

## The first words

I have recently changed the way of presenting news on the website. The items now have a date and this makes it easier for the reader to see if there is anything new to read on the website, please see <http://www.lotusdriversguide.com/new.php>

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

Ronald Ringma



Colin Chapman, Lotus 11 at Silverstone, 1956

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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 on the 'news' page of the website. There will also be newsflashes from time to time, with hyperlinks to the full stories.

## Formula One results

Please have a look at the "F1 press" section of the website. I will collect all the Lotus Racing news there, and you can also find the results of recent Grand Prix weekends as well as the team and drivers standings.

Please see [http://www.lotusdriversguide.com/Press/Press\\_F1\\_Team.php](http://www.lotusdriversguide.com/Press/Press_F1_Team.php)

## Looking ahead - Lotus' plans for the next 5 years

Recently, Proton has released some information concerning the future plans with Group Lotus, with the aim to make it a profitable company within 5 years.

As we know, Proton started their changes with bringing in new management; Dany Bahar (ex-Ferrari) became the new CEO of Group Lotus, bringing with him a list of new employees like Donato Coco (former Ferrari Director of Design), Andreas Schlegel (Aston Martin marketing and network development), Andreas Prillmann (Ferrari Director of Sales and Business Development) Robert Hentschel (EDAG USA) and Frank Touch (Director of Quality Management at Porsche) to name a few.

## The cars in the years to come

Dany Bahar announced that Lotus wants to move into the premium sportscar segment dominated by marques such as Ferrari and Porsche. By the year 2015, Lotus want to be selling 6 to 8000 cars per year in the price range from 100,000 to 130,000 Euro. The new motto will be: "Tomorrow's luxury sports car, today." For people like me who used to play with old Elan's and Europa's, this is something entirely different...

At present Lotus is represented in 30 markets worldwide and wants to add 25 more in the years to come.

The cars will go upmarket and become more complex with for instance 7-speed twin clutch transmissions, active aerodynamics, continuously variable dampers, hybrid and range extender systems, heads up displays, and the option for alcohol fuelling. The new cars will have aggressive and sporty looks. Later this year at the Paris Motorshow we will be able to see a concept car.

As far as I understand Lotus is leaving behind Colin Chapman's idea of producing lightweight and simple sportscars but it is not the plan to leave the Lotus roots completely, as a car like the Elise will continue to be sold.

First of the new cars will be the new Esprit (yes, this name was used!) with a BMW twin turbocharged 4.4 liter V8. There are also plans for a Lotus Version of the Proton EMAS concept (see images). The Proton version will be sold in Asia and the Middle East and will only be available as a 5-door hatchback. The Lotus version will be available all over the world as a 3-door car.



Proton EMAS concept car, ready to use the Range Extender Engine

## **Lotus Engineering**

Lotus Engineering and Proton will work together more and more as the mother did not really make use of the in house knowledge so far. Lotus Engineering is also work with Fagor Ederlan to get the new 1.2 litre three-cylinder Lotus Range Extender engine into production.

## **All European dealerships will be terminated in 2012**

Lotus has plans to completely overhaul its dealership network and has announced to terminate the contracts of all its European dealerships in July 2012. European dealers have received a letter from CEO Dany Bahar, informing them that their contracts will not be renewed and will expire on 18 July 2012. Within the current contract this is a legal possibility, as part of the deal is the agreement that two-year's notice must be given for termination.

The current dealers will be able to apply for new dealerships or franchises under new terms, but Lotus has not yet made it clear what those terms will be. It sounds like the end of a period in Lotus' history and I am afraid many of the current dealers will be forced to invest if they want to become a new Lotus dealer.

Lotus will reveal their plans for a radical overhaul of the European dealer network after the Paris motor show. It is this show where the plans for the next five year will be announced.

## **"Sport Auto" awards for Elise and Exige**

Readers of the German car magazine "Sport Auto" have voted the New Lotus Elise (MY2011) and the Exige S as the "Most Sportiest Car" in their respective categories in the magazine's 2010 awards. Stable-mates the Elise SC (MY2011) and the Evora also managed podium finishes.

The awards come just weeks after the brand new Lotus Elise MY2011 was launched to a strong reception from the media, many of whom chose to focus on the low emissions of just 149g CO2/km and the class leading fuel consumption. The Elise received an incredible 29.8% of the reader vote in the category of open sports cars up to € 40.000,-- resulting in the sought after 'Most Sportiest Car' title.

And it's not only the Elise models that were recognised in the awards, the high performance, lightweight Exige S was also victorious in the category of Coupes up to € 50.000,--. The Exige stole an even better percentage of the vote with 34% of all readers pushing it; placing it nearly 20% ahead of its nearest rival in the class.

