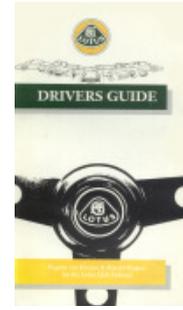


Lotus Drivers Guide Newsletter

your Lotus information source



Contact: webmaster@lotusdriversguide.com

Website: www.lotusdriversguide.com

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July 2012

The first words

There is a lot of news to share with you, to much for this newsletter so I suggest that you have a regular look at the website as well to stay up-to-date!

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

Ronald Ringma



Evora GX

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

Modern 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 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.

Lotus is looking for new money

After reading this title, a long time Lotus enthusiast like myself will probably say "what else is new" as this has been the story of our favourite car manufacturer throughout the years. On the other hand, it is common that large companies need investors to be able to fulfil their future plans.

In 2011 Lotus obtained long-term facilities to help turn around the company, with Proton standing as guarantor for the loans. The money was to be used as part of turnaround plan that was announced a year earlier. As we all know, this turnaround plan was based on Lotus coming up with five new sportscar models within five years. Later in the year, the banks have stopped Lotus from drawing down money from its loan facilities. It was said that Lotus could not meet the financial datelines.



Lotus needs £100m to stay afloat and the money will have to be there by March 2013, said DRB-HICOM Bhd managing director Datuk Seri Mohd Khamil Jamil. Proton has already invested £100m this year after several banks cut their credit lines.

"Lotus' cash flow is very bad right now. Proton is funding the cash flow but I think there is light at the end of the tunnel," said Mohd Khamil after a recent media briefing. Mohd Khamil, who is also the chairman of Proton and Lotus, said Lotus was being funded via internally generated funds from Proton and DRB-HICOM.

He also confirmed a Malaysian Business Times report that Proton had submitted a revised plan to the national carmaker's six big lenders.

"I have made a personal presentation to the bankers and we are looking to work out a solution where we can draw down the loan. Between now and December, they will decide," said Mohd Khamil.

According to Mohd Khamil the five-year plan that was presented in 2010 is now history. "The five-year five-model plan was aborted by the previous management. We are in the midst of revising (new) plans for Lotus," he added.

'LOTUS ORIGINALS' Regent Street store opens its doors

The boards that have recently been covering number 52 Regent Street in the heart of London's Piccadilly have been removed to unveil a new flagship store and Lotus takes pride of place to showcase its iconic brand in a new and accessible way.



LOTUS ORIGINALS arrives in the capital at a massively exciting time for the UK and everything British. As the nation is in full-patriotic-swing during the year of both the Olympics and the Queen's Diamond Jubilee, it is the perfect time for Lotus to demonstrate how it's legendary British brand, one steeped in heritage and international reverence, deserves its place in the buzzing 2012 summer calendar.

Situated in London's Piccadilly, the Grade II listed 4,800 sq ft space, which was previously the 'Café

Royal', will be host to a diverse collection of luxury apparel, luggage, gifts, toys, and limited edition collectables - this is a store for the fashion conscious and style orientated, not purely a shrine for Lotus fans. Nevertheless, those with a passion for F1 will be able to lose themselves in the emporium, whilst those that are more concerned with quality fashion will be delighted with the beautiful lines that are perhaps more affordable than the dream sportscar!

The development of the LOTUS ORIGINALS retail concept has been rapid. Since its launch in September 2010 the offering has gone from online sales only via www.lotusoriginals.com to small shops in Monaco and China carrying small lines of key pieces to now a flagship store in the heart of London!

The London store is the next step in a fully integrated, international approach for non-car Lotus products. The concept of the store embodies style and heritage in a 'Best of British' way that provides enthusiasts and fashionistas with a new Lotus experience.



You may also want to read:

- Lotus Cars unveils new sports car at opening of flagship store
- Business Secretary visits Lotus' flagship 'Lotus Originals' store

Both stories can be found in the press releases section of the website.

