



Note 1

A Prototypes Story

Note 2

My official name is P8Y087 EX5014 1G1YY2180J5100043 but my friends call me Queenie. I am a very special car and this is my story as I know it. Some things I do not remember very well but my owner is trying to piece it together. I started life in May of 1987 in Bowling Green KY on the 1987 production line. For some reason everybody who touched me was real excited and talked about KOH or King of the Hill, I figured they were illiterate as everyone knows sports cars are feminine. How do I know I am special? Well they did special things to me as they built me. The most amazing thing was they gave me a Phase 2 LT5 motor made in England for a heart and a backbone six speed ZF transmission made in Germany. Then they let me butt into the 1987 production line (after vin 126565) and used custom made parts that were being developed for the ZR-1 cars to be built for sale in 1989(slipped to 1990), some 1987 parts, and 1988 parts. Today this type of car is referred to 'Proof of Concept' vehicle and there are rarely more than 4 built. There were 25 cars like me built at the time but I am the only one that escaped being destroyed.

The list of custom built parts includes:

Widened doors that show new mold marks

Rear body panel for lights and license area that was 3 inches wider and a new design with different taillights and backup lights. It was made in a new mold.

Rear body moldings that are hand made. Note the seam in the door where it was widened.

Inner aprons that are hand made.

Quarter panels that are hand laid.

Special lower rocker panels.

Front inner splash panels are different to allow more clearance for the LT5 motor.

My A/C system and wiper motor cutout had to be hand made so the motor would fit, note the CPC tags on the items that were used as models for later production.

The engine mounting cradle was made by Dana and is unique. Tag can be viewed by looking under the car from the front.

I do not have a normal vin tag, the EX is for experimental!

I have 1987 style wheels with the gray spokes but they are 17" by 9.5" in the front and 17" by 11" in the rear.

My rear 315 tires were special made by Goodyear and were not for 'resale'.

I have a special laid back radiator assembly with a matched notched hood.

Carpeted door sills without edging.

Special water overflow tank.

This engine has one of 3 forged Phase 2 cranks. The original cranks came to be known as 'chocolate' cranks because of the tendency to wobble at higher rpm.

New simplex chains were made in 2004 and are stronger than the duplex chains on the production models.

My specific duties were to do noise control design testing and heat control design testing. After I was built I was trucked to Milford avoid those pesky automotive spy people and their cameras. Those days were like being in heaven. Everyone who saw me was excited and I even made it to Arizona where I collected some awful sand. I had hardly been driven (3700 mi) and my master decided to DESTROY me! They took my heart, my vin and my backbone. I was put in darkness to await my fate but something happened, I was not crushed so I kept very quiet hoping they would forget me. After some time I was moved and placed in another corner for some years waiting to be turned into a Pro Street race car. Me Queenie lose my identity as a special car! Things looked dark again. My owner put coil overs on my knees which felt better but I figured that was the beginning of the end. Then a new buyer came and looked at me with some friends and one was someone I knew, Gordon K and Tom Hill! They looked me over and confirmed I was Queenie and I was sold again to an enlightened buyer who kept me in his showroom, but I longed for my old heart and the freedom to run again. Wonder of wonder I was again and became the special car I was in June of 1987. My new owner called on an Ex Lotus engineer who has built and installed a phase 2 LT5 heart. I could have had a P4-7 heart but I wanted what I started with so P2 it is. He also found a prototype ZF transmission (S/N 210) that had a low miles and a broken shifter fork but was too broke to restore. Getting the engine started was a 2 1/2 saga and trashed the first motor. There are subtle differences in the DIS systems between the 1988-1989 and 1990s and since the engineering prototype DIS modules that came with the engine were bad just swapping in a 1990 module did not fix the problem. After finally getting an accurate 1989 wiring that problem got fixed. The next problem was the early engineering injectors which were going bad due to the reformulation of the gas with alcohol. By the time all problems were solved there was serious wear problems that had to be addressed. Out of the blue in August 2011 the drivetrain from EX5010 was for sale and purchased at Carlisle and my ex Lotus engineer friend has refurbished that motor which it is currently in the car.