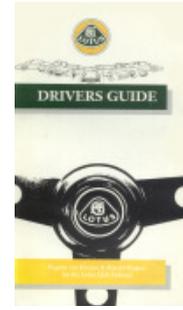


Lotus Drivers Guide Newsletter

your Lotus information source



Contact: webmaster@lotusdriversguide.com

Website: www.lotusdriversguide.com

Year 05, issue 65

November - December 2012

The first words

Due to circumstances I have not been working on my website and newsletter during the last few weeks, so everything is behind schedule now... I will try to catch up a.s.a.p.

At last we have some news from Hethel. The new Exige S is ready for sales now, Lotus is 'Chosen Marque' with Alpine at 2013 Race Retro (see the Events section of this newsletter) and a new dealer has been appointed in Italy.

The 2012 Formula One season has ended now, with Kimi being the only driver to finish every Grand Prix.

For all of you and your loved ones: a very Merry Christmas and my best wishes for the New Year! By the way, did you see the Christmas wish from Kimi Räikkönen on the video page of the website?

I hope you will find the following news items interesting, please enjoy this issue!

Ronald Ringma



In this issue:

- Digital media
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- New on the website
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Previous issues of this newsletter are available as free downloads from my website.

Digital media

Next to the website, there is also a Lotus Drivers Guide page on Facebook, a page on Google+ and I am sometimes using Twitter now. Just search for Lotus Drivers Guide on Facebook (and give it a "like") or Google+. I'm using Twitter under my own name, so if you like to follow what I'm doing there you will have to look for Ronald Ringma.

News from Group Lotus

Read all about the news items in the press releases section of the website, please follow this link: <http://www.lotusdriversguide.com/Press/index.php>

In this section of the website you will find the latest news by Lotus, normally unedited.

New on the website

You will find all recent changes and news headlines on the 'news' page of the website. On the opening page of the website you will also see the most recent items.

If you like to know if there is an update on this page, I suggest you become a friend on Facebook, as the updates will be mentioned there. Or you can also get Google+, where I am also giving notice of updates on the website.

Addresses needed to list Lotus specialists

In order to make the Specialists Section on the website as complete as possible, I am asking for your input. Please let me know the details of Lotus specialists that you would like to have listed on the website.

Remember, by sharing this information you may be helping others!

ProActive magazine issue 46

The official magazine of Lotus Engineering is called ProActive. Since 2005 I have permission from Lotus Engineering to offer you hyperlinks to these magazines.

The Autumn 2012 edition is now available, Issue 46

From my website you will be able to read every issue that was published until now, all in pdf format. In order to see these documents and download these, you will need a program like Acrobat Reader or similar software.

Rally news from Lotus

Stefano d'Aste and Miriam Marchetti, racing in their Lotus Exige, put in an impressive performance racing in the Rally of Magione which ended in a podium finish for the pair. Despite heavy traffic on the circuit, and a little problem with the left door, they won the first stage by 1 second over fellow competitor Pettenuzzo driving a Ford Focus WRC.

If you like to see how the view from inside the Exige was during one stage, have a look at our video page for sensational footage!

Lotus Exige S voted joint winner of Evo's 'Car of the Year, 2012'.

News from Lotus:

The supercharged 3.5 V6 Exige S secured the top honour from Evo magazine's 'Car of the Year' test, marking the huge achievement of the entire Lotus workforce.

Weighing-in at 1176kg, capable of reaching 62mph from standing in 4 seconds and with a power to weight ratio of 293bhp/ton, brimming with 400 Nm/295 lb ft of torque (@ 4500rpm) – the Exige S really is something special! Scrutinised by Evo's panel of experts and pitted against the best offerings to the sportscar market this year, the Exige S ties with the Pagani Huayra for first place in the toughest test in the industry.



Battling against nine opposing candidates to make the top six selection in a high octane shoot-out on road and track, and then taking on the giants in the final round on some of Scotland's finest driving roads, this couldn't be a more exciting win for the "gorgeous Exige S".

Richard Meaden, motoring guru and Evo contributing editor remarked on the Exige S "I adore its looks, its presence. It's like a little shrunk-down, condensed, distilled supercar. And I love the fact that when you're on the road and going for it, it just takes off."

