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Lotus Handling of One Lap of America

By Andrew R. Barron

About a year ago a group of undergraduates at Rice University suggested I should teach a special topics course on automotive engineering with the aim of working on a real race car. The Rice University student chapter of the Society of Automotive Engineers (RSAE) had in the past competed in a SAE sponsored events such as building an off-road buggy, but that sounded boring and certainly nothing I was interested in. So I started to think about a suitable event to take a group of students to compete in.

Thinking about the choice of events, I happened to be channel surfing one night when I alighted on the 70's movie, Cannonball Run. Based loosely on a real event, the film concerns a group of misfits racing across the Continental US against each other and the law. Although the movie has little to do with the real Cannonball it started me thinking about the modern equivalent, the Car and Driver One Lap of America.

The original Cannonball runs were replaced in 1984 by a legal version organized by the Cannonball's originator Brock Yates. Brock is Editor-at-Large and featured columnist for "Car and Driver" magazine and was responsible for the screenplays of both Cannonball Run and Smokey and the Bandit II. Trying to create a legal version of the Cannonball Run, Brock developed the format for the One Lap of America. The idea of the present event is to start and finish in the same location while driving to as many as race tracks to compete in timed trials at each track.

The entry rules are simple. The car must be street legal, you can only use one set of DOT tires for the whole event, you have to be a member of the Sport Vintage Race Association (www.svra.com), wear a helmet and approved

fire suit, and, err... well, that is pretty much it. In other words, there are very few rules!

Now once I suggested to the students that the One Lap could be just the event for the class, they were enthusiastic, and although there were many more interested than could participate in the first year, I knew that time would sort out those who would be involved.

Part of the allure (?) of One Lap is that the tracks are a long way apart often necessitating all night drives from one location to the next. Thus, it is not unusual to have a team of (up to three) drivers consisting of track specialists and those who drive the grueling road stages. A couple of the students, Damon Hattori and Brad



The Team (L-R: Lucas Marr, Ben Kosbab, Andrew Barron, Damon Hattori, and Brad Tonnesen).

Tonnesen, had the necessary track experience, and Damon even had extensive race experience. So it was decided they should make up one team. Others such as Ben Kosbab and Lucas Marr had experience working on cars and were interested in coming for the chance to crew and drive the road sections with me driving the tracks and sharing the road driving.

So we had a goal. how to get a couple of cars and how to create a class to give the students credit for the event?

In my own time I dedicated two semesters to the class (http://python.rice.edu/~arb/Courses/msci_615_05.html). The first semester tried to teach the basics of tires, suspension, chassis design, handling, and aerodynamics. The second semester was to be a "laboratory course" with the final exam being the entry into One-Lap-of-America! Now don't you wish you were a student at Rice University?

The second problem was raising sponsorship to purchase the cars and the entry fees. In part this came from a longtime sponsor of my SCCA and vintage racing, First Community Bank (www.firstcommunitybank.net). With their continued support it was possible to purchase/obtain the cars. Getting a car or cars that could hold more than two people and perform reasonably well on the track stages is an issue. Most One Lap entrants spend more on their cars than my annual racing budget, so we were never going to compete that way. Instead we just wanted to have something that would let us have fun and finish the event. So, reliable and simple to drive and work on were the keys

to our choice. So why did we end up with the cars we did?

The first car chosen came about through a friend and Alfa specialist Andrew Garcia of Garcia Alfa Racing (www.garciaalfaracing.com). Andrew and I had co-driven his GTV6 in a SCCA six-hour endurance race at Texas World Speedway. I had

enjoyed the car and found it easy to drive on the track. It had the advantage of being rear wheel drive and seating 4 (3 with comfort and baggage), but the disadvantage of being Italian and therefore not known for its reliability. Andrew assured me that the GTV6 and its saloon sibling, the Milano, were actually good choices. In addition to being an Alfa specialist, Andrew is a true Alfa nut, his garden has more Alfas than flowers (much to his wife's chagrin). He suggested the Milano would be easier to use with its four doors and real boot. Enter Andy Kress of Performatek in Sherborn, MA (www.performatek.com). Andy had a suitable Milano that he had already done much suspension work that would make it suitable for One Lap. This car was to be kept for subsequent projects by the RSAE.

One Lap (Continued on page 8)

Photograph Courtesy of Andrew Barron

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

The President's Corner

The St. Louis LOG 25 was a rousing success in so many ways. Mark Pfeffer and his fellow STALLS members did a great job of hosting all of us from around the country. From the Friday evening reception, Saturday Concours and banquet to the Monday Track Day everyone had a great time. As usual it was great to spend time with friends and fellow Lotus fans you see once a year at LOG.

It will be hard to top the special guests and speakers. Who can believe it "Clive Chapman" and what a nice guy. How can you get any more connected to the marque than with the involvement of Colin Chapman's son at LOG and especially at Track Day. So neat to see him wandering the cars on track day seeing the cars in their true element. The two "Bobs" sharing their Lotus experiences. The pride of having Group Lotus CEO Kim Ogaard-Nielsen, and Luke Bennett, Head

of Manufacturing. The involvement and support of Duke Hale and John English and others representing LCU. We're glad to have their support and attendance. LOG just keeps getting better every year!

The challenge ahead is to further advance Lotus Ltd from a club where several individuals got together in 1971 to the prominent national club that represents the marque and owners in the enjoyment of these cars with fellow Lotus owners.

My focus this year will be to further those efforts by developing the affiliate club network and their involvement in Lotus Ltd, LOG and other regional events in the future. Without you, your membership, support and involvement there is no need for Lotus Ltd. Every time you read ReMarque, visit the club website, come to LOG or attend a club outing you realize how much fun it is to share your passion for Lotus.

Nigel Harrison –
President, Lotus Ltd.

Group Lotus PLC Is Named "World Class Manufacturer" Of The Year

The Manufacturer Magazine ranks Group Lotus as No. 1

Group Lotus plc is celebrating after winning The Manufacturer Magazine's "World Class Manufacturer of the Year" 2005 Award Wednesday 28th September 2005.

At a glittering ceremony held at the International Centre in Telford, Group Lotus plc beat off tough competition from fellow finalists JCB and E. C. De Witt to be crowned "World Class Manufacturer of the Year" by The Manufacturer Magazine. A total of 13 judges decided who would win this hotly contested award, with Group Lotus plc emerging victorious.

Clive Dopson, Managing Director of Lotus Cars, commented: "We are delighted to have won this highly

regarded 'World Class Manufacturer of the Year' 2005 award. It is a real testament to our staff who have worked relentlessly to raise the standards of manufacturing, and we are committed to continually looking at ways to improve in the future to ensure we remain a 'World Class' Manufacturer."

