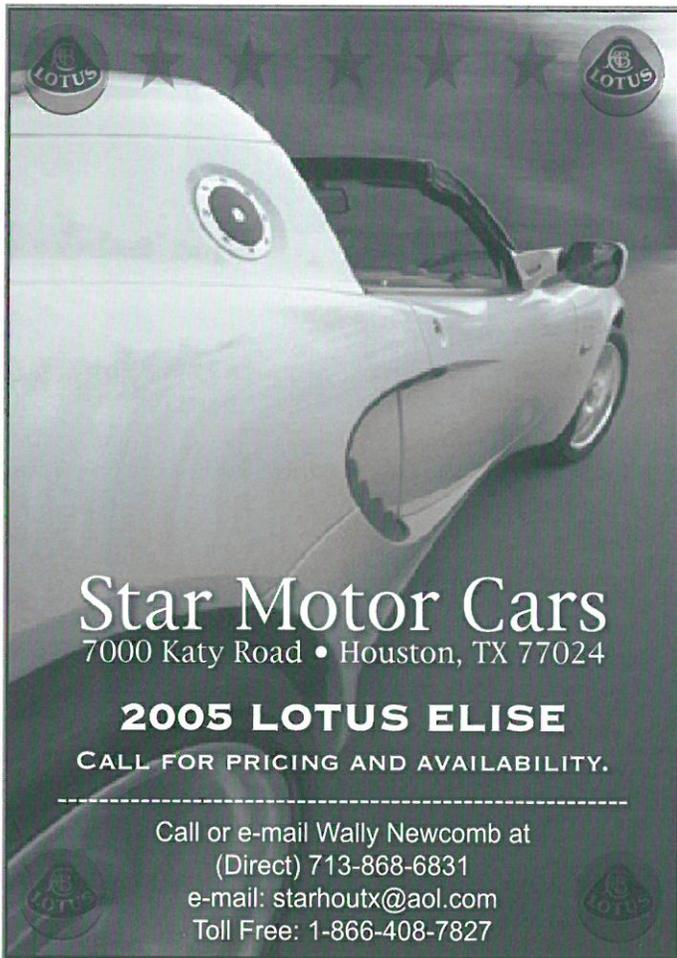
Thank you for all the positive comment and encouragement about our efforts with Classic Team Lotus. Working together with the cars and the original mechanics is a privilege. However it has its moments so we will bear in mind your support the next time we are facing one of those challenging Team Lotus incidents.

We enjoy welcoming Lotus Ltd members to the race shop. Now the marvellous painting that you presented to me is in pride of place. In future it will be nice to be greeting friends that we met in St Louis.

Yours sincerely
Classic Team Lotus


Clive Chapman
Managing Director


Chris Dinnage
Team Manager



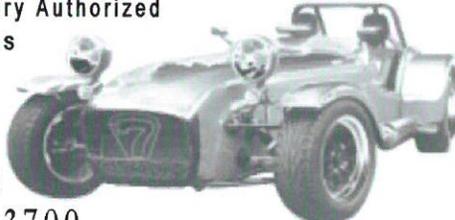
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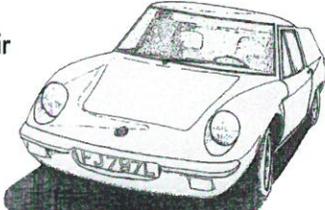
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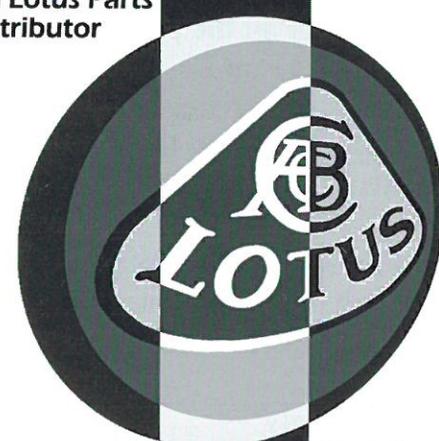
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ACROSS THE POND

By Gordon Morris

Don't you really hate it when you spend ages on a job, stand back and admire the results, take the car for a test run and put it away with a smug satisfaction that you've finally sorted the problem – only for that same problem to appear again some time later? I certainly do – and that's what happened last month.

A couple of months ago, I wrote about replacing the Elan brake master cylinder because the pedal went to the floor. Easy, I thought, must be the (20 year old) seals in the master cylinder. So off came the old part, on went the new, I bled the brakes, put new seals in the old cylinder, cleaned it up and put it on the shelf as a spare. Job done, I thought, and the car twice went to Goodwood and back as it should. Then, one morning I decided to take the Elan, rather than my Audi TT, on a 25 mile trip across Wiltshire. The pedal went to the floor when, thankfully, I braked gently as I backed out of the garage.

Hmm ...Think again. The master cylinder is dry and there are no leaks in the system. The seals are OK, so the brake fluid must be going somewhere. The only possible culprit is the servo. Now the UK Special Equipment S4 Elan has a Girling Mark 2B servo mounted up front in the clutter of air filter, overflow bottle, headlight vacuum chambers and so on in front of the radiator. When I built the car in the early 80s, it came with a new servo, so I fitted it and thought no more of it. I have to say, though, that of all the components on the Elan, the part that I know least about is the servo.