The Evo team clearly felt the spirit of the Exige S, and in turn waxed lyrical about its attributes. Lotus is incredibly proud of

the Exige S, and even though the calibre of this year's competition was immense, it could not top the Exige S.

The Alpina B3 GT3, Toyota GT86, Mercedes C63 AMG Black and Morgan 3 Wheeler were also entered, but were eliminated in the first round.

For the £53,850 Exige S to tie with the £820,000 Pagani is a massive accolade and illustrates just what amazing value for fun the Lotus powerhouse delivers.

So, the Exige S really is as good as it looks!

Lotus F1 Team celebrates an amazing race in Brazil and a solid season's performance.



The Interlagos circuit in São Paulo was the backdrop to a gritty and nail-biting last race, which unfolded in spectacularly dramatic fashion. Despite wet weather playing havoc with race strategy, Lotus ace Kimi Räikkönen put in another gutsy performance at the Brazilian track where just 5 years previous he was crowned 2007 F1 World Champion. McLaren driver and 2008 F1 World Champion Lewis Hamilton went head to head with Kimi as both battled furiously contending for third position in the Drivers Championship. A rain soaked and super slippery circuit caused a collision with Force India's Nico Hülkenberg resulting in early retirement for Hamilton in lap 55, securing Kimi the coveted spot. Lotus stable mate Romain Grosjean also succumbed to a greasy

track forcing him to bow out disappointingly in lap 6. Never-the-less Romain finished a commendable 8th in the Driver's Championship.

Both results were indicative of Lotus' achievements during this year's competition, where Lotus saw its 80th F1 win following Kimi's race to victory in Abu Dhabi, and first win with the Enstone based team. Proof the team's plan for the Constructor's Title is well-underway, Lotus F1 edges closer to the top spot finishing

4th this year, up one place from 2011.

You can read the press release in the press section of the website

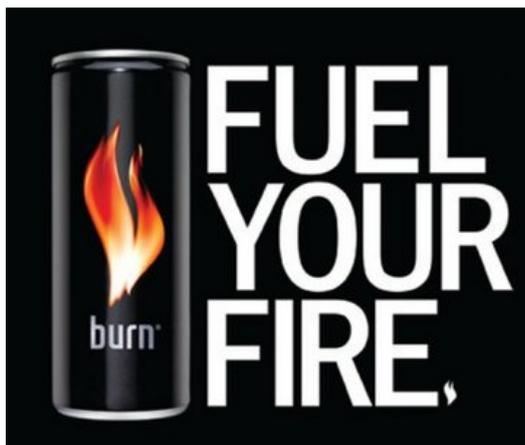
The Coca Cola company returns to Formula One

The Coca-Cola Company will return to Formula 1 in January 2013 through its global energy brand "burn" in a multi-year sponsorship of Lotus F1 Team. Details of the sponsorship will be revealed in 2013 when the partnership officially launches.

Emmanuel Seuge, Group Director, Worldwide Sports & Entertainment Marketing, The Coca-Cola Company : "The creativity of teams and the passion for speed and energy that fuel the sport of Formula 1, make a partnership with this iconic sporting property a compelling proposition for the burn brand. Lotus F1 Team, as the number one emerging challenger in the sport, has demonstrated exceptional creativity in their approach to Formula 1 racing and their collaborations with partners - an approach that mirrors the philosophy of burn. We will bring that same creativity through burn, incorporating art and music in a way that will break the conventions of traditional Formula 1 sponsorship marketing."

Burn is available in more than 80 countries throughout Europe, Asia, Africa and Latin America.

Eric Boullier, Team Principal, Lotus F1 Team : "We are proud that The Coca-Cola Company has chosen Lotus F1 Team as the best vehicle to represent the burn brand in its most high profile partnership. We are excited to partner with burn to build a new and innovative model for sponsorships that will combine experiences, content creation and social media ; an area in which our team has been at the cutting edge in Formula 1 for the past 18 months, recording the highest growth rate amongst fans this year."



Coca Cola was linked with various teams in the past, as well as with the sport as a whole.

Financial problems for Lotus F1 Team?

According to internet media Lotus F1 Team is having some financial problems, based on their contract with Kimi Räikkönen. The story is that Kimi has a low salary and a bonus for every World Championship point that he deserves. The team was calculating with 100 points but Kimi has earned more than double that amount. His management denies that there are problems concerning such a deal.