Luke Bennett, Head of Manufacturing for Group Lotus Plc, added: "This is a fantastic achievement for Group Lotus plc and reflects the top quality workmanship we have at our manufacturing facilities. Each Lotus car is hand crafted, with only one robot in use at our factory in Hethel, Norfolk. We are extremely proud to use local, skilled technicians to produce our cars, and I feel this award highlights our ability to produce top quality world-class sportscars."

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Magazine Watch

By Foster Cooperstein

(UK)

The new 150mph Lotus Europa graces the cover of the 12 July issue of Autocar (or at least an artist's rendition of the car). This is an Elise based GT that is to be introduced before the year is out. The car is to be a plusher Elise, powered by the Vauxhall VX330 turbo engine. It is expected to be priced in the \$50,000 range and to compete with the Boxster. Future Lotus plans also include a "more comfortable" middle model for around 2010 – a new Excel. Also in the plans is a hi tech V8 powered Esprit to be introduced in 2008 (and possibly built in Malaysia). New Lotus management has instituted a "triple 20" plan - cut the cost of production by 20%, increase revenues by 20% and make 20,000,000 in 2006-07.

Also in this issue is a blurb about the possibility of Volkswagen buying a more than 50% interest in Lotus.

There's a 4 page article in Racecar Engineering about Lotus' involvement in the masters program in motorsport vehicle dynamics at Kingston University.

The July issue of CAR featured the 31 Blistering New Roadsters of 2005. Among them is the Caterham CSR260, Caterham's latest and greatest (to date). The \$50,000+ bare basics car is described as "... such a brilliant car that it is worth every penny." And "As the most complete Seven to date."

There is a 4 page article in the September issue of EVO about the author's impressions of driving the Sport Exige 240R. The car is superb, but pricey (\$61,000+). But it doesn't matter – they sold out the 50 car production run 2 days after announcing the car.

EVO took several of its long term cars to the Nurburgring – including their Exige and the Caterham R300. Over a lap Exige is the faster car, thanks to its higher top and better front end road holding. But once one learns the proper driving technique for the R300, it becomes a matter of the Exige's ability to pull away in medium speed corners.

The Esprit S2 is compared to 4 other 70's supercars in the August issue of Octane (12 pages). A Maserati Bora was the top pick. The strong points of the Esprit were its DIY ability and relatively low ownership cost. Prospective owners were warned to look to see whether the chassis had been changed as the original chassis were not galvanized and were definitely subject to serious rust.

The August issue of CAR announces Lotus' new track car – the supercharged lightweight Elise variation which is to go on sale in early

2006. In the same issue, the Elise S2 is chosen as one of the 17 best affordable values at about \$31,000.

There's a blurb in the 23 August issue of Autocar about the new Lotus track car along with 2 pictures of a prototype. The supercharged Toyota engine puts out 243 bhp, giving the car a 374 power/weight ratio. There will be a number of options, including parts to make it street legal.

See the September issue of Practical Classics for a 2 page article about the Esprit and the chase scene from The Spy Who Loved Me.

The 23 August issue of Autocar includes a supplement about car control and it is full of Lotus goodies.

(US)

You can see renderings of the Lotus track car in the issue September of Classic Motorsports, along with a bit of information about the car.

The first issue of Hemmings Sports & Exotic Car (September) contains an article about inexpensive sports cars costing less than \$15,000. Among the choices is the Europa. While the styling was not to the author's taste, the car was as he described the car to be: "... a truly brilliant motoring experience at an unbeatable price." The 1976-79 Esprit was also a choice. The author suggested the S2 as it is "... really just an S1 with some of the bugs worked out." A Lotus "cousin", the Jensen Healey was another possibility.

Automobile magazine (October) named its 10 greatest sports cars. Both the Elan ("Most other old sports cars you want to look at and not drive, but the Elan still stands up today.") and the Elise ("I almost couldn't believe how good that car was on the track. I felt like I was 16 again.") were included.

For laughs, see the October issue of Consumer Reports. 🍷

2005 Lotus Ltd. Election Results

Following are the results of the 2005 Lotus Ltd. election. The term of office for your new Officers And Directors began with the board meeting on the last Wednesday in August.

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- MARK MAZMAN director at-large,
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- BOB METZ director at-large,
(303) 369-6288;
- DENNIS ROONEY director at-large,
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Officers shall hold office for a term of one year or until their respective successors are elected and qualified. No person shall be elected by the Members to the offices of president or treasurer for more than two consecutive terms.

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

Lotus Ltd. would like to thank each participating organization for their support. Remember to mention the Lotus Ltd. discount at time of registration and bring your current REMARQUE to the event as proof of membership. Discounts may not be combined with other offers. Discounts are subject to change without notice, and participants should confirm their availability before signing up. Club contact: Dave Hsu (301) 721-9559, e-mail dave@mur.com.

2006 Lotus Elise Features New High Performance Options and Paint Colors

DULUTH, GA – British sports car builder Lotus announced full details for the 2006 Lotus Elise on August 29, 2005. Following a record-breaking first year of sales, the 2006 Lotus Elise will arrive with more high performance options, color choices, a new leather interior color and additional features, including the following:

Lotus Traction Control (\$495) Designed to modulate power through the engine control module to reduce rear wheel spin, LTC can be disabled via an center console switch.

Limited Slip Differential with Lotus Traction Control (\$1790)

Torsen-type limited slip differential designed to distribute power more evenly between the rear tires to allow more aggressive acceleration out of low speed corners in autocross-type driving.

Forged Wheels (\$1695) Finished in High Power Silver, the new, lighter-weight wheel option reduces un-sprung weight.

Black Pack (\$250) A matte black finish on the standard cast aluminum wheels and

rear underbody diffuser add to the Elise's aggressive appearance.

Air Conditioning Delete (\$250) Shaves an additional 20 pounds from the already lightweight Elise.

Daytime driving lights (Standard)

LED Taillights with integrated reflectors (Standard)

Upgraded ProBax seat padding from NuBax for increased seating comfort.

Like its award-winning 2005 predecessor, the 190-hp, 2006 Lotus Elise delivers maximum driving thrills from its minimum-weight package. For the new model year, the Elise also remains one of the best sports car values available in the U.S. market. The 2006 Lotus Elise arrives with an unchanged base price of \$42,990 MSRP. Option prices for the Touring Pack (\$1350) and Sport Pack (\$2480) are also unchanged. Destination charges are \$870

In addition to these performance options for 2006 exterior paint colors have also changed. 3 colors are being deleted, 5 colors are being modified, and 8 new colors are being added for 2006 bringing the total number of exterior color choices to 20! Only 2 colors continue at the standard price level, 10 metallic color options, and 8 lifestyle color options.

Deleted colors; Saffron Yellow, Aztec Bronze, and Bordeaux Red Pearl. Modified colors; Arctic Silver, Storm Titanium, Laser Blue, Racing Green, and Graphite Gray.

