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WELCOME

2014 is our eighth year of racing and since the inaugural Elise Trophy season in 2007, LoTRDC has continuously expanded, taking over the organisation and promotion of Lotus Cup Europe, and adding the Lotus Cup UK championship, both with the backing of Group Lotus.

For this year, the Elise Trophy will undergo its biggest change since the single class system was introduced in 2009. With approval gained late last year from both our competitors and the MSA, we intend to run the 2014 season as a championship for the first time, providing an added incentive for both new and experienced racers that are looking to compete in short-distance races in the UK.



This follows a successful year for Lotus Cup UK that saw two new champions crowned, and the inaugural Lotus Cup Europe champion, after FIA International Series status was granted by the sport's international governing body. All three titles were claimed in the final rounds of their respective categories and we are looking forward to another highly competitive season.

Once again we'll be visiting many great events in 2014, across Europe's best venues, from Brands Hatch and Silverstone in the UK, to Le Mans, Spa-Francorchamps, Dijon-Prenois and Hockenheim. The latter will be held during the Jim Clark Revival event, and provides a continental equivalent to the Lotus Festival which takes place in August once again. This time the Festival will cover a single, and no doubt extremely busy, day! It should be remembered that it is only thanks to the hard work of LoTRDC's volunteers, MSVR's team, and the tireless efforts of marshals throughout the continent, that we are able to support or headline these occasions.

We are also grateful to have a huge and growing membership showing their enthusiasm for the Lotus marque. This year we expect to welcome even more, especially through the Lotus Cup UK Speed Championship, which combines LoTRDC and SELOC sprinting to create a championship for Lotus owners either making their first steps in competition or looking for an alternative to racing.

You can find out about all of these championships within this brochure, and we hope it answers most of your questions. However we are always happy to answer any further queries you may have.

We look forward to welcoming you to our events this season!

A blue ink signature of Paul Golding, written over a faint background image of a Lotus race car.

Paul Golding
Championship Co-ordinator





Lotus Cup Europe

Europe's finest coming together

Lotus Cup Europe, now in its ninth year, was set up as a direct response to customer and Lotus dealer interest in a fun but professionally run motor sport series in Europe. During that time it has attracted many competitors from all over the continent.

In 2009, prompted by the success of the Elise Trophy, LoTRDC were given control of the series by Lotus Cars, and grids immediately thrived. Since then many more drivers have joined from across the continent, all united by their enthusiasm for the marque.

For 2013 Lotus Cup Europe gained FIA approval, becoming an FIA International Series. In addition to enjoying similar status to prestigious series such as GP2 and DTM, it ran as a championship for the first time. This builds on a tradition that has seen races appear on the support bill to popular motor sport events and selected events shown on television, as part of the Motors TV series 'Lotus on Track'.

Race weekends consist of a free practice session, followed by 30 minutes of qualifying, and two 30-minute races, using both standing and rolling starts. Events include full support from Group Lotus both in terms of branding and technical policing, with a hospitality unit providing a social

hub that has proved as important amongst the drivers as the competition itself.

Entries are split into five classes, which are also eligible for other LoTRDC series. V6 Cup covers the Exige V6 Cup and Evora, whilst there are categories for the 4-cylinder supercharged Exige Cup, 2-Eleven and Production for normally aspirated cars. Lotus Open also allows cars not covered in these groups.

Lotus Cup Europe races on the continent's finest circuits, and events have taken place on classic Grand Prix venues including Brands Hatch, Zandvoort, Spa-Francorchamps, Dijon-Prenois, and the Nürburgring.



2014 Calendar

11-13 April	Hockenheim
9-11 May	Dijon-Prenois
7-9 June	Zandvoort
10-12 July	Spa-Francorchamps
20-21 September	Zolder
25-26 October	Le Mans

Championship eligibility:

Dave Wilson (dwilson@lotuscars.com)

2014 Tech Talk

5 groups:	-V6 Cup	-Lotus Open
	-2 Eleven	-Production
	-Exige Cup	

Approx. car costs: 15,000€ - 120,000€

Approx. running costs: from 1,000€ per round

Entry fees: from 650€

Points highlights:

1st-25, 2nd-20, 3rd-17, 4th-15, then incrementally down one point for each finishing position score. 1 bonus point for fastest qualifier and lap in class. 11 highest scoring rounds plus bonus points count.



Lotus Cup UK SuperSport

Lotus racing gets serious

Launched in 2011, Lotus Cup UK is aimed at drivers who want all the benefits of a championship in a fair, safe and social environment, whilst driving arguably the most iconic of all British marques.

The three SuperSport classes ensure that the vast majority of Lotus race cars can compete, from the 2-Elevens and 4-cylinder Exige Cups, to the Evora and new V6 Exige. An Open class includes rarer models, including the Europa, 340R and Motorsport Elise. All categories are equalised on power-to-weight, placing the emphasis on driver ability. The overall winner will become an MSA-recognised champion.

Races run to a mini-endurance format, with five one-hour races, one at ninety minutes, one two-hour, plus one at seventy-five minutes. All feature a mandatory pit stop, enabling two drivers to share a car if required, reducing individual costs.

The pit stop format has proved to be hugely popular, not only adding an element of strategy to the racing, but also allowing team members other than the driver to get more involved. With refuelling and tyre changes allowed, the pit lane can often become busier than the track!

Weekends include free practice and qualifying sessions, whilst races will also be broadcast

on Motors TV as part of a one hour programme 'Lotus on Track'.

Races take place on the UK's best circuits, including Brands Hatch GP, Silverstone GP, Donington Park GP, Oulton Park and Snetterton 300, whilst an overseas round provides the chance to compete at Spa-Francorchamps.

The championship features the social environment for which all LoTRDC series are renowned, with a hospitality unit providing a social hub for both drivers and their guests.



2014 Tech Talk

3 groups:	-2-Eleven -Exige Cup -Lotus Open
Approx. car costs:	£20,000 - £95,000
Approx. running costs:	from £1,000 per round
Entry fees:	£625 - £800

Points highlights:

1st-25, 2nd-20, 3rd-17, 4th-15, then incrementally down one point for each finishing position score. 1 bonus point for fastest qualifier and lap in class. 7 highest scoring rounds plus bonus points count.

2014 Calendar

5 April	Snetterton 300
26 April	Silverstone GP
24 May	Rockingham
14 June	Oulton Park
10-12 July	Spa-Francorchamps
16-17 August	Brands Hatch GP
20 September	Donington Park GP
1 November	Snetterton 300

Championship eligibility:

Mark Anderson (mark@lotrdc.com)



Lotus Cup UK Production

Lotus racing gets serious

Lotus Cup UK was launched in 2011 and with huge grids throughout the year, was split into two championships for 2012 and beyond.

