

The first words

After a period with lots of developments, it has now become a bit more quiet. Of course there is again a lot of racing news. Did you notice that I will try to get Formula One practice and race results on line a.s.a.p. after each session? Further more some new books and model cars. And how about a 1200 bhp Elise derivative?? Also an update for the shop section this month here you can order books or model cars and I will get a small percentage of the sales, helping me to keep the website online.

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

Ronald Ringma

In this issue:

- News from Group Lotus
- New on the website
- Venom GT
- Back in Indy!
- Formula one round 2 – Australia
- Formula one round 3 - Malaysia
- Indy 2010 round one – São Paulo
- Indy 2010 round two – St. Petersburg
- 149
- New sponsorship deal for Lotus Racing
- Ride height control systems banned from Formula One by the FIA
- Model cars
- Books and videos
- Events
- Downloads

All previous issues of this newsletter are available as free downloads from my website.

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>

Recently we did see:

- Back in Indy!
- Elise has the lowest CO2 for its performance level for any gasoline sportscar in the world

New on the website

Off course you will find all the recent press releases added to the website, and in the various sections all the latest information has been used to stay up-to-date. And the Formula One results inclusive the driver standings, updated inclusive the Malaysia Grand Prix. Further more, there is a new page in the 'Lotus Racing' section, devoted to the Indycar Series. And do not forget to have a look at the video clips page, where you will find a new video on Lotus' Versatile Vehicle Architecture (VVA).

Venom GT

Hennessey Performance introduced the Venom GT supercar. This car is based upon the Lotus Elise and combines a high-tech, lightweight British chassis with a powerful American V8.



The Venom GT will have a production curb weight of less than 2,400 lbs (1,071 kilos) aided by its lightweight carbon fiber bodywork and carbon fiber wheels. Stopping power is delivered via Brembo brakes with 6-piston calipers up front and 4-piston calipers in rear clamping down on 15-inch carbon ceramic rotors. The base engine is the supercharged 6.2 liter LS9 V8 (the same as in the Corvette ZR1) tweaked by Hennessey to 725 bhp. The company will also be offering 1000 bhp and 1200 bhp twin turbo V8 engine variants. The mid-engine V8 will transmit its power to the rear tires via a Ricardo 6-speed gearbox.

The power output will be managed by a programmable traction control system. CFD (computational fluid dynamic) tested bodywork and down force will also help keep the Venom stable at speed. An active aero system with adjustable rear wing will deploy under varying conditions on both the road and racetrack. An adjustable suspension system will allow ride height adjustments according to speed and driving conditions. Finally, power will be put to the ground via massive Michelin PS2 tires.

The engines will be build at their facility in Texas, USA. The engines will then be send to the company's assembly facility near Silverstone, England where the Venom GT is built and tested. Venom GT buyer will be offered a 1-day driver orientation and instruction program by a Hennessey factory test driver, at a track in the UK or USA prior to delivery.

The company plans to establish a network of Venom GT dealers and distributors in the Middle East, Europe, Russia, Australia and Asia. Production is limited to just 10 vehicles per year and the company already has orders for 4 Venom GT's.

Hennessey Performance has been making fast cars go faster since 1991. It operates from a 30,000 square foot workshop and showroom facility situated on 143 acres near Sealy, Texas (about 45 minutes west of Houston). The company also has a showroom and installation facility located in Lake Forest, California. Hennessey Performance offers a wide variety of dyno proven, track tested parts and upgrades for a variety of modern performance vehicles. Hennessey Performance is also the only tuner in North America that operates its own test track - Lonestar Motorsports Park.

Back in Indy!

Lotus and Cosworth have entered into a new technical and commercial partnership with established IndyCar competitors KV Racing Technology to run in the 2010 IndyCar Series.

The Lotus-Cosworth IndyCar will use the classic Racing Green and Yellow livery used on Lotus Racing cars in the 1950s and 1960s and this new livery will debut at the first USA round of the IndyCar Series.



Driving the Lotus-Cosworth IndyCar will be the former F1 driver Takuma Sato.

Lotus competed for a number of years in the IndyCar Series in the 1960s, winning the Indianapolis 500 race outright in 1965 with the pioneering Lotus Type 38, driven by Jim Clark, and narrowly missing victory to come second in 1963.

Formula One round 2 – Australia

In the press releases section you will find the complete information on the racing days in Australia.

