



EMERSON FITTIPALDI, LOTUS TYPE 72

WOODY CHASE, ASPEN COLORADO, AUGUST 2007

William Taylor 1/72

Lotus Owners Gathering 27 – Snowmass, Colorado August 2007

By William G. Rosenbach
 Lotus 72 photo by William Taylor
 Photos by Mike Rogers

For the Lotus owners who missed the twenty-seventh Lotus Owners Gathering in Snowmass at Aspen, I resist the temptation to say “*I told you so!*” Monterey, in 1995 had more examples of vintage race cars, sure, but LOG 27 was a truly spectacular Lotus happening unmatched in American history. The guests were simply amazing. Team mechanic from the Lotus Types 25 – 49 era, Bob Dance was there supporting the Type 72D John Player Special, that Classic Team Lotus brought in from England, to be driven at Aspen Raceway - Aspen Racing & Sports Car Club, by the man who won a World Championship in it, Emerson Fittipaldi. The official Team Lotus photographer of that era, Peter Darley, was there as an assistant support for the Type 72D, and he brought a collection of images,

as well. Alain de Cadenet, motor sports personality, recently noted for hosting the excellent series, *Victory by Design*, was also in attendance as was Road & Track columnist, Peter Egan. Did I mention Emerson Fittipaldi?!?

Friday was primarily a Registration day, followed up by a Cocktail Reception. Long time LOG attendees repeatedly commented that it was easily the largest LOG Reception ever.

Saturday morning featured several tech sessions and the Car Show, at which the panoramic circuit camera photos were shot. There were 171 Lotus (a LOG record) arranged in a semi-circle, several layers deep. There were examples of Lotus ranging from a replica of the Type 2, from the Barber Museum, to the latest track day car, the 2-Eleven, from

the factory. Most every road car was represented. There were four Type 6! Among the racing Types represented were, of course, the Type 72D JPS, prominently positioned Front & Centre, and set transversely to the rest. Most of the other race cars were from Rocky Mountain Vintage Racing, and included: Two Type 7, one each owned by Roy Pogue,



& Janet Urbanak,



Janet, on behalf of Hewlett-Packard, was a major sponsor of LOG 27, hosting the Cocktail Reception; Type 23B, owned by Ellis Cahn, the very car (less the Climax/Colleti drive train) that still holds the sports car record at the Pikes Peak International Hill Climb, driven by Bobbie Unser, and so dressed, took 1st Place in Closed Wheel; Type 41C FB,



owned by Greg Carpenter, took 1st Place for Open Wheel, & the Road & Track award, presented by Peter Egan, for the car he would most like to take home; Type 69FF, owned by John Arnold,



along with his road going Eclat, for which he took a 1st Place;



Type 69FB, owned by Mike Henry, the photo of Alain de



Cadenet in Mike's six-nine red, white & Gold Leaf 69 FB is poignant, as Alain will soon be celebrating his 70th Birthday!

Dick Shearer brought his beautiful Type 14 Elite, and Greg Carpenter took a 1st Place for his Series 1 Esprit. To round out his experience at LOG 27, Greg also won an award for his 1/18 scale, hand built, plastic model of a Type 78 JPS on a decorated plinth/display case. Ross Robins went all out, clearing his carriage house. Conscripting folks from around the world as drivers, Ross lead the pack in the Westfield Eleven, followed by the Turbo Esprit,





Elan +2, Seven S3, Type 14 Elite, Elan Coupe, Europa Twin Cam, M100 Elan, his vintage racer Elan, having recently sold, was not in attendance. He took home a 1st Place for the Westfield, 3rd Place for the Seven.