Lotus to open Kuala Lumpur showroom

DRB-HICOM Bhd plans to set up a dedicated Lotus showroom in Kuala Lumpur within the next three months, said group managing director Datuk Mohd Khamil Jamil.

"It will be in the city centre. We have identified several areas to house the maiden Lotus outlet in Malaysia under Proton," said Mohd Khamil.

Bringing Lotus to Malaysia will be a milestone for national carmaker Proton Holdings Bhd, which bought Lotus nearly 16 years ago. Proton acquired Lotus following the bank-ruptcy of former owner Romano Artioli in 1994.

Mohd Khamil, who is also chairman of Proton and Lotus, said:

"We want to ensure Lotus's growth. Whatever mission we put forward will be a mission that we will deliver and not something that we pluck out of the air." As part of the plan, he is bringing Lotus nearer to Malaysians. "Malaysia is Lotus' second home," he remarked.

Mohd Khamil had earlier told that he was confident that Proton could sell anywhere between 30 and 50 Lotus cars a year in Malaysia.

"The models that we plan to bring in are Lotus Evora and Lotus Exige," he said.

Source: Malaysian Business Times

Lotus F1 Team at the 2012 European Grand Prix (Valencia)

Day 1, Friday 22 June 2012

Kimi Räikkönen and Romain Grosjean took to the track today for the first practice sessions at the Valencia Street Circuit ahead of Sunday's European Grand Prix. The day's programme began with windy and cloudy conditions in the morning which improved in the afternoon.

Alan Permane, Trackside Operations Director - Technical programme notes :

Today we evaluated a new front wing on Romain's car and an updated floor, new rear suspension configuration and revised steering set-up with Kimi.

Both cars ran Pirelli's medium compound tyres in the morning and the medium and soft compound in the afternoon.

What we learned today :

Our base setup appears to work strongly in Valencia.

Long-run, heavy-fuel pace in particular was good.



Kimi Räikkönen, E20-05

Free practice 1 : P10, 1:41.620, 22 laps

Free practice 2 : P11, 1:39.945, 34 laps

Kimi :

"The car feels okay and there were no issues. The wind was a bit of a factor in the morning but it was better in the afternoon. I was stuck in traffic for quite a bit of my long run in the second session, so I wasn't able to go as fast as the car was capable of, but we don't have any issues on that front. The E20's strong point always seems to be its race pace but of course we are looking to make it quicker in qualifying. Let's see how it is tomorrow morning and we'll do whatever's necessary. We'll make a few changes to the car for sure, but I think we're pretty okay."

Romain Grosjean, E20-04

Free practice 1 : P11, 1:41.784, 15 laps

Free practice 2 : P8, 1:39.868, 33 laps

Romain :

"Today was not as hot as we expected, certainly after the weather we saw here yesterday, but the long run pace was there and the car felt good. We still have a few things to try with the setup, so there should be some more pace to come. Qualifying will be the big moment for us as we have seen that we need to find a little bit of improvement there. It's not the end of the world, as we have seen that we can make good gains on Sunday with our race pace. The trick will be to find more speed in qualifying without disturbing this."

Alan Permane, Trackside Operations Director :

"It's been a straight-forward and issue-free Friday for us. We conducted aero evaluation of a new front wing and new floor and we will be considering the data this evening. In the afternoon we concentrated on race pace and tyre management so our finishing positions, as usual, don't necessarily represent where we expect to be after qualifying tomorrow. Overall, we're very happy with the way the E20 is performing here. There is some scope for improvement to get both Kimi and Romain 100% happy with their cars, which we will work on tomorrow morning. In terms of long run pace we think we are looking competitive."

Day 2, Saturday 23 June 2012

Romain Grosjean went fourth fastest whilst Kimi Räikkönen was just eight thousandths of a second behind with the fifth quickest time in a searing qualifying session on the streets of Valencia for tomorrow's European Grand Prix.