New colors; British Racing Green, Polar Blue, Canyon Red, Solar Yellow, Aspen White, Chili Red, Autumn Gold, and Phantom Black.

The new for 2006 paint color chart can be seen on the Lotus Ltd. Website at www.lotusclub.org. Please consult your dealer for a more exact color representation before placing your new car orders. 📄



Photograph Courtesy of Group Lotus plc

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ACROSS THE POND

By Gordon Morris

I was mortified – as no doubt were the vast majority of my readers – to see the farce that was laughingly entitled the US Grand Prix at Indianapolis this past August. I rarely watch Grand Prix racing on TV these days – mainly because it's become about as exciting as cricket (to me at least). Overtaking seems to take place at the start or as a result of the contrived pit stops that were introduced in order to inject some drama into the proceedings. The result is a pretty dull and usually predictable procession. I certainly wouldn't pay £100 (\$175) for the privilege of queuing for hours to park in a field a few miles from Silverstone, then having to fork out another £100 or more for a seat with no chance of getting into the Paddock. Then, when it's all over after an hour or so, spend another few hours in the traffic jams waiting to get home.

This is why I – and thousands like me – shun what was once the pinnacle of motor racing and go to Historic (Vintage) Race Meetings. Crowds are smaller, getting in and out is easy and admission is usually free if you bring your Lotus as part of a Club display. You can rummage around the Paddock to your heart's content, speak to drivers and mechanics, inspect the cars at close hand and see some really good racing as well. It's really no contest.

That's why we were so angry at what happened at Indy. It is unforgivable for a tyre supplier to be unable to produce a tyre that is safe for his contracted teams to use on the track and conditions at the time. All the silliness that resulted from that failure has badly damaged the credibility of Formula One in the one place (US and, worst of all, Indy) where it really needed to establish itself.

In the days when Lotus dominated Formula One racing, things were much simpler. There was only one tyre supplier – Dunlop – for much of that time and rain tyres came along later. There wasn't any choice so you used what you had – as did everyone else. The Great Wee Man even used the same set of tyres for five successive GPs in his championship year of 1963. Aerodynamics for racing cars had yet to be developed, sponsors had yet to appear to force the pace and to increase expectations and tracks were either road or parkland circuits. There was plenty of proper exciting racing with lots of overtaking but it was also hellishly dangerous. This was certainly part of the excitement.

We've made cars and tracks as safe as they can reasonably be – this is supposed to be racing for goodness sakes – but we've also

made it bland, dull and plain downright boring, despite the astronomic amount of money around and the technology that is at the heart of it all. As soon as something new emerges – traction control is an example – it is promptly banned then quietly allowed later on when the powers that be discover it can't be policed.

But my rosy eyed view of the palmy days when Lotus ruled the roost has to be set against the harsh reality that things went badly wrong in those days as well. I remember well the 1964 Indy 500. Jimmy Clark was the moral victor in 1963 and he was really going to show everyone the way round in '64. A new, even better, car emerged from Cheshunt and tested well. Ford had produced a more powerful, lighter V8, refuelling crews practiced hard and we were really optimistic. There was no TV broadcast then, so I relied on sketchy information from a radio programme that was more interested in cricket or horse racing than ACBC's foray into the heartland of US racing. He had insisted on using Dunlop tyres at Indy – they'd been OK for GP racing, so why not there? The Dunlops – like the Michelins 41 years later – simply weren't up to the job. Jimmy took the lead and was well set to win when a rear Dunlop blew out at high speed. He spun a countless number of times, wrecking the rear suspension, but managed to keep the

car out of the wall. Not may other mortals could have done that. Matters were made worse by the inevitable withdrawal of Dan Gurney – remember DG for President? – whose Lotus wore the same tyres. Lotus made amends the next year when JC won comfortably in the 38, but the unnecessary and (with hindsight) probably predictable tyre failure rankled for years.

I can imagine what Mr Ford, who financed much of Lotus's Indy activity, had to say about that at the time. I expect that his reaction was pretty much the same as the US race fans who were denied a Grand Prix worthy of the name at the same venue a few

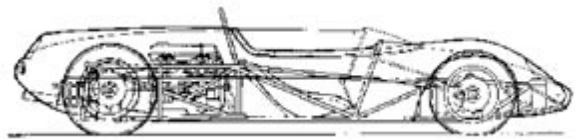
months ago.

As I write, confirmation of my LOG 25 Registration has dropped through the letter box. We civilised people have our mail, newspapers and even milk delivered to our front door – no checking of mail boxes at the end of the drive or collecting plastic bagged newspapers (probably milk as well) thrown in the rough direction of the house by a boy on a bike that I remember from time spent on your side of the Pond.

There's been plenty of publicity about LOG 25 in all the Lotus magazines and in the classic car movement in the UK and Europe. I do hope that more Brits and Europeans come and join in us in what is undoubtedly the world's biggest, best and most enjoyable Lotus event of the year.

But I've still to get there. The drive from Cleveland to St Louis and back will be part of the adventure. I'm well used to driving on the wrong side of the road and I do enjoy the lack of roundabouts and roadworks that are a feature of driving your pondside. I also enjoy the wide open spaces, the changing scenery and the vast distances; all in contrast to driving in this congested little island. We'll pass by Indianapolis, within a mile or two of the Speedway, where the events that inspired this month's column unfolded. ●

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Classic Team Lotus 2nd Quarter 2005

By Clive Chapman

Eastern Promise

Eastern Promise; not because we come from Norfolk but because we have run three Japanese customers in the opening rounds of the TGP Championship. (We will save 'Big in Japan' for a later date).

Q2 2005 kicked off with a Spa test for Dan Collins in 91/10 and new Patron of 91/8, John Bosch. John keeps an unrivalled collection of Ferraris at home in Holland and he races his 312 in TGP. Understandably he was keen to have a reserve car and, of course, 91/8 is a natural choice.

We took three F1 cars to Hockenheim with Keiichi Murakami ready for his first race as the new Patron of 72/5, fresh from a successful shakedown at Hethel and a first test at Donington. Bob Dance joined us on the race team as he was invited by the organisers to attend the rededication of the relocated Jim Clark Memorial. We were delighted that Jim's sisters Bettie, Isobel and Martha had accepted the invitation also. It was a very special occasion. On track Dan was competitive from the start, so much so that, having qualified 5th, his first podium finish looked on the cards. Sadly, when the race was red flagged, we were caught out by fuel vapourisation. Murakami san acquitted himself very well, lining up 24th on the impressive 30 car grid. Disappointingly a wheel problem forced him to retire from the race. As consolation 'Dr K' enjoyed a trouble free weekend in the Classic Team Lotus type 18 Formula Junior, under the care of trainee mechanic Lee Nicol.