Anyway, I removed the servo, connected the two hydraulic pipes together, blocked off the pipe to the manifold and bled the system and so that I could drive the car. The servo was awash with brake fluid so, finally, I knew what was causing the mysterious brake failures and loss of fluid. Easy, I thought, I'll get a new or exchange servo and all will be well. I discovered that Girling Mk 2B servos are NLA (No Longer Available) from my usual Lotus Parts suppliers, so I turned to the specialists who advertise in the classic car press. I soon found an expert who gave me the option of replacing the servo with a new Lockheed one off the shelf, or of sending him my servo for overhaul and return. I wanted to keep the car as original as possible, so I chose the second option, emptied about a pint (!) of brake fluid from the servo, parcelled it up and sent it off to my new found saviour. A couple of weeks later, it came back looking and

performing as new, so I put it back, connected up the pipes, bled the system again – I'm getting quite good at this now – and the car now stops as Elans should.

After all that kerfuffle – and no little expense (the rebuild of the servo cost £225 (about \$400) – I'm left wondering if any Elan needs a servo. The difference between the old and the new is barely detectable and the Elan is probably over braked in any case. None of the racing Elans I had anything to do with had a servo, so I'm left wondering if this is nothing more than a rather expensive and unnecessary accessory that was fitted to justify the extra cost of the Special Equipment cars. I can see the need for a servo on heavier, equally fast cars such as Jaguars and Astons, but the featherweight Lotuses (by comparison) can probably manage without braking assistance. The expert who helped me out is Paul Norton of Classic Servos (01494 563254).

The Elan's now had its share of attention for a while, so I turned my attention to the (comparatively) neglected Seven. Part of this winter's project is to find out why the Cosworth Ford 1500 engined car had been losing coolant in the last few months. The loss was small, but my experience of such things is that small coolant losses soon become big ones unless you put matters right. I also wanted to tidy up the engine compartment which had become a bit grubby (by my standards) in the eight years since I rebuilt the car.

So off came the cylinder head, Webers, manifolds and so on. The reason for the leak was not easy to find – but I eventually discovered that one of the head bolts wasn't fully home because of an accumulation of dirt at the bottom of the threaded hole in the block. Investigation of the other holes showed that a couple were not as clean as they should have been. A few minutes with a thin screwdriver and a torch had them all cleaned out and all ten bolts now go all the way down. Morale: always make sure that all threaded holes are clear of accumulated dirt when you rebuild anything.

Whilst everything was apart, I sent the inlet manifolds away to be powder coated red and sprayed the exhaust manifold with high temperature paint. Everything else has had a good clean and polish and I replaced

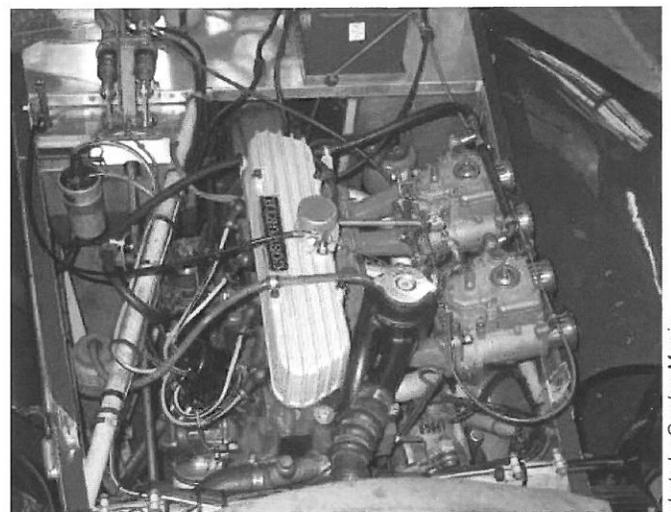
the rubber O rings between the Webers and the manifolds. Those I fitted at the rebuild had deteriorated and were clearly allowing air leaks – explaining why I couldn't get a tickover speed of less than 1,200 rpm. Another morale: always check for air leaks if the tickover won't come down.

I also took time to regrind the valves and made sure that the seats were clean and even. I was pleased to see that the hardened exhaust valve seats were fine after 12,000 miles running on 98 octane premium unleaded with Millers VSP (Valve Seat Protectant) additive.

Everything is now clean and polished and on the bench ready to be put back on the car. There's no hurry, so I'll put it all back together stage by stage, taking time to get it just right and perhaps doing some things a couple of time to achieve that.

Once the Seven's back together and running well, I'll turn to the annual scheduled inspection I do each year on both cars. Much of each schedule has been done already in the course of the work I've described, but the inspection, to a check list, makes sure that both of my Lotuses are in fine fettle for the demands that I will make of them once winter is over.

But the year's Lotus events aren't over yet. This weekend sees the Club Lotus Parts Fair at the National Agriculture Centre, Stoneleigh – between Coventry and Warwick – and a couple of weeks later will see us (and wives) dressed up to the nines for the Historic Lotus Register Dinner at Basingstoke. No Lotus person in the UK is ever short of places to go or things to do and that for me – taking into account the wider international view where the same principle applies – is one of the real joys of owning and driving such superb cars and being part of the marvellous fellowship that is a part of being a Lotus person.



The rebuilt Ford Cosworth engine in my Lotus Seven

photo by Gordon Morris

donated three wonderful portraits as gifts for our guests. We thought it proper Kim receive one to adorn his office reminding him of LOG 25 in St. Louis.

Fortunately for us, Bob Dance and Bob Sparshott kept their wits about them when the limousine service missed picking them up. They arrived just in time to enjoy the Friday evening festivities and were an immediate hit. Spending the better part of several evenings with Bob and Bob, one wonders how they survived their youth. These two gentlemen are ½ again my age and still enjoy life to the fullest. Clive Chapman rolled in with Coterie Press' William Taylor and was absolutely mobbed by LOG attendees. Clive was a little apprehensive about coming. I hope the affection and interest persuade him to join us at LOG regularly. Despite the reception ending around 9:00PM, the revelry poured into the many bars around Westport. Last tick on the clock as my head hit the pillow was once again about 1:30AM.