Lotus cars were nominated in two further classes: Coupes up to € 100.000,-- and Cabriolets up to € 60.000,--. The Evora finished second in the Coupes up to € 100.000,-- just missing out on the top spot by a fraction with the Elise SC coming in third in the Cabriolets category just 0.8% behind the second car.

More information in the press releases section of the website

## **Exige V6 ?**

Recently Exige test cars have been spotted with wider wheel arches and increased cooling. Bearing in mind that new emissions regulations will put an end to the 1.8-litre engine for the European market, from that moment the only available engine for the Lotus Elise and Exige will be the somewhat underpowered 1.6-litre.

And it seems logical to use the Toyota-sourced V6 engine that is used in the Evora... There could however be a problem with the weight of the car including this engine, as a heavier car may have different driving characteristics. It looks like the test cars have a slightly longer wheelbase and a wider track. The body on the test cars is based on the current Exige model with some change, the real looks of the new Exige are not yet visible. Will this be the first upgrade as expected within the new business plan???

## Lotus to unveil 4 new concepts at Paris

As you can read in my article on the new business plan, Lotus has plans to upgrade to the area where competitors as Porsche, Ferrari and Aston Martin are operating. It looks like Paris will play an important role in the 5-year plans.

Lotus will show no less than 4 concept cars at the Paris Auto Show coming October (from 2 to 17, see <http://www.mondialautomobile.com>). It is believed that these will include the successor to the Esprit, two new front-engined GT cars and a new roadster model.

It is unclear if the new v6-powered Exige will be presented to the public during the Paris show.

## Lotus Elise and Exige RGB Special Edition

Roger Becker, former Director of Vehicle Engineering for Lotus is celebrated with a series of special edition versions of the final run of European specification 1.8 litre Elise and Exige sports cars.



Lotus Elise SC RGB Special Edition

In celebration of his now legendary input over the years, Roger Becker (RGB) who retired in January following 44 years of service, will have a series of Lotus Elise and Lotus Exige sports cars in bespoke RGB Special Edition specification produced and set for release from September 2010.

The Elise SC and Exige S RGB Special Editions will both be specified to a high level with Sports and Touring packs as standard. The Elise SC RGB Special Edition has a supercharged 217 hp (220 ps) 1.8 litre engine which blesses it with a 0-60 mph time of 4.3 seconds (0-100kmh in 4.6 seconds). The Lotus Exige S RGB Special Edition uses the range topping 257 (260 ps) supercharged and intercooled 1.8 litre engine which endows it with a 0-60 mph in around 4 seconds and a phenomenal aerodynamic downforce figure of 92.5 lbs (42 kg) at 100 mph (160 kmh).

More information in the press releases section of the website

## Lotus Range Extender engine set for production

A collaboration between Lotus Engineering and Fagor Ederlan will develop the Lotus Range Extender Engine for series production.

Lotus Engineering, the automotive consultancy division of Lotus Cars Limited, and Fagor Ederlan, part of the Mondragon Corporation Cooperativa, the biggest co-operative group in the world, have completed a joint technical and market study analysing the best route to production for the Lotus Range Extender

Engine. The study has culminated with an agreement for Lotus Engineering to develop the engine for series production and sale by Fagor Ederlan for the global automotive market.

The three-cylinder, 1.2 litre Range Extender engine from Lotus Engineering has been designed specifically for series hybrid vehicles and the production engine will offer a fast route to market for manufacturers wanting to source a dedicated range extender. The high efficiency, low mass design will enable low emissions vehicles to be produced cost effectively across a wide range of hybrid vehicle applications, as already demonstrated in both the Lotus Evora 414E Hybrid and the PROTON Emas concepts, which were shown at the 80th International Geneva Motor Show this year.

### **Lotus Racing opens the factory doors**

Lotus Racing has announced that it is throwing open the doors of its factory in Hingham, UK, for fans to take an exclusive look behind the scenes of the inner workings of this new team in the Formula One™ World Championship. Paying guests now have the chance to take a tour of the team's Norfolk home in 1½ hour tours, where they will see each of the key areas of the factory, including the Design Office, Composite and Machine Shops, Race Bays and the Race Team workshops – everything needed to build and run a modern F1™ team. In addition, guests will also have the opportunity to see the T127 race car up close and meet the people who make it all happen.

Please see the F1 press releases section of the website for more information and prices;  
[http://www.lotusdriversguide.com/Press/Press\\_F1\\_Team.php](http://www.lotusdriversguide.com/Press/Press_F1_Team.php)

### **GAZ 'Gold Professional' coil over suspension for Lotus Elise**



Suspension specialists GAZ have just introduced a new coilover kit for the Lotus Elise.