The German magazine Auto Motor und Sport stated that the 493 employees are not getting their salaries paid until Formula One Management Limited ('FOM'), a wholly owned subsidiary of Formula One World Championship Limited ('FOWC'), will pay out the commercial rights.

Of course we can not judge these stories, as "angry potential partners" of the team are supposed to be spreading these.

Lenham hardtop

For all Elan owners; did you realise that the Lenham Motor Company is still in business and is creating a hardtop for the Lotus Elan? They can supply them in kit form for GBP 650 + VAT with extra for painting and fitting.

More information: www.lenhammotorcompanyltd.com

Lenham Motor Company Ltd.
Rosehill Farm
Burnt Oak Road
High Hurstwood
East Sussex
TN22 4AE



(Images © Lenham Motor Company)

Please note that Tony Thompson is also offering a "Lenham style" hardtop for the Elan Series 3,4 and Sprint. His price is GBP 410 + VAT but the word is that these are not as strong as the Lenham versions and will need some strengthening.

More information: www.tonythompsonracing.co.uk

Lotus dealers are now getting the new Exige S

Delivery of the new Exige S to the dealers has now started. In Hethel there are "ready to deliver" cars in various colours and it will not take long before we can see the first examples on the road. As the new approach towards delivery is that the faults have to be gone before the new car is on the market, it has taken longer than expected before the first cars are available.

Bell & Colvill are the first dealership in the UK to receive their Exige S V6 demonstrator. When told it was ready their Lotus Sales Manager Jamie Matthews headed up to the factory where James Haskey of Lotus handed the car over to him.



(image: Bell & Colvill)

New Lotus dealer in Italy

Lotus Cars Limited recently announced its latest dealer appointment, 'Lotus Milano', a dedicated Lotus showroom on Via Cesare Battisti, Veduggio Al Lambro, Milan, Italy.

'Lotus Milano' opened recently and is a brand new Lotus-only showroom for Milanese sports car fans brimming with the latest Lotus models; the Evora, the Elise and the Exige S.



'Lotus Milano' is the fifth sales dealership in Italy and is part of an expansion plan that will include the appointment of three additional new dealers in the territory, over the next three years. It is the second Lotus dealership in the Lombardy region, and represents the significant demand for Lotus cars in the area. The location has been selected to serve the Brianza area and Milan, bridging demand of quality-conscious industrialists and craftsmen of the former, with the crème de la crème of Italy's fashion capital.

The new 'Lotus Milano' showroom has adopted the Lotus brand's latest corporate identity standards, showcased at international motor shows and already implemented in various dealerships around the world. The showroom has a modern look and feel with an inviting lounge area where customers can browse the Lotus library or leisurely spec their new Lotus.

In addition to the full sports car range, Lotus Milano will also retail the Lotus Originals collection with a range of luxury apparel, high quality leather accessories, toys, models and other special edition collectibles which will appeal to the fashion-conscious Milanese sports car drivers.

Fuel consumption for Evora is – urban 21.5 mpg – 13.2 litres / 100km, extra urban 39.6 mpg – 7.1 litres / 100km, combined - 30.3 mpg – 9.3 litres / 100km. CO2 emissions 217 g CO2 / km.

Lotus has stopped participating in the Izod IndyCar Series.

Although I do not know any details, both IndyCar and Lotus came out with statements on Friday, 7 December 2012:

"We appreciate the effort that Lotus made in helping return manufacturer competition to the Izod IndyCar Series," said Brian Barnhart, president of operations and strategy for IndyCar. "However, Lotus has made a business decision not to return in 2013 and asked for its release. We wish them well and would welcome their participation again in the future."

Said slam Farikullah, Lotus Chief Operating Officer:

"Lotus is grateful to IndyCar for the opportunity to compete during the 2012 season and for the support provided throughout. The decision not to continue was not an easy one and Lotus does not discount the possibility to re-enter the series at some time in the future. For the time being, Lotus will focus on core business activities as a leading sports car manufacturer and world class engineering consultancy."

2012 was Lotus' only IndyCar season. It began with four teams using Lotus engines and Lotus finished the season with only HVM Racing, a single-car team that struggled with the engine.

