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WELCOME

The 2014 season was a hugely successful one for LoTRDC, and also an extremely busy one, with five champions crowned in our four series. In addition to Lotus Cup Europe and UK, the Elise Trophy ran as a championship for the first time, and the Lotus Cup UK Speed Championship provided a fun and social environment for first-time competitors.

To ensure that all four of these series are given the attention that they require, the Elise Trophy and Lotus Cup UK championships will be run by a new organisation, LCUK, headed up by Stephen Docherty and former champion Steve Train. Between them they have several years of knowledge accumulated from competing in Lotus racing at both driver and team level in addition to business expertise.



Meanwhile I'll continue to oversee the Lotus Cup UK Speed Championship and FIA approved Lotus Cup Europe championship, which of course would not be possible without the hard work of LoTRDC's team of volunteers and the tireless efforts of marshals throughout the continent.

It's almost a decade since we first thought of the concept of an Elise Trophy for trackday enthusiasts, and the series continues to provide fantastic racing. The transition to championship status proved to be a big success, with Adam Gore prevailing over a huge field to take the inaugural title. Adam also took the Lotus Cup UK Production title, and a tight battle in the SuperSport class saw Adam Knight secure the championship after a tense two-hour night race at Snetterton.

An equally close fight in Lotus Cup Europe was resolved in Jeremy Lourenco's favour, and the Frenchman faced a high level of opposition this year in its second year since gaining FIA International Series status. The entry was spread across the continent, with no fewer than ten nationalities represented.

Lotus Cup Europe will again visit some of Europe's best venues in 2015. From Le Mans to Spa Francorchamps, and Brands Hatch GP to Hockenheim. The latter will be held during the Jim Clark Revival event for the second year running, and our visit to Le Mans will coincide with the 24 Heures Camions weekend.

The Speed Championship's inaugural season was another big success, with Xavier Brooke becoming the first champion after 10 rounds at sprint venues around the country. This included a brace of visits to Hethel – the home of Lotus, and two events at Snetterton alongside the UK race championships.

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!

Paul Golding
Championship Co-ordinator





Lotus Cup Europe, now in its tenth 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 some of the continent's biggest motor sport events and selected races have been shown on television, as part of the Motors TV series 'Lotus on Track'. In 2015 Lotus Cup Europe will feature in seven Motors TV programmes, each lasting for an hour and broadcast throughout Europe, including a welcome return in France.

Competitors are assured maximum time on track during events, and many of these open with a test day, for which drivers are welcome to enter. Race weekends start with a free practice session, and this is followed by 30 minutes of qualifying. There are two half-hour races, with both standing and rolling starts employed.

Events include support from Group Lotus both in terms of marketing and technical policing. This extends to a dedicated hospitality unit, where competitors can go for help and advice throughout the weekend. It also provides a social hub, including catering facilities, that has proved as important amongst the drivers as the competition itself.

Entries are split into four classes, which are also eligible for other LoTRDC series.

V6 Cup - for the Exige V6 Cup and Evora models.

2-Eleven - for the four-cylinder supercharged open-top 2-Eleven.

Production - for normally aspirated Elises and Exiges.

2015 Tech Talk

4 groups: -V6 Cup -Lotus Open
-2 Eleven -Production

Approx. car costs: 18,000€ - 120,000€

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

Entry fees: from 850€

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 count.

2015 Calendar

10-12 April	Hockenheim
2-3 May	Dijon-Prenois
30-31 May	Magny-Cours
10-11 July	Spa-Francorchamps
15-16 August	Brands Hatch GP
18-20 September	Zolder
10-11 October	Le Mans*

*Additional 'Super' race with double classification points

Lotus Cup Europe

Europe's finest coming together

Lotus Open – for 2015 this will now incorporate the Exige Cup class for four-cylinder Exige Cup cars, and the old invitation class for Lotus cars that are not eligible for the above categories. Open to Exige, Elise and the 340R.

The V6 Cup, 2-Eleven and Open classes are equalised on power-to-weight, ensuring that each entrant has a chance of overall victory. With grid numbers increasing year-on-year, we're aiming to separate Production grids from the other classes in 2016, to allow all drivers the opportunity to score outright race wins.