The Production championship is open to standard normally aspirated Elises and Exiges, with a minimum of modifications allowed. It runs to the same regulations as the Elise Trophy and Lotus Cup Europe's Production class, allowing drivers the opportunity to race in all three, with the two UK-based series sharing the bill on event weekends. Like the SuperSport classes, the overall winner will become an MSA-recognised champion.

Races run to a mini-endurance format, with five one-hour races, one at ninety minutes, one two-hour, plus one at seventy-five minutes. All feature a mandatory pit stop, enabling two drivers to share a car if required, reducing individual costs.

The pit stop format has proved to be hugely popular, not only adding an element of strategy to the racing, but also allowing team members other than the driver to get more involved. With refuelling and tyre changes allowed, the pit lane can often become busier than the track!

Weekends include free practice and qualifying sessions, whilst races will also be broadcast on

Motors TV as part of a one-hour programme 'Lotus on Track'.

Races take place on the UK's best circuits, including Brands Hatch GP, Silverstone GP, Donington Park GP, Oulton Park and Snetterton 300, whilst an overseas round provides the chance to compete at Spa-Francorchamps.

The championship features the social environment for which all LoTRDC series are renowned, with a hospitality unit providing a social hub for both drivers and their guests.



2014 Calendar

5 April	Snetterton 300
26 April	Silverstone GP
24 May	Rockingham
14 June	Oulton Park
10-12 July	Spa-Francorchamps
16-17 August	Brands Hatch GP
20 September	Donington Park GP
1 November	Snetterton 300

Championship eligibility:

Mark Anderson (mark@lotrdc.com)

2014 Tech Talk

Suitable cars:	-Elise S1	
	-Elise S2	-Elise Cup R
	-Exige S2	

Approx. car costs: £10,000 - £30,000

Approx. running costs: from £500 per round

Entry fees: £625 - £800

Points highlights:

1st-25, 2nd-20, 3rd-17, 4th-15, then incrementally down one point for each finishing position score. 1 bonus point for fastest qualifier and lap in class. 7 highest scoring rounds plus bonus points count.

LOTUS ON TRACK



ELISE TROPHY

Lotus on Track Elise Trophy

Best of British

The Elise Trophy was started by LoTRDC in 2007, with the intention of providing a safe and social environment in which drivers could graduate from track days to racing. In the following years it has introduced well over 100 enthusiasts to the world of competition, providing packed grids and entertaining action from day one. It has provided debuts for former F1 commentator Jake Humphrey, and Land Speed Record holder Wing Commander Andy Green OBE BA RAF.

The series has also provided a fun environment for established racers, either looking for a club racing fix, or as a stepping stone to greater achievements. Both Ginetta GT Supercup competitor Rob Boston and BTCC rookies Warren Scott & Jack Goff took part in the series before graduation.

Events take place alongside Lotus Cup UK and, running the same regulations for normally aspirated Elises and Exiges as the Production class in that series, competitors can enter both championships. Whether the cars are Rover or Toyota powered, the power-to-weight of both types is equalised, placing the emphasis on driver ability.

Races take place on the UK's best circuits,

including Brands Hatch GP, Silverstone GP, Donington Park GP, Oulton Park and Snetterton 300, whilst an overseas round provides the chance to compete at Spa-Francorchamps.

Elise Trophy races run to a sprint format, with 20 minutes of qualifying followed by two 20 minute races, the second of which features a reverse-top-ten grid. However, the Silverstone GP & Spa-Francorchamps rounds instead feature a 1 hour race on a shared grid with Lotus Cup UK.

The championship features the social environment for which all of the LoTRDC series are renowned, with a hospitality unit providing a social hub for drivers and their guests.



2014 Tech Talk

Suitable cars:	-Elise S1 -Elise S2 -Exige S2	-Elise Cup R
Approx. car costs:	£10,000 - £30,000	
Approx. running costs:	from £500 per round	
Entry fees:	£375 - £450	

Points highlights:

1st-25, 2nd-20, 3rd-17, 4th-15, then incrementally down one point for each finishing position score. 1 bonus point for fastest qualifier and lap in class. 12 highest scoring rounds plus bonus points count.

2014 Calendar

6 April	Snetterton 300
26 April	Silverstone GP
25 May	Rockingham
14 June	Oulton Park
10-12 July	Spa-Francorchamps
17 August	Brands Hatch GP
21 September	Donington Park GP
1 November	Snetterton 300

Championship eligibility:

Martin Styles (martin@lotrdc.com)



Lotus Cup UK Speed Championship

Back to our roots

LoTRDC was formed from the track day club from which it takes its name, however, the Elise Trophy was not the first motor sport event organised by its founders. Many of the drivers taking part in the first (2007) season cut their competitive teeth in sprinting.

After a successful return to this discipline in 2013, the club has launched the Lotus Cup UK Speed Championship for 2014. Ten rounds across the country, at circuits selected for their suitability for novice drivers, will aim to introduce more Lotus owners to motor sport.

Sprinting is the perfect stepping stone for drivers ready to take their first steps in competition, with drivers alone on the track and able to concentrate on their technique and speed. The Lotus Cup UK Speed Championship will operate similar technical rules to the race series, and drivers can easily graduate once they are comfortable with their performance.

The Lotus Cup UK Speed Championship will amalgamate with the popular SELOC Speed Series for 2014. With joint promotion of the combined championship, we expect it to be much

easier for Lotus owners to participate in sprinting from 2014 onwards. Road going cars can participate in sprinting and competitors will not need to fit a roll cage, fire extinguisher or harness to take part.

Two of the ten rounds will be on the Lotus test track at Hethel, a venue for several track days organised by Lotus-on-Track. Just like the Elise Trophy, the series is designed to be fun and sociable, where Lotus owners can meet up whilst taking part in grass roots motor sport.



2014 Calendar

16 March	North Weald
6 April	Snetterton
4 May	Hethel
10 May	MIRA
7 June	Abingdon
12 July	Blyton Park
13 July	Blyton Park
3 August	Hethel
21 September	Curborough
5 October	Debden

Championship eligibility:

Antony Laws (tony@lotrdc.com)

2014 Tech Talk

2 groups:

LoTRDC 1 - Lotus road going cars to Elise Trophy power limits; must be road registered, MOT and taxed.

LoTRDC 2 - Lotus cars running to Lotus Cup UK Super-Sport base regs - S/C Toyota, modified K series/Toyota and NA engine transplant cars.