Setting up street barriers and Sport Court flooring with Dave Yohn (Thanks again Dave!) at 6:00AM is not my idea of fun but preparations for the Lotus of Atlanta concours started early. Friday's rain and the larger than expected turn out necessitated a major rework of the concours site. Fortunately LOG 25 concours chair Bob Horzman and perennial LOG helper Dave Koski were up to the task. The grass concours site was almost bog-like and there were several close calls with cars, mud and shouts of "It's up to the axles". Alas, no one was permanently stuck and Sanj Vatuk even left his yellow Esprit covered in mud to truly play the part. All that cleaning went right down the tubes, but what a great



Sanj Vatuk looks for a little help moving his car to the Concours (and cleaning it afterwards!)

photo by Mike Gully

panoramic shot Doug Chadwick captured. Open wheel formula cars up front, Colin's finest all about and Elise everywhere. For the first time in years, the Elise outnumbered the Esprit on hand. It gives one a warm feeling knowing the legacy of Lotus continues.

In true St. Louis fashion, the heat and humidity reared their ugly heads and the water compliments of R.D Enterprises was sucked down by the bottle. The concours lunch sponsored by Venture Shield offered a reprieve from the sun and Lotus overload. My kids were especially excited to meet "The Professor". No, not Alain Prost, but rather Professor Andrew Barron. It was great to finally share some time with my family and introduce them to the many friends they have heard so much about. I'd be remiss if I didn't include a special thanks to Whitney Gates and Richard Parramint. Bob Sparshott had a minor (thank God) health issue, which necessitated a trip to a nearby hospital. Whitney and Richard were both on the scene to make sure everything was cared for. Whitey and Richard thank you both very much! The Lotus family!

The annual Lotus Ltd. LOG board meeting was heavily attended by delegates from Texas and Colorado for presentation of their LOG 26 and LOG 27 proposals respectively. After Nigel Harrison and Mike Ingelido's silver-tongued proposals, the Lotus Ltd. board unanimously approved LOG 26 in Fort Worth, Texas and LOG 27 in Aspen, Colorado. New territory for LOG with new adventures. I can hardly wait! How about you?

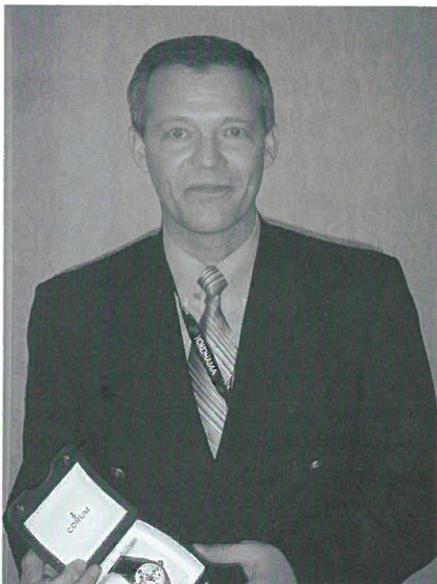
Maplecrest Lotus sponsored Saturday evening's action packed banquet. There were the traditional awards handed out and Clive Chapman was kind enough to accept Bruce

Linsmeyer's "Best of Show" concours award as Bruce had to rush back to Indianapolis for business. Bruce's Indy Turbine Lotus stole the show. Dacre Selby, an artist and Lotus nut in England, was kind enough to donate several paintings for LOG, one of which was duly presented to Clive Chapman and Classic Team Lotus. I understand it now hangs in Clive's office. Thankfully Chris Dinnage's flight arrived early and Chris too was on hand to enjoy Saturday's banquet.

Luke Bennett gave us an extraordinary virtual tour of the Lotus factory. It's the little things that make Lotus what it is, like Luke's story of telling the mighty Mercedes engineers it's easier to turn the Elise sideways on the rotating jig to install the gas tank then buy a \$500,000 piece of equipment to install it from beneath the car as Mercedes had done on a car of theirs. Spitfire or Messerschmitt? I've no doubt the Lotus factory is in good hands. Luke was presented with a Dacre Selby original depicting an Elise. Rather appropriate wouldn't you say?

Bob Dance and Bob Sparshott, both formerly of Team Lotus, kept us all intrigued and laughing with stories of Jim Clark, Graham Hill and the Indy racing days. This was their first duet and the crowd loved it. All nighters, days of endless work by a handful of dedicated people and partying until wee hours after a Lotus victory is so vastly contrasted by today's F1 circus. Our good friends at Yokohama Tire were kind enough to sponsor the "Bob and Bob Show" both Saturday and Sunday evening.

Nikki Pelletrie from Corum Watch, the LOG 25 track day sponsor, was on hand for



Kim and his new Corum

photo by David Nagler

LOG 25 (Cont. from page 6)

a very special presentation. Corum was kind enough to donate one of its beautiful Bubble GMT watches to LOG 25 as a gift. At our bequest, Nikki was kind enough to present the watch to Group Lotus CEO Kim Ogaard-Nielsen on behalf of LOG 25 and Lotus Ltd.

A perfect way to end a perfect day. The festivities again continued into the early morning. I won't mention what time I went to bed Saturday!

Sunday's LOG autocross hit a bump Friday as our proposed autocross site at the nearby GM plant was filled with recalled full size vans, threatening to cancel the event. Autocross chairman Joe Floretta pulled a rabbit out of his hat arranging for LOG autocrossers to jump in on a local SCCA event, thoroughly wiping the competition from the course.