Championship points are scored according to class position, with bonus points added for number of cars starting races in each class, therefore drivers from all four classes have an equal chance of competing for the overall title. Thomas was the 2013 champion whilst competing in the Production class while Jérémy won the 2014 championship with a 2-Eleven.

There will be an extra race at the season's final round at Le Mans. The series will support the popular 24 Heures Camions event, which attracts a huge crowd to the famous French circuit. Double points will be awarded in the final

race of the three. We're certain to be assured that the overall and class championships will go right down to the wire!

In addition to Le Mans, Lotus Cup Europe visits many of the continent's finest circuits, with events taking place on classic Grand Prix venues including Brands Hatch in the UK, Spa-Francorchamps and Zolder in Belgium, Dijon-Prenois in France, and Hockenheim in Germany. Many of the rounds support major European race meetings, including the Jim Clark Revival / Hockenheim Historic, Fun Cup 25 Hours and Belgian FIA Truck Grand Prix as well as the 24 Heures Camions. The Brands Hatch and Spa rounds also feature the Lotus Cup UK and Elise Trophy championships, and the UK race is part of the annual Lotus Festival, Europe's largest gathering of Lotus enthusiasts.

The championship is open to drivers at all levels of experience, provided that they hold an International D licence or higher. Whilst the series has grown hugely since its inception a decade ago, the emphasis has firmly remained as a fun and social environment in which to compete.





The Lotus on Track Racing Drivers Club 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 season in 2007 cut their competitive teeth in sprinting.

The Lotus Cup UK Speed Championship was inaugurated in 2014, consolidating the two main sprint series for Lotus enthusiasts. The ten rounds, spread across the country at a variety of sprint and race circuits, proved to be a hit with drivers and an eleventh, non-championship, round was added at the end of the season.

Sprinting is the perfect stepping stone for drivers

ready to take their first steps in competition, with drivers alone on the track and without the distraction of other cars, or the fear of contact, able to concentrate on their technique and speed. It appeals to both track day drivers, who are able to use their skills in a competitive environment, and complete novices, who can instantly compare their performances to the frontrunners.

Sprinting is also an accessible form of motorsport. Road going cars are eligible to participate, and the vast majority of competitors will not need to fit a roll cage, fire extinguisher or harness to take part. Events take place over just a single day, avoiding the need to book accommodation.



2015 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.

2015 Calendar

15 March	North Weald
4 April	Snetterton
3 May	Hethel
9 May	MIRA
6 June	Abingdon
11 July	Blyton Park
12 July	Blyton Park
2 August	Hethel
20 September	Curborough
1 November	Snetterton

Lotus Cup UK Speed Championship

Back to our roots

The Lotus Cup UK Speed Championship operates similar technical rules to the race series, with classes for normally-aspirated Production and faster SuperSport cars. Drivers can easily graduate to racing once they are comfortable with their performance and ready to take the next step.

Each of the 2015 championship's rounds has been selected for their suitability for novice drivers, with a variety of venues ranging from sprint circuits, airfields and race tracks. These will include the Lotus test track at Hethel, a popular venue for several track days organised by Lotus-on-Track, and the Snetterton circuit, where drivers will compete on the same bill as the Lotus Cup UK and Elise Trophy championships.

At each round competitors will get the opportunity to walk the course, before commencing with two practice runs to learn the course. They will then have two or three chances to post their fastest time. Their best time from these two or three runs will be classified in the final results.

Just like the racing series, the Lotus Cup UK Speed Championship is designed to be fun and sociable, creating an environment where Lotus owners can meet up whilst taking part in grass roots motor sport.





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 Silverstone GP and Brands Hatch GP,

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 a hospitality area providing a social hub for both drivers and their guests. New organisers LCUK will take over the organisation for 2015.



2015 Tech Talk

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

Approx. car costs: £10,000 - £50,000

Approx. running costs: from £500 per round

Entry fees: from £450

Points highlights:

1st-30, 2nd-25, 3rd-22, 4th-19, 5th-17, 6th-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.