Hennessey Venom GT acceleration



I have seen a new video on YouTube, coming from those power lovers at Hennessey. As we all know, the Hennessey Venom GT is a Lotus based supercar. How about the following numbers:

0-200 km/h (0-124 mp/h) 7,96 sec.

0-300 km/h (0-186 mp/h) 13,48 sec.

0-370 km/h (0-228 mp/h) 19,96 sec.

Impressive!

Have a look at www.hennessey.com for more information about the Venom GT.

Lotus LMP2 Season Review

Lotus successfully completed the 2012 season of the FIA World Endurance Championship. The team showed a strong performance at its first year in endurance racing. A pleasant conclusion of the season was the start from Pole Position at the 6 Hours of Shanghai.

At the end of January, the team has announced its participation in the sports cars championship that includes the legendary 24 Hours of Le Mans. After a first roll out, Lotus was ready for its debut in endurance racing.

The inaugural season of the FIA World Endurance Championship started off with the 12 Hours of Sebring in March, where just one Lotus LMP2 car was in action. Thomas Holzer, Mirco Schultis and Luca Moro were at the wheel of #31. The three drivers showed a good performance in the opening event of the 2012 season and finished the race in sixth position in LMP2 class and tenth overall.

At the 6 Hours of Spa, Lotus was running two of its LMP2 cars for the very first time. Kevin Weeda and former Formula One test driver James Rossiter joined the team in Belgium. The quick and talented Briton Rossiter qualified car #32 outright in the front row of the LMP2 class, just four hundredths of a second behind the Pole sitter. Due to a start from the pit lane after an engine change, Rossiter and his team mates Kevin Weeda and Luca Moro made their way through the field and finished the race in eleventh position. Thomas Holzer, Mirco Schultis and Renger van der Zande in car #31 were able to achieve their best qualifying result of the season and started from fifth position. The race came to a sudden end for them after a crash one hour before the lapse of time.



The team continued its journey to the biggest race on the calendar, the 24 Hours of Le Mans, which also marked the third round of the FIA World Endurance Championship. Because of sporting regulations and limitations, just one Lotus LMP2 car was allowed to participate in the legendary endurance classic. So, Thomas Holzer, Mirco Schultis and Luca Moro represented the black and gold Lotus colours at the Circuit des 24 Heures. The event was interfered by technical problems and led to a retirement early in the morning. Until that time, the car was running well in the race and all drivers showed a solid performance at their first participation at Le Mans.

The FIA World Endurance Championship went into a two-month break before the starting field was back in action for the fourth event of the year at the home of British motorsport. From the 6 Hours of Silverstone, Lotus was contesting with two of its LMP2 cars at every round of the FIA WEC. Former Formula One racer Vitantonio Liuzzi joined the team and was driving alongside Kevin Weeda and James Rossiter in car #32. The weekend of the Italian Liuzzi and his team mates went off anything but ideal having suffered engine failures in the practice sessions and the race. With Christijan Albers, a familiar face was back in a race car. The Dutchman replaced Luca Moro in #31, who could not be with the team because of private reasons. Albers enjoyed being back in a race car after a two years absence and together with his team mates Thomas Holzer and Mirco Schultis he finished the race in 12th position.

The second half of the FIA World Endurance Championship started off with the 6 Hours of Sao Paulo. The fifth round on the calendar was the first of four oversea races in a row and Lotus was in good condition in Brazil. After six hours, both Lotus LMP2 cars took the chequered flag. Car #32 was fighting for the podium, but after an unreasonable decision by the marshals, the crew lost valuable time in the garage and finished the race in sixth position. Car #31 was running trouble-free and was eight in LMP2 class.

Lotus was travelling with a positive feeling to the 6 Hours of Bahrain after the strong performance in the previous race. The round in the desert was special as the race started in daylight and finished at night. Unfortunately, Mirco Schultis was ill and could not take part in the sixth round of the FIA World Endurance Championship. So, just Thomas Holzer and Luca Moro were driving in car #31. The duo did well and Holzer had its best qualifying result until then. That it is very close in LMP2 category demonstrated the crew of car #32. James Rossiter qualified in sixth position, but just one tenth of a second behind the competitor in third position. In the race, Kevin Weeda, James Rossiter and Vitantonio Liuzzi were battling for a podium finish and proved once again that the Lotus LMP2 is competitive. The squad finished the race in fourth position just 30 seconds off from the second place.