Sunday was a big automotive day in the Roaring Fork Valley. Not only was LOG 27 conducting its Autocross, but the Colorado Exotic Car Association was at Aspen Raceway, holding the track day component of their 22nd Annual Aspen Open, an event that has continued, primarily due to the dedication of our very own Bill Miller, and his two-two black XHERTZ Shelby GT-350H. Several of the LOG 27 participants took part in the CECA event on Sunday and came away impressed, having had an excellent experience. The Sports Car Club of America set up and conducted the LOG 27

Autocross. Smooth, flat, open, pieces of asphalt are quite rare in the mountains, and we had secured the two lots that serve for parking at the base of the Two Creeks Ski Lift, at Snowmass. The larger had to be used for storage, in this case, trailer parking. The smaller remained for the Car Show and Sunday's Autocross. The SCCA laid out an exceptional course in the confined space available. Six groups got four runs each with the Fast Time of the Day in the 32 second range, slowest run

by some guy in his new power wheelchair at a bit over 171 seconds. Colin Hause, son of Former RMVR members John & Marylee Hause, and named after Lotus Founder, Colin Chapman, made his first ever Autocross run in his Mom's Subaru Outback. He has a future in that sport. Colin also got his Boy Scout Troop 342, involved in assisting with a great diversity of tasks essential to the event's success.

Up to this point, we had enjoyed crystal clear skies and Colorado sunshine. On Monday morning, the remnants of once hurricane Dean had arched their way into Colorado. The sky was mostly overcast, with but a drop or two of precipitation, every now and then. It was a perfect day to be at the track for an event. There were 62 Track Day entrants divided into five groups which got three track sessions each. Heike Rosenbach efficiently controlled the grid with a masterful hand. Though the track is controlled by a light system, we put out a few Corner Marshals, just to be sure. Robert & Sandy Hojaboom, and Robert's Dad handled that duty





while Robert's Mom logged track activities. Modern fuel injected cars self adapt to altitude. The 'local' vintage racers and carbureted street cars had an advantage in state of tune. There was only one Cosworth Powered car whose mixture could not be leaned out enough to properly scream. Nick Adams, from Lotus UK was at the wheel of the latest Track Day offering (road legal in the UK) from Lotus, the 2-Eleven. Based on the Elise/Exige, the 2-Eleven looks a bit like a miniature Can-Am racer. It accelerates like a drag racer, stops like it has hit a wall, corners as if on rails, and according to some passengers, got air on the undulating main straight. Nick spent the day giving 3 lap rides. On the 1.1 mile track, Nick clocked well in excess of 220 miles. Not a single soul got out of the 2-Eleven without a smile that could be seen through a full face helmet, spouting exclamations. It had been a very long time since I had heard a 3 litre Cosworth DFV, running at full chat. That alone could have made the weekend.

Emerson ran an 'installation lap' in which he followed a SUV containing William Taylor, who photographed the lap. William is offering an exceptional photograph in a limited edition, signed & numbered release. See www.coteriepress.com for details. Following that lap, Emerson made several laps at speed, posting laps in the 56 second range. One of the ARSCC's modern sports racers has recently managed to get into the 53s. Emerson felt he could easily get the 72D into the 40s, given the afternoon to do so. He took a few laps in the 2-Eleven,

as well. A sure sign of a good track day, it's hard to get drivers out for the last session. Group 5 (open wheel) didn't answer the call to grid, so we let Group 4 (Elise/Exige) run. Greg arranged to get Nick Adams into the 41C. Once prepped, we checked Group 4 and sent Nick out on track. He quickly adjusted to the 41 and ran a series of quick laps. He came in earlier than expected, noting that he was having trouble seeing. Apparently, the quality of Greg's restoration and the 41's performance on track had brought tears to his eyes. Greg had a truly grand weekend.

It was a fabulous weekend. A great time was had by all. For me, it was almost as good as the first year in Steamboat. If I could have driven at this event that high mark could have been eclipsed. LOG 27 set records, there were four days of wonderful food, cars, & friends; we intended to raise the bar, and we did. It was more spectacular than any of us expected, or dared imagined.

I warned everyone that LOG 27 would be good. Really good!

If you missed it. . . *I told you so!*