Approx. car costs: £7,000 - £60,000

Approx. running costs: from £50 per round

Entry fees: from £70

Points highlights:

1st-25, 2nd-20, 3rd-17, 4th-15, then incrementally down one point for each finishing position score. 1 bonus point for fastest qualifier and lap in class. 7 highest scoring rounds count towards the championship.



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LOTUS ON TRACK

Europe's largest and most active trackday club

Lotus Cup Europe

The first Lotus Cup Europe champion was crowned in the final race of a tense season, which visited the continent's finest race circuits, writes Kevin Ritson.



There was a big change for the 2013 season of Lotus Cup Europe, which gained FIA International Series status and for the first time was run as a championship.

By the end of 2012 Greg Rasse had found the sweet spot of his Evora and became almost unstoppable. Only Jon Walker seemed to be able to offer a consistent challenge, although Xavier Georges' similar 2-Eleven and several other drivers, including the ever-present Christophe Lisandre, came close.

For 2013 Walker traded in his 2-Eleven for the new Exige V6 Cup R, powered by the same engine as the Evora but in a more familiar package. He

had already used this to devastating effect at Snetterton for the opening round of Lotus Cup UK and that was merely a shake-down. When he turned up at the Nürburgring it was only a deal to share the car with brother Nick that prevented him from taking a double victory, leaving one man to take the opening race of the year: Rasse. From here it soon became clear that a V6 engine was the thing to have. Whether it was the twisty undulations or the long uphill straight, Rasse's Evora coped magnificently at Dijon-Prenois after two battles with Walker. The Englishman then got his revenge when the championship returned to Germany for a round on their other Grand Prix circuit at Hockenheim, taking a brace of wins.





Two months later and after a non-championship appearance at Spa-Francorchamps for many of the drivers, hostilities resumed at Brands Hatch for the Lotus Festival. Walker rammed home his local knowledge, taking pole position by an enormous margin in torrential rain. He followed this up with two commanding victories, expanding the gap to the rest of the field at will. Rasse, initially a little out-of-sorts with the Grand Prix circuit, rallied round for the second race, but couldn't quite match his opponent.

Meanwhile, an interesting championship fight was developing. Walker didn't have the consistency to be at the front, which was often dominated by the 2-Elevens of Georges and Jura-X team mate Jeremy Lourenco, plus Production king Thomas Dehaibe. The latter had taken most of the class wins over category convert Laurent Feve, and Charlotte Burrige, and was well-placed for the overall honours. Meanwhile the Exige class was being dominated by newcomer Anthony Fournier, but he needed a few more points than his rivals.

The showdown took place at Zolder in Belgium, but whilst this may have looked to favour local man Rasse, losing out to the V6 Exige of Nikolaj Ipsen in race one pretty much put paid to his title hopes. He took a consolation victory in the last race of the year, completing a V6 clean sweep, but it was the slowest car of the bunch, Dehaibe's, that won the war.



In the end Walker took the V6 class title, with 2-Eleven winner Lourenco just missing out on the overall standings by eight points. Fournier had sewn up the Exige championship long ago, as had David Harvey in the Open class.



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The 2013 season started at a sunny Snetterton and ended at the same circuit under the cover of darkness. In between those two chilly Norfolk days there were several race winners and plenty of exciting action to be had, as the championship came to a thrilling climax with at least fifteen drivers in the hunt.

The opening encounter saw many drivers racing flat-out for victory on the 300 circuit. However, it was very much a race of attrition with several fancied runners falling by the wayside. Jamie

Stanley chased the brand new Exige V6 Cup R of Jon Walker for the win, but had to retire on the final lap. It was the first of two straight outright wins for the V6 class, with Andrew Bentley following this up after driving Adrian Lester's Evora solo at Silverstone. He duelled with Marcus Jewell's 2-Eleven on the new Grand Prix circuit in a thoroughly entertaining contest that wasn't short of a rub or two!

When the championship headed to Brands Hatch, Rob Fenn and Adrian Hall staged an intense

Lotus Cup UK

The third Lotus Cup UK championship season added two more names to a growing roll of honour after a close fight, writes Kevin Ritson.



fight for the lead. It was Fenn who prevailed and he did so again two meetings later at Spa-Francorchamps, after Jewell's optimistic lunge at La Source took out the Evra of Lotus Cup Europe regular Greg Rasse.

Before then, reigning champion Steve Train had scored the first of two victories, signalling a return of the 2-Elevens to the front of the field. Train may not have been as consistent as in 2012, but he proved that he was more than worthy of the number 1 carried by his car by taking wins at

Oulton Park and Donington.

If Train's 2-Eleven wasn't going to take the title, it was because Simon Deacon was getting even more out of his, including a win at Brands Hatch. The victory was all the more important because it had come just days after Datum Motorsport's Anthony Humphrey had suddenly passed away. Propelled to the top of the standings, Deacon held onto it through to the final round at Snetterton.

An unusual race format of two hours would see



full points awarded at half distance and 15 bonus points for each classified finisher. Deacon's closest challengers were Jamie Stanley in the GWS Exige, year one championship runner-up Ken Savage, now in a 2-Eleven, and the reigning champion. All three of them ran at the front, but Savage dropped out early on and whilst Train picked up the points for first place, he promptly retired on the next lap. Stanley had not only failed to score enough to demote Deacon, but also had to drive the last half hour on two cylinders.

Stanley at least had the consolation prize of the Exige Cup title, his third in a row, whilst Jeff Mileham and Steve Guglielmi, who had led the overall standings by being consistent finishers, took the Open Class championship. Whilst all of this was going on, Lotus Motorsport's Gavan Kershaw had taken over Ossy Yusuf's Evra and the guesting car was streaking away to the third V6 victory of the year. Deacon kept lapping at a decent pace, and ended the year as SuperSport Champion.

There were two titles decided at Snetterton

however, and the Production class had developed into a four-way fight. For much of the season Adam Gore, who had taken over 2012 champion Rob Boston's car, had set the pace. But reliability wasn't his strongest suit and he failed to score or dropped off the pace on several occasions. Benefiting at that first round was Andy Napier, but Gore got his revenge at Silverstone.

The Kent round supporting DTM saw the emergence of Stuart Plotnek as a title threat and he scored the win here, and never left the championship fight. He won again at Spa-Francorchamps, after Gore had taken victory at Oulton Park.

At the Lotus Festival Craig Denman was the winner, and he repeated this at Snetterton alongside Dave Carr. By then Gore had taken his third chequered flag of the season, but consistent scoring gave Napier the championship at Snetterton ahead of Wright and Plotnek.





