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The first words

Welcome to the first LDG Newsletter for 2012. Now what does 2012 bring for you? I hope good health and nice Lotus happenings.

2012 Also sees the 50th anniversary of the Lotus Elan, 40 years since the Esprit concept was first revealed by Giugiaro, 35 years since the innovative Lotus 78 ground effect Formula 1 car competed, and 20 years since cyclist Chris Boardman won a gold medal for Britain in the 1992 Barcelona Summer Olympics, riding the revolutionary Type 108 bicycle developed by Lotus. And lets not forget the 35th anniversary of the Lotus Club Holland. That's 2012!

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

Ronald Ringma



Lotus Originals store to open in London

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

Facebook

Next to the website, there is also a page on Facebook now. Just search for Lotus Drivers Guide when you are logged in to your Facebook account.

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.

Lotus Originals flagship store

Group Lotus announced that a new Lotus Originals flagship store will be opening in London's prestigious Regent Street - 52 Regent Street to be exact. From Spring/Summer 2012 the building will host a brand new Lotus experience: a 4,800 sq ft store situated in a Grade II-listed former 'Café Royal'. In the shop one will find the full stock of apparel, accessories, gifts, toys, and limited edition collectables.



After the introduction in Paris and the launch of a website www.lotusoriginals.com, the first shops followed with a store at Lotus' Hethel HQ and Norwich City Football Club's Carrow Road stadium. Dealer shops have also recently opened in China at new Beijing and Chengdu showrooms and a Shanghai store is imminent. The London flagship store is the next step.

Wiebke Bauer Director of Licensing & Retail for Group Lotus said, "We are delighted to secure this iconic location, it's the result of many months of careful planning and negotiations - the completion of this milestone really

demonstrates the success of the LOTUS ORIGINALS offering and the potential we have for the future. This is the cornerstone of our global retail strategy and we have lots to look forward to."

Lotus to take centre stage as the chosen Marque at the 2012 Goodwood Festival of Speed

Well ahead of next summer's Festival of Speed (28 June - 1 July 2012), Goodwood is excited to reveal that it will be honouring the pioneering Lotus marque with the main 'Central Feature' installation, displayed prominently outside Goodwood House.

Goodwood will celebrate this much-loved British brand at an exciting time in the marque's history, as Lotus is currently two years into a dynamic five year brand reinvigoration plan with the goal of returning the marque to its original status alongside other prestigious sports car manufacturers. The plan includes an entire new range, the first of which will be the return of the iconic Esprit in 2013.

Lotus Club GT

Group Lotus is welcoming applications to one of the world's most elite clubs – the Lotus Club GT. Here you won't find leather Chesterfields, wood-paneled walls or the aroma of fine cigars; instead you'll find bucket seats, carbon-fibre and the smell of burnt rubber.

Lotus Club GT's current entry requirements are met with the purchase of one of Lotus's premium race-bred models – the Evora GT4 and Evora Enduro with club specification. Club events come courtesy of the marque's professional works drivers and the Lotus F1 Team. Club GT will ensure members get the most from their cars and from themselves, and become legends in their own lifetime.

All will be revealed at this week's Autosport International Show at the Birmingham NEC which kicks off on Thursday (12th January). And, being Lotus, we've got plenty more to talk about – from developments with IndyCar and rally, through to some very exciting partner and sponsorship announcements, an update on the newly formed Lotus Racing kart team and the latest F1-honed development of our Type 125 programme.

For fans of the brand, the official Lotus stand (2520) is not to be missed – every available square metre has been exploited and crammed full of Lotus's latest racing models and Lotus factory driver Johnny Mowlem and Commercial Director Tony Schulp will be there to talk about Lotus' exciting motorsport activities for 2012. Both gentlemen accompanied by some very special guests will be taking to the famous Autosport Stage from 12:45 on Thursday to reveal Lotus' plans for 2012 including the rebrand from Lotus Motorsport to Lotus Racing.