Sunday also brought about some much needed rest for LOG attendees with the various tours and attractions across St. Louis. The Gateway Arch was a popular destination and the sky was clear, offering a view you'll rarely see anywhere else. There were several rumors of incorrect "Scenic Drive" directions turning a proposed three-hour tour (reminiscent of Gilligan's Island) into an all day affair. What better way to get stuck in a Lotus then with other Lotus friends and driving along the bluffs along the Missouri River in the Western Hemisphere's oldest registered wine district. This is a story best left for those who enjoyed the drive.

"Bob and Bob II", sponsored once again by Yokohama Tire, took center stage at the Jack Daniel's Sunday LOG Banquet with Classic Team Lotus' Chris Dinnage chiming in with The Bobs, giving us a clear perspective of the F1 racing life at Lotus. You could hear a pin drop when they spoke of Jim Clark and his magic in an F1 Lotus or Cortina. Round 2 of

the awards snuck below the dinner tables and we auctioned off the Jack Daniel's

LOG 25 barrel and placard of authenticity. I'm still trying to figure out how Young Kim got his newly acquired barrel back home to Indianapolis atop his Esprit! A grand evening with great friends from across the globe.

As the only Yank sitting around a bar with six Brits, I was given a quick education on Cricket and the fact Long Island Ice Teas may become the national drink of England should Bob Sparshott, Luke Bennett and Richard Parramint have anything to say about it. The television was broadcasting America's pastime, baseball, which our British friends affectionately term "Rounders" in honor of the French game by the same name. In order to keep good will among our respective nations, I simply turned a deaf ear to Simon Croft's insinuations. I trust someone at LCU will take him to see the Braves in the upcoming playoffs. It was an early evening when the waitress asked us to leave.

Track days are one of the highlights of my Lotus existence, but the weather always gives me fits as we were to run rain or shine at Gateway International for the Corum Watch LOG 25 track day. The St. Louis weather cooperated just fine despite a little heat and humidity. Per the usual, the drivers meeting went off without a hitch and drivers were duly dispatched to their cars. First up the

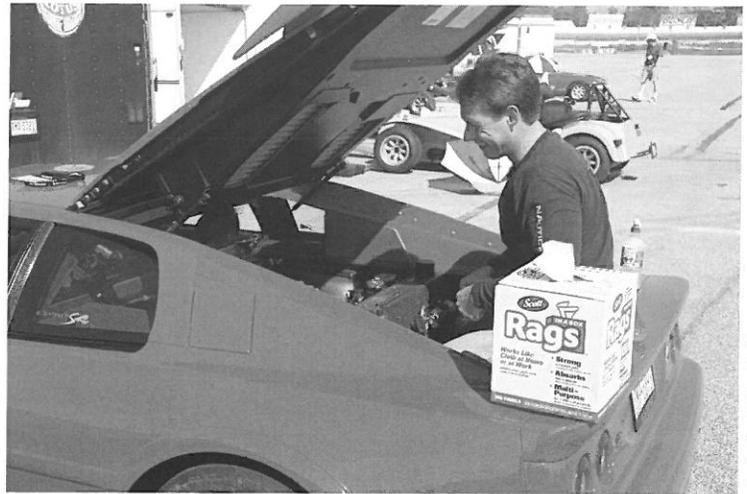


photo by Mike Gullely

Sometime you have to "be at one" with your car to manage repairs

open wheel Lotus Formula cars. What a treat seeing some of the nicest open wheel racecars where they truly belong. Barber Motorsports newly acquired Lotus 102B F1 car was nothing short of stunning with its Judd V8 screaming down the front straight.



photo by Karl-Franz Marquez

"Dad, I just went 135MPH!"

I had the privilege of introducing Corum's Nikki Pelletrie to high speed in an Esprit V8. At only 135MPH on the front straight, Nikki was giggling like we all do. Upon entering the pits, she grabbed her phone calling her father exclaiming, "Dad, I just went 135MPH in a race car". Later Nikki was taken out by Elise driver extraordinaire Jeff Plummer for the ride of her life. After three rides, I think she was drained. Unfortunately we couldn't convince Corum's Marketing Director, Knych Keller, to imbibe in the speedy fun. Next year in Texas, Knych!

It was over. Ironically the weather soured late Monday evening. Seems even the destruction Katrina wrought wouldn't dissuade LOG 25. How do I summarize nearly twelve months of planning, blood, sweat and tears? It's easy, a true privilege for all of the St. Louis gang to bring LOG 25 to the Lotus community with what Gordon Morris terms, and I quote, "The best Lotus event in the world"!

Need I say more?