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LOTUS ON TRACK



Elise Trophy

The Elise Trophy once again saw a mixture of old and new faces provide entertaining action throughout the field. Kevin Ritson looks back.

The Elise Trophy season got underway at Snetterton in April and although Rob Boston, a dominant force for much of 2012, had gone, an equally worthy replacement had arrived.

Boston had returned to the series, but this time behind the scenes, preparing his old car and a 111R for Adam Gore and Jason Baker respectively. Gore picked up where his team boss had left off, but not before a tussle with Luigi Mazza, returning after a season on the sidelines.

They ended the weekend with a victory apiece and it was a similar story at Brands Hatch, supporting the DTM. Mazza started from the back of the grid but fought his way to the front in both races. Gore took an easy win in the first, but both needed to fight their way forward in

the second encounter and this provided much entertainment. Phil Stratton-Lake led the early running until Martin Wills took over in the lead, whilst third-placed Nigel Hannam had his mirrors full of both Gore and Mazza, plus Clive Willis. After many attempts, Mazza surged through to second and then successfully attacked for the lead at Paddock Hill, moments before Gore and Hannam exited the race at the same spot.

At Oulton Park another familiar face returned to the fray. Andrew Bentley had turned his attentions to racing an Evora in Lotus Cup UK but he was back with a Hangar 111 prepared car in Cheshire. He took it to victory in race one, before a chaotic second event gave Baker the chance to take advantage and score his first win.





Gore was back in control at Cadwell Park, taking a brace of victories, but there was a different face on the top step of the podium at Brands Hatch for the Lotus Festival meeting. Craig Denman managed to get his car back to his liking and drove a storming first race, picking off his targets one-by-one. He passed Bentley for the lead but was involved in an incident in race two, leaving his opponent to claim the spoils. It was a strong performance from Bentley, who also drove a storming pair of Lotus Cup Europe races the same day, despite recovering from a broken wrist!

Bentley and Gore shared the wins at the final four races of the season, at Donington Park and Snetterton. They were joined by Mazza in the former meeting, and the three provided much of the entertainment at the sharp end. Bentley benefited from a clash between Gore and Mazza in the first race but Gore returned to winning ways later in the day.



At Snetterton Bentley took advantage of a passing shower to take pole position, but lost the lead halfway through the race. He held on in the second contest, whilst Craig Denman was best of the rest, at least until retiring with braking issues, handing Neil Stothert the final podium position in the last race of the season.

Gore's efforts were rewarded with Driver of the Season honours, but there were many fine performances as usual from the field. Next year the Elise Trophy gains championship status and it will be interesting to see how this changes the dynamic.





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THOMAS DEHAIBE

LOTUS CUP EUROPE CHAMPION

Lotus Cup Europe's inaugural champion won the title in his first full season of racing. He chats to Kevin Ritson.

How did you first get involved with Lotus Cup Europe?

Racing one day has long been my dream, and it all started in 1996 at the car show exhibition in Bruxelles when I first discovered the Elise. I promised myself I would buy an Elise one day and seven years ago I got the chance to buy a very well maintained Series 1 Elise. I soon started track days and I did OK from the first session but I had to learn slowly as I could not afford to go off the track and damage the car!

After several seasons I did a bit of preparation on the car and three years ago the car was finished, my lap times were improving at every track day, which gave me the impression that I was ready.

The following winter I bought a Production class right-hand-drive Elise, got my licence and registered for my first race in Lotus Cup Europe, which was July 2012 at Spa. After driving the car I managed to finish both races without missing too many gear changes! Two months later I was in Zolder for the last round, I managed to get the class pole, and I remember there were three drivers within a tenth, so it promised to be a good race. At the first chicane I think I lost three places, and this was a kick; I concentrated and got my position back at the end of the race for my first win. I set my sights on Nürburgring for the first round of 2013.

Did you always intend to race in the Production class?

This class suits me perfectly, as they are very close to street cars it is accessible for a gentleman racer, so I believe it is a superb first step into the racing world. This was the only series in which I could manage to race, so I have no regret about it, the Series 1 cars are the lightest, they are the genuine spirit of Lotus, these cars are wonderful.

Were you surprised at your pace in the series compared to your rivals?

Although I was really confident in the work completed during the winter by the ES Motorsport team to build a fast and reliable car, I had no idea where I would be compared to other racers. Starting 2013 at the Nürburgring, the pace was good, almost comfortable. I was not too surprised though as I know the track well; I live midway between Nürburg and Spa. The real indication was at Dijon and Hockenheim where I have never been before and managed to get two poles in class; then I started to get confidence and knew I could try something.

All this might never have happened as at the beginning of the season I planned to race only three rounds: Nürburgring, Spa and Zolder. However my friend Dave (Carr) from ES convinced me to do the complete championship. I had to find some solutions due to FIA rule modifications during winter, but eventually I did it and I have to thank him for this.



At what point in the season did you start to think about your championship chances?

When I did a full house at Hockenheim; after my retirement in race two at Dijon (blown fuse), I needed to finish both races to be in a position to fight for the championship. There I really started to drive no more than I had to in order to keep a gap and bring the car back, if possible in first position. They were my first wins that relied a little less on racing fun and more on strategy: I knew that reliability would be the key of the championship. It was not easy anyway because in Dijon I took it a bit too easy, I had no rhythm in the car and I almost got caught by Laurent on the last lap.

How did the Zolder weekend compare to the rest of the season?

I arrived there very impatient to race. All weekend long I had been thinking about not doing something silly and in the end I was not happy about my feeling in the car; it was hard to concentrate 100%. Laurent and Charlotte, who had been competitive all season long, were really fighting back since Brands Hatch. I had no pace in testing and was lucky to complete a good lap in qualifying to get P1; best position to start but still two races to go...

You were not in a direct race with your title rivals at Zolder – did that make it a more difficult task?

In race one I tried to build a gap that I never actually had, so I had to race like I did at the first race of the season, so when I crossed the line I was delighted. We then started to count the points down for the last race; I believe five drivers were fighting to win

the overall championship and I had to finish the race in the class top three to be champion. We finished P2, and that was it.

Which circuits did you most enjoy racing at this year?

This year I really enjoyed the Brands Hatch Grand Prix circuit. To me what makes a track superb is not only the track itself, the fast turns, etc, but the history, the myth. It all goes together and Brands Hatch has all that it requires. It is so difficult to get to grips with, you have to be humble, as in Spa. The section that really makes me love it are the three right turns at the back of the circuit in the woods. Going up and downhill much faster than they look initially, you have to be committed; that's a great feeling, like the one you get when entering Eau Rouge, Blanchimont or Pouhon.