We were pleased to accommodate a reunion of 1960s Team Lotus mechanics arranged by Johannes Willenpart, the new owner of 49C/R6 and the original Gold Leaf Team Lotus Transporter. Some time ago we had introduced Johannes to Eddie Dennis and Bob Dance. Somehow he persuaded them to get involved with the restoration of the transporter that proved to be a massive undertaking. The Chapman family enjoyed very much welcoming 'the lads' to Ketteringham Hall for a photoshoot that made most of the comics.



Katsuaki Kubota getting ready for his first historic motor race at Monza with Lee Nicol, Steve Tate and Chris Dinnage in attendance.

The next race at Monza attracted a fantastic entry. (There was even a Ferrari as a reserve). After a great effort by Steve Tate 78/4 was ready in time and we were pleased to meet driver Katsuaki Kubota at

Eastern Promise (Continued on page 7)



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EASTERN PROMISE *(Cont. from page 6)*

Monza. Evidently Kubota san is a fast and competitive driver who is keen to be a TGP front runner. It was nice to see Junro for the first time since Motegi. He turned everyone's heads with an impressive performance in qualifying, lining up 9th behind Dan Collins. 78/4s engine proved to be a weak link and Kubota parked it on the green flag lap. The 30 car grid proved difficult to get away in the stifling heat and this caused Junro's brakes to overheat, eventually forcing retirement after a great performance. Dan put in a stonking drive to wind up a solid 4th, beaten only by Glasel, Dayton and Folch.

On the same weekend Malcolm Ricketts raced the 32B at Oulton Park, looked after by Bob Dance with help from our 'new boy' Allen Bridge enjoying his first motor race. Not bad company for Allen. Malcolm raced well into 7th place, with a new engine and L section tyres in place of Ms.

Zandvoort was a welcome return to the TGP calendar. A happy hunting ground for Team Lotus. We took 91/10 for Dan and 91/8 for John Bosch who had a significant involvement with the event and his Ferraris. Thanks to Dutch Lotus dealer Willem van der Kooi for making available a type 99T Elise for Dan to use in the circuit familiarisation session. Dan ran strongly to start with before suffering a damper failure that held him back in qualifying. The race was spoiled

by a cloudburst at the start. Trouble on the grid saw Dan take the second restart from the back of the grid and he did well to fight up to fifth before a late spin dropped him back to sixth.

Classic Team Lotus was pleased to be invited to the Goodwood Festival of Speed once again, especially when we heard that Emerson was coming. Happily Jim Bennett secured an entry for the type 76. Dan Collins was up for doing the honours in the type 49 and acting as understudy for Emerson as necessary. Also we were pleased to make available 99T/4 to be part of the Honda sculpture outside the front of Goodwood House. Perhaps we are biased but we think this year's sculpture was the best ever and it was great to see a Lotus as part of it, centre stage. Along with Emerson as a major attraction in the type 72 we reckon we did our bit for Lotus Cars promotion. The cars ran without any major problems and a good time was had by all. Once again thanks

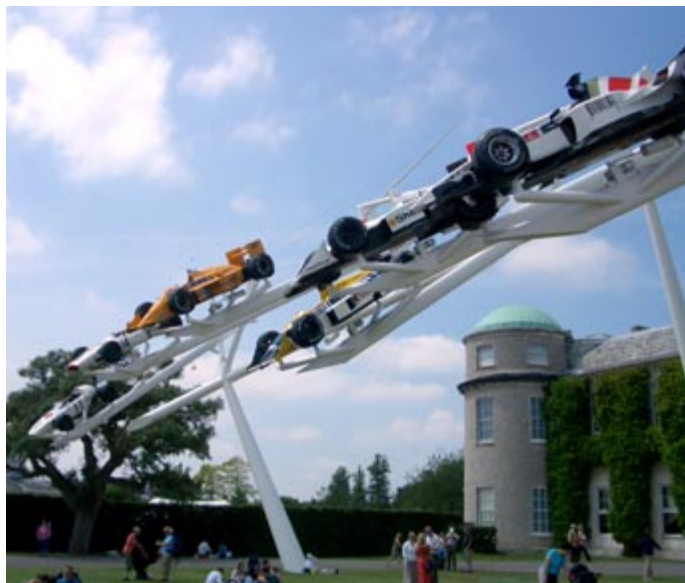


Photo courtesy of Clive Chapman

The sculpture outside Goodwood House was breathtakingly beautiful and technically impressive. The Lotus marque was privileged to have included within it the type 99T/4 (sans engine) in which Ayrton won at Monaco and Detroit in 1987.

to Lord March.

As the quarter drew to a close we enjoyed a nice occasion on the test track when Hazel Chapman was reunited with XPE 6, the Mark IX that she raced with such aplomb in the Fifties. The American owner, Charles Levy, had brought the car over for Le Mans and he was kind enough to arrange the reunion. After a little gentle persuasion Hazel Chapman took the wheel for a couple of laps. Afterwards she could not believe she ever drove a Mark IX before, let alone raced one.

In the workshop we are continuing to make good progress with the 102B that is intended to be demonstrated at the Lotus Owners' Gathering in St Louis at the end of August. The Arrows project continues to be a challenge. We will get there in the end! Happily Junro's type 30 has an invitation for the Goodwood Revival (along with the 32B) so we need to finish off the fairly extensive 'winter' programme on that car. Also we anticipate looking after a type 27 for an American competitor. Should be fun.

Other events include the Silverstone Classic, a four car demo around the streets of Rotterdam (with Neshino Piquet in his father's type 101) and a display run for the 97T at the Renault World Series event at Donington in September.

Editors Note:

The 102B was, in fact, completed as scheduled. The car arrived in time to be displayed at the LOG 25 casual concours, and was seen running at the track day on Monday. Thanks to all involved! 🍀



Photo courtesy of Clive Chapman

Always we are delighted to run Emerson. He did most of his runs in the 72 but he could not resist a go in 49B/R10, the chassis that he raced (and finished) in his first three Grand Prix.

The handling was not to his liking. We got the distinct impression he would enjoy some serious circuit testing...

ONE LAP *(Cont. from page 1)*

So with one car chosen what to do for the other one? Being a Lotus fan, I had long ago thought of doing One Lap in a Elan M100, but sold it a few years ago. Despite the obvious benefits of using either of my daily drivers (Esprit S4 and Elise) I started to look for an alternative. In a crazy moment I thought I might be able to get a 1970's Elite/Eclat to finish the event. (Still not sure where my brain was that day.) I happened to mention possible choices to friend and Lotus Ltd President Mark Pfeffer. It turned out part of Mark's 'wooing' of his wife included giving her and a friend a lift home in his Lotus Edition Isuzu Impulse.

