

The first words

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

Ronald Ringma



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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>

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.

Ron Hickman

I feel sad as another big Lotus man has left us.

Ronald Hickman (21 October 1932 – 17 February 2011) was a South African born, Jersey based car designer and inventor who played a key role in designing the revolutionary Lotus Elite, he designed the Lotus Elan sports car and invented the Black & Decker Workmate.

His story, in short, is as follows:

It all begins in 1932 when Ron Hickman was born, he grew up in the small town of Greytown in the Natal province, South Africa.

Being a skilled pianist, he was an Associate of the Trinity College of Music in London by the age of 17, with a Pianoforte Performer's Diploma. He used to carve car models from wood and to earn pocket money he was drawing images of cars for their owners. After school he started working at the Department of Justice and was trained in all aspects of the law. But in 1955 he decided that this job did not give him the satisfaction that one wants from his work. He borrowed money from his father and went to England.

At that time, he did know one company in London, Boosey & Hawkes, distributors of musical instruments. He went there to ask for a job and got it! So for the time being he had an income.

After a while a friend told him about the fact that Ford UK was looking for clay modellers. Ron got the job. 7 Months later he was offered a job as stylist.

He was not only working on well-known Ford models like the Anglia but Ford had also plans for an Anglia based sports car mainly for the American market, but as Austin-Healey, MG and Triumph were already well established in that market Ford dropped the idea.



A meeting with Colin Chapman at the 1956 London Motor Show led to Ron joining Lotus in 1958. His first task was to get the Elite, that had a long development time, into production. Soon after that he became general manager and a director of Lotus. His next assignment was the Lotus Elan, a car that he designed and named. The new open two seater had retractable headlights, moulded bumpers and a one piece body shell, all unique features for a sports car of that time.

In 1963 Ron learned that Ford (USA) was looking for an experienced British race car constructor to build a Ford racer capable of winning at Le Mans. Ron informed Colin Chapman and rapidly designed a mid-engined sports racer to show Ford. As Ford and Lotus were cooperating a lot at the time, both Chapman and Hickman believed that they had a good chance. But, there was also Eric Broadley who actually had a Ford powered mid-engined car on the track and was therefore ahead of Lotus in the race for the contract. This was the Lola GT, basically the 'mother' of the GT40. Another problem could have been the fact that Colin Chapman would have insisted on the car being called a Lotus-Ford and Ford wanted its own brand name.

After losing this deal, Colin Chapman decided to build the car that Ron had designed, and this car was the Lotus Europa.

Ron left Lotus at the end of 1967 to start his own designs company.

And of course there is another project that made Ron Hickman famous. And wealthy. While making a wardrobe in the early 1960s, he used the arms of an expensive Swedish-made Windsor chair as a makeshift workbench. On it, he balanced a panel of wood that he needed to saw through. However, with his mind fixed firmly on his pencil line, and one foot placed on the panel to steady it, he ended up cutting straight through the seat of the chair. He had destroyed one piece of furniture while trying to create another.

To avoid the same thing happening again, he devised a rudimentary wooden bench with a gap along the

middle to grip a piece of wood and a foot platform to keep it steady. For the second prototype Ron used Elan wishbones on either side of the frame in a vertical position.

After four years of battling to market his invention (Stanley – "sales would be measured in dozens rather than hundreds"), Ron signed a deal with Black & Decker and his workbench became known as the Workmate. To date some 65 million B&D Workmates have been sold world-wide.

In 1994 Ron was awarded the Order of the British Empire (OBE) for Services to Industrial Innovation.



Lotus Originals Store online

The Lotus Originals Store is online since 09.00 GMT on the 29th of January 2011. You can visit the store here: <http://www.lotusoriginals.com>

There are three lines of Apparel and Accessories exclusively designed for Lotus: The "LOTUS ORIGINALS" line, The "LOTUS HERITAGE" line and the "LOTUS PERFORMANCE" line.

I suggest that you visit the website and see the different lines. Nice goods and no doubt of high quality. It is once again clear that in the "Lotus new era" the company is making a move upmarket.



Brown leather Boston bag



Cashmere seater

Evora police car

'Motorway Cops' from Central Motorway Police Group take loan of a Lotus Evora to support their campaign to raise awareness and promote road safety.

Officers from CMPG unveil the liveried Lotus Evora today at the 'Autosport International Show' at Birmingham's NEC after which the car will be used on the Midlands' busy motorway network for a two week period.

Gino Rosato, Director of Corporate Operations at Lotus comments: 'Lotus is proud to take part in this and similar initiatives to help create a safer road culture for our customers and other road users. We believe that you do not have to compromise fun for speed and to that effect we build sportscars that are fun to drive within legal limits! We will be working with Officers from CMPG to teach them how to get the best from the Lotus Evora at our test track to ensure that any high-speed activity is as safe and effective as possible.'