How did you celebrate your title victory?

I am still celebrating, that must be my Belgian spirit!

What are your racing plans for next year?

I will see after the end of the party! I hope I will be there next year, although the never ending question of budget is a bitter reality. Running the right way for the championship this year is a one-off without sponsorship.

I have placed my car for sale. I want to see if I can get new opportunities, racing a faster car, I would love to race a 2-Eleven.



SIMON DEACON

LOTUS CUP UK SUPERSPORT CHAMPION

Simon Deacon fought off more than ten rivals for the Lotus Cup UK SuperSport title at Snetterton. Kevin Ritson caught up with him amidst the early celebrations.

Congratulations on becoming the Lotus Cup UK SuperSport champion – how does it feel?

I'm really excited; we had a brilliant weekend, plus we've had a really hard year with Anthony (Humphrey, of Datum Motorsport) passing away, so this is for him and his family and my whole team; they've done a really good job!

You've been a stalwart of Lotus racing, haven't you?

I started around 2007 at the end of the season, with the Elise Trophy production cars and carried on from there. I then stepped up to a 2-Eleven and

I've been fighting for the championship for the past couple of years. I've just missed out before due to the car breaking or something not lasting but today they've all done a really good job, the car has made it with no problem at all.

You won the inaugural Lotus Cup UK race at this circuit, how has your approach changed over the last three seasons?

I think qualifying in endurance racing is not so important - if you come back and are on the third or fourth row, you still can do it quite easily, even if you're in tenth. So it's really quite good that we've made it.





there's a tight knit community in the paddock with all the drivers, they're all good and we really enjoy coming out at the weekends and racing together.



There seems to be a good sense of camaraderie in the 2-Eleven class?

We get on really well, there's a tight knit community in the paddock with all the drivers, and especially 2-Eleven drivers Steve Train, Ken Savage, Marcus Jewell and Tom Chatterway. They're all good drivers and we really enjoy coming out at the weekends and racing together.

What are your plans for next year?

I think we can try and win the title back again and we've got it to fight for. There are some really

competitive cars out there and some close battles, so we'll give our best to win it again.

How do you plan on celebrating your title?

Well I'm off to China tomorrow for a week! So I'll be able to soak it all up and think about it, and when I come back really celebrate it after the Lotus 6 Hour race which we're doing.



ANDY NAPIER

LOTUS CUP UK PRODUCTION CHAMPION

Andy Napier's title-winning season was built on consistency and years of quiet dedication. He spoke to Kevin Ritson after taking the spoils at Snetterton.

There's quite an interesting story behind the car that you've won the title with, isn't there?

It was bought seven years ago from Phil Peek, who is a purveyor of second-hand Lotus parts! He bought it for a project, and I then bought it from him as a complete non-runner. Rather than polishing, it needed lawn-mowing, because it had been parked by the side of the road for 18 months by a gentleman who had suffered a spinal injury and couldn't get in it anymore. It was taken apart and resurrected as a race car on my parents' driveway, so it's gone from being an unloved non-runner to a championship-winning car in the space of six years.

It's taken a few years to get the car right and there was a famous accident with a certain TV presenter too!

Yes - Jake Humphrey, Norwich boy! The thing had just been resprayed, it turned up at Silverstone in Spurs colours, lasted most of qualifying until I found him halfway across the circuit at Copse. He went one way, then another, so I made a decision, picked the wrong one and wiped him out on TV, which was apparently exactly what people wanted to see, much to my confusion!

That was 2009, the seasons since have been getting the car to where it is now - what issues did you have?

Most issues were largely electrical and the fact that I don't think we realised how badly being a non-runner had affected this. Over the course of a winter we completely stripped it back to a chassis and both myself and electronics wiz Brian Drought rebuilt it from the ground up. Once these issues were out of the way it's been pretty

stable. At the moment I think the chassis itself is on about 150,000 miles, which is pretty good by road car standards! I'm curious to find out if there are any more championship-winning cars that have more miles than that.

This year, did the first round win give you a feeling that the title was on?

With regard to the first round, I have to acknowledge that in sports endurance racing the safety car will make or break a race, and we were probably given a lot more credit than we were due. It was probably the second place at Spa or the third at Oulton which are not tracks that I visit very often or particularly favourites of mine. I did a lot of testing at Oulton, so the result was rewarded by the amount of work that I put in.





Did the strategy change much during the year?

No, it was always to fit a big tank, not to refuel during the races because people tend to fluster with this. We're enthusiasts, not pros – we just want to make life as easy as possible. The strategy was always to pit as late as possible and to allow for that I've spent a lot of time at the gym getting my stamina up, so that I wasn't switching off after 40 minutes.

Is there a good atmosphere with your championship rivals?

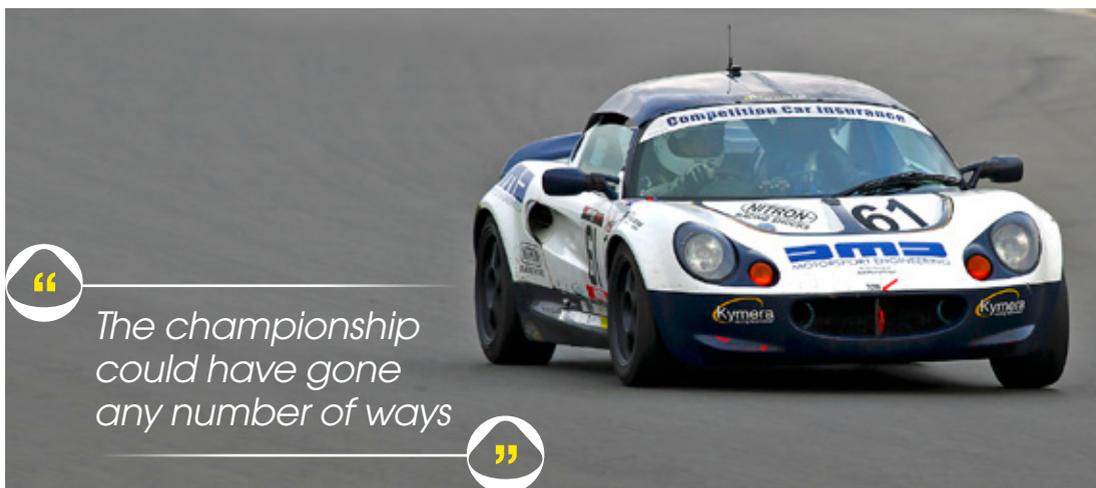
Yes. Andrew Wright is another steady driver like me, and our cars are prepared by the same guys. We're doing the 6 Hour race together and Andrew, plus Stuart Plotnek, Adam Gore and Jon LaMaster are all careful and considerate gentlemen drivers that you could race with all day long. The championship could have gone any number of ways.