The penultimate event of the inaugural season of the FIA World Endurance Championship took place at the foot of the Mount Fuji. The weekend started off with some problems for Lotus, but the team was able to change tack. Vitantonio Liuzzi qualified car #32 in third position, Thomas Holzer in car #31 repeated his best qualifying result with a start from eighth place. The 6 Hours of Fuji race started off well for both Lotus LMP2 cars. #32 was leading its class for a long time, but crossed the finish line in fifth position as a consequence of several collisions with competitors and an unplanned but requested change of the rear end. Thomas Holzer and Mirco Schultis in car #31 were on a solid run and had the pace to finish the race in sixth place. However, an alternator failure forced the German duo to retire. Nevertheless, the team was able to show another strong race performance before heading to the season final.

The 6 Hours of Shanghai marked the last event of the 2012 FIA World Endurance Championship. Lotus was coming highly motivated to China and wanted to end the season on a high note. LMP2 class winner Jan Charouz joined the team as Vitantonio Liuzzi was not able to race in Shanghai. It was a good weekend for the entire Lotus team with Thomas Holzer (#31) being second in the first practice and James Rossiter (#32) in front of his competitors in the second practice session. Both race drivers continued their trend upwards and achieved their best qualifying result of the season. Thomas Holzer qualified sixth in LMP2 class, whereas James Rossiter put his Lotus LMP2 car on Pole Position, which was a big success for the whole team. It was the first Pole Position in Lotus' young history in endurance racing and a worthy reward for everybody's hard work. In the race, Briton Rossiter was on a good pace and used his tyres not too hard, so he could keep up with the competitors. Unfortunately, the race for car #32 ended prematurely due to brake problems. Thomas Holzer and Mirco Schultis in car #31 had a strong race and achieved their best result of the year by finishing in sixth position.

It was a good and exciting first season for Lotus in the FIA World Endurance Championship. The squad improved continuously and was a serious competitor in the LMP2 category. The drivers and team members did an incredible job and worked very hard for good results. The Pole Position in Shanghai was the icing on the cake for a challenging but also successful first season in endurance racing.

Lotus is using the winter break to get ready for the new challenges in the FIA World Endurance Championship and is looking forward to competing with its own and brand new sports car, the Lotus T128.

Rare cars for sale



This 1963 Lotus Type 23B is for sale at Speedmaster, Tel. +44 (0)1937 220360

Complete and ready to race car with good history, maintained regardless of cost. It comes with a small spares package including ratios and spare set of wheels incl tyres.

This original JPS Europa Big Valve Twin Cam, commemorative #40, is offered for sale in England. The car has had a full restoration.

Tel. +44 (0) 1257 470034



This Lotus Type 20 was built in 1961 and has undergone a complete restoration in 2012.

Correct period class FJ/2 car with drum brakes, optional front disc brake conversion supplied with car. Comes with HTP & FIA papers. Chassis by P Denty, top spec new Richardson Cosworth dry sump 1100cc engine, Hewland five speed gearbox as new.