The Lotus Edition of the Isuzu Impulse came about during GM's tenure as owners of Lotus. As part of its engineering business Lotus had performed various upgrades to the wedge-shaped coupe. Unlike many other consulting projects that are often held secret, the work with Isuzu was openly displayed through "Handling by Lotus" badges and the use of the Lotus name in the sales literature. The first generation Impulse had a conventional front engine rear wheel drive set up, with the turbo model using a 2.0L single overhead cam engine. The second generation Impulse shared the front wheel drive 1.6L DOC engine and gearbox with the Lotus Elan M100.

The first generation Impulse (Piazza in UK and Japanese markets) had an additional link to Lotus through its designer Giorgetto Giugiaro, also known for being the designer of the original Esprit shape. Few Impulses remain on the roads and while not being the easiest to get parts for, the Impulse shows typical Japanese engineering and structural and mechanical strength. Being essentially disposable would also mean that any modifications for the track (or damage resulting on the track) would not be an issue that would deter its use.

A high mileage example was obtained from Virginia along with typical Northern rust. As such the Isuzu needed far more than the Alfa.

The first task was to remove a rather moldy carpet and track down leaks in the driver's side floor. This appeared to be due to a large hole under the floor mat above the exhaust where water and heat had combined. After the interior was stripped the next task was to remove the engine and gearbox to allow for an engine rebuild. The engine had over 120k miles on it with an uncertain history. Under the supervision of Jamie Brooks at BrooksSpeed Garage, the students accomplished the engine strip down and re-build. The braking was improved by the use of Porterfield brake hoses and pads.

After removal of the engine it was clear that rust had attacked various panels in the engine bay. Jamie welded replacement patches. We then used about a dozen cans of rust converter after which we undercoated the entire car with a rubberized paint. Inside the car as much of the sound insulation (ca. 40 lbs) was chipped away. In addition to the weight savings, the main reason for this was to provide bare metal for welding the roll cage and race seat brackets. A race seat air filter and steering hub were donated by ProAm a Houston based race and performance shop (www.proamauto.com). The fitment of the seat required the removal of the bulge in the floor for the catalytic converter. Who needs that on a track car anyway?

Tires were donated by Yokohama with the assistance of Jeff Miller who was a great help in choosing the correct tire type as well as advise in the set up of the car. Many of you would have met Jeff at LOG 24. ExxonMobil provided all lubricants as well as a large supply of T-shirts. Two of the most useful sponsorships were from First Community Bank who made the entry fee possible, and ConocoPhillips who provided gas cards with almost inexhaustible credit. For this we have to thank Alastair Donald, the Manager of Credit Card Enterprise at ConocoPhillips.

The Impulse was originally red, although the color had faded over the years. So a re-spray was in order. Sterling McCall Toyota in Houston (www.sterlingmccalltoyota.com) had

agreed to supply the paint and do the work on both cars. Manager Harold Whittey had already arranged for some sample panels to be painted in the colors we had decided on, and supplied us with all the materials to prep the cars. The students spent several hours sanding and filling, although Harold's great crew made the students finish the cars to a much higher level than

we had originally intended. Their opinion was that if they were going to work on the cars they should look their best. So after a whole day extra work the cars were ready for painting. The students had chosen a smart two tone silver and blue (Rice colors) finish for the Alfa while Dodge Viper Red was chosen for the Isuzu.

With the cars as ready as we had hoped, it was off to the track to make sure nothing fell off! Lotus Owners of South Texas (LOST) had arranged to rent the local test facility at the Houston Police Academy for a track day and were gracious enough to allow us to bring along the Alfa and Isuzu to test the cars.

The LOST track day showed that the Alfa was mechanically sound – except for some hose clamps coming off on the fuel rail, but it indicated the ride on the Impulse was too high and the sway bars were not working. With only 3 days before leaving for the start of One Lap, new metal down link bushings were fabricated and 1" removed from each spring to raise the spring rate and lower the car.

So finally we were off to start One Lap of America. We left Houston at 1:30 am on Thursday after a delay in packing and sorting some final issues with the Alfa. I drove the Isuzu through most of the night while my co-drivers slept. As dawn arose we finally exited Texas and stopped for breakfast at Andy's Restaurant, a cheap fast food joint that appears to be populated by old age pensioners.

We must have stopped at nearly every Conoco or Phillips gas station between Houston and South Bend, Indiana. The gas cards that ConocoPhillips provided saved us significantly on the journey. After the first 1000 miles both cars developed ongoing problems. The Impulse showed a vibration at ca. 20 mph. We incorrectly diagnosed this as the rubber bushing that holds the carrier bearing for the drive shaft and arranged to have one shipped to New Hampshire. As we were leaving a rest stop I noticed a second and more worrying problem. The rear right caliper was rubbing on the disk and grinding it down. This was the start of an ongoing saga that was not resolved until the third day. The Alfa seemed to have an intermittent misfire and a major leak in the power steering. The former was fixed by firmly wiring down a loose connector to one of the fuel injectors. Feeding the steering rack a diet of fluid three times a day solved the second issue. Once again thank you ConocoPhillips.

We finally arrived in South Bend at midnight to the host hotel for the start of One Lap. In the hotel lot were several of the competition. It was at this point that we realized we had taken a



Photograph by Andrew Barron

The Isuzu Impulse with its all-important "Handling by Lotus" badge dwarfed by sponsors and numbers.

ONE LAP *(Cont. from page 8)*

couple of knives to a gunfight! There was more horsepower and more money displayed in that car park than should be legal.

After a great nights sleep (the last for a week), we got up early and went for breakfast and met the co-organizer of the event Brock Yates Jr. He immediately apologized for putting the Isuzu in SSGT2small bore (under \$40k) as opposed to economy (under \$20k) even though it was only \$17k when new! Our competition turned out to be a brand new track prepared Lotus Elise, a Dodge Daytona, a Toyota Supra, a third generation Mazda RX-7 turbo and an ultra-light Seven replica. Not one of these was stock and all had clearly been prepared with just this event in mind. They even had trailers for all their stuff!

The first day of the event was spent getting frustrated with a rather miserable receptionist at Tire Rack. We were supposed to have tires donated by Yokohama (Isuzu) and Bridgestone (Alfa), but Tire Rack seemed to have lost all record of them. Eventually it was sorted and we got them mounted. We were set – or perhaps not. The students then noted that they had not brought a race suit between them. I had visions of us all sharing my race suit for a week – gross! After a few phone calls I contacted Lotus Ltd member and Walker Racing's Marketing Director Gary Dausch and obtained suits for the students. What other club than Lotus Ltd can get you equipment from a top CART team?

Prior to tech we put all of the decals on the car. In addition to our numbers and the event sponsors, we had to artistically arrange decals from FirstCommunityBank, Mobil 1, Yokohama (www.yokohamatire.com), Bridgestone (www.bridgestone.com), ConocoPhillips, CarboTech (www.carbotecheng.com), Porterfield (www.porterfield-brakes.com), and PPG. We also had enough T-shirts for the week so we decided which sponsors T-shirts would be worn which day. At least we looked like we knew what we were doing!