What are your plans for next year?

More of the same. The car will be stripped back and it's going to be rebuilt for the Elise Trophy, so simplified, lightened and set up for the 20 minute races, and I'm going to sprint it in the Lotus Cup UK Speed Championship. I've also got a Series 2 135R, which will be a Lotus Cup car for next year - for various reasons it's the time to switch.

How do you plan on celebrating your title?

Tonight by staying uncharacteristically sober – I've got to drive back to Milton Keynes and get up for work at 5am in the morning! I shall probably cane it next week and spend another week after that getting ready for the Lotus 6 Hour race.



“

The championship could have gone any number of ways

”



ADAM GORE

LOTUS ON TRACK ELISE TROPHY DRIVER OF THE SEASON

Elise Trophy driver of the season Adam Gore followed in the footsteps of team boss Rob Boston with similar success, as he explains to Kevin Ritson.

What did you race in before the Elise Trophy?

I raced Mazda MX-5 Mk1s for a couple of years, then I did Mazda MX-5 Mk3 and Mk1, racing both cars for a year. It was amazing grounding for coming into Lotus racing because the Mazdas were lovely to drive.

Did you know Rob Boston from those days?

It was a friend of mine, Andrew Bentley, who put me in contact with Rob, and I started racing Mazdas with him. We've been with Rob Boston Racing ever since, so it's been four years now.

How did you find the Elise to drive compared to the MX-5s?

In the dry it's fantastic, very similar. Obviously it's a lot lighter on the front end, so there's more understeer, but it's really planted and a really nice car. In the wet it's a bit of a handful; there's loads of understeer and then as soon as the front grips, the back flips around on you, so that was quite a challenge. It's very different, but you get used to it; catch the slide and then you get on it!



You certainly coped well and you picked up where Rob left off. Did you expect to be so competitive?

I was hoping to go that well, but you never know going into a new series. I knew Rob had done well, I knew how much faster he was last year. He was always a couple of tenths faster than me in the Mazdas, so I thought that I should be OK.



At the first Snetterton race you were straight into a fight with Luigi Mazza – how did the opposition compare to the competition in Mazdas?

Luigi and Andrew Bentley were definitely the toughest competitors. It was similar to the Mazdas, although that series has more contact; with a Mazda Mk1 it costs £10-15 for a panel and if you

give someone a little nudge you can still carry on, whereas in these if you give someone a nudge something breaks and the front clam comes off! But there were still bits of contact here and there and they were hard opponents.

You also did Lotus Cup UK the same year, so how did that go for you?

I really enjoyed it. It was very different with the endurance format, very unusual coming from sprint racing and it took a little bit of time to get used to that, but I loved the endurance aspect as much as the sprint races so that was great.

What are your plans for next year?

I'd love to do SuperSport but it's finding the extra money, so if anyone needs a driver to partner with them in the SuperSport class then give me a call! Otherwise I will race a Production car again.



LOTUS 6 Hour

The fourth annual Lotus endurance race was dedicated to last year's pole sitter Sean Edwards, who passed away weeks before he was expected to return to the event as the new Porsche Supercup champion.





Once again the entry included a mixture of Elise Trophy and Lotus Cup entrants, plus guest drivers. Last year's winning car, the Go Green Motorsport Elise, with David and Rob Fenn on board alongside Adam Wilcox, would start as favourite. The 1000km-winning Fox Motorsport Exige would see Jamie Stanley reunited with 2012 team mates BJ Chong and Paul McNeilly. 2012 and 2013 Lotus Cup UK champions Steve Train and Simon Deacon were also competing, whilst Campbell Cassidy and Chris Randall would be fielding a livery in tribute to Edwards, who raced the car last year.

In the Elise Trophy class, Lotus Cup UK Production champion Andy Napier joined runner-up Andrew Wright, whilst inaugural LCUK champion Steve Quick teamed up with Craig Denman. Ken Savage would race with his son Ryan for the first time, whilst the Witham Cars Japan line-up, Adam Bewsey, Dan Plant and Japan's Yuji Shinohara, were back for a third year in succession and chasing another podium.

Practice and Qualifying

A Friday evening practice session provided an opportunity for the drivers to acclimatise to the dark conditions, and torrential rain just moments before the pit lane opened. Track Club 4's Jamie Orton and Nathan Freke pairing of Ginetta racers found the Exige V6 to their liking, to post the fastest time ahead of CAST Motorsport, consisting of BTCC newcomer Jack Goff, Deacon and Phill Capstick. The Hofmann's car was third, whilst the Elise Trophy class was led by Martin's Angels – Martin Donnelly, Charlotte Burridge and Gisella Ketvel.

In the initially dry Saturday qualifying session, the early pace was set by the Fox Motorsport team, before Michael Claessens and Sam Hancock topped the order at the wheel of the Track Club 3 2-Eleven. With rain arriving late in the session,

they held the position from Go Green, Track Club 1 and Fox Motorsport. The Elise Trophy category was headed by Jason Baker & Adam Gore's Rob Boston Racing, from Martin's Angels, and Dave Carr & Matthias Radestock's ES Motorsport.

Hour One

Track Club got off to a great start, with 3 leading 1 and 4 in the early laps, whilst 2 fought with CAST, Go Green and Hofmann's, as Perrys led Rob Boston Racing in the Production class. However Gore pitted his car very early, leading Martin's Angels second in the category, which soon became first.

There were some close dices between CAST, Go Green and Track Club 2 in the early laps, whilst the Fox car kept close company. Track Club 4 assumed second place as the opening hour progressed and the car, piloted by Orton, closed in on Hancock in the lead. Martin's Angels continued to lead the Elise Trophy class, now from Team ODRIC (Quick/Denman), whilst the Perrys car (Savage/Savage) made it's first pit stop, bringing the Rob Boston team back to third place.

Hour Two

The second-placed Track Club 4 car pitted early on into the hour, as did Martin's Angels from the lead of the Elise Trophy class. The rain began to fall again, catching out Track Club 1's driver, the 2-Eleven spinning down the hill from Druids. The leaders pitted after almost 90 minutes, putting Fox at the front for the first time, whilst Rob Boston Racing reclaimed the Elise Trophy class lead.

The Fox car was next to stop, after 100 minutes of racing. This meant that Track Club 3 re-took the lead of the race from Go Green, who had jumped Track Club 4 during the stop sequence. However, the Exige V6 reassumed the position as the second hour came towards its end. A pit stop for Rob Boston Racing gave Team ODRIC the Elise Trophy class lead, but not for long as driver Quick left the circuit, causing a safety car intervention.