Contact the private seller at +44 (0)7770688418 or +44 (0)1794390910



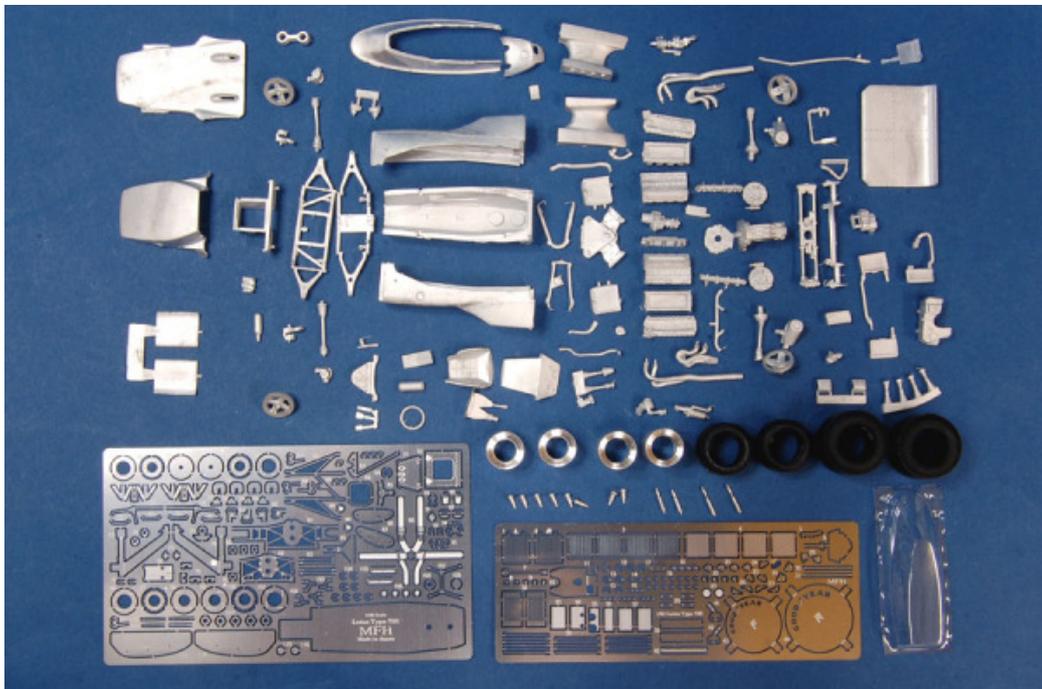
Model Cars



Spark recently showed images of their new 1:43 Europa Turbo Zakspeed Gr.5 Minolta, as driven during the 1000 km Nürburgring race in 1979 by Ertl and Heyer. It looks like ready for production so I guess we will soon see this model in the specialist shops.



The new Lotus models in the range of 1:43 superkits by **Model Factory Hiro** have now been released. Available are the **Type 72E** as driven by Ronnie Peterson, winner 1974 Monaco grand Prix and the DFV powered **Type 49**. With the 49 kit one may create either Clark, Hill or Solana versions.



Type 72E kit, image by MFH



On the left, a picture showing the new **Jarmark Lotus Type 92**, a hand built 1:43 model.

Jarmark produces very limited production hand built models, modified from existing kits such as Tameo to create some previously unmodelled subjects. Made in Czech Republic.

(image: Grand Prix Models)

Below and on the right you see the recent **Ixo** 1:43 **Exige Sprint** model, I believe I did not yet show this before.



The Australian company **Automodelli Studio** recently produced this **Lotus Cortina Mk 1** kit, scale 1:43, representing the Lotus Cortina used by Bob Jane, Lakeside 1965



The Lotus **Type 72C** that you see on the left has been announced for 2013 by **Ebbro**, as a 1:20 scale kit.

(image: Grand Prix Models)



Another new 1:20 scale kit that is announced by **Ebbro** for future release, is this **Lotus Type 49**.

(image: Grand Prix Models)



Model Factory **Hiro** is well known for their state of the art large scale kits using resin, white metal, photo-etch and CNC machined aluminium.

They also produce high quality 1:43 kits and here is one of these, the **Lotus Type 72E** as driven by Ronnie Peterson, Monaco 1974



Announced by Model Factory **Hiro** for release in January; **Lotus Type 97T** kit, scale 1:12

1/12 scale Fulldetail Kit
TEAM LOTUS Type 97T
1985 Portuguese GP / Belgian GP



1/43 Scale Multi-Material kit
Team LOTUS
TYPE 49



The fourth kit of the new 1:43 scale series from **MFH** is this Lotus **Type 49**. The main parts of the kit are made of white metal, together with aluminium wheels, photo etching, rubber tires, piping and decal sheets. There will be two versions available, differences are the wind shield and details of the body.

Already released.

This Lotus **Type 43** by **Wiking**, scale 1:87, is part of a set made for Post Museums Shop.



Just in time for Christmas, this **Lotus Europa Special** by **Spark** that was announced a while ago. Scale 1:43

Also just in time for Christmas, the **Lotus E20** model by **Minichamps**, scale 1:43. Available in both the Räikönen and Grosjean versions.



Grosjean



Räikönen

Fujimi has reissued their 1:20 scale kit representing **the Lotus Type 97T**, the car that was driven by Ayrton Senna during the 1985 Portuguese Formula One Grand Prix. He became the winner after starting from pole position.



This **Lola B12/80 Lotus #31** Le Mans 2012 is basically a LMP2 car sponsored by Lotus.