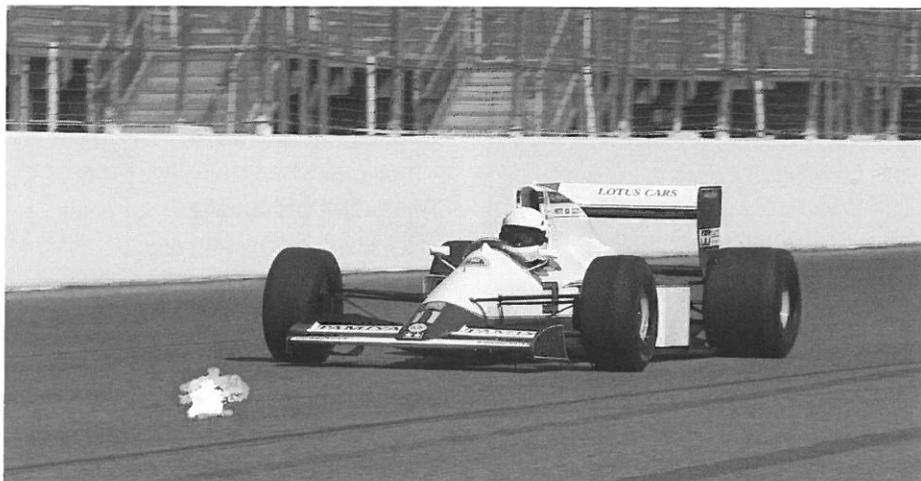
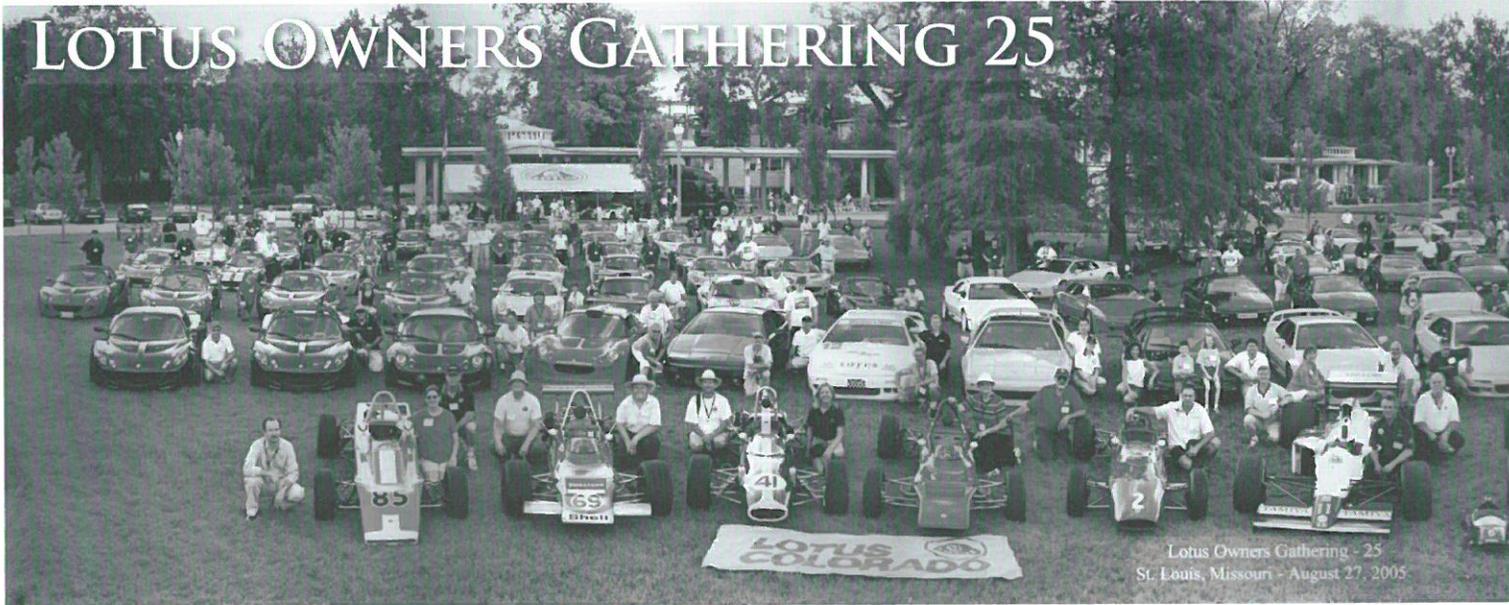