2015 Calendar

4 April	Snetterton 300
26 April	Donington Park
24 May	Rockingham
20 June	Oulton Park
10-11 July	Spa-Francorchamps
16 August	Brands Hatch GP
12 September	Silverstone GP
31 October	Snetterton 300



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Lotus Cup UK

UK 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 SuperSport championship includes three classes ensuring that the vast majority of Lotus race cars can compete. All categories are equalised on power-to-weight, placing the emphasis on driver ability. The Production championship is open to standard Elises and Exiges, with a minimum of modifications allowed. It runs to the same regulations as the Elise Trophy, allowing drivers to double up, with the two series sharing the bill on event weekends.

Races run to a mini-endurance format, with seven one-hour races and the season finale at ninety 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.

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



2015 Tech Talk

- 2 Championships:** -SuperSport
-Production
- Approx. car costs:** £10,000 - £95,000
- Approx. running costs:** from £500 per round
- Entry fees:** from £850

Points highlights:

1st-30, 2nd-25, 3rd-22, 4th-19, 5th-17, 6th-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.

2015 Calendar

- 4 April Snetterton 300
- 25 April Donington Park
- 23 May Rockingham
- 20 June Oulton Park
- 10-11 July Spa-Francorchamps
- 15-16 August Brands Hatch GP
- 12 September Silverstone GP
- 31 October Snetterton 300

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Lotus Cup Europe Review

The 2014 Lotus Cup Europe season can be distilled into two different stories: the battle for race wins and the overall title fight.

The former once again was fought almost exclusively by the V6 Cup class. More Exige V6 Cup models appeared in the field and almost all of them were at the sharp end of the action. Nevertheless it was Jon Walker's Exige that took all of the Exige wins as he fought another stalwart of the category, Greg Rasse. The combination of the Belgian driver and his Evora continues to be one of the most formidable on the grid, and so it proved this year, with six victories to Walker's five. Rasse dominated at Hockenheim and Le Mans, whilst Jon proved irresistible at Dijon and Zandvoort.

It was honours even for the pair at Zolder, whilst at the preceding Spa-Francorchamps round a third driver spoiled the symmetry: rising star of the British Touring Car Championship, Jack Goff.

Taking the wheel of Lotus Cup UK champion Simon Deacon's 2-Eleven, Jack proved that he isn't shy of getting stuck into the action, and prevailed in the opening encounter after a race-long fight. Not with Walker or Rasse, however, but the V6 Exige of Nikolaj Ipsen, who tried valiantly to depose the Anglo-Belgian rivalry from the top step of the podium. He nearly succeeded in the second race of the weekend at Spa and was unfortunate not to achieve a victory.

Goff's Spa win came at the expense of Walker and Rasse, both of whom were encountering tyre wear issues that the high-speed circuit exacerbated. Indeed these had plagued the Belgian at previous races and Avon worked hard to eliminate the problem by Zolder, although Rasse had a handle on the issue and won the second race at Spa. It was too late, however, to save both drivers' title campaigns, although Walker did come close,



Lotus Cup Europe 2014 Race Winners

Hockenheim 12-13 April	Races 1 and 2: Greg Rasse
Dijon-Prenois 9-11 May	Races 1 and 2: Jon Walker
Zandvoort 6-7 June	Races 1 and 2: Jon Walker
Spa-Francorchamps 11-12 July	Race 1: Jack Goff, Race 2: Gregory Rasse
Zolder 20-21 September	Race 1: Jon Walker, Race 2: Gregory Rasse
Le Mans 25-26 October	Races 1 and 2: Gregory Rasse



taking the V6 Cup class crown in the process.

Walker's championship charge fell at the final hurdle, at Le Mans. A promising qualifying day turned to a disappointing pair of races for the Englishman, who lost out to 2-Eleven driver Jeremy Lourenco. Both Jeremy and Jura X team mate Xavier Georges headed the class, but Jeremy's better finishing record formed the basis of his successful assault on the title. Elsewhere in the class, Christophe Lisandre had a quiet year, whilst Jean-Baptiste Loup impressed in father Philippe's



2-Eleven, Loup Snr having stepped up to an Exige V6, taking podium places in the process.