Kimi Räikkönen, E20-05. Q : P5, 1:38.513. FP3 : P3, 1:38.759.

"It was very close in qualifying, especially in Q2, so it's good to be fifth on the grid. The car felt good. If we could have improved just a little bit on my last lap then we could have gained a couple of places, but it is an improvement on last time out so I'm very happy with that. We found a few good things with the setup this morning to make the car easier to drive. I'm looking forward to tomorrow. The car usually goes well in the race when it's hot, so let's see what we can do."



Romain Grosjean, E20-04. Q : P4, 1:38.505. FP3 : P2 1:38.655.

"Today we got pretty much the most out of the car that we could have. P4 is a good position for the start of the race but of course you want always more and to do better. Sebastian did an unbelievable lap and today we could not have matched it. We have improved our qualifying performance but there is still room to do better. Tyre degradation will be more important than what we saw at the last race. There will be 57 laps in hot conditions on Sunday ; we will see what we can do for a good race tomorrow."

Alan Permane, Director of Trackside Operations :

"We've come from much further back on the grid than P4 or P5 and finished very well."

How do you assess today's qualifying performance ?

"We're very happy with today's performance and both drivers have done an excellent job. Fourth and fifth positions on the grid are excellent places to start and we know the E20 has demonstrated very strong race pace at the majority of circuits this season. I'm sure tomorrow will be no exception."

Has there been a particular focus on qualifying this weekend ?

"We haven't done anything radically different from our approach at previous Grands Prix. We've certainly had a smoother weekend so far than we did last time out in Montréal, and we seem well suited on the soft tyres. We've looked at the data and given greater consideration to qualifying pace, but our race preparations remain the same."

What are the strategy considerations for tomorrow ?

"We've come from much further back on the grid than P4 or P5 and finished very well, so we have good confidence heading into tomorrow's race. That said, overtaking is very difficult here even with DRS, so we're not expecting an easy race from that perspective. It's likely to be a very hot race which will give the tyres a hard time and we're confident in those conditions. It's open for a one, two, or three stop strategy tomorrow, so let's see what happens."

Day 3, Sunday 24 June 2012

Lotus F1 Team secured another podium finish thanks to a searing performance from Kimi Räikkönen to finish second in today's European Grand Prix. The Finn was terrific through the traffic and was able to challenge at the front right to the end of the race.

For Romain Grosjean, hopes of another podium were dashed after an alternator failure at two thirds race

distance whilst running second.

Kimi and Romain are now sixth and seventh in the Drivers' Championship. The team remains third in the Constructors' standings ahead of Ferrari, despite being the 11th team in terms of race laps completed this year. Lotus F1 Team still holds the second highest total in terms of podiums this year (5), behind McLaren (6).

Kimi is now the driver to have contested the greatest number of laps this season, along with Fernando (Alonso) and Nico (Rosberg) : 498 in total. Kimi sits third in terms of podiums clinched this year (3), behind Lewis (Hamilton) and Fernando (Alonso) with 4.

Both drivers started on used sets of soft compound Pirelli tyres.
Kimi stopped on lap 14 for more used softs as did Romain two laps later.
Both drivers changed to new medium tyres under the safety car on lap 28.

Kimi Räikkönen, P2, E20-05

"Second place is okay but the win is what I really wanted. We didn't quite have the pace for it today. I got a good start but I was blocked by Pastor (Maldonado) at the first right-hander and lost quite a few places which put me a bit behind. We made a good recovery from that position and had quite a hard fight with a few people - overtaking and being overtaken. I couldn't get the tyres up to temperature quickly enough after the safety car, and I made a small mistake on the re-start lap too. I was able to fight back as we had good race pace again. Today was close but the race win was just out of reach."