PC Steven Rounds from, CMPG said: "The Lotus is a visually stunning machine which offers us the opportunity to engage with the public, reinforce and promote the life-saving messages of road safety."

The news page

I know that not all of you will have a regular look at the news page of the website. But believe me, it is worth spending some time every now and then... It is the best way to be kept up-to-date with what is happening in the world of Lotus. As soon as I know a news fact, I will publish it there. And sometimes you will find items that are not yet published elsewhere.

For instance, the update of the 29th of January was very interesting with a link to a teaser video of the new Lotus Renault GP R31, a link to a file on Lotus Motorsport in 2011, two links to two new Lotus websites that were about to be launched and more.

Testing the Type 125 "Exos"

The new Lotus Type 125 - also known as Exos - had covered its first testing miles. Its first official run was on the 19th and 20th of January at the Italian track Autodromo di Vallelunga where F1 legend Jean Alesi and Lotus factory driver James Rossiter completed over 200 kilometres during the two day test.

Commenting on the test, Lotus' Director of Motorsport Operations, Miodrag Kotur said: "We're very happy with the initial performance of the car, there are still some things that we want to improve on but that's natural at this stage and that's exactly why we test. Between them Jean Alesi and James Rossiter have an incredible wealth of experience and they put this to good use in Vallelunga."

Lotus Type 125 Ambassador Jean Alesi said: "Testing is always a big challenge, it's a different kind of pressure to racing but you still can't relax for a second. I enjoyed my first outing in the car, it's great to be involved at such a crucial stage in the cars' development, I really feel like I can help to make this car as

fun to drive as possible."

Lotus factory driver James Rossiter said: "The Type 125 is unique, it's intense, it's extreme and it's very raw. I can honestly say that I think it's the closest a 'normal' person can get to driving an F1 car. Vallelunga was great, we learnt a lot about the car there and I'm really looking forward to the next test in a few days, it will be really interesting to see how the car responds to the conditions of a very different track."



Type 125 on Yas Marina Circuit, image © Group Lotus

On the 25th and 26th January, the Type 125 was tested at Yas Marina Circuit, Abu Dhabi's F1 track, where Alesi and Rossiter were joined by Formula One legend Nigel Mansell. The F1 inspired customer car was put through its paces by these three experienced drivers. After the pros perfected the set-up a very select group of prospective buyers got to try the Type 125 out.



Nigel Mansell and Jean Alesi at Yas Marina Circuit, image © Group Lotus

Team Lotus – to be or not to be....

I know, there was somebody in history using these words in an other context. A lot has been written about the fact that Lotus Racing has started the 2011 Formula Ones season using the Team Lotus name.

After the Summary Judgment Application hearing on the 24th of January they claimed to be successful but looks like Tony Fernandes and his crew have been a bit opportunistic with their press release... This is what Lotus had to say about this matter:

Group Lotus and Proton are delighted with the outcome of the hearing in which the Judge ordered a full trial of this matter to be heard as soon as possible given the proximity of the start of the new 2011 Formula 1™ season in a few weeks. The trial has been fixed at the English High Court for 21 March 2011.

Group Lotus and Proton have been made aware of the press release issued by 1Malaysia Racing Team (1MRT), it is completely incorrect and a misrepresentation of the Judge's decision suggesting that Group Lotus' application was "thrown out". No decision was made on Group Lotus' application. The Judge proposed that the better procedural route was to order a speedy trial of all the issues in dispute in the case. 1MRT initially resisted the Judge's approach to resolve all matters quickly and before the start of the 2011 Formula 1™ season but the order was subsequently made and the first available date was 21 March.

Group Lotus and Proton have always held the view that this matter should be resolved as soon as possible in the interests of Formula 1™ and the fans. We therefore welcome this decision and look forward to the full trial. We are confident that at the trial Group Lotus will succeed in preventing 1MRT, Mr Fernandes and his companies, from using the Lotus name in Formula 1™ once and for all.

Time will tell.....



Team Lotus name

Earlier this month I did read about Proton offering the amount of six million British Pound as an out of court settlement for the name dispute between Team Lotus and Group Lotus. This offer was rejected by Team Lotus boss Tony Fernandes because it was too low. Even when we know that he did purchase the name Team Lotus from David Hunt for 5 million British Pounds. The idea was that Tony would continue his f1 activities but stop using the Lotus name in his Formula One activities.