photo by Mike Gullely

The Lotus 102B at Gateway International Raceway

LOTUS OWNERS GATHERING 25



Lotus Owners Gathering - 25
St. Louis, Missouri - August 27, 2005

casual concours d'élegance

Seven

- 1st: Bill & Cheryl Baldwin
- 2nd: Bill & Dodie Rinke
- 3rd: Ross Robbins

Elite Type 14

- 1st: Phillip Miller

Elan S1-S2

- 1st: Ken Mance
- 2nd: Bob & Sue Herzog
- 3rd: Claude & Nicole Gagné

Elan Sprint, Series 3 and 4

- 1st: Ken Skidwell
- 2nd: Everett Stephens
- 3rd: Martin Dodenhoff

Cortina

- 1st: Sandy David

Elan M100

- 1st: Chris Michalski
- 2nd: Owner - Car 59
- 3rd: Dean Giacompassi

Elan Plus 2

- 1st: Debbie Engleman
- 2nd: Sandy Nagler
- 3rd: Dave Salls

Europa S1-S2

- 1st: Gary and Sandy David
- 2nd: Mark Michalski
- 3rd: Steve Veris

Europa Twin Cam

- 1st: W. Rogers
- 2nd: A.M. Buria
- 3rd: Randy Jones

Esprit S1-S2

- 1st: David Lindemann
- 2nd: Owner - Car 557
- 3rd: Phil Miller

Esprit Turbo Pre 1988

- 1st: John Higgins
- 2nd: Mike Griese
- 3rd: Gary Windham

Esprit Turbo 1988-1997

- 1st: Dave Yohn
- 2nd: Jim Collins
- 3rd: Atwell Haines

Esprit V8

- 1st: Young Kim
- 2nd: Joe Magee
- 3rd: Mark Pfeiffer

Elise

- 1st: Bob Metz
- 2nd: Glen Cahoon
- 3rd: Mike Griese

Exige/340R

- 1st: Hayes H. Harris
- 2nd: Robert Summerour
- 3rd: Farrell Preston

Race Prepared

- 1st: Jaime Goffaux
- 2nd: Ross Robbins
- 3rd: Larry Shauf

Historic

- 1st: Patrick & Kevin Dennis
- 2nd: Jim Roberts
- 3rd: Jaime Goffaux

Open Wheel Formula Cars

- 1st: Bruce Linsmeyer
- 2nd: Bonnie Carpenter
- 3rd: Carole Arnold

Caterham 7

- 1st: Michael Snowdon
- 2nd: Steve Montgomery
- 3rd: Ben Wofford

Replicas

- 1st: Anthony Montgomery
- 2nd: Penny Banker
- 3rd: Charlie Key

Extreme Street Modified

- 1st: David Koski
- 2nd: Jeff Ivers
- 3rd: Bill Brennen

Best of Show

- Bruce Linsmeyer

The traditional LOG25 Casual Concours was captured in a full-view panoramic photograph. If you would like a color print of this photo (with people, or cars only), send \$45 to Doug Chadwick, Cirkut Panoramic Photographs, P.O. Box 99, Hillsboro, WV 24946; phone: 304-653-4916 Add \$5 for overseas airmail. West Virginia residents, please add 6% sales tax. An anodized matte black or polished & brushed silver frame is available at additional charge. Panoramic photos of some previous LOGs and other events are also available.

Hard Luck Award

Jim Cummings, trailer (with Elan inside) fell off hitch.

Liar's Essay

Bob Horzman,

"The Running of the Schnauzers"

Craft Contest

Claudia Giacompassi, Cross-Stitch Super 7

Model Smaller than 1/24

Gary David, Soap Box Racers Diorama

Model 1/24 and Larger

Randy Jones, TC Europa Made of Legos

Photo Larger than 5X7

Bob Cross, Twin Cam Valve Cover.

Photo 5X7 and Smaller

Kit Kwan, Caravan of Lotus.

Incoming Scenic Drive Awards

Longest Distance Driven - Pre '83

unknown

Longest Distance Driven - '83 and newer

Willy Quintana, 2002 Esprit, 1358 Mi.

Longest Distance - Trailered

Claude Gagne, Early Elan, 1150 Mi.

ST. LOUIS, MO, AUGUST 26-29, 2005



photo by Doug Chadwick

autocross

Class LO1

(Modified, Race Cars, Sevens)

- 1st: Larry Shauf
(*74 Europa, 41.510 sec.)
- 2nd: Craig Straub
(*62 Seven, 42.395 sec.)
- 3rd: Nathan Down
(*05 Seven, 43.420 sec.)

Class LO2

(Elise, 340R, Exige)

- 1st: Bill Brenner
(*05 Elise, 44.461 sec.)
- 2nd: Jeff Plummer
(*98 Elise, 46.479 sec.)
- 3rd: Phil Ethier
(*05 Elise, 46.687 sec.)

Class LO3

(Esprit Turbo, V8)

- 1st: Joe Medina
(*01 Esprit, 50.665 sec.)

Class LO4

(Elan, Europa, Esprit S1/S2, M100)

- 1st: Jeff Ivers
(*67 Elan, 46.082 sec.)
- 2nd: Brian Jenkins
(*67 Europa, 50.284 sec.)

Class LO5

(Plus 2, Cortina, Elite, Eclat, Excel)

no entries

Class LO6

(non-Lotus)

- 1st: Joe Floretta
(*92 Mustang, 47.156 sec.)
- 2nd: Vicki Maupin
(*05 Mini, 48.143 sec.)
- 3rd: JR Beumel
(*05 Mini, 48.522 sec.)



photo by Mike Gully



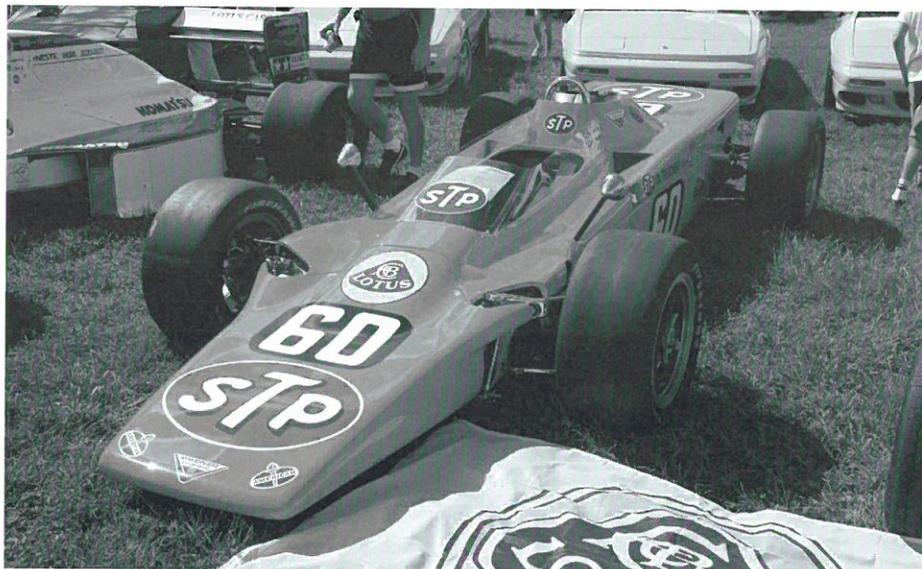
photo by Mike Gully

The Day Bobby Unser Knocked Out Lotus' "Flying Door Stop"

Written by Brian Skeoch

The 1968 Indianapolis 500 started off with a twist. USAC put pressure on the Lotus Turbine cars entered by Andy Granatelli and reduced their air inlet 33% to 16 inches. The new rule changes enforced early that year caused Andy Granatelli to hire Colin Chapman to build him a car like no other. The result of the rules change, and consultation with Mr. Chapman, is the new Lotus 56. Affectionately known as the "flying door stop", the 56 is powered by a Pratt and Whitney turbine engine.