Both Loups and Rasse raced under the wing of Exigence Racing, and the team claimed a class title with Nicolas Ferrer, who dominated the Exige Cup class. Similarly imperious was David Harvey and his faithful 340R in the Open class, and if both stick with the same equipment in 2015, they'll be fighting for Open class honours.

Outgoing champion Thomas Dehaibe defended his title well, finishing in the top ten and third



in class, but had to give best to Dave Carr and eventual category winner Andrew Wright, who almost prevented Lourenco from taking the overall championship in the process. Laurent Feve contested the early rounds but the top three fought over the spoils until the final round, when they were ousted by Elise Trophy regular Jason Baker.

Expect many of the drivers to be back in 2015, and Lourenco to have an even tougher task to defend his championship title in the face of ever-improving competition.

Lotus Cup Europe Championship Top Five

1	Jérémy Lourenço	2-Eleven	377	Overall and 2-Eleven champion
2	Andrew Wright	Production	358	Production champion
3	Jonathan Walker	V6 Cup	345	V6 Cup champion
4	Xavier Georges	2-Eleven	343	
5	Dave Carr	Production	309	
<u>Selected Others</u>				
8	Nicholas Ferrer	Exige Cup	289	Exige Cup champion
11	David Harvey	Open	274	Open champion

JÉRÉMY LOURENÇO

LOTUS CUP EUROPE CHAMPION



How did you first get into racing?

Thanks to the organisers of the Lotus Club France, I have participated in numerous club outings on all of France's racetracks. After a few years, it seemed obvious that racing was the logical thing to do.

Being fond of the Lotus brand, it was a dream to be able to race the Lotus Cup Europe.

You've raced in Lotus Cup Europe for a few seasons now – have you enjoyed the racing?

I really appreciate Lotus Cup Europe. We are very lucky to be able to drive on tracks that are legends. I had already been on these tracks but only on video games! The ambience is really nice and the level is getting higher. The team does a great job.

Both you and Xavier Georges are close on track – do you have a good relationship with your team mate?

Before he became my teammate, he was one of my best friends and we share more than just racing, we spend lots of time together away from the track. The most important thing is making our team win, and in 2014, we won our class in 11 races out of 12!

Apart from Xavier, who would you regard as your closest competitor on track this year?

There are many excellent pilots in all the different categories; of course drivers like Greg Rasse, Jon Walker, Nikolaj Ipsen and Philippe Loup go very fast in the V6 Cup class with new and powerful cars. Nick Walker too has been very good this

season with a very well-prepared car. Andrew Wright was also very close to winning the title.

When did you first think that you had a chance of taking the championship this year?

At Spa, we felt with our manager, Kris Vallée, that this year our team had something to do in the 2-Eleven class but above all in the overall rankings.

Were you confident of winning the title at Le Mans?

There was no reason why we shouldn't make it; Xavier and I were both fast in qualifying, right before the track dried. The hardest was the first race with very thick fog. I had to have a good result in my category, I finished second and the championship was mine. The second race was all about pleasure, then I received the championship trophy on the famous 24 Hour podium!

Are you continuing with the 2-Eleven or have you considered upgrading to a V6 Cup class car?

Along with Xavier I will be moving up to the V6 class with two Exige V6 Cup Rs in the team. Our friends, Kris Vallée and Denis Stephan, who take care of us and who deal with the cars' chassis and mechanicals are very happy to work on a new car. We are all very eager to race with such a fantastic car and I can't wait to spend another season in Lotus Cup Europe!





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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 Cup Europe and the Lotus Cup UK Speed Championship
- 2015 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 2015

2015

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Lotus Cup UK Review

The 2014 Lotus Cup UK title race went right down to the wire once again, with two new champions crowned after a season filled with action and ten different race winners between the SuperSport and Production classes.

The season started at Snetterton, where Adam Balon, who had starred in the 2013 Lotus 6 Hour race at Brands Hatch, powered his Exige V6 to victory despite a strong attack from Adrian Hall's Honda-powered Open class Exige.

Hall responded by taking the next three victories in a row at Silverstone, Rockingham and Oulton Park, but failed to win another race and could only claim the Open class title. His main opposition in the category came from Fabio Randaccio, a frequent polesitter and race leader, but his Europa often failed to make the finish. He did take the chequered flag at Brands Hatch, however.