Success in Italy with the first IndyCar engine fire-up and Exige R-GT Rally shakedown

Whilst most sensible people prepare to wind down for Christmas, the hard working Lotus Motorsport team were busy celebrating the fruits of their labour over the past 12 months following the first successful engine fire up in the Lotus IndyCar chassis AND the first proper Exige R-GT rally car shakedown all within the space of 24 hours.



The first official Lotus IndyCar engine fire up in new car took place on 22nd December at Dallara's headquarters in Varano Melegari, Parma under the watchful eye of Group Lotus Director of Motorsport Claudio Berro and technicians from the team. Pleased with the overall results, the team have now prepared the engine and car for shipment to the US where full testing will begin in January.

Heading north to Turin, the Exige R-GT, the Rally version of the new Exige S, took centre stage with a quick track shakedown for the first time in full Rally specification. The car handled exactly as expected and the team were delighted with the results. Testing will continue in the new year ahead of the start of the 2012 FIA World Rally Championship season where the Exige will contend the

FIA GT category on asphalt at events in Monte Carlo, Tour de Corse and San Remo.

Claudio Berro said: "The fire up in the car went really well, there were no nasty surprises and I think our partners are going to be very happy with the results. It was only October last year that we announced that we would become an IndyCar engine supplier and just 12 months on, we had an all new Lotus engine and three teams signed up - Bryan Herta Autosport, Dreyer and Reinbold Racing, and HVM Racing. We've still got a lot of work to do ahead of the start of the 2012 IZOD IndyCar season but so far I'm very encouraged by what I see.



"And as for the Rally car, when you consider that we've only began working on this car in July, I think what we've achieved in that time has been incredible. For me the Exige S makes the perfect GT rally car, it has an awesome 3.5-litre, supercharged engine, and we've managed to balance the weight perfectly to meet the minimum weight regulations. The shakedown today (23rd December) has only made us even more excited to show off the car in true race form early next year - I think we're doing the Lotus motorsport pedigree proud."

Introducing Lotus GP

Lotus ART will have a new name, but the identity and values of the team remain the same. Starting in 2012, and for the upcoming seasons, the team led by Frédéric Vasseur and Nicolas Todt will continue its commitment in the GP2 and GP3 Series championships under the name Lotus, with the colours that brought glory to the auto brand, Black and Gold.



After an initial fruitful collaborative year rewarded with a 1-2 Bottas/Calado finish in the GP3 Series and several wins and a 3rd place finish in the GP2 Series thanks to Jules Bianchi and Esteban Gutierrez, the racing team and its partner, Group Lotus, have decided to put it into high gear and create a new dynamic that both partners will benefit from.

For Group Lotus, this new step will embody its heavy involvement in both feeder series to auto racing's highest level, Formula 1. Since their creation in 2005, the GP2 series have often been the forerunners of a certain idea of the sport and using technologies which are both assurances of quality in the sport and a potential bridge to the automotive industry. The racing team's structure will be reinforced by this multiple collaboration which will work at several levels and in both directions.

Claudio Berro:

"The relationship between Group Lotus and ART continues to intensify and both parties will benefit from sharing technological developments and engineering support. The partnership goes far beyond an agreement on the team name - this is just the tip of the iceberg. The collaboration between ART and Group Lotus is deeply rooted in the culture and daily life of both entities. For example, Lotus' road cars, like the Elise and the Evora will benefit directly from the impacts of developments made by the team on the circuit as well as in the factory. The current and future cars will benefit from developments in performance, endurance and stability at high speed and in return, the racing team can draw its inspiration from world-renowned engineering, since Lotus Engineering's engineers may be assigned to Lotus in the GP2 and GP3 Series."

Frédéric Vasseur:

"I am proud and happy to have the chance to give this new boost to the venture and to have the confidence of as prestigious an auto maker as Group Lotus, whose heritage in the sporting world is known worldwide. I am very happy about the sporting and technical prospects this partnership offers our team. It will enable both entities to capitalize on each others' expertise in order to rise to big challenges in the coming years."

2012 Brussels Motorshow

This years Brussels Motorshow is open from January 12 – 22. Group Lotus is represented by the new Exige S, the Model Year 2012 Evora S and Evora IPS and the Elise range with the Elise S and Elise Club Racer. So the current range of cars is there, at the start of the 2012 European show season. You can find the Lotus stand in hall 12, stand 12.06.