Andy Granatelli enters 4 Lotus Turbine STP cars in 1968 with a proven combination of drivers of the era. Granatelli elects to field cars for Parnelli Jones, Graham Hill, and Jackie Stewart and due to the unfortunate death of Jimmy Clark that leaves 1 seat to be filled. Carroll Shelby counters the Granatelli effort and enters turbine cars for Bruce McLaren and Denny Hulme. The side mounted engine cars entered by Carroll Shelby are very similar to the 1967 STP turbine car driven by Rufus "Parnelli" Jones.



Bruce Linsmeyer's fully restored Lotus 56 — once driven by Joe Leonard in the 1968 Indy 500

photo by Mike Gullely

On May 3rd, Parnelli Jones announces that he feels the Turbine car is not capable of winning the 1968 Indy 500 with the recent rules changes and decides to withdraw the car from the race.

On May 7th, Mike Spence takes the #60 Turbine car out and uncorks a new track record and fastest lap of the month at just a tick under 170 mph. Later in the day, Mike Spence takes the #30 Turbine car out for a shake down run but winds up too high in

Turn 1, spins and hits the wall. Mike Spence dies of massive head injuries and the team of Carroll Shelby decides to withdraw the team due to safety concerns for the rest of the team.

On May 13th, Jackie Stewart announces he can't compete with a wrist injury leaving the Granatelli team with 3 cars but only 1 driver, Graham Hill, just five days before time trials are to begin.

Pole Day

Graham Hill's Lotus sets an early fast lap at 171 mph. Just a couple of hours later, Joe Leonard in the #60 Lotus Turbine car pips Hill putting his Lotus on the pole with a speed of 172 mph. The stage is set for an incredible race.

Race Day — May 30, 1968

The previous year at Indy, Dan Gurney built Eagle Indy cars, the traditional racecar chassis with conventional gasoline combustion engines. Dan decides to bring a normally aspirated Weslake V8 motor, while other contenders using Eagle Chassis's decided to run with turbocharged 4 cylinder Offenhauser engines. Those drivers using Eagle cars were Dan, Bobby Unser, Jerry Grant, Johnny Rutherford, Roger McCluskey, Ronnie Bucknum and none other than Lloyd Ruby himself.

Soon its race day, Sunday May 30th. Joe Leonard jumps out from pole to the lead and insists on leading the first lap. Graham Hill in the 2nd Lotus turbine decides to drop back and wait it out. The key, as Rick Mears once said, is that "you must spend the first half of the race getting to the second half of the race."

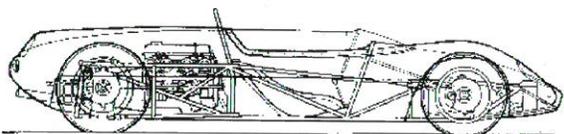
By lap 8, Joe Leonard finds himself preparing to lap the slower cars. As he begins to slow, while setting up a pass, Leonard finds himself passed by Bobby Unser in an Eagle "Offy" turbo. The fans are on their feet to watch Unser pass the Lotus turbine.

During laps 56 and 57, after some green and yellow flag pit stops, Lloyd Ruby assumes the lead with Joe Leonard and Bobby Unser falling in immediately behind him. It is now an Eagle versus Lotus Turbine showdown.

On lap 90, Bobby Unser pounces on Lloyd Ruby and takes the lead back in the Eagle. Four laps later, Ruby uncorks the fastest lap of the race, but suddenly slows a lap later allowing Joe Leonard's Lotus 56 around him for second place. Leonard, still in second, pits under green while leader Unser stays out,

Door Stop (Continued on page 11)

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DOOR STOP (Cont. from page 10)

retaining the lead of the Indy 500. Moments later, **Graham Hill's** Lotus slaps the Turn 2 wall with suspension failure and **Hill** is out of the race. Finally, Bobby Unser decides he must come in for **fresh** tires and fuel, handing the lead to Leonard and the Lotus 56.

Bobby Unser uses lap 120 and his 2nd place **position** and sets up Joe Leonard for the slingshot pass on the front stretch to **regain** the lead. Once again, the fans are on their feet. Bobby Unser soon **realizes** that he has lost a gear but still needs to make another pit stop. His **crew** manages to push him slowly out of the pit, but can only find his way **into** 3rd position.

On lap 174, Lloyd Ruby's engine fails and **requires** him to pit and end his day of competition. Meanwhile, Joe Leonard **flashes** back into the race lead.

By lap 183 another caution flag is out, which puts **5** lapped cars between 2nd place Bobby Unser's Eagle and leader Joe Leonard's Lotus Turbine. The last 10 laps always boast the most exciting **portions** of the race and once again seem to be happening for the fans of the **52nd** Indy 500.

It is lap 190 and the green flag falls again. The **crowd** is stunned to see Joe Leonard's Lotus Turbine suffer an engine "flame out". The top race contender and race leader has suffered engine **failure** and coasts to the inside of the front stretch. The crowd watches Bobby Unser streak by to take the lead again in the Eagle Offenhauser turbo **engine**.

Andy Granatelli can't believe it and is left utterly **speechless**.

Bobby Unser wins the 1968 Indy 500 and **leaves** the Lotus Turbine out of breath.