As we waited, Impulse owner AJ came over to chat. In addition to being a nice guy he had lots of really interesting suggestions and information on the Impulse. The Team finished the day with a dinner at Bob Evans talking strategy and oblivious of the torture ahead.

Day 3 of the adventure was actually the first day of the event. Starting in car number order, the Isuzu was placed in between a gaggle of Porsches and Corvettes for the first trial, a wet skid pad. The idea was to run two laps in each direction of a circular skid pad. The total time for the four laps was then used to determine a G-force. The students got suited up and ready

for the run, neither car was too fast, however, we were not last. That was reserved for a Porsche GT (last year's winner) who forgot which direction he was going and did four laps in one direction!

With the first event under our belts we packed the cars, got ready and left for Indiana Raceway Park. On route we collected spare brake disks for the Isuzu and stopped at Walker Racing to collect enough race suits for everyone to have one. They were even approximately the right size! Gary gave us a quick tour around Walker Racing's facilities (www.walkerracing.com). Here is a race shop we could all be envious of. The area where the CART and IRL cars are prepared is so clean it's almost clinical.

The format for the track events is simple. You arrive at a track, unload your gear from the car, and line up in the hot pits. The cars are sent out in groups of three to five depending on the track length and the expected lap times. The cars make a reconnaissance lap and line up in single file on the grid. Each car is waved forward and given the green flag. A 15 seconds gap is left between cars to limit the need to overtake slower cars. After three hot laps the checkered flag is shown and the cars return to the pits. The aggregate time of the three laps is used to determine the position. Points are awarded like NASCAR with 500 for 1st place, 450 for 2nd and so on.

Having arrived at the Indianapolis Raceway Park (www.irponline.com) we replaced the offending brake disk but it still rubbed! With no choice I got in the car and went out on the track. At the first braking zone I found that only rear left brake was working causing the car to try and spin. As a consequence my lap times were not great. In fact the Alfa was slightly better by three tenths of a second! The second run was better for the Isuzu and worse for the Alfa. Having decided to run without using the brakes and just use momentum through the corners I dropped over five seconds a lap on the next effort. I actually managed to post one lap faster than the Elise. Not bad for a 1988 Isuzu with 50 less bhp and 1000 more lbs. Unfortunately, Damon was trying a little too hard and spun twice. Once in front of me, and then again trying to replicate my line through a fast corner.

Having seen a WRX almost destroyed



Working on the brakes on the Impulse became a routine activity.

Photograph Courtesy of Andrew Barron

after hitting a wall, we were so happy to have survived that we made a dreadful mistake. We stopped for dinner. This meant we got to the hotel 539 miles away near BeaverRun Motorsports Complex (www.beaverun.com) in Pennsylvania at 5:30 am - just in time to get up at 8 am. That was the last time we stopped for dinner. After that, as many meals as possible were courtesy of the ConocoPhillips gas card!

With about two hours sleep and a hot shower, we were at the track and attempted to sort out the calipers. By this time, Ben and Lucas were able to remove and replace the brake caliper in nearly a minute. Eat your heart out F1.

Having raced at BeaverRun with Classic Formula Car Racing (www.classicformulacarracing.com), founded by former Lotus Ltd President Kyle Kaulback, I had a reasonable idea of the track. First session was bad since the brakes were still pulling the car in all sorts of unwanted directions. Ben ground the calipers down to stop the rubbing and freed up the sliders to allow movement. They still rubbed a bit, but at least the brakes worked and could be trusted to stop the car in a straight line. The afternoon session was much better, but my attempts to put in a series of good laps was frustrated by a CRX. It's surprising how big a CRX can be when it is driven in the middle of the track!

Tuesday night was oval track night (www.lan.casterracing.com). I had been dreading this and it proved as bad as I thought. Finding NASCAR a bore I had no idea what to do. In contrast, Damon used his hours of following NASCAR to good advantage and put in a great time with the Alfa.

NASCAR was going to continue to be the theme, as a 433 mile journey to New Hampshire would put us at New Hampshire International

ONE LAP *(Cont. from page 9)*

Speedway at Loudon (www.nhis.com). We had the advantage of staying with Brad's parents who were wonderful hosts. We got to sleep in soft beds, have a hot shower, and then come down to a home cooked breakfast of bacon, eggs and hash browns. This is what racing should be. Better yet were the homemade brownies that Brad's mother made (and which somehow got moved to the Impulse and subsequently devoured without the knowledge of the Alfa crew).

In addition to the oval, New Hampshire International Speedway has a road course with some serious elevation changes. We had an interesting time trying to sort out the track. Andrew Kress came to meet us with a box of goodies. Brake fluid, T-shirts and sundry spares for the suspension. Andrew phoned a friend who races Loudon on a regular basis and he gave us some key pointers.

The Isuzu rear right brake was still sticking slightly. But after a frustrating morning I decided to call Porterfield. During the conversation their technical guru said, "Oh you may have to fit the pads by filing them down." Now they tell us! A quick grind of the pads and they moved again. We have brakes that work! Or rather we did for the first two laps since the front brakes now got hot enough that gas was trapped causing 'kick-back'. A lesson for next year: put cooling ducts on the front brakes.

In the mornings session a street legal (don't ask) Radical went into a tire wall due to an Evo dropping coolant onto track. And it must have been the presence of his parents, because Brad, who had been so steady at BeaveRun, had a spectacular spin. The afternoon went smoothly. Good news for us was that the Dodge Daytona in GT2 retired. In the afternoon we ran a different track configuration including NASCAR turns 1 and 2. Oh no, more ovals!

It was then off to West Virginia via an Isuzu dealer to collect a new carrier bearing in an attempt to get rid of the vibration. Strangely, they had no idea what the car was. Finding places that are not on the route directions was helped by the use of a GPS system that resided in the Alfa – causing Lucas to christen then 'Team GPS'. As it happened the GPS came in doubly useful that night.

As we traveled through New York City and some of the worst roads in the world (there are potholes the size of an elephant) we hit something big. Maybe it was an elephant? We never worked out what it was, but it was furry and wasn't alive after we hit it. A quick stop

didn't reveal any damage. However, just as we started off again the speedo took a nose dive. Once again we stopped and looked under to see black stuff dripping from the gearbox. Oh no! But it was not fatal since the black was grease and tar from road with a little bit of oil and lots of water and possibly blood! But we did find out that the speedo cable was nicely snapped. After that we used the GPS as a speedo.