Three 2-Eleven drivers claimed race wins; Ken Savage prevailed at Spa after a battle with eventual class champion Marcus Jewell, who could have been a title contender but for a heavy accident next time out at Brands Hatch. Reigning champion Simon Deacon won at Donington and was in with a

chance of retaining his title at Snetterton, however electrical issues denied him in a race, ironically won by his predecessor Steve Train.

The championship was won by Exige Cup contender Adam Knight in his Exige V6 Cup R. Second in class would have been enough to beat Halls troubled S1 Exige but Balon gifted Knight the class win and championship certainty with seconds of the two hour race remaining.

The Production title was a little more clear-cut, with Adam Gore proving to be unbeatable in the final five rounds. Before then Gavan Kershaw took a debut win in the Elise Cup R at Snetterton, followed by Elise Trophy-focussed Fulvio Mussi at Silverstone and James Little at Rockingham.



SuperSport Championship Top Five

1	Adam Knight	Exige	265
2	Adrian Hall	Open	257
3	Marcus Jewell	2-Eleven	247
4	Ian Fenwick	Open	243
"	Stephen Guglielmi	Open	243

Production Championship Top Five

1	Adam Gore	205
2	Anthony Dunn	182
3	Stuart Ratcliff	181
4	Craig Denman	145
"	John LaMaster	145

Lotus Cup UK 2014 Race Winners

Snetterton 5 April	Adam Balon – SuperSport, Gavan Kershaw – Production
Silverstone 26 April	Adrian Hall – SuperSport, Fulvio Mussi – Production
Rockingham 24 May	Adrian Hall – SuperSport, James Little – Production
Oulton Park 14 June	Adrian Hall – SuperSport, Adam Gore – Production
Spa-Francorchamps 12 July	Ken Savage – SuperSport, Adam Gore – Production/Elise Trophy
Brands Hatch 16-17 August	Fabio Randaccio – SuperSport, Adam Gore – Production
Donington 20 September	Simon Deacon – SuperSport, Adam Gore – Production
Snetterton 1 November	Steve Train – SuperSport, Adam Gore – Production

Lotus on Track Elise Trophy Review

Not content with Lotus Cup UK Production title honours, Adam Gore also claimed the inaugural Elise Trophy championship after a highly impressive season.

Adam's main contenders at Snetterton were GT ace Fulvio Mussi in the Essex Autosport-prepared car and British Touring Car Championship rising star Jack Goff, and he beat them both to take the opening victory. The latter's commitments at the front line of British motorsport kept him away from many rounds, and Mussi won next time out and again at Silverstone, keeping Gore honest until his final race of the year at Spa-Francorchamps.

Gore then won every race from Rockingham to Spa-Francorchamps, and with one hand on the title trophy looked certain to dominate the rest of the season. However, Craig Denman stepped up to the plate at Brands Hatch after Gore was sidelined early in the race, and fought off Martin Donnelly, who was racing the Mussi-vacated Essex Autosport car, for the win. Race two was abandoned due to time constraints, and Gore dominated again at Donington to take the title.

However, with his focus fully on a title double at the

single-day Snetterton season-ender, Gore elected to sit out the Elise Trophy races, for which he had qualified on the front row. This left pole-sitter Jason Baker, Gore's Rob Boston Racing team-mate, to take victory in race one. It was an impressive performance that backed up a stunning run from the back of the grid at Donington a few weeks earlier.

Denman took the final race win of the season to secure second in the title race, and with Gore looking towards the SuperSport classes in Lotus Cup UK for 2015 and Baker missing the start of the season it could well be the Welshman's year.



Elise Trophy Championship Top Five

1	Adam Gore	284
2	Craig Denman	247
3	Jason Baker	231
4	Matthias Radestock	186
5	Fulvio Mussi	163

Elise Trophy 2014 Race Winners

Snetterton 6 April	Race 1: Adam Gore, Race 2: Fulvio Mussi
Silverstone 26 April	Fulvio Mussi
Rockingham 25 May	Races 1 and 2: Adam Gore
Oulton Park 14 June	Races 1 and 2: Adam Gore
Spa-Francorchamps 12 July	Adam Gore
Brands Hatch 17 August	Race 1: Craig Denman
Donington 21 September	Races 1 and 2: Adam Gore
Snetterton 1 November	Race 1: Jason Baker, Race 2: Craig Denman

Speed Championship Review

Aimed at rookie competitors, the Lotus Cup UK Speed Championship's inaugural season consisted of ten rounds taking place at a combination of race circuits and airfields. Each driver would complete a set of solo runs timed by electronic equipment accurate to 100th of a second, with the winner recording the best time of the day.