The Friday was very sunny. Both drivers were keen to get going and test the cars on the semi-street track of Albert Park, and once again, a Lotus Cosworth was out first, Jarno Trulli being first car on track. Heikki Kovalainen (Lotus-Cosworth T127-01) did 26 laps with best time 1.31.654.



The second practice session on Friday afternoon in Melbourne began under cloudy skies with light rain falling, curtailing track time for Lotus Racing throughout the afternoon session. Despite this the team ran a solid session and finished ahead of both other new teams having completed a total of 32 laps in second practice, with Jarno Trulli finishing the session 20th (17 laps / 30 laps total) with a best time of 1.30.695 and Heikki Kovalainen 18th on 1.29.860 (15 laps / 41 laps total).

The rain held off for Saturday's running in Melbourne as Lotus Racing took to the track in earnest, keen to maintain their 'best of the new teams' record. Throughout the 3rd Practice both cars ran well, with Italian driver Jarno Trulli finishing with a time of 1.29.800 after 16 laps and Heikki Kovalainen completing 19 laps on a best time of 1.29.539. In qualifying itself Lotus Racing successfully maintained their record of best new team, finishing with Heikki Kovalainen 19th on 1:28:797 and Jarno Trulli 20th on 1.29.111.

Sunday was a mixed day for Lotus Racing at the Melbourne Grand Prix as we did see Heikki Kovalainen finish the race in 13th place, once again ahead of the other new teams, but Jarno Trulli failed to make the start due to a hydraulics issue on the grid.

Formula One round 3 – Malaysia

On Friday it was Fairuz Fauzy in chassis T127-01 who was first out on track trying out a shark fin engine cover in the morning session. Whilst replacing Heikki Kovalainen for the session he completed 19 laps with

a best time of 1.40.721 in a good run in the morning heat. Jarno Trulli completed 21 laps and finished ahead of the other new teams on 1.39.460.



Lotus Racing's Malaysian Grand Prix saw both cars cross the finish line at the Sepang Circuit, Jarno Trulli in 17th and Heikki Kovalainen unclassified, ten laps down at the flag. Jarno Trulli, in 18th position at the start, was in an early tangle with Timo Glock, but he managed to push through, finishing the race in 17th place. Heikki Kovalainen did not have a fantastic start but did get into a good rhythm, until he started to see some issues on the dash. When he tried to make a move on Di Grassi, Heikki's left rear tyre hit the front wing while going past Di Grassi and the tyre was damaged, so he had to come in to pit. During a wet qualifying session we did see the sun shining in the Lotus pit box, with Heikki Kovalainen going into his

first Q2 with the team and getting the 15th start position.

Detailed information can be found in the F1 press releases section of the website.

Indy 2010 round one - São Paulo

While we see the Lotus Racing team performing good in Formula One, the Indy drivers did not have a good start of the 2010 season. During the São Paulo Indy 300 on 15 March 2010 it was obvious that both ex-Formula One driver Takuma Sato and Mario Moraes had braking problems. It looked like Sato in his KV (soon to be in Lotus livery) did use his brakes too late, the car did spin and he did hit another car, with chaos in the first corner as a result.

The second KV (in JPS livery), driven by Mario Moraes, did spin after braking and then got on top of the car of Marco Andretti and stayed there all the way through the first chicane.



There is a link to a video on this subject on the video page of the website.

Indy 2010 round two – St. Petersburg

The Izod IndyCar Series event in St. Petersburg, Fla., was postponed until Monday 29 March 2010 after heavy rain covered the 1.8-mile street circuit with large amounts of standing water. KV Racing Technology driver E. J. Viso qualified ninth. Teammate Takuma Sato qualified 11th after seeing his effort hampered by a wheel gun malfunction. For him this was his second IndyCar race and the first in the green and yellow Lotus livery. Mario Moraes qualified 20th.

During the race we did see Moraes being hit from behind two times (!), finishing 21st. Viso drove a smart and strong race and was the leader in round 72, but his shift mechanism failed. He finished 17th. Dato, for the first time in Lotus colours, ran into the tire wall while defending his position.

Lotus announced that the new 2011 Lotus Elise has just been certified with an outstandingly low emissions figure of 149g of CO₂ / km which represents a reduction of 16% over the previous Lotus Elise S.

This means that the Elise has the lowest CO₂ for its performance level for any gasoline sports car in the world.