Romain Grosjean, DNF, E20-04

"Basically the car lost power and switched off. I couldn't even call my engineer on the radio as the radio was dead. The race was almost perfect up until that point : we had a good start and a good strategy. I don't think we were that far from our first win. The positives of this weekend are that we battled right at the front and we showed good pace. Sebastian (Vettel) was very strong and I don't know if we could have caught him. When he had his issue, I was in second place behind Fernando (Alonso) and it was then that I thought we could challenge for the lead because we knew that our tyre degradation was going to be less than his. Unfortunately fate decided otherwise..."

Eric Boullier, Team Principal

"It's a good result for the team and for Kimi. Second brings a lot of points, and we also didn't lose ground on the teams ahead of us in the championship standings. On the other side of the coin, it's been a disappointing day for Romain as he was in such a good position for at least a podium finish. This is racing, and we will work closely with our partners to ensure we don't see a failure like this again in the future. Both drivers and the team worked very well this weekend and we have shown that if we achieve a good qualifying position we can fight for the win."

Alan Permane, Trackside Operations Director

"I'm very happy for the team to be on the podium again with a strong second position from Kimi. I'm sorry for Romain as he was in a good position before what we believe was an alternator failure resulted in a lack of fuel pressure, causing his car to stop. He was right in the fight to be on the podium again so that was unfortunate. Our tyres held up well against the opposition and we did see overtaking once the tyres of other cars dropped away. It was quite a straight-forward call for the final pit stop under the safety car, and we could see that there was enough space between both cars to double stop them. Both drivers did very good jobs today. We know we need to look at getting heat into the tyres quicker after a safety car, but otherwise a very strong weekend."

Ricardo Pentead, Renault Sport F1 Team Support Leader

"Second position for Kimi shows the strength of the car in race conditions. We have to apologise to Romain however, who could also have got a very decent result here as well. The alternator failed at about two thirds distance and the car stopped due to no electrical power. We will look into this thoroughly and see what happened in this instance."

Images: Lotus F1 Team

Happy Birthday, Lotus Elan



At the Goodwood Festival of Speed Lotus celebrated the 50th birthday of the quintessential Lotus roadster.

Recalling Sixties spy-fi show *The Avengers*, the first thing men of a certain age remember is Mrs Peel's black leather cat suit. But the character's object of desire was her cute-as-a-button Lotus Elan.

The Elan was launched in October 1962 at the British Motorshow, just as the Sixties started swinging. Jaguar had launched the E-Type the previous year, and AC had the Cobra and Ferrari the GTO. Big, expensive, powerful muscles cars. The Elan was very different, and typically Lotus - ultra modern, lightweight, rapid and huge fun.

It summed up the Sixties: a playful topless two-seat ticket to freedom, it was technically innovative with the first backbone tube chassis of any road car, a fiberglass body, four-wheel independent suspension, 670kg with a peachy power-to-weight ratio, bang up-to-date styling beloved by Kings Road cruisers, and a liberating, rock n' roll attitude.

It came with luxuries that were a rarity at the time, like electric windows, carpets, a heater, and in vogue wooden fascia, but it was still light enough on the scales to outrun other automotive competition - not to mention groupies.

The Elan Sprint, a more powerful 1973 alternative, could hit 60mph in 6.6 seconds, which even now would be considered respectably fast. Back then it was Neil Armstrong territory.

Its pop-up headlights could wink at admirers. It turned heads on Carnaby Street, where the Swinging Sixties embraced cool new design. As well as its turn on TV, defeating baddies and complimenting Diana Rigg's risqué wardrobe, it found its way onto a magazine cover with Jimi Hendrix posing on the bonnet, and even inspired the lyrics to The Beatles' *A Day In The Life*.

The Elan was Lotus' biggest commercial success to that point, reviving a company stretched thin by the more exotic but in turn more costly to produce Elite. Four different series were produced up until 1973, including a coupe version.

Seventeen thousand original examples, including the Elan +2, were produced. The car was designed by Ron Hickman, who went on to make millions when he patented the Black & Decker WorkMate. He died last year, having earned an OBE for services to industrial innovation.