A new day, a new State and a new track; the Shenandoah Circuit at Summit Point Motorsports Park is a great facility (www.summitpoint-raceway.com). In addition to the older racetrack the owner has built a new highly technical track including a replica of the carousel at the Der Nurburgring. As we approached the front gate the Isuzu's horn just



Andrew at speed at New Hampshire International Speedway.

Photograph by Andrew Kress

started sounding without any provocation. With everyone looking at us we pulled the car over and turned off the engine, the horn still blared. As I got out it stopped, then started, then stopped. Getting underneath the front of the car to reach up and pull the connections out it started again, right in my ear. Now deaf, I was able to pull out the wires to find that the wire for the push-to-talk button on the in-car two way radio that had wrapped around the steering column and caught the horn push connectors.

With a car that was actually quiet again, Ben and I fitted the new carrier bearing in the drive shaft in 45 minutes with Lucas handing tools under the car. Unfortunately this was not the cause of the vibration. Later on it was found to be due to not adjusting the Panard bar after lowering the rear suspension.

The morning session was not bad since Ben read the track map to me over the two-way radio while I drove, just like in a modern rally. It worked really well. Seeing a very bad crash on the approach to the carousel marred the afternoon. A WRX (What is it about these cars?) lost control and was briefly airborne before crashing into a tire barrier. The driver

was fine, but the car was written off. With this image still fresh in my mind I slowed down. The Alfa did better since the students are younger and braver (or is that stupider?).

Once we were packed up, a short journey to the Mason Dixon Dragway (www.mason-dixondragway.com) was in order. However, Lucas put the wrong address into the GPS so we took a rather circular route. We made it in plenty of time to get set up for the bracket drag. Here the goal was to set a target time and on each subsequent run match that run without red lighting (going before the green light) or breaking out of your time (being faster than your first time). Lucas did a great job, although the Isuzu looked a little out of its class lining up for the 1st run with a 1000 bhp red Viper. In the second run the Alfa and Isuzu ended up competing back to back, with the Alfa winning. Damon did a great run, but Lucas thought he was going to break out so he slammed on the brakes, twice, and ended up well outside his estimated time. Oh well, but at least we got out of there early for once.

Wednesday was the highlight for me. Virginia International Raceway (www.virclub.com) is a great track and I have raced there before and done well. However, VIR is actually three race tracks in one. The North and South courses can be run independently, but are also linked to make a 4 mile road course of startling flowing corners.

Although we were running the two short courses in the morning (neither of which I had run) the results were pretty good and we were moving up the placing. The Isuzu was at its best handling a series of consecutive corners. I was so happy with the morning run that I forgot to fill the gas tank. We didn't run out of gas, but I found out that on long sweeping right hand corners – of which VIR has several – the Isuzu would have pick-up problems when the gas tank is less than 1/4 full. We were left wondering what could have been done with a full tank.

The Impulse was hooked up and it was easy to push it to the limit of traction. On the grid a Corvette and Daytona Cobra replica both requested they go ahead of what was obviously a slower car, ie., me. However, on the warm up lap I knew this was going to be fun. Whereas they were both finding their way, I knew the track and had already planned a strategy. The green flag dropped and I was off. Once the first few turns were accomplished I was climbing the 'Climbing Esses' flat out, and looking at

ONE LAP *(Cont. from page 10)*

the Corvette in front slowing for the turns. By the time we were coming back to start-finish I was on his tail and making the pass into turn 1. The Daytona Cobra was taken on the second lap with about the same ease. Now this is how it should be done.

Brock Yates Jr. and one of the flaggers suggested to the students that the Isuzu was race prepped or modified for racing. After being assured it was stock, they remained amazed the car could put in times far better than Corvettes and Mustangs. As I came into the paddock and got out of the car one of the Mercedes Teams came up and with mock seriousness said, "We don't want to see any of that stunt driving!" I must admit I was rather taken aback until they burst out laughing and continued "you were pushing that thing harder than anyone else!"

Leaving VIR on a high note we headed for the Carolina Rod Shop (www.carolinarodshop.com) where they provided dinner and mounted our spare tire. This is a great place with wonderful service and some interesting cars being worked on. Each subject has a sign with photos describing the work that has been done and what is next. The cars varied from vintage to classic European and American muscle cars.

Thursday morning in Savannah Georgia at Roebing Road Raceway (www.roebingroad.com) started with rain, lots of it, and it continued all day. Going out with no traction at all (but then again neither did anyone else) I was only helped by the advice of ConocoPhillips' Alastair Donald, who was a works Vauxhall rally driver. Sitting over a beer prior to One Lap Alastair helped me get an understanding of rally driving. "Just keep the steering wheel pointed in the direction you want to go and keep your foot on the gas" was his lesson for off-road and rain driving. I was amazed it worked. While not really fast I was catching the other cars in my run group. Brad had an equally good run in the Alfa. Exhausted, we both tried to get some sleep in the cars prior to the afternoon run. Unfortunately, Lucas came into the car and immediately started to snore! We ended the day on a drying track which gave us lap times that were better than we hoped.

After packing up wet equipment we set off on the longest journey; 768 miles to Nelson Ledges in Ohio. Brad and Damon, were getting fed up with the slow pace of the Isuzu. We were going the speed limit but obviously this was not fast enough for the Italian car. Ben, Lucas and I suggested that they lead and gave them explicit directions. Did they follow them? Soon after they took off in the lead they took a wrong turn. Upon realizing they were not on the right road Ben phoned them. "Have you been through the

tunnel yet?" he asked. "What tunnel?" came the reply. So we pulled off at an exit ramp to wait for them to catch up with us. Sound like the tortoise and the hare?

Lucas suggested we wait in a parking lot. We drove into a dark lot and stopped outside a closed Subway sandwich shop. Looking into the Subway we could see three of the staff, none above 18, looking with worried faces at us. "I bet they think we are going to rob the place" commented Lucas as we watched the staff making hurried phone calls and diving behind the counter. Sure enough, after 8 minutes a police car arrived in the lot and stopped next to us. We explained that we were waiting for some teammates. The cops were nice and explained that the store had been robbed the week before so the kids were a little skittish. After reassuring the staff the cops left - but soon returned after the staff phoned again. I guess they believed that a bright red Isuzu covered in decals was a good get-away car! The cops escorted the staff to their own cars as the Alfa arrived. The cops took no persuasion to pose for photos with the cars although one of the staff was still a little worried in being asked to take the photo!

Instead of using the directions to the track, we typed in the address provided in the route map. We arrived outside someone's house and sat there quite confused, until a lady in a pick-up truck said, "are you looking for the track?" It turned out this was the track owner's house and luckily, she was just leaving to open the gates. So we followed her the 30 minutes to the track. Talk about luck of the Devil.

I had not been to Nelson Ledges since testing a Formula Ford there 5 years before. The track was much improved, but it is still bad. During the morning run I lost concentration, but in the afternoon I did much better. These runs more than any other showed me the difficulties of single lap qualifying. So next time I see a F1 driver screw up I will not be as quick to judge.