Next show: Geneva. I will be there, let me know if you like to meet and have a chat.

Formula One Calendar 2012

The FIA has released a confirmed calendar for the 2012 season following a fax vote by members of the World Motor Sport Council. The addition of the United States round makes for a 20-race season, which will get underway in Australia on March 18. The season finale will take place in Brazil on November 25.

2012 FIA Formula One World Championship calendar:

18/03 Australia
25/03 Malaysia
15/04 China
22/04 Bahrain
13/05 Spain
27/05 Monaco
10/06 Canada
24/06 Europe
08/07 Great Britain
22/07 Germany
29/07 Hungary
02/09 Belgium
09/09 Italy
23/09 Singapore
07/10 Japan
14/10 Korea
28/10 India
04/11 Abu Dhabi
18/11 United States
25/11 Brazil

Indycar calendar 2012

25/03 Streets of St. Petersburg
01/04 Barber Motorsports Park
15/04 Streets of Long Beach
29/04 Streets of Sao Paulo
27/05 Indianapolis 500
03/06 Streets of Belle Isle

09/06 Texas Motor Speedway
23/06 Iowa Speedway
08/07 Streets of Toronto
22/07 Streets of Edmonton
05/08 Mid-Ohio Sports Car Course
19/08 Streets of Qingdao
26/08 Infineon Raceway
02/09 Streets of Baltimore
15/09 Auto Club Speedway



Last November Lotus announced it would join Chevrolet and Honda as engine manufacturers for 2012. Lotus Motorsport announced at the Los Angeles Auto Show that Dreyer & Reinbold Racing, Bryan Herta Autosport and HVM Racing will utilize its twin turbocharged V-6 engine for the 2012 IZOD IndyCar Series season.

In January Lotus is testing the new Indycar engine, on the image we can see driver Simona de Silvestro in the Lotus-powered DW12 chassis at Palm Beach International Raceway.

Lotus Renault Grand Prix innovation

Lotus is doing it again! I am of course referring to 'the old days' when Colin Chapman was able to make his opponents very nervous with his innovations. With the new innovative reactive ride height system Lotus Renault Grand Prix is forcing their rivals to copy it. Especially now that the FIA has approved it!

The mechanical system helps maintain a standard ride height during braking, when normally the front end of the car would go down. The adjustment to the ride height is reactive to brake torque and is linked to the suspension. The driver does not have to do anything to improve aerodynamic performance and stability while braking. The fact that the driver is not involved, and that the system is a part of the suspension, means it complies fully with the F1 regulations.

Lotus announcements at the Autosport International Show

A lot of news from the Autosport International Show, so a lot of words to read and less images. As it is an interesting news for the Lotus enthusiasts, I decided to publish it as presented by Group Lotus:

LOTUS INKS ITS DRAGON TATTOO

Lotus has chosen the Autosport International Show to announce its full factory partnership with the Dragon Racing IndyCar team. Lotus Dragon Racing will be an official Lotus team, racing in the black and gold colours that are shared by the marque's Formula One programme. Owned by Jay Penske – Chairman and CEO of the Penske Media Corporation, and son of US racing legend Roger Penske – Dragon Racing debuted in 2007, picking up fifth at the Indy 500 straight out of the box at the hands of Ryan Briscoe. In 2009, its first full season, Dragon driver Raphael Matos took the Rookie of the Year honours. In 2012, the Lotus Dragon Racing line up is a particularly strong one: Katherine Legge, the first female driver to win a major open-wheel race in North America, and four-time Champ Car Series champion and former F1 racer Sebastien Bourdais.

