



Johnny Mowlem

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MOWLEM: PROGRESS MADE DURING PETIT LE MANS RACE

CHARVIL, England (Oct. 4, 2011) – All sports cars need to suffer the growing pains of development before they can begin to succeed.

That is why Johnny Mowlem can look at his Lotus Evora's finish at the recently-completed Petit Le Mans race at Road Atlanta and see it as positive step towards that mission being accomplished.

"We probably learnt more at Petit Le Mans about how to make the car more reliable and faster than at any other race this year," Mowlem said.

The Petit Le Mans is a 1,000 kilometer chase around the hilly, twisty Road Atlanta circuit. It is arguably second only to the Sebring 12 hours in terms of a test of endurance and equipment in the sportscar world. These days all sports car races have become almost long distance sprints.

On paper the race was a struggle for the Jetalliance team and both team cars finished deep in the field. But you have to look beyond the final statistics to understand why Mowlem, the veteran British racer, is upbeat after the race in Georgia.

Mowlem continued, "We have definitely made big strides forward over the last 2 races in terms of outright race performance. Qualifying wasn't as good as we would have liked because of a big tire pressure issue, but we proved beyond doubt how much we've improved the car as in the race on full tanks. I managed to beat my qualifying time during my first double stint! In the first two and a half hours we ran well and

at the times our speed was less than two seconds away from the outright GTE Pro leaders and we matched the race pace of the group running in the top five."

Later on the Lotus Evora suffered technical problems which meant it wasn't running at speed in the cooler conditions, when traditionally everyone gets quicker as the track rubbers in. So the outright pace of the car was better than is reflected in the results.

"From the get-go the car felt good to drive," said Mowlem. "The engineers did a great job working with myself, James Rossiter and David Heinemeier Hansson to make the car really fast in the corners and fun to drive. We just had to drive it absolutely on the limit to maintain momentum in the corners, which is tricky to do with 55 other cars on the track! The opening stint was one of the most frenetic that I've ever experienced in terms of traffic, both slower and faster traffic, but we came through it reasonably unscathed! The reliability problems we suffered were annoying but most of them are easily sorted and that is what a development program is all about. We can now move forward towards making this car even more reliable and fast in the final round in China in November, and, more importantly, develop an even better platform for the Lotus Evora GTE for 2012."

More information about Johnny Mowlem is available at www.johnnymowlem.com.