Read the full story in the press releases section of the website,

<http://www.lotusdriversguide.com/Press/index.php>



New Sponsorship deal for Lotus Racing

In Malaysia Lotus Racing announced that they have a new sponsor, telecommunication company Maxis Communications. Sandip Das, Maxis Berhad CEO said: "Maxis is pleased to broaden its sports involvement through the sponsorship of the Lotus Racing Team in Formula One. Maxis' commitment to Lotus Racing promises to deliver a more integrated F1 experience to our customers with immediate access to the latest racing news and information via their mobile phones, wherever and whenever they want. In addition, lucky Maxis customers will have the exclusive opportunity of watching the Sepang Grand Prix live this coming weekend compliments of Maxis."

"There is money in the sponsorship. It is a firm one-year sponsorship with long intentions," said Jean Pascal Van Overbeke, Maxis's COO. So it is not only for the Malaysian race. The company did not reveal how much money.



(image courtesy of Paul Tan)

Ride height control systems banned from Formula One by the FIA

Were we have seen ride height control systems before? These devices were actually pioneered by the original Lotus team in Formula 1 and Williams also used it. It was then banned in 1993.

McLaren recently accused Red Bull of having a ride-height device, which Red Bull strongly denied. This device would give cars that qualified with a light fuel load an advantage by giving them sufficient ground clearance when the tank was filled for the race. Now the Formula 1's governing body has warned that any system used to adjust a car's suspension and ride height between qualifying and races would be illegal.

Model Cars

New from **Vanguards** (Corgi):



Lotus Cortina MkI Alan Mann Racing - 1965 ETCC 500 km, Snetterton - Sir John Whitmore, diecast, 1/43.

Ford asked Alan Mann's Byfleet based team to run the Works Cortinas in the 1964 European Touring Car Championship, and driver Sir John Whitmore scored five victories, narrowly losing the Championship. However, Whitmore was crowned champion in 1965, driving beautifully in all eight rounds to make full use of a car developed by Mann to be both fast and reliable.

During the season KPU 392C and Sir John gained four outright and two class wins. This model represents the car as raced in round six, the Snetterton 500km, a four hour long race starting at 6pm, which Whitmore won outright by over a minute.

Spark has presented their new combination of the 1968 Team Lotus Gold Leaf **Mini Moke with Europa Type 47 on trailer**. The model should be available at the regular addresses soon.



Mini Moke with Type 47 by Spark

Jadi recently presented two new colors for their **Elise 111S** in 1/18th, lightning yellow and krypton green.



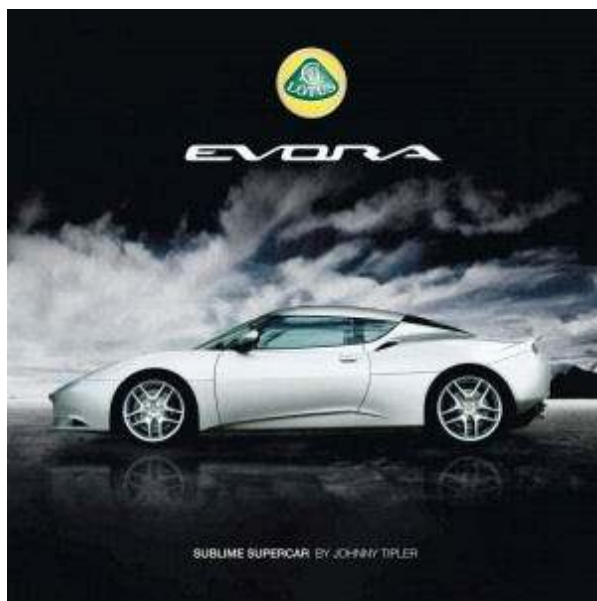
Books and videos

Lotus Evora – Sublime Supercar by Johnny Tipler

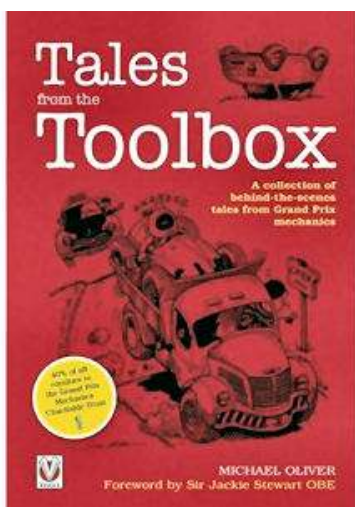
Every fascinating stage of the evolution of the stunning new Lotus Evora is explored in this fully comprehensive book, LOTUS EVORA - SUBLIME SUPERCAR. From its conception, through development, prototype testing, certification, production and on to the marketing of the car, every part of this captivating story is covered in depth.