Claudio Berro, Group Lotus Director of Motorsport: Claudio Berro: "We are very pleased to be able to announce this new and exciting partnership with Dragon Racing today, a team which has demonstrated its potential and which we believe will achieve great success thanks to the Lotus IndyCar engine and the security of a major backer. Last year was Lotus' first foray into this prestigious open-wheel series since Jim Clark won the Indy 500 back in 1965. We have a tremendous legacy in this sport, and are determined to

become winners again. The American market is one of the most important to Lotus in terms of road car sales, hence our aggressive marketing strategies through US auto racing. We believe Lotus Dragon Racing and our other partner teams will give us the best opportunity to achieve our ambitious goals."

INDIANA CLONES AND THE FAST CRUSADE

In 2012 no less than four teams with an anticipated minimum eight cars will be packing Lotus power in the IZOD IndyCar Series. The company's all-new twin-turbo V6 has its first shakedown today at the Moroso circuit in Jupiter, Florida, with Lotus HVM driver Simona de Silvestro working the loud pedal. The engine program, which was announced in November 2010, has come together quickly without teething problems, and fire-ups away from the track have ticked all the boxes. Lotus Dragon Racing, Lotus HVM Racing, Lotus Bryan Herta Autosport, and Lotus Dreyer & Reinbold Racing are all confirmed as engine partners. The Autosport International Show marks the first public appearance of this ambitious powerplant.

Claudio Berro, Group Lotus Director of Motorsport: "The engine has performed extremely well so far, and we and our partners are very pleased with the results. We had our first fire-up in a Dallara chassis in Palma, Italy on 21-23 December, then the engine was sent to America, and today we're having our first on-track shakedown, at Moroso, which is very exciting. On January 1st we opened a Lotus facility in Indianapolis which will be our US engineering and logistics hub, so it's all go. We've still got a lot of work to do before the start of the season, but I couldn't be happier with the progress we're making."

LOTUS MOTORSPORT BECOMES LOTUS RACING

In order to reflect the broad range of Lotus' competition activities, Lotus Racing becomes the new umbrella name for Group Lotus' racing division. All of our official works teams will now race in the evocative black and gold livery. These include the Lotus F1 Team, GP2 and GP3 team Lotus GP (formerly ART) and Lotus Dragon Racing. Partner teams, such as the Lotus-engined IndyCar teams Lotus Herta Autosport, Lotus Dreyer & Reinbold Racing will also run in black and gold with Lotus HVM Racing running in predominantly green, yellow and white. Customer teams have the option of running other classic Lotus liveries, such as Lotus Sport UK's 'Gold Leaf' red, white and gold, which was raced to victory in the British GT Championship last year.

WELCOME TO THE CLUB

As mentioned earlier this week, Lotus has formed one of the most exclusive members clubs in the world - Lotus Club GT. It's a gentlemen's - or ladies - club with a difference. No leather Chesterfields, wood-panelled walls or cigar smoke - here, you'll find bucket seats, carbon-panelling and the smell of burning rubber. It is the ultimate club for sports car enthusiasts. The club's current entry requirements are met with the purchase of one of Lotus' premium race-bred models - the Evora GT4 and Evora Enduro with club specification. Member benefits include one-to-one driver tuition catering for drivers of all abilities from our professional works drivers and the Lotus F1 Team. Members also receive exclusive VIP access to Lotus events, like going behind the scenes at the Lotus F1 Team's high security HQ and in the pits at glamorous grands prix.

Matthew de Morgan, businessman and Lotus Club GT member: "You will enjoy it, and I think what you get out of it is more than what you give. We aren't out there to be pseudo Michael Schumachers, we're there to have fun competing, to enjoy ourselves in an environment which is safe, educational and challenging. I think this is what the GT club is all about. I didn't come here with a previous history of driving cars round a track and having done it I'm delighted. Frankly it's probably the best thing I've done for myself in the last ten years."