Hour Three

The third hour got going properly when the safety car pulled in after ten minutes. This led to a



couple of frantic laps as the field sorted itself out, and the Exige V6 at the hands of Freke surged into the lead. Go Green then took second briefly before being forced to take a drive-through penalty, as rookie Claessens found himself under pressure. Perrys also lost two laps at this stage after their pit stop was adjudged to be too short.

The safety car was then called back into action as Quick entered the gravel at Paddock Hill. At the restart there were three cars on the lead lap: Track Club 4, Go Green and Track Club 3. However there was a problem in sight for the race leaders; not from the car, but Orton, who was suffering with back problems. With drivers only allowed to spend a maximum of two hours in the car, the team had no option but to retire the car, which they did at the halfway point of the race. This left Go Green ahead of Track Club 3 and CAST. In the Elise Trophy class Rob Boston Racing still led by several laps now, from the Posh & Sex team (Wright/Napier).

Hour Four

The fourth hour started with high-profile pit stops for Go Green, Track Club 3 and Track Club 2, followed by CAST. Whilst Go Green kept their lead, the car was back in the pits with a suspected cooling issue. This dropped it right down the order as Track Club 3, CAST, Track Club 2 and Fox quickly moved ahead. After a few minutes in the garage, a failed water pump was diagnosed on the Go Green car, so Track Club 3, the early race leader, was back in front.

The lead of the Elise Trophy class seemed to be in less danger, Gore having handed the baton to Baker, and the Rob Boston Racing team enjoyed

a sizeable advantage over Witham Cars Japan and ES Motorsport as the sky began to darken.

Hour Five

As the drivers raced on into dusk, the SuperSport battle neutralised, although Goff in the CAST car and Stanley in the Fox Exige were locked in an intense battle for the podium.

Meanwhile Donnelly had returned to the wheel of the Martin's Angels car, and was chasing the teams ahead, many of which had pit stops still to make. Witham Cars Japan went for a driver change, whilst Donnelly passed Farmers Boots and Team ODRIC in his pursuit of them.

Hour Six

The safety car was called out as the hour began to recover the Perrys car, which was in the gravel. As the race resumed Stanley continued to close in on Goff, however with just half an hour to go the CAST car pitted and a pall of smoke appeared, signalling retirement. This left Fox in third from the victorious Track Club 3 and 2 teams, the latter, piloted by Adam Gore and Adam Balon, had gained some ground after a stealthy race but ended the race a lap down on Hancock and Claessens.

Donnelly hadn't given up, and he hauled the Martin's Angels car onto the Elise Trophy podium alongside Rob Boston Racing, who had dominated the class, and ES Motorsport's Dave Carr and Matthias Radestock.





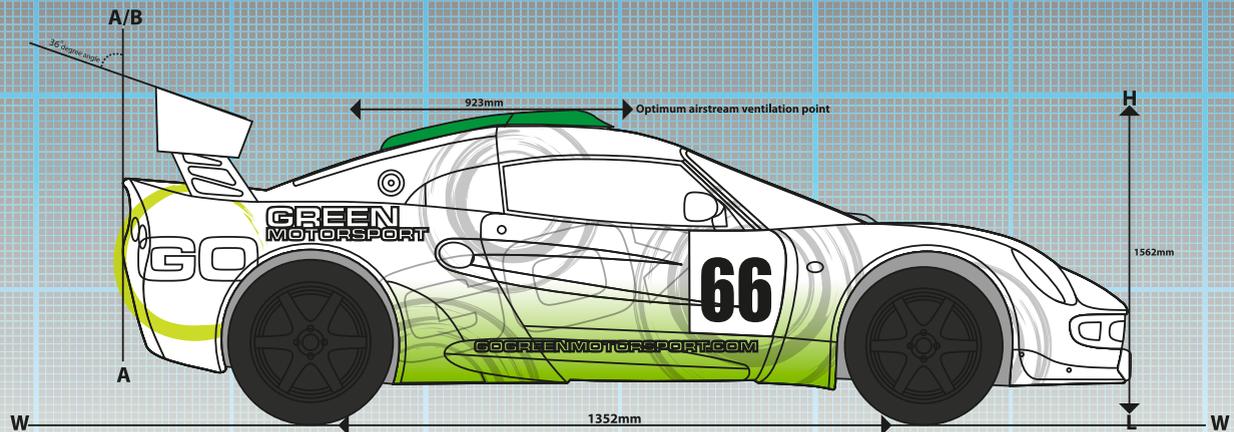
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LoTRDC Timeline



Elise Trophy supports its first major European race meeting – DTM



Awarded Motorsport News' "Most impressive new series of the year"



Due to huge number of cars – Class A (Production) gets it's own grid

Mar 2007

Jun 2007

Oct 2007

Nov 2007

Dec 2007

Mar 2008

May 2008



Elise Trophy launches with full grid in front of thousands of Lotus fans at Brands Hatch



Elise Trophy heads abroad for the first time visiting Spa Francorchamps



Elise Trophy gains Lotus Elise a spot in Autosport's 'top 10 cars of the year'



Elise Trophy supports the A1 GP in front of 50,000 spectators: Lotus F1 legend and double World Champion Emerson Fittipaldi shows his support with paddock visit



Lotus Cup UK was launched, headlining the opening race meeting at the all new Snetterton 300 circuit



LCUK granted 2 championships for 2012 – Production & SuperSport



Go Green Motorsport win the first ever Lotus 6 hour race at Brands Hatch

Nov 2010

Jan 2011

Jan 2011

Oct 2011

Nov 2011

Nov 2012

Nov 2012



Lotus 1000KM brings a very special event back to Brands Hatch for the longest ever Lotus race – won by Fox Motorsport in just under 9 hours



LoTRDC enter a team in a 24 hour race for the first time at Dubai 24H



Yuji Shinohara comes from Japan to compete in the 1000KM and his team proceed to win the ET race while Stratton Motor Company win overall in an Evora



Lotus Cup Europe granted FIA Championship status

2007 - 2013



A pair of drives in the ET raise nearly £9000 in the Elise Garden Party charity auction



World Land Speed record holder - Wing Commander Andy Green OBE BA RAF races for the first time ever at the Lotus Festival

GoMotorsport.net

BBC SPORT

Elise Trophy features on BBC1's coverage of the Abu Dhabi Grand Prix with 2 programmes to promote Go Motorsport



Major James Cameron of the Second Royal Tank Regiment competes in the DTM round before leaving for duty in Afghanistan