This suspension is part of the latest GAZ 'Gold Professional' range and represents an improvement on the successful GAZ Gold range. GAZ Gold Professional coilovers feature a HE15 aircraft-quality, high tensile, aluminium body which is plated and fitted with anodised adjusters for long life. All units are individually tested before leaving the factory and covered by a 2 year warranty.

Ride height is adjustable through 60mm of adjustment and GAZ Gold Professional units are bump and rebound adjustable while on the vehicle by means of an easily accessible adjuster knob. The units also have low-friction, banded pistons and self lubricating spherical bearings.

An other GAZ feature is the gas cell in the outer reservoir, to help prevent cavitation and the units are then filled with a multi grade high viscosity index fluid to help resist fade under extreme conditions.

### **New sponsorship deal for Lotus Racing: AirAsia X**

AirAsia X officially announced a partnership with Lotus Racing, during the world famous British Grand Prix held at the home of British Motor Racing, Silverstone from 9 – 11 July.





AirAsia X CEO, Azran Osman-Rani and Lotus Racing CEO, Riad Asmat were on hand for the photo call at the Lotus Racing garage along with drivers Jarno Trulli and Heikki Kovalainen. Next to them was the Lotus Racing T127 displaying the freshly placed AirAsia logos on the car.

This announcement is very timely, given that AirAsia X flies directly to a number of destinations where races take place in the current Formula 1™ calendar such as the UK (via Stansted), Melbourne, Malaysia and Shanghai (via Hangzhou). Soon, Korea and Japan can be added to the list as the destinations are soon to be a part of the airline's rapid growth.

Read more in the Press Releases section of the website.

### Omen miniatures

Many of us are collectors. We collect Lotus books, Lotus regalia, Lotus brochures, Lotus modelcars or even Lotus 1:1 cars. The modelcar collectors amongst us will have one or more cabinets filled with miniatures, mostly cars are on display. But one may also display other things together with the models, like in my own cabinets you can find items like chassis number plates, tickers and even some Lotus F1 team related peppermints.

Something else to add to the miniature cars are the miniature men, created by Omen. These are very well sculpted and cast, painted metal figures in scale 1/43 that are fair likenesses of well known figures. Also available unpainted, made in England. In the range you will find items like mechanics, track visitors, photographers but also famous racing car drivers like Jim Clark, Jochen Rindt, Mario Andretti, Ayrton Senna and more. I did also see Colin Chapman. Available at the modelcar shops.



## Model Cars

Available now from **Spark** is their new Lotus **Evora** model, as usual scale 1/43 and made from resin. My model arrived a few days ago and I have to say it really is a good replica of the Evora! Very nice detailing, also the interior.

Nothing opens and on my model the wheels do not turn, but after all it is supposed to be a static collectors model, isn't it?



The **Lotus Type 79** kit that was announced for 2010 by **Hasegawa**, scale 1/20, is for sale now.

... and here is the **Tamiya** version of the **Lotus Type 79**, scale 1/20, also available in the specialists shops now. I did not yet see the models so I have no suggestions on what to get for your collection.



Some of us want to try and make their models look perfect. One of the companies that can help you with your efforts is Swiss based **Sprint 43**. This company is creating excellent 1/43 accessory wheel and tyre sets with turned aluminium rims, rubber tyres and fine photo-etched inserts.

Here you see the Dunlop model for the Lotus Elan. Imagine we are talking about a 9.2 mm high wheel...

From the French company **Jade Miniatures** (hand made resin models) we can soon expect a 1/43 model of the Lotus **Type 18** in three versions, F1, Formula Junior and Sport.

They are also considering a Type 19 model.



More news from **Spark**, their latest version of the **Type 25 BRM**, #22 Belgium GP 1965, driver I. Ireland.

Resin, 1/43

**Minichamps** has announced a 1/43 replica of the **Lotus 79** that Jean-Pierre Jarier drove in the 1978 Canadian GP. This was Jarnier's second race for Lotus that year, after he was drafted in to fill the seat that Ronnie Peterson left following his fatal accident. Minichamps has also announced a 1/43 replica of the Lotus 79 that Nigel Mansell used in his first Formula 1 Test Drive at Paul Ricard in 1979

More news from the ever busy **Spark** people; here is the new **Type 47** 'snorkel' model, scale 1/43 and made from resin.



I know this is not a modelcar, but it is just one of these items that are doing very nice as an extra in the cabinet, the Bell Jetranger **Team Lotus Helicopter** model by **Spark**, scale 1/43. This item is expected in August. No image yet.

## 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.