Claudio Berro, Group Lotus Director of Motorsport: "Through all our activity on and off the track, we want to make the driver experience as incredible and unique as possible so creating the Lotus Club GT was a natural step for us. Our clients have come to expect more than just to be handed the car keys, they want to be part of the team and to really understand how to get the very most from their investment. Everything is tailored to match the individual expectations of our clients allowing them to truly realise their potential behind the wheel. So far the feedback we have had from members is fantastic - they really become part of the Lotus family"

Check out the Lotus Club GT in action here: www.4lot.us/motorsportvideos

F1 TEAM PIMPS OUR ULTIMATE RIDE

Lotus' Formula One customer experience, the Type 125, has become even more F1, thanks to its final phase of development work by the Lotus F1 Team. Newly-announced driver Romain Grosjean put the car through its paces in Portugal recently as engineers honed the car's set-up to replicate those of a current generation Formula One beast, while keeping it safe, easy to drive and reliable for Lotus' private customers. A normal F1 car requires a huge crew just to start it up, yet the single-seat Type 125 can be fired up at the touch of a button. It's 640bhp 3.5 litre Cosworth V8 engine is linked to a six-speed gearbox with paddle shift. It weights just 560kg resulting in a phenomenal power-to-weight of nearly 1000bhp per tonne. The Type 125 mule sits in a race bay at the team's Enstone factory, where the 2012 F1 car is being prepared. It has now reached the end of its comprehensive development programme.

Romain Grosjean: "The idea was to bring the car as close as possible to F1 level. We needed a car that was close to the lap time of a Formula One car, but that was also easy to drive. Development is something that I love to do, and the Type 125 has been a really interesting project for me. Some things were quite funny, like the auto clutch the car has for when you leave the garage and the option of auto up-shift, which seemed odd the first time I used it – a bit like a computer game – but it works well. We achieved a strong level of performance and sensation, but it is not too hard or too on-the-limit to drive which is important, because this car is designed for private customers. We did a lot of laps during our three-day test in Portimao and we had no reliability issues at all. Everything worked perfectly."

Arnaud Boulanger, Head of External Projects, Lotus F1 Team: "Lotus asked us to take on the Type 125 in September 2011 through to its final development. The programme was not to re-engineer the car completely, but to hone the set-up and the car's performance envelope as close as possible to Formula One, and match the build quality to 2012 F1 standards, while also making it safe, reliable and easy to drive. We needed a car that was exhilarating to drive, that was reasonably forgiving, that was relatively easy to operate but that still offers extreme performance – very close to F1. Our programme had the added benefit of development from a current F1 driver, Romain Grosjean when he ran the car at Portimao in mid-November and gave us the valuable feedback we needed."

"Working closely with Group Lotus, we have managed to fulfill all our engineering objectives in a very short space of time. The performance is just a small step back from Formula One, so as to allow the practical aspects I mentioned, but still provide the F1 experience customers crave. It's going to be very physical still, and not many drivers will be able to cope with more than a few flat-out laps. Drivers will be thrilled with the finished product."

BACK TO BASICS

You're never too old to drive a Lotus. You're never too young either. Arguably the most fun, raw and inspirational racing machine on our stand in Birmingham is the new Lotus Racing Kart, built in Italy to the highest standards by Wildkarts. The official Lotus Racing Karts team will be evaluating drivers at the end of the month in Lonato, and will compete in the CIK-FIA KF1 Karting World Championship. Championship events will take place at Varennes sur Allier in France (29 April), Suzuka in Japan (20 May), Brandon in UK (22 July), Sarno in Italy (9 September) and Macau-Coloane (21 October).

Lotus Racing Karts has also set its sights on the Asia-Pacific zone and, represented by a Japanese partner, will form a team in the exciting All-Japan Championship.

Another important task for Lotus Racing Karts will be CIK-FIA «U18» Karting World Championship. This new series is aimed at promoting drivers between 15 and 18-years-old through an FIA World Championship in which costs are rigorously limited, in particular thanks to the free allocation of engines and tyres to all participants. Free? That's not a word you hear often in this business, is it?

TEAM BULLRUN'S NEW BABY

Team Bullrun will be running a Lotus Evora GT4 in the 2012 Britcar MSA British Endurance Championship. The team has previously won the series' production car titles, while the Evora placed a very credible third in the Britcar 24 Hours last October, but this will be the first full season's racing for Lotus' endurance

model. Former Britcar Production Champions Richard Adams and David Green will be joined by 2011 BTCC driver Martin Byford. Formula Ford veterans Fluid Motorsport are joining forces with Bullrun to manage the team.