The Elan was the design inspiration for the Mazda MX-5, which was one of the biggest selling sports cars of the 1990s, and it's clearly the mother of the Lotus Elise, which has been a staple of the Lotus line-up since 1996 and is on its third evolution.

The late motoring journalist LKJ Setright summed up the Elan when, in the early 1960s, he wrote poetically, "The package that results may not appeal to those conditioned to judge a car by the shut of the door, the depth of the upholstery or the weight of the paint; but to those whose sensual and cerebral appreciations of motoring offer more relevant criteria, the Lotus is as much a machine for driving as a house by Le Corbusier is a machine for living."

Fifty years on, the Elan has never gone out of style.

A little more Elan history

First introduced in 1962 as a roadster (Drop Head), an optional hardtop was offered in 1963 and a coupé (Fixed Head) version in 1965. It was the first Lotus road car to use the a steel backbone chassis, a technology that continued until 1995 on all Lotus road cars including the Europa, Excel and the Esprit supercar, when it was replaced by the Elise's amazing extruded and bonded Aluminium chassis sub frame with a glass reinforced composite body.

It was also available as a kit to be assembled by the customer. Although a kit was not really the best description of these cars – they could easily be assembled in a weekend, as only a few key components had to be mated together.

The Elan was technologically advanced with a twin-cam 1558cc engine (early Elans in 1962 came with a 1.5 litre engine), 4-wheel disc brakes, and 4-wheel independent suspension.

Mirroring the changing lifestyle of Lotus founder, Colin Chapman, an Elan +2 was introduced in 1967 with two rear seats. These rear seats were compact but by no means occasional and it's not coincidence that it perfectly accommodated Colin's growing family – a car boss has to be able to use his own cars after all! Elan production finished in 1972 and the +2 ended two years later. With a production run of 17,392 cars, the Elan family was one of the most successful in Lotus' history, surpassed only by the Elise. In the 1970s with Lotus' unprecedented success on the racetrack, especially in F1, Colin Chapman introduced the now legendary Lotus Esprit, Elite and Eclat ranges, taking Lotus into the higher value market and introducing the brand to the glamour and sophistication of supercar territory.

Bonhams auction 29 June 2012: most of the Glasius Lotus collection was sold

Not all cars from the Olav Glasius collection have been sold during the Bonhams auction on 29 June 2012

After the auction Olav has to take some of his cars home, but you never know what deals can be made after the auction closes. And the goal he had, to get more space, has been reached. If you have a close look at some of the prices you can image that there must have been some very happy buyers at this auction, using the fact that most of the cars were offered with "no reserve".



Lotus Mk XI

Top-seller was the ex-Rod Carveth Lotus-Buick 19 (£158k), followed by the ex-works 1956 Lotus Eleven Le Mans (£152k), a 1955 Climax-powered Mk IX (£118k), the 1963 Lotus-BMW 23B (£102k) and the 1963 T27 single-seater (£101k).

Results:

- 1954 Lotus-Climax Mk VI Chassis no. Mk6/24, sold for £48,300 inc. premium
- The ex-Tony Page/Paul Emery, 1955 Lotus-Climax Mk IX Sports-Racing Two-Seater Chassis no. 102, sold for £117,980 inc. premium
- The Le Mans 24-Hours, Ex-works, Team Lotus, Cliff Allison/Keith Hall, 1956 Lotus Eleven Le Mans Sports-Racing Roadster Chassis no. 211, sold for £152,700 inc. premium
- The ex-Rod Carveth, Bev Spencer, Rosso Bianco Collection, 1962 Lotus-Buick V8 Type 19 'Monte Carlo' Sports Racing Roadster Chassis no. 932, sold for £158,300 inc. premium
- 1963 Lotus-BMW Type 23B Sports-Racing Two-Seater Chassis no. 23-S-85, sold for £102,300 inc. premium
- The ex-Fred Wilkinson, Jan Deken, Hans Maasland, pioneering monocoque-chassis, 1963 Lotus-Ford Type 27 Racing Single-Seater Chassis no. 27/JM/6, sold for £101,180 inc. premium
- The ex-Colin Vandervell, 1967 Lotus-Ford Type 47 Competition Coupé Chassis no. 47GT48, sold for £74,300 inc. premium
- 1969 Lotus-Ford Type 61 Formula Ford Racing Single-Seater Chassis no. 61M-X-F3-219, sold for £15,525 inc. premium
- 1961 Zephyr 6-engine Ford Thames Replica Lotus Cars Ltd. Van Chassis no. N400 VZ11012011, sold for £23,000 inc. premium
- 2000 Lotus M250 full-size concept clay model, sold for £4,600 inc. premium
- Left-hand drive, 1962 Lotus Type 14 Elite Series II Coupé Chassis no. 1825, sold for £44,850 inc. premium
- One of just 64 produced, 1964 Lotus-Ford Consul Cortina Mk 1 Special Equipment Saloon Chassis no. Z74424363D, sold for £43,700 inc. premium
- Left-hand drive, 1968 Lotus Elan Series 4 SE Roadster Chassis no. 45/8395, sold for £36,800 inc. premium
- Left-hand drive, 1973 Lotus Elan +2 S130/5 two-plus-two Coupé Chassis no. 73LOT UL00130250, sold for £17,250 inc. premium
- Left-hand drive, 1981 Lotus Eclat Series 2 Coupé Chassis no. SCCB 832AHG10207, sold for £8,050 inc. premium

- The unique left-hand drive, automatic transmission, 1981 Lotus Elite 2.2 Automatic Coupé Chassis no. SCC 083-912AHH10240, sold for £9,200 inc. premium
- Left-hand drive, 24,160kms and single ownership from new, 1986 Lotus Type 82 Esprit Turbo Coupé Chassis no. SCC082910FHH10606, sold for £18,975 inc. premium



Lotus Mk IX

Not sold during the auction:

- The ex-Tonio Hildebrand, 1959 Lotus-Climax Seven Series 1 Chassis no. 804
- 'The White Lotus' ex-Tip Cunane, 1955 Lotus-MG Mk VIII Aerodynamic Sports-Racing Two-Seater Chassis no. MK6/2-1
- The ex-Camoradi Team, Ian Burgess, 1960-61 Lotus-Climax Type 18 Formula 1/Intercontinental Formula Racing Single-Seater Chassis no. 908
- 1961 Lotus-Ford Type 20/22 Formula Junior Racing Single-Seater Chassis no. 20J-926
- The NEC Birmingham Motor Show, 1984 Lotus Etna V8 Berlinetta operational concept car Styling by Giorgetto Giugiaro/Italdesign
- The Frankfurt Motor Show, 1991 Lotus M200 Speedster fully operational concept car
- 1983 Talbot Sunbeam Lotus Avon 'Hatchback' Saloon

Lotus Indycar engines will be updated

The Indycar organisation has granted permission to Lotus to use modified parts on their Indycar engines. The changes will be tested for the first time on the 2nd of July at the Mid-Ohio Sports Car Course. The idea is to use these changes during the July 8 race in Toronto.

According to the current Indycar rules, engine manufacturers are permitted to request updates in mid-June and at the end of the season if they are more than 2.5 percent behind the standard bearer. As we have all noticed, Lotus is that far behind both Chevrolet and Honda with its car, driven by Simona De Silvestro of HVM Racing.

The changes, that are not described, will be used for new engines only.

Lotus Evora GX fires-up for Grand-Am road racing Rolex Series debut



Hot off the back of unleashing its Evora GTC racer, Lotus Racing engineers have been honing the Evora to meet the requirements of North America's legendary sports car series, the GRAND-AM Rolex Sports Car Series.

