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JUNE 6, 1983

ROB LYALL  
45 BANBURY RD.  
WARWICKSHIRE

DEAR ROB,

SINCE IT HAS BEEN A FEW YEARS SINCE WE LAST  
CORRESPONDED, I DECIDED TO DROP YOU A LINE TO  
INFORM YOU OF MY ATTEMPTS TO UNCOVER SOME  
HISTORY ON LOTUS XI, #ZIZ, LEHANS, WIDEBODY. PER  
YOUR SUGGESTION, I CONTACTED SOME OF THE OLD  
RACERS IN THIS COUNTRY. FIRST WAS BROWNLOW  
WHITEHEAD. HE DESCRIBED THE 1956 SEBRING AND  
RECOUNTED HOW THE LOTUS DRIVERS WERE UPSET WITH  
CHAPMAN, WHEN THE CARS ARRIVED AT THE LAST MOMENT  
AND UNPREPARED. HE CLAIMED BRIGGS CUMMINGHAM TOOK  
DELIVERY OF ONE OF THE CARS, BUT CUMMINGHAM DENIES  
THIS STORY. IN ANY CASE, BROWNLOW RACED THE ELEVEN  
QUITE SUCCESSFULLY FOR YEARS. HE SAID DUSTY RHODES  
DID HAVE AN ELEVEN AND THEY RACED TOGETHER MANY  
TIMES. DUSTY APPARENTLY NEVER REALLY MASTERED  
THE CAR. HE INDICATED THAT THERE WAS NOTHING  
DIFFERENT ABOUT DUSTY'S CAR, BUT THEN IT SEEMS  
NO ONE EVER RECOGNIZED THE WIDEFRAME CARS. ALL  
MY ATTEMPTS TO LOCATE DUSTY FAILED, BUT I TALKED  
TO SOME INTERESTING PEOPLE IN THE PROCESS. BROWNLOW  
THOUGHT HIS CAR, #153, WAS STILL IN TEXAS. I BELIEVE  
IT SHOWED UP IN ONE OF THE RECENT HLR LISTINGS.  
NEXT I CALLED 'NOTCAG' LOZANO. HIS FIRST LOTUS WAS  
A MK9 AND THE FIRST XI HE OWNED WAS ONE OF THE  
SEBRING CARS. HE DIDNOT REMEMBER THE NUMBER.

He was also unaware that some of the X1's were built with a wideframe (I assume the Sebring cars were of that construction). He thought it was wonderful that people were still racing these old cars and wished he still had his. He suggested that his old friend Jay Chamberlain could assist me with this matter. Jay tried to be helpful, but it seems that due to his crash at Reims, his memory of events prior to the accident are vague - that was 1957. He told of the early days at Lotus, when money was in very short supply, that many of the so called factory cars were actually privately owned and loaned to the factory for racing. Mechanics and drivers were unpaid, and even had to pay their own expenses. Evidently, even some of the critical staff members at Lotus couldn't afford to go to Le Mans. Quite a change from today! In any case, he suggested that my best bet might be to contact Cliff Allison or Innes Ireland (no addresses). He also mentioned a journalist in France by the name of <sup>JABBY</sup> Crombac. Jay was also unaware of the wideframe cars - this seems strange since he certainly raced them.

Next I noticed your list of early X1's in some of the old ALR newsletters - on your list this would be cars no. 31 and 33. In newsletter #13, 1978, a list indicated possible present owners and #31's owner was Tom Luce and the engine indicated was Alfa. Since my car had an Alfa in it when I purchased it from M. Beidleman, I decided to track T. Luce down. It turned out his car had been a fairly

LATE SERIES II, NUMBERED IN THE 300'S, SO ANOTHER DODDER.

AFTER READING A RECENT HLR ARTICLE ABOUT STEVE SARVILLE, WHO WORKED FOR LOTUS, I WROTE HIM TO SEE IF HE COULD REMEMBER ANY INFORMATION. IT TURNED OUT HE JOINED LOTUS AFTER THE '56 LEMANS RACE, ALTHOUGH HE WAS THERE WITH COOPER. HE KINDLY SAID IF HE SAW MIKE COSTIN HE WOULD ASK ABOUT THE CAR.

I HAVE BEEN IN CONTACT WITH TONY DUTTON WHO WAS RESTORING #211. THIS CAR, WHICH IS A TWIN TO MINE, IS NOW OWNED BY FRANK KEHR OF NEW YORK. TONY WAS SURE THESE WERE THE LEMANS CARS, BUT NO PROOF.

ANOTHER POINT ABOUT THESE CARS IS THAT, ALTHOUGH THE FRAME IS WIDE, THE REAR SPRING PICKUP POINTS ARE SET IN SO THE DE DION TUBE IS NOT AS WIDE AND THE TRACK AT THE REAR IS ABOUT A INCH NARROWER. IT WOULD APPEAR THAT NARROW TIRES WERE USED AT THE REAR (MAYBE SAME AS FRONT).

I'VE HAD NO LUCK IN CONTACTING RUSS HOENIG THE EDITOR OF THE DEFUNCT LOTUS XI REGISTER. HE CLAIMED HE HAD INFO. THAT #211 & #212 WERE THE '56 LEMANS CARS.

I SHOULD MENTION I'VE SEEN ANOTHER WIDEBODY, #255.

IT HAD SERIES II SUSPENSION, BUT IT MAY HAVE BEEN MODIFIED.

WELL, THAT'S ALL FOR NOW. IF YOU HAVE ANY NEW INFORMATION I WOULD APPRECIATE HEARING FROM YOU.

Yours Truly;

Jan