Xavier Brooke and David Saunders shared the spoils in the opening round at North Weald, and Brooke went on to dominate the Production class, winning every single round on his way to the overall title.

Saunders won again at Abingdon in June, but would face a number of rivals in the SuperSport class, including LoTRDC race drivers Martin Donnelly and John LaMaster, who took class victories at Hethel and Snetterton respectively.

Nick Emery won the SuperSport class at MIRA, before Sarah Bosworth dominated the double-header at Blyton Park. The final two rounds, at Curborough and Debden, took place within a week in September, and it was to be a happy end to the season for David Mann, who claimed the class victories and the SuperSport title, finishing third overall in the process. From this class, only Saunders and Emery would join him in the overall top ten at the end of the year, the pair scoring an equal fifth, a close 14 points shy of their rival.

Second overall was Brooke's main rival in the Production class, Rob Clark. He may not have won a round, but a consistent campaign ensured

that he was only one of three drivers to exceed 200 points over the course of the season. Like the champion, Clark was also one of several drivers completing all ten rounds, which included novice sprinter Karen Harvey, and over 30 drivers scored points across the season.

Such was the popularity of the series that a non-championship round was held at Snetterton on the racing finals day in November. Stephen Morrison would become only the second driver to win the Production class in 2014, demoting Brooke to second place at the Norfolk venue. In the SuperSport class, LoTRDC racer Simon Oakley claimed the spoils.



Lotus Cup UK Speed Championship Top Five

1	Xavier Brooke	Production	244
2	Rob Clark	Production	223
3	David Mann	SuperSport	201
4	Gary Thwaites	Production	194
5	David Saunders	SuperSport	187
"	Nick Emery	SuperSport	187

Lotus Cup UK Speed Championship 2014 Round Winners

North Weald 16 March	David Saunders – SuperSport, Xavier Brooke – Production
Snetterton 300 6 April	John LaMaster – SuperSport, Xavier Brooke – Production
Hethel 4 May	Martin Donnelly – SuperSport, Xavier Brooke – Production
MIRA 10 May	Nick Emery – SuperSport, Xavier Brooke – Production
Abingdon 7 June	David Saunders – SuperSport, Xavier Brooke – Production
Blyton Park 12 July	Sarah Bosworth – SuperSport, Xavier Brooke – Production
Blyton Park 13 July	Sarah Bosworth – SuperSport, Xavier Brooke – Production
Hethel 3 August	David Mann – SuperSport, Rob Clark – Production
Curborough 21 September	David Mann – SuperSport, Xavier Brooke – Production
Debden 28 September	David Mann – SuperSport, Xavier Brooke – Production
Snetterton 300 1 November*	Simon Oakley – SuperSport, Stephen Morrison – Production

XAVIER BROOKE

LOTUS CUP UK SPEED CHAMPIONSHIP CHAMPION



What first attracted you to sprinting?

I love driving my Lotus fast and I'm very competitive. When I first got my Elise, I was recommended the Carlimits driver training day, and that inspired me to try my hand at an Autosolo and I did my very first event at Silverstone. From that point forward I liked racing against the clock, and I was hooked on motorsport, but whilst Autosolo is great for low speed car control, what really excited me was the faster more flowing events which suited the Elise more. Sprinting was the natural progression and the other thing that makes it even more enjoyable for me is competing against other Lotus and enthusiast drivers. You drive at your own pace without risk of any contact from others, so it's about improving your own game as well as competing against others.

How easy did you find it to get started?

The only personal equipment needed is an FIA-approved helmet, race suit and gloves, none of which were particularly expensive and will last for many years. The car really only needs a few stickers, tow eye, yellow tape on the negative battery lead and a timing strut. After that it's just a question of following the leader to get to the start line - then it's over to you!