Team Bullrun refers to the US-based luxury rally in which fun-loving and cash-rich enthusiasts take the public roads by storm. Expect some eye-catching Lotus models as well as Burt Reynolds look-a-likes on the Bullrun this year, which kicks off in Hollywood on June 23 and promises seven days of high-octane hedonism. A few thousand miles from Tinsletown – and with no pressure to obey the rules of the road – the first round of the 2012 Britcar series will be held at Silverstone on March 24.

Claudio Berro, Group Lotus Director of Motorsport: “We are delighted that Bullrun share our view that the Evora could be a serious championship contender this year. It is clearly good news to see a British team, with a British car competing for a British title. The overall package Bullrun has managed to put together looks very strong and we look forward to closely following their progress throughout the season.”

Lindsay Allen, Fluid Motorsport co-founder: “We have been considering a move in GT racing for some time – the combination of Bullrun’s track record in Britcar, its trio of experienced drivers and our own race preparation and championship expertise should make for a very strong team. The new Lotus Evora package Bullrun have secured looks to be very competitive. We are very much looking forward to running this alongside our usual Formula Ford operations.”

UP FOR THE CUP

The Lotus Cup Series, which sees enthusiasts race wheel-to-wheel across the globe, is set for even more action this year. In addition to the Elises, Exiges and 2-Elevens that already make up the grids, we will be welcoming Evora V6 entrants worldwide, including the GTS and GTN variants. Lotus-On-Track, which runs the Cup, has its own stand at the Autosport Show 2520 with the GTS on display. Here, you can also view the GTS/N conversion kit, which will turn your production-spec Evora into an out-and-out racer. Bolt it on, and stand well back.

The Lotus Cup has proved massively popular, with 350 participants racing worldwide on some of the most challenging and legendary race tracks and this year there is the added incentive of a prize for the most successful Evora running in the 2012 Cup. Championships are held across the UK, Europe, Eastern Europe, Italy, the USA and Japan, and we’re hoping to add some more territories in 2012.

Echoing our famous Formula One livery, the Lotus Cup gets a lick of paint this year and a new logo in keeping with the refreshed Lotus Racing brand strategy.

HOWDY PARTNERS

Lotus is pleased to announce a couple of new corporate partners to our racing stable.

OCS is an international facilities management company, which provides many businesses with cleaning, catering, security, waste and maintenance services – and, by partnering with Lotus Racing, it hopes to wipe the floor with the competition.

OAMPS is one of the UK’s leading independent insurance brokers, with a broad range of general and specialist insurance solutions – such as motor racing – as well as associated environmental, health and safety services. Partnering one of the most successful marques in motorsport they, too, are in safe hands.

Both brands will be carried on our GT championship Evoras. In addition, on the stand at the NEC, we have a Petronas-plastered Evora GT4. Our collaboration with the Malaysian petrochemical giant is going from strength-to-strength and it’s great to have their growing support.

A PETROLHEAD’S SMORGASBORD

Lotus’ stand at Autosport International is showing off some of our most exciting track-born and race-bred models. In addition to the Petronas-sponsored Evora GT4, in which Lotus Sport UK scored two wins during its maiden season of British GT, we’re displaying a Lotus Renault GP F1 car; the black-and-gold R31 took podiums in the Australian and Malaysian grands prix last year. Then there’s the Evora GT Enduro, our new

440bhp evolution of the GT4, which will be used in the Lotus Club GT. Finally, the NEC boasts the sensational Evora GTE – the ultimate road-going Lotus and by far the most powerful too. With its aggressive face and eye watering stats, it stole the show at last summer's Pebble Beach Concours, so we were compelled to put it into production.

Rare cars for sale



There are a lot of replica's around, but this is a real 1964 Lotus 23 B. When new, it was delivered to the USA where it participated in several races in the 1960's. More history is available. Available from Classic Car Collection, Switzerland, priced at EUR 115.000,=.

This 1958 Lotus 15 was originally sold to Mr. Chamberlain in the USA, who raced in 1959/1960. All history is known.