A short drive back to South Bend, Indiana allowed us to get dinner at Bob Evans and a decent nights sleep. Then it was back to Tire Rack for the last event, a dry skid pad. Brad did well in the Alfa and Ben also put in a great time in the Isuzu, only to have a 10 second penalty levied on him for hitting a cone. Ten

seconds doesn't seem bad until you realize that his run was only about 40 seconds total. This event dropped us several places in the overall running, but we kept our class position. The Alfa didn't change positions.

We finished 80th overall and 5th in class with the Impulse and 85th overall and 18th in class with the Milano. Our results were due to having cars that were not prepared with enough lead-time for the event, and to some of our own screw-ups. But that is racing. Not being as familiar as most competitors were with their cars was a distinct disadvantage.

The students are talking about more horsepower, but as any Lotus owner knows that is not the real issue. It is about learning your car, improving your driving, and getting the handling so you can predict how the car will respond under different conditions.

In summary, the cars actually performed well considering the finances we had at our disposal and the lead-time for preparation. The Isuzu needs to go on a diet and get better brake cooling as well as larger wheels. The Alfa is almost perfect - just needing to sort out the alignment and hence, the handling. I would go with the Yokohama tires again for their grip and performance (hint hint).

The Cannonball One Lap of America is considered one of the 100 things to do before you die. Well, we have been there done that and the students indicated that we need to go back for more! But what about doing it in a 'real Lotus' you ask? That would be my eventual goal given suitable sponsorship or possibly a dealer backed effort (another big hint). If I can do as well as that Elise entered this year with an Isuzu - albeit improved with Lotus handling - just think what the results could be in a true Lotus? Until then we are continuing the development of the Impulse and Milano through the program at Rice University and seeking sponsors for next year's effort. 🍀



"Now just think what we could do with an Elise?" Barron contemplates while waiting for the start of his run at New Hampshire International Speedway

Pit Stops

(Submit Local Group Events to Dom Giangrasso, dglotusltd@optonline.net)

- October (Every Sat.)** Amalgamated Lotus Owners, (Kansas City area), very informal breakfast with other like-minded folks at Sharp's 63St. Grill from 8:00am to approx 10:00 am. Sharp's is at 63rd St. and Brookside Plaza in the Brookside area near the middle of the city. Contact Mark Bracewell (816) 459-7707 or mbracewell@kc.rr.com
- October 2 (Sun)** LOONY (Lotus Owners of New York) Breakfast Meeting at the Bergen Diner. Bergen, NY. Arrive 9-9:15AM at the intersection of Route 33 and Route 19, just off the 490.
- Oct 2 (Sun)** LEO of NY/NJ October Drive and BBQ. Come drive the foothills of NJ with the LEO gang then stop for chow at Jim Cummings' place. Meet at 1PM at Jim's home in Gillette, NJ. Contact jcummi156@aol.com or call 908-612-0548 for directions. Info at www.LotusEnthusiasts.org
- October 8 (Sat)** Lotus Owner South Texas Monthly meeting at Star Motor Cars, Houston at 10am. After the meeting, cruise and lunch.
- October 8 (Sat)** Lotus LTD South East Scenic drive from Atlanta to Knoxville. Leave from Lotus of Atlanta at 9:00 am. Drive to Knoxville, scenic tour and then head back. Contact Brian Skeoch for details. 770-844-6939
- October 11 (Tues)** ALCC monthly meeting with the Birmingham British Club at Johnny Ray's, located in the Colonnade off US 280. Meeting starts at 6:30 PM. Events for the remainder of 2005 will be discussed. Contact Mike Pearce @ 205-951-7031 or kitratom@aol.com for details.
- October 15 (Sat)** NELLI Annual Meeting. For more information go to Nelli.Org site or contact president@nelli.org
- October 16 (Sun)** CALL F1 Brunch. 11am. Voted Cleveland's Best Brunch! RSVP to Mike or Sue Gulley @ 440-835-2866.
- October 16 (Sun)** LEO of NY/NJ Sussex County Drive and Auto Sound Seminar. Come join LEO for a Car Audio seminar provided by Par Troy Sound (Rt 206 North, Newton, NJ) at 10AM and then go for a rousing drive through the Sussex New Jersey countryside.
- October 22-23 (Sat-Sun)** SVRA Vintage race weekend. Joint ALCC/LLSE club outing at Road Atlanta. Park in the paddock near the Lotus contingent who will be racing in the event. SVRA participation by ALCC member Jim Roberts (Lotus 47). LotusSport reunion featuring LLSE member David Murry and LLSE associate member Doc Bundy reunited with the IMSA championship Lotus. Yesteryear Motorsports bringing 2 X180R's to event Ken Fitzgerald and Burt Levy will drive the sister car. Contact Mike Pearce @ 205-951-7031, kitratom@aol.com or Brian Skeoch @ 770-844-6939 for details.
- October 26 (Wed)** Lotus LTD DC Chapter Socializer at Sol D'Italia Restaurant in Layhill Shopping Center, Silver Spring, Maryland from 6:30PM to 10PM. Looking to update our Members' Cars album and putting it on a website, so ideas and information on this will be appreciated. Contact Phil at Phil.Mitchell@baesystems.com or 301-942-6059 (home)

Trevor Houghton-Berry appointed as Head of Commercial Operations

Lotus Cars, the sportscar division of Group Lotus plc, announces the appointment of Mr. Trevor Houghton-Berry as Lotus Cars Head of Commercial Operations effective from 10 October 2005.

In the newly created role, Mr. Houghton-Berry will have overall responsibility for the Sales and Marketing activities for Lotus Cars in all the territories around the world where the brand is present.

Trevor is a British national and has extensive sales, marketing and management experience in the automotive industry, firstly with Citroen UK, and Mazda Cars UK and then with BMW (GB) Ltd, where he held the position of Rover Group Corporate Sales Director, before joining the Board of Directors of BMW (GB) Ltd. as General Manager - Mini UK in the summer of 2000. Whilst at Mini UK, Trevor had principal managerial and operational responsibility for the new Mini from a year before its successful launch, leading the team responsible for the car's strategy, brand management, product and price positioning, and sales and marketing approach across the UK.

Excited about his new role at Lotus, Trevor commented, "Over the next few months for example, we intend to launch into the Middle East, Canada and other key markets in Europe and Asia. Growing the penetration of the Lotus brand will be vital, as we prepare to launch a raft of stunning new models over the next few years"

CARS FOR SALE

1993 ESPRIT SE TURBO, good, black, cream int., new brks., clutch & timing belt, 33K mi. \$27,000. Bill, (478) 451-7979 (GA), bdunlop@exchangebankshares.com.

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