But that would create another problem. As Lotus Racing was the best team of the newcomers in 2010, this did bring in some prize money. How much is not mentioned anywhere, but it could be around the 10 million British Pounds mark.

If the team would change its name, this prize money would vanish. But if you keep the constructor's name in your team name, this problem would not occur. In this case the constructor's name is Lotus. And it is obvious that some of the sponsor money the team gets right now, has to do with the Lotus name and glorious history.

Another aspect will be the high costs of remarketing the team.

So basically there is more than just a name that two parties are arguing about, there is a lot of money involved here. We have to wait and see what will happen in court on the 21st of March.

Lotus Cup Series in 2011

Over the years, the Lotus Cup Race Series has developed into one of the most successful race series brands in the world, often with capacity grids of Elise, Exige, 2-Eleven and Europa race cars racing and jostling for position. Previously

operated from several countries in Europe and Japan, the Lotus Cup has now expanded considerably to include the USA, UK and Eastern Europe.

Not only has the Lotus Cup grown in size, the organisation of the series has been consolidated. For the first time this year, drivers will now race to one set of rules, regulations and formats in championships around the world including:

- Lotus Cup UK
- Lotus Cup Europe
- Lotus Cup Italy
- Lotus Cup USA (West Coast)
- Lotus Cup USA (East Coast)
- Lotus Cup Eastern Europe
- Lotus Cup Japan

See the [press releases section](#) of the website for more information.

Lotus engines

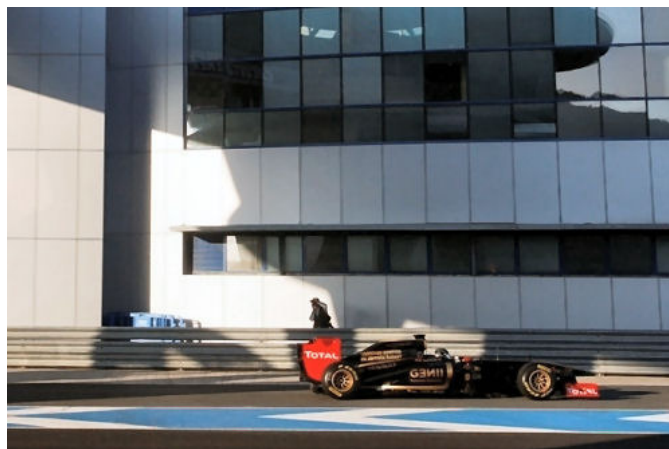
Lotus is going to develop two new engines! First of all there will be a new V6, probably 3.0 to 5.5 litre without turbo offering 350 hp and a twin turbo version offering 500 hp. There will also be a new V8, probably 4.0 to 4.8 litre, offering 550 to 600 hp. Where until now there was talk about using Toyota (Lexus) engines for the new models, Lotus has now decided to design something lighter, more compact, and a lot more fuel-efficient. To keep these plans affordable, the V-6 and the V-8 are closely related.

As soon as I have more information, I will let you know.

Lotus Renault GP has to start 2011 without star driver Robert Kubica

Formula One driver Robert Kubica was involved in a serious rally accident on the 6th of February, during the Ronde di Andora rally in a Skoda Fabia when he had a heavy accident on the opening stage. He has been diagnosed with multiple fractures to his right arm, leg and hand. The same day, he had a seven-hour operation by Italian hand-surgery specialist Dr. Igor Rossello. After several operations Robert Kubica is hoping to make a return to Formula 1 during this year's championship. "I want on to be even stronger on my return than I was before," Kubica told Gazzetta dello Sport. "After my crash in Canada, I missed a race, but I came back stronger. Since 2007, I am mentally stronger and it will not be different this time. My goal is to return this year.

Although we do hope to see Kubica back on track this season, life goes on and the replacement driver for Kubica is Nick Heidfeld. Team boss Eric Boullier stated earlier that the German driver was the first choice of the team to replace the injured Robert Kubica. And Heidfeld impressed during testing at Jerez.



Nick Heidfeld testing at Jerez

"I would have liked to come back to Formula 1 in different circumstances, but I'm proud to have been given this chance," said the 33-year-old German. "Everything has happened so quickly, but I've been very

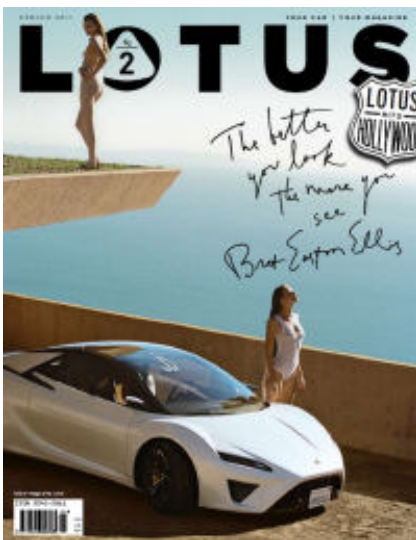
impressed by what I have seen so far in terms of the facilities and the dedication of the people at Enstone. I really enjoyed the test last week in Jerez and I've already settled in well with the guys at the track. I have a good feeling for the car, which is quite innovative. I'm extremely motivated and can't wait for the season to begin."