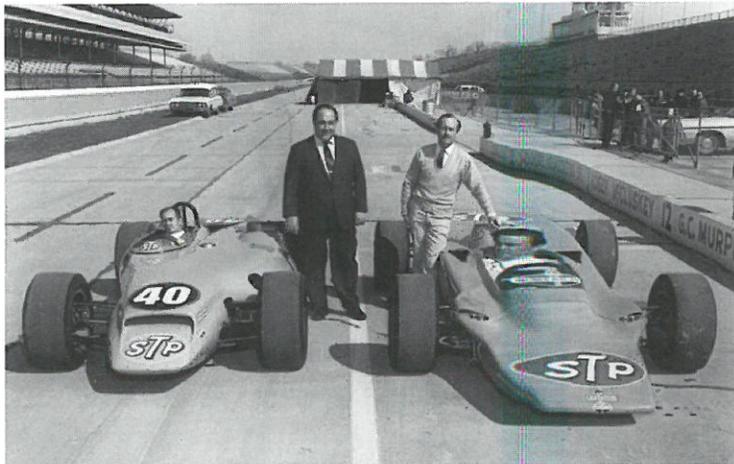
During all of the back and forth lead changes **up** in the front of the pack, Dan Gurney himself sat in second place and **brings** his own Eagle home to 2nd place. For this race the Eagle cars **beat** the Lotus.

Notable facts about the Indy 500 Race:

- The 1968 race goes down in Indy history as **one** of the best races.
- The 1968 race is a first for a turbocharged **engine** to win at Indy.
- Goodyear tires win for the 2nd straight **year**, a beginning of a dominant era of race proven winning tires.
- None of the Lotus Turbine entries finish the **race**
- 9 of the first 11 finishers are turbocharged Offy **engines**.

Epilog

The following year, USAC restricts the turbine **air** inlet again to just 12 inches, which rendered the turbine engines **useless**, and they never compete at Indianapolis again. Meanwhile, LOG **24** guest speaker, Dan Gurney's Eagle cars dominate the next several **years** at Indy and find themselves as the best chassis of the era. By 1973, **a** full 90 percent of Indy cars are Eagle chassis.



Andy Granatelli and Colin Chapman pose with **the** two versions of turbine-powered Indy cars.

photo © Indianapolis Motor Speedway



Mark V. Pfeffer, ChFC

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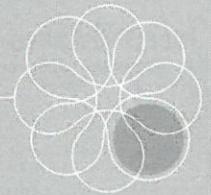
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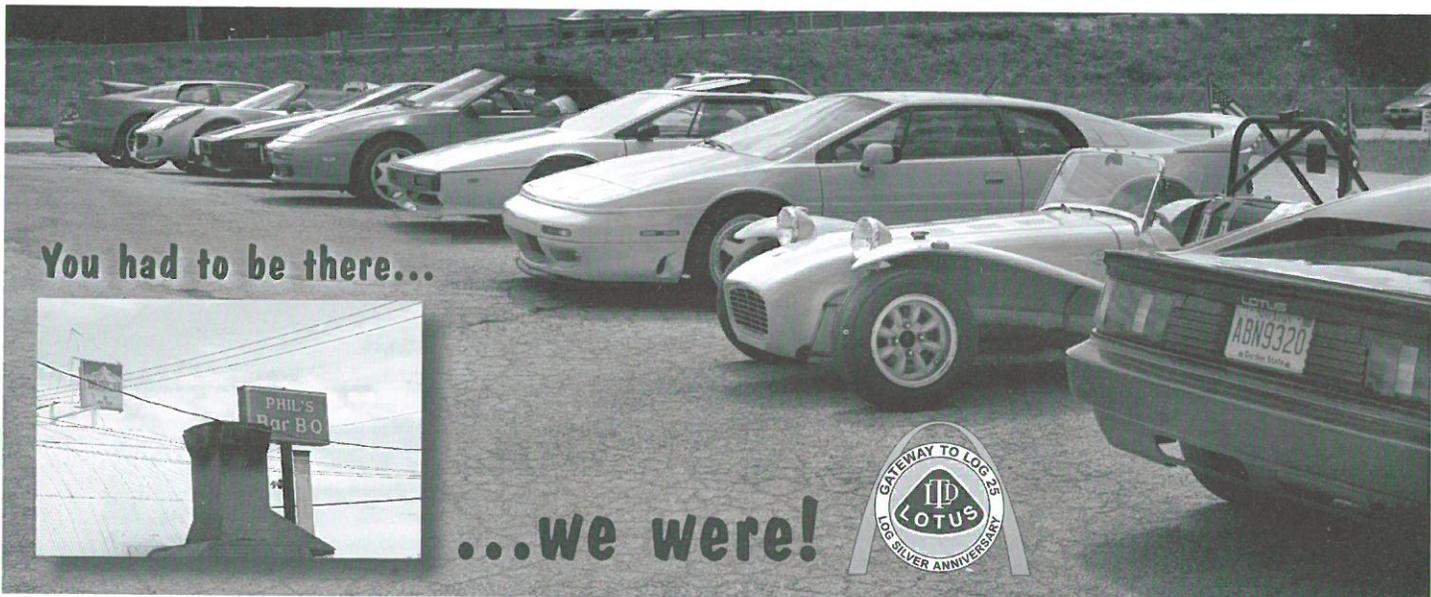
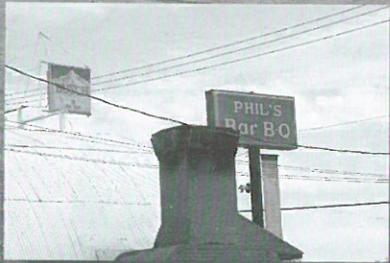


photo by Mike Gulley

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