Spark created this 1:43 scale model.



This 1:43 **Cessna** 414-525 John Player Special Team Lotus from 1980 was announced by **Spark** a while back and is now in the shops.



Another recent release is this 1979 **Lotus Martini Racing race car transporter truck**. Made by **Spark**, scale 1:43



This **Lotus Type 76** Cosworth as driven during the 1974 F1 Austrian GP by Jacky Ickx, has been released by **Spark** recently. Scale 1:43.



Meet the new **Lotus Evora S Carabinieri** 2011, as announced by **Spark** for release early next year. Scale 1:43.



And how about this lovely **Exige R-GT**? Expected soon from **Spark**, scale 1:43



Events

Race Retro, 22-24 February 2013, Stoneleigh Park, Coventry, England



Race Retro, the international historic motorsport show, is back and gearing up for three high octane filled days of the very best in classic motorsport.

Celebrate the magnificent racing history of Team Lotus with stunning displays of the legendary cars involved in Lotus' most iconic victories.

More information: www.raceretro.com

Adult tickets for Race Retro, sponsored by Peter James Insurance and HERO, start at £20 in advance with children's tickets at £5 for Friday and Saturday and free on Sunday. Car parking is free and has been moved to a hard surface area nearer to the halls. The show is open from 9.30am each day and closes at 5.30pm on Friday and Saturday and 4.30pm on Sunday.

Club Lotus Festival, 20-21 April 2013, Donington, England



The Club Lotus Festival will be back in Donington, an event you really should visit!

The show will be bigger than before and there will be a new show layout inside the halls. All the regular trade, club, autojumble and memorabilia stands will be there and many will have special offers just for the weekend. You'll also be able to talk to Club Lotus technical experts who'll be running live technical and practical demonstrations on engines, chassis, gearboxes, interior trim, glass fibre repairs and painting. Lotus Cars and Classic Team Lotus will be there with special displays as well as celebrating the 50th anniversary of Jim Clark winning his and Lotus' first Formula One World Championship.

Ticket info:

Adult £9.00 each

Family (2 adults & up to 4 children) £27.00 each

OAP/13-17 year olds £5.00 each

To book phone 01362 691144 / 694459, fax 01362 695522 or email events@clublotus.co.uk

Lotus Festival, 24-25 August 2012, Brands Hatch, England



The Brands Hatch Lotus Festival celebrates Britain's most charismatic sportscar marque and its illustrious heritage spanning over 60 years. From coveted cars to Formula 1 glories, Norfolk's famous brand will be on display over one glorious weekend.

On track, demonstrations of Colin Chapman's famous racers and road cars will be complemented by superb action from the Elise Trophy and Lotus Cup UK Championship, plus a race commemorating 50 years of the Lotus Elan and a packed support bill.

Meanwhile trade stands and club displays presenting the very best from the iconic brand makes this a weekend to remember on a track that has provided many of the marque's most glittering moments.

Brands Hatch is located 20 miles outside Central London, just off the M25.

More information: www.lotus-festival.com

Lotus Racing in England in 2013

Lotus Cup UK 2013 Calendar

7 April – Snetterton 300
28 April – Silverstone GP
17-19 May – Brands Hatch Indy (DTM)
15 June – Oulton Park (90 minute race)
11-13 July – Spa Francorchamps
24-25 August – Brands Hatch GP (Lotus Festival)
29 September – Donington Park GP
26-27 October – Snetterton 300 (120 minute into the night race)

Elise Trophy 2013 Calendar

6 April – Snetterton 300
28 April – Silverstone GP
18/19 May – Brands Hatch Indy (DTM)
15 June – Oulton Park
20 July – Cadwell Park
24/25 August – Brands Hatch GP (Lotus Festival)
28 September – Donington Park GP
26 October – Snetterton 300

9 November – Lotus 6 Hour

Downloads

If you have anything that you like to share with other Lotus enthusiasts and that will not get me into copyright problems, please let me know. I am happy to make it available from the website.



This sticker was offered for sale on eBay after the race in Abu Dhabi!

Some of the images that are used are copyrighted by Group Lotus PLC and/or one of their companies. This newsletter is sent to you because I understood that you like to receive it. If you no longer like to receive this newsletter, please send me an [email](#) and I will take you off the list.