Sep 2008

Oct 2008

Jun 2009

Oct 2009

Nov 2009

Jun 2010

Sep 2010



Group Lotus ask LoTRDC to take over organisation of Lotus Cup Europe



BBC1 F1 anchor Jake Humphrey races for the very first time and chooses the Elise Trophy



Lotus Festival supported by Lotus Racing F1 team



Lotus Cup UK Production champion - Rob Boston - awarded Autosport's top club driver of the year



Lotus Cup Europe featured in "AUTO", the International journal of the FIA



Charlotte Burrige wins the BWRDC Jean Denton Newcomers Award & BWRDC International Race Driver of the Year for her championship performance in Lotus Cup Europe



Lotus on Track Elise Trophy granted championship status for the 2014 season

Dec 2012

Sep 2013

Sep 2013

Oct 2013

Nov 2013

Nov 2013

Dec 2013



Thomas Dehaibe crowned as the first ever FIA International Lotus Cup Europe Champion



Lotus Cup UK Sprint Series & SELOC Speed Series amalgamated to form Lotus Cup UK Speed Championship for 2014

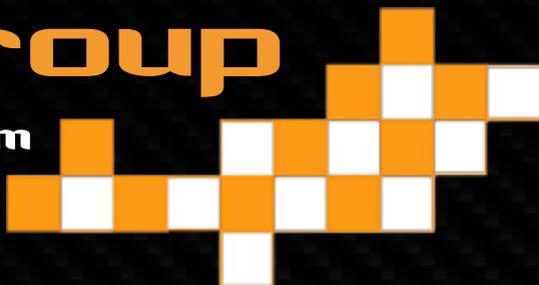


Sam Hancock & Michael Claessens capture Lotus 6 hour win while Jason Baker & Adam Gore take Elise Trophy honours

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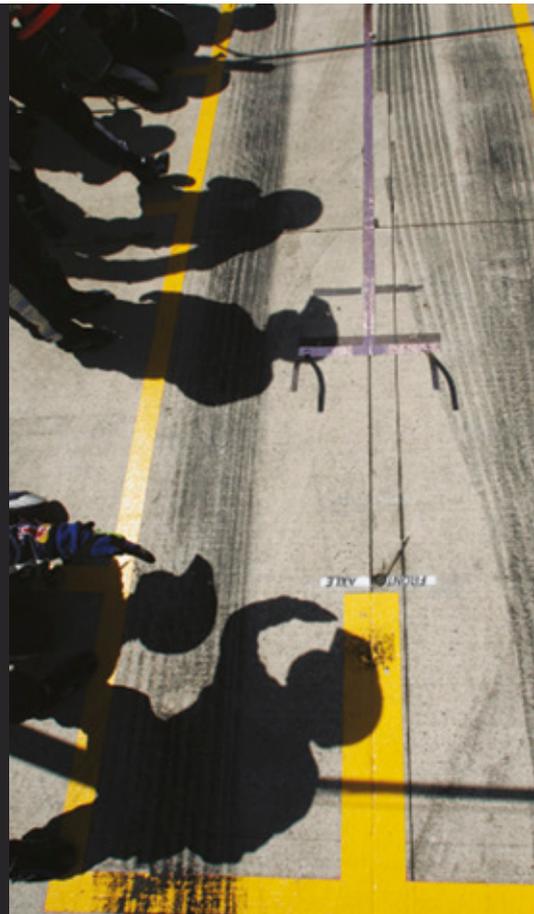
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- MSVR provides the highest levels of quality, value and customer care for its competitors
- MSVR's portfolio proudly includes the Lotus Elise Trophy, Lotus Cup UK, Lotus Cup Europe and the Lotus Cup UK Speed Championship
- 2014 will see MSVR run over thirty motor racing events across ten circuits in the UK. We look forward to welcoming all Lotus on Track Racing Drivers' Club competitors in 2014

2014

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Iceni is proud to be associated with the Lotus on Track Elise Trophy and Lotus Cup UK. Great English brands working together.

The poster features a dark green background with a collage of Lotus cars. At the top, there is a banner with logos for Lotus, MSVR, Brands Hatch, Lotus, the Lotus Forum, and the British GT Championship. The central text reads 'LOTUS FESTIVAL BRANDS HATCH GP' in large, bold, green and yellow letters, flanked by yellow laurel wreaths. Below this, a red banner says 'SUNDAY 17 AUGUST 2014'. At the bottom, four Lotus cars are shown: a silver Elise, a green and yellow Formula 1 car, a white Lotus Evija, and a white Lotus Evija. The Brands Hatch logo is in the bottom right corner, and the website 'WWW.LOTUS-FESTIVAL.COM' is at the bottom center.

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START YOUR **ENGINES**

Good luck to all racing with the Lotus Cup series and Elise Trophy in 2014. Please remember that we are here to help for all your requirements technically, mechanically or for race parts.

Rupert Manwaring
Director, Lotus Racing

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2014 CALENDAR

In 2014 LoTRDC will tour the continent's best circuits, with appearances at the Jim Clark Revival at Hockenheim, FIA European Truck Grand Prix at Zolder, plus returns to Dijon Prenois, Zandvoort, Spa Francorchamps and Le Mans in the Lotus Cup Europe calendar.

The UK season is bookended by visits to Snetterton, with a debut trip to Rockingham and the annual Lotus Festival at Brands Hatch, plus races at Silverstone and Donington.

The Lotus Cup UK Speed Championship is new for 2014 and its itinerary takes in the Lotus test track at Hethel twice, as well as popular sprint venues North Weald, Abingdon and Curborough.



11-13 April	Hockenheim
9-11 May	Dijon Prenois
7-9 June	Zandvoort
10-12 July	Spa Francorchamps
20-21 September	Zolder
25-26 October	Le Mans



www.lotuscupeurope.com

5 April	Snetterton 300
26 April	Silverstone GP
24 May	Rockingham
14 June	Oulton Park
10-12 July	Spa Francorchamps
16-17 August	Brands Hatch GP
20 September	Donington Park GP
1 November	Snetterton 300

www.lotuscupuk.com

6 April	Snetterton 300
26 April	Silverstone GP
25 May	Rockingham
14 June	Oulton Park
10-12 July	Spa Francorchamps
17 August	Brands Hatch GP
21 September	Donington Park GP
1 November	Snetterton 300

www.elisetrophy.com

16 March	North Weald
6 April	Snetterton
4 May	Hethel
10 May	MIRA
7 June	Abingdon
12-13 July	Blyton Park
3 August	Hethel
21 September	Curborough
5 October	Debden

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