What was your favourite venue and why?

This is really a tough question as I have genuinely enjoyed competing in all the rounds. At Snetterton it's great to be part of a Lotus race meeting which gives such a buzz in the paddock as well as being a great sprint circuit. However, for me it has to be the home of Lotus, Hethel, just because of the sense of occasion and the cars compete on the same site that they were built on. It feels so special to me and a joy to drive a very quick circuit.

Your results have been excellent this year – did you think you'd be this quick?

I'd had good results in my first year sprinting in 2013 against a small field, but I honestly didn't think I would get the results I have this year. To be up against so many drivers in a wide range of cars, with so many unknowns and new venues was not an easy ride. Rob, John, Dave Saunders and Dave Mann have all forced me to dig deep and push myself more. Sprinting is about battling your fellow drivers, but then you are also fighting yourself to keep it on the black stuff and not being forced into mistakes. There has been more than one occasion where I have had to rely on posting only one timed run which is far from ideal.

What are your options for the future? Have you considered racing or upgrading to SuperSport?

I would love to race, but without a kind sponsor this will not happen sometime soon, but never say never. At the end of this season I considered all the possible options of what to do for 2015. I love a challenge, so I find myself out of the Production Class and into a Honda-powered Elise. I intend to defend my title by moving up into the SuperSport class, driving a new car, which I have had very little time to get used to. It could be a huge mistake, but I don't like playing the safe card. I was very sad to say goodbye to the affectionately named 'Red Shed' which has served me so well, but I now have to get the new car race fit then work hard on getting it set up how I like it. As the Lotus Cup UK Speed Championship goes from strength to strength I hope many more drivers enter - bring on 2015.



LoTRDC Timeline



Elise Trophy supports its first major European race meeting – DTM



Awarded MSN "Most impressive new series of the year" & Autosport's top 10 of the year



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

Mar 2007

Jun 2007

Oct 2007

Nov 2007

May 2008

Sep 2008

Oct 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 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



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



LCUK granted 2 championships for 2012 – Production & SuperSport



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



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

Jan 2011

Oct 2011

Nov 2011

Nov 2012

Nov 2012

Dec 2012

Sep 2013



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



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

2007 - 2014



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



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

Jun 2009

Oct 2009

Nov 2009

Jun 2010

Sep 2010

Nov 2010

Jan 2011



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 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



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



Jérémy Lourenço wins the Lotus Cup Europe championship at Le Mans. Adam Gore takes the inaugural Elise Trophy crown as well as LCUK Production with LCUK SuperSport going to Adam Knight.

Sep 2013

Oct 2013

Nov 2013

Nov 2013

Dec 2013

Oct 2014

Oct/Nov 2014



Lotus Cup UK Speed Championship launched for 2014



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



Xavier Brooke becomes the first ever champion of the Lotus Cup UK Speed Championship

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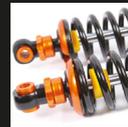


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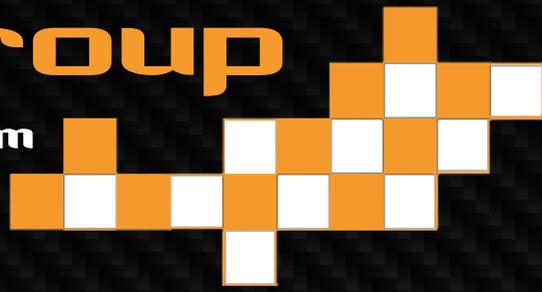


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**LOTUS ON TRACK**

2015 Track Days

(at time of going to print – more dates to be confirmed)**January 2015**

Abbeville	Sat 17th	£99/115€
Bedford Autodrome SEN	Sat 31st	£125

February 2015

Blyton Park	Sat 7th	from £99
Silverstone Stowe	Sun 8th	£125
Donington Park GP	Sat 14th	from £150
Snetterton 300	Sat 21st	£145
Goodwood	Sat 28th	from £199