Produced with the full co-operation of Lotus Cars, who once again gave Coterie Press exclusive access to their photo archives as well as their employees, this book contains the reminiscences of virtually everyone involved in the concept, design and development of the Evora.

Author Johnny Tipler was the only journalist invited to see and drive the Evora before it was launched to the press and public. With unprecedented access and surprising candor, he is able to describe in detail all of the development stages, through to the construction of the first production examples, culminating in the car's press debut in Scotland. His close involvement with Lotus, and their obvious enthusiasm for the Evora project, is reflected by the openness of all involved who tell him the full story behind this stunning new car.



Details: Hardcover, 208 pages, 297x297mm, published by Coterie Press Ltd, ISBN-10: 1902351398, ISBN-13: 978-1902351391



"**Tales from the Toolbox**" by Michael Oliver is a unique collection of behind-the-scenes stories and anecdotes as told, in their own words, by former Grand Prix mechanics who have worked at the top level of the sport during the past 50 years. On the front line of the sport, mixing with drivers and team bosses, they saw a side of it that nobody else got to see and rarely gets to hear about - and this book tells their story. Chapters are themed around a particular aspect of a mechanic's life, ranging from what they consider the highs and lows of their career, to their opinions of drivers and team bosses, the all-nighters, letting off steam, the 'Mechanic's Gallon', nightmare journeys and customs capers. It also reveals a tale of camaraderie between teams and individual mechanics which is hard to imagine in today's highly competitive Formula One environment. The stories are supplemented by photographs from the archives and photo albums of the mechanics themselves, many of which are previously unseen.

Details: paperback, 176 pages, ISBN-10: 1845841999, ISBN-13: 978-1845841997, 208 x 147 mm.

You can order these books from the shop section (powered by Amazon) of the website. I will get a small percentage of the sale and this will help me keeping up the website.

Events

If you like to have your (Club)event listed on our calendar, please let me know! There is no charge. You can find the calendar here: <http://www.lotusdriversguide.com/Events/index.php>.

Club Team Lotus Festival, 20 June 2010.

Snetterton will be celebrating one of Britain's most iconic marques on Sunday 20 June when it hosts the Classic Team Lotus Festival, featuring superb demonstrations, displays and racing.



One of the highlights of the event will be a stunning gathering of Team Lotus F1 cars, including Jim Clark's 1965 Indianapolis-winning Lotus Ford 38 - which will only be appearing in the UK for a short while before returning to the Henry Ford collection in the USA.

There will also be a packed programme of Lotus racing, starring Lotus Cup Europe and Lotus on Track Elise Trophy. Other track action includes the GAZ Shocks Production BMW Championship, Heritage Grand Touring Car Challenge and the Mono Championship for single seaters.

Plus you can enjoy classic Lotus parades, display areas from several Lotus clubs, a huge exhibition area and a fantastic party atmosphere.

See <http://www.classicteamlotus.co.uk>

Tickets:

<http://ticket.motorsportvision.co.uk/calendar/2010/june/100620-lotus-sn.aspx>

Le Mans Classic, 9-10 July, 2010. See www.lemansclassic.com. When the "Le Mans Classic" was launched in 2002, there were a lot of positives working in its favour. Firstly, one of the world's most

legendary races did not have an event celebrating its past. Furthermore, the company S.A.V.H. brought together two experts within their respective fields: the Automobile Club de l'Ouest, creator and organiser of the Le Mans 24 Hours; and Peter Auto, specialist in historic motor racing. Last, but by no means least, the fame of the French endurance race and the use of the actual 24 Hour circuit added the finishing touches.

After the first event, it became clear that the concept was fundamentally solid. For the second edition of the Le Mans Classic in 2004, it became obvious and from the third edition in 2006 Le Mans Classic has followed the racing line of its two predecessors and had a growing number of spectators.

2010 will be the 5th edition of this event.

Castle Comb track day, 29 May 2010

This is the main track day of the year for Club Lotus, at the Castle Comb circuit near Chippenham, Wilts. For information please contact jane@clublotus.co.uk

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 newsletter is send 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 of the list.