The car was displayed in the Rosso-Bianco museum for many years, and 1997 was purchased by a very highly regarded UK collector. Available from Coys, Surrey, United Kingdom



Model Cars

This is the 1:18 **Lotus Renault GP** Vitaly Petrov Showcar, made by **Minichamps**.





...and this is the Heidfeld version of the same model.

Just before Christmas the new **Minichamps** Lotus Renault GP **R31** in scale 1:43 became available. This is the #10 Petrov version.



.. and the #9 Heidfeld version.

This is the new **Evora** Type 124 Cup model, made by **Spark** in scale 1:43.



Also by **Spark**, this Lotus **Elan** 26R Shapecraft, Lightwork Racing 1963.

Does any of the readers have more information about the Lightwork Team?

This 1963 SMART **Elan** is a 1:43 model offered by **MEA kit 43**. I did see it for sale both as a kit and as a ready built model.

These were special-bodied Elans built for Stirling Moss by Williams & Pritchard. In the Files of the coachbuilder it is visible that in 1964 they worked on a Stirling Moss Racing Elan with special fibreglass nose and alloy hardtop, designed by Frank Costin



Exige S model

This model was produced as a limited edition only for Lotus staff to celebrate the introduction of the new Lotus Exige S. This model is not available to purchase in shops.

The model is mounted to a black gloss plinth, with an "Exige S" plaque, within an acrylic clear show case.

It comes with a special Lotus presentation box with a black lining protective cloth.



Announced by Tameo: a second version of their brilliant 1:43 kit Lotus 78, this time it is the Japanese GP Gunnar Nilsson Imperial car.

Books and videos

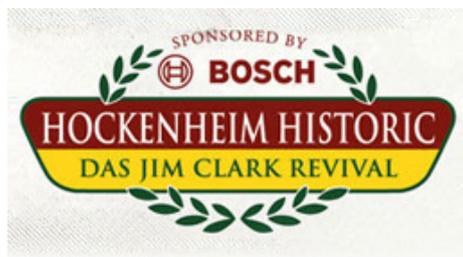


In F1 Modeling #49 there is special attention for the Lotus Type 72C model to aid building of all 1:43/1:20 kits from Tameo, SRC, Hiro and Ebro...

Japanese text, brilliant photographs

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>.



13-15 April 2012

Hockenheim Historic – The Jim Clark Revival.

For information, please see <http://www.hockenheim-historic.de/>



20 May 2012

Great British.

Event on the Zandvoort Circuit in The Netherlands. On the program are "show and shine", free driving on the circuit, slalom and a race.

For information, please see <http://www.greatbritish.nl/nl/home/show/996/home.html>



28 June – 1 July 2012

Goodwood will be honouring Lotus with the main 'Central Feature' installation, displayed prominently outside Goodwood House.

The Festival of Speed is the largest motoring garden party in the world – a unique summer weekend that brings together an impossibly heady mix of cars, stars and motor sport 'royalty' to create the largest car culture event in the world. Held in the immaculate grounds of Goodwood House, this annual hill-climb event is a true celebration of motor sport and all things automotive.

For information, please see <http://www.goodwood.co.uk/festival-of-speed/welcome.aspx>



18 & 19 August 2012

Lotus Festival will return to Brands Hatch on the historic Grand Prix circuit for 2012.

Full support race programme on both days.

- * Classic Team Lotus display and demo's
- * Lotus Motorsport support
- * Lotus Club Displays
- * Inter Lotus club karting competition
- * Huge Lotus trade village
- * Fairground
- * Lotus race programme includes 2 x Elise Trophy & a 1hr Lotus Cup UK race

- * Full race support package
- * Soap box race
- * Special Lotus parade
- * Celebratory guests from Lotus past and present

More information: <http://www.lotus-festival.com>

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.

The choice of the enthusiast

The successful husband and wife partnership of Gabriel and Mark König share the honours with the Lotus Elan and Duckham's Q20-50 Motor Oil, their choice both on the circuit and for everyday motoring.

*** DUCKHAM'S 20-50 MOTOR OIL**

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