March 2015

Abbeville	Sat 7th	£99/115€
Rockingham International	Sat 7th	from £140
Silverstone GP	Tue 10th	£185
Croix-en-Ternois	Sat 14th	Private event
Blyton Park	Sun 22nd	from £99
Spa-Francorchamps	Tue 31st	from £199/240€

April 2015

Spa-Francorchamps	Wed 1st	from £250
Clastrès - Long Circuit	Fri 3rd	£115/130€
Folembroy	Sat 4th	£115/130€
Hethel - Lotus Test Track	Sat 25th	£225

May 2015

Folembroy	Sat 2nd	Private event
Abbeville	Mon 4th	£99/155€
Brands Hatch Indy (Evening)	Wed 20th	£135
Anglesey	Sun 24th	from £199
Abbeville	Mon 25th	Private event
Goodwood	Mon 25th	from £199
Blyton Park	Sat 30th	from £125

June 2015

Bedford Autodrome GT	Mon 1st	from £150
Abbeville	Mon 15th	£99/115€
Hethel - Lotus Test Track	Sat 20th	£225
Zolder	Tue 30th	£180/225€

July 2015

Croft	Fri 3rd	£175
Pembrey	Mon 13th	TBC
Bedford Autodrome (Evening)	Wed 15th	£120
Donington Park National (Evening)	Tue 21st	TBC
Hethel - Lotus Test Track	Sat 25th	£199
Spa-Francorchamps	Mon 27th	from £260/325€

August 2015

Le Mans Maison Blanche	Sat 1st	£165/200€
Le Mans Bugatti	Sun 2nd	£250/300€
Brands Hatch GP	Thu 13th	from £325
Brands Hatch Indy (Evening)	Thu 13th	£135
Zandvoort	Fri 14th	from £199/240€
French Frolic 2015	16th-22nd	Sold out
Paul Ricard	Mon 17th	Sold out
Le Luc	Wed 19th	Sold out
Ledenon	Fri 21st	Sold out
Bedford Autodrome GT	Mon 24th	from £150
Folembroy	Sat 29th	£115/130€
Abbeville	Mon 31st	£110/125€
Goodwood (UK Bank Holiday)	Mon 31st	£250

September 2015

Blyton Park	Fri 11th	£99
Zolder	Tue 15th	£180/225€

October 2015

Hethel - Lotus Test Track	Sat 3rd	£225
Croix-en-Ternois	Fri 16th	£120/140€
Abbeville	Sat 17th	£99/115€
Donington Park National	Thu 29th	TBC
Oulton Park	Fri 30th	TBC

November 2015

Blyton Park	Sat 7th	£125
Spa-Francorchamps	Sun 8th	from £199/240€
Silverstone GP	Wed 11th	from £199
Bedford Autodrome GT	Sat 28th	from £125

December 2015

Goodwood	Sat 5th	from £199
Brands Hatch Indy	Sat 12th	£160
Abbeville	Sat 19th	£99/115€

Full events list and availability:
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2015 CALENDAR

In 2015 Lotus Cup Europe will tour the continent's best circuits, with appearances at the Jim Clark Revival – Hockenheim Historic, Dijon-Prenois, Spa-Francorchamps, the Lotus Festival at Brands Hatch and the FIA Belgian Truck Grand Prix at Zolder. The Lotus Cup Europe title will be decided at the famous 24 Heures Camions event at Le Mans over three races, including a double-points 'super race' finale.

For its second season, The Lotus Cup UK Speed Championship will return to the Lotus test track at Hethel and visit popular sprint venues North Weald, Abingdon and Curborough, as well as the Snetterton race circuit.



10-12 April	Hockenheim	Hockenheim Historic
2-3 May	Dijon-Prenois	Trophée de Bourgogne
30-31 May	Magny-Cours	Trophée de Printemps
10-11 July	Spa-Francorchamps	25 Hour Fun Cup
15-16 August	Brands Hatch GP	Lotus Festival
18-20 September	Zolder	FIA Truck GP
10-11 October	Le Mans	24 Heures Camions

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15 March	North Weald
4 April	Snetterton
3 May	Hethel
9 May	MIRA
6 June	Abingdon
11-12 July	Blyton Park
2 August	Hethel
20 September	Curborough
1 November	Snetterton

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