Lotus Renault R31 has invisible exhaust system design

We can see many images of the new Lotus Renault R31 on the internet now, and people analysing the images have noticed that the exhaust exits are nowhere to be seen. The word is that the car is using an incredibly innovative exhaust system. In stead of leading the exhausts to the rear, on this car the exhaust exits the car at the front, blowing over a front-mounted diffuser to generate additional downforce. If this is true, it would certainly explain the disappearance of the exhaust exits from the expected locations, and would be a major innovation in F1.



Lotus Magazine



By the end of February Issue 2 of the Lotus Magazine will be available. Where? I don't really know, I suppose you will find on the shelves at your local dealer or you will have to subscribe. This will set you back GBP 60,= for three issues if you live in the UK, outside the UK it will be GBP 70,= for three issues

The highlight of issue two of the LOTUS Magazine is a photo shoot of the future Lotus car models in the Hollywood Hills, by South-African photographer Purienne. The shoot represents the first time the future range has been photographed in a real life situation. Also in this "Hollywood issue": an interview with Jeremy Curl, the famous 28 year old explorer heralded as the new Lawrence of Arabia, a tribute to the legendary Jochen Rindt, the James Dean of Formula-One-Racing, a test drive with Matt Damon, a feature on the King of Surfing, Doc Paskowitz and a sneaky peak behind the scenes of Pretty Woman, one of the many motion pictures starring a Lotus. Further more a photographic portfolio by Tom Schierlitz, dedicated to the start of the F1-season and the new Lotus-Renault GP entry.

There is also a new website connected with this magazine, see <http://magazine.lotuscars.com/>

Formula One calendar 2011

Now that the new season is about to start, here are the dates to put in your diary:

2011 FIA Formula 1 World Championship Season Calendar

- 11 – 13 March 2011 Bahrain Grand Prix (Sakhir) **CANCELLED**
- 25 – 27 March 2011 Australian Grand Prix (Melbourne)
- 8 – 10 April 2011 Malaysian Grand Prix (Kuala Lumpur)
- 15 – 17 April 2011 Chinese Grand Prix (Shanghai)
- 6 – 8 May 2011 Turkish Grand Prix (Istanbul)
- 20 – 22 May 2011 Spanish Grand Prix (Catalunya)
- 26 – 29 May 2011 Monaco Grand Prix (Monte Carlo)
- 10 – 12 June 2011 Canadian Grand Prix (Montreal)
- 24 – 26 June 2011 European Grand Prix (Valencia)
- 8 – 10 July 2011 British Grand Prix (Silverstone)
- 22 – 24 July 2011 German Grand Prix (Nürburgring)
- 29 – 31 July 2011 Hungarian Grand Prix (Budapest)
- 26 – 28 August 2011 Belgian Grand Prix (Spa-Francorchamps)
- 9 – 11 September 2011 Italian Grand Prix (Monza)
- 23 – 25 September Singapore Grand Prix (Singapore)
- 7 – 9 October 2011 Japanese Grand Prix (Suzuka)
- 14 – 16 October 2011 Korean Grand Prix (Yeongam)
- 28 – 30 October 2011 Indian Grand Prix (New Delhi)
- 11 – 13 November 2011 Abu Dhabi Grand Prix (Yas Marina Circuit)
- 25 – 27 November 2011 Brazilian Grand Prix (Sao Paulo)

Note that the first two days of every Grand Prix will be practicing days, the third day is when the actual race will take place.

Model Cars



From **Hot Wheels** is this new colour for their **Lotus Concept** (2008)

The **Type 30 S1** as driven by Clark, Goodwood 1964, should be in the shops any moment now according to **Spark**. Scale 1/43, resin.





And this **Type 56** as driven by Leonard, Indy 500 1968, should also be available soon. **Spark**, 1/43, resin.

This is the **Lotus Renault** show car as announced by **Minichamps**. Here you see an image of the Kubica version. There is also a Petrov version announced and who knows, maybe there will be a Heidfeld version as well. From a collectors point of view, I did order the Kubica version.



Books and videos

No news this time.

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>.

Downloads

Last week I did add the 2011 pricelist for various countries to the download section of the website.

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 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.