Later in the 2012 season the Evora will race under the Rolex Series' GT rules as GX rules begin in 2013. With the Evora GX, the driving experience is even more pure, and the beefy body kit is even more aggressive.

McMahon Raceworks with Condor Motorsport have placed an order for their Evora GX, and the team led by David McMahon with Armando Trentini as lead driver and consultant, will enter the GRAND-AM Rolex Sports Car Series.

Like the GTC, carbon-fibre doors, roof and engine cover have replaced the SMC and RTM composite panels of the previous evolution GT4 Enduro, and Plexiglass replaces the polycarbonate windows in order to trim yet more weight off what is already a very light car. At 1,150kg, it tips the scales at just 10kg over the weight of the GTC model, despite being fitted with the much thicker US-spec roll cage

There are aerodynamic changes too, with a new front splitter and front bumper, and the standard Rolex Series rear wing which, along with the car's wide wheels and flared arches, give it very mean stance. To meet other series requirements, ABS and traction control have been removed, putting more emphasis on driver skill.

There's also a new fuel filler system, Continental tyres, and yellow headlamps in order to tick all the race series specific boxes. The 4-litre V6 continues to pump out 440bhp and 440Nm of torque, linked to an XTRAC six-speed sequential paddle-shift.

The GX is priced at \$335,000.00 and will be built to order.



Lotus Evora 414E Hybrid – it's now a runner



Ahead of schedule, Lotus' new Evora 414E Range Extender Hybrid Electric Vehicle (REEV) has started its dynamic and durability testing at the Lotus HQ in Hethel, Norfolk.

- 1000 Nm (738 lbft) of Torque
- 414 PS (408 hp)
- 0-60 mph / 97 km/h in around 4 seconds
- Top speed 130 mph (209 km/h)
- Target emissions of just 55 g CO₂ / km (NEDC)

Brimming with innovation, technology, performance and power, the Lotus Evora 414E is a series hybrid technology demonstrator which shows some of the headline technologies that Lotus Engineering, one of the world's leading automotive engineering consultancies, has within its portfolio.

The Evora 414E is powered by two electric motor packs driving the rear wheels through its Xtrac

transmission with a battery pack that can be charged by the Lotus range extender engine or directly from mains electricity. The Lotus 3 cylinder range extender engine has been design protected to run on either gasoline or renewable bio alcohol fuels (methanol and ethanol). It drives an EVO electric generator which produces electrical energy to either charge the battery pack or power the EVO traction motors directly. In normal driving, the Evora 414E will run purely on electricity stored in the battery pack for up to 30 miles (48 km). With the Lotus range extender and the electric traction motors powering the vehicle through an Xtrac 1092 transmission, the Evora 414E is targeted to produce just 55 g of CO₂ / km emissions on the Northern European Driving Cycle (NEDC).



Should the driver require more performance, under hard acceleration, for example, the electricity will come from both the battery storage and the small range extender engine.

It's all Torque

Now that the car is undergoing testing, what does 1000 Nm in an Evora feel like?

Simon Corbett, Principal Vehicle Dynamics Test and Development Engineer at Lotus Engineering, has been doing the majority of the development testing, over the last few weeks, "The Evora S has 400 Nm of torque which in such a

lightweight car is already a healthy figure. But the Evora 414E has two and a half times that amount! The acceleration sensation is almost indescribable, the surge of torque is like an ocean wave!"

Rare cars for sale



This Lotus collection is offered for sale in The Netherlands.

It includes: Lotus Elite, Lotus Eclat, Lotus Elite SII, Lotus Esprit Turbo, Lotus Elan. All the Lotus cars are originally delivered in the Netherlands. All cars are in a very nice condition with some examples being exceptionally nice.

Call on +31 (0) 625098150

How about this early Elan +2, 1967, with an original mileage of just 17.600 !! The car did get a new galvanised chassis and restoration where necessary by the late Mick Miller. Body and paintwork are original.

More info? Contact the private owner in England via +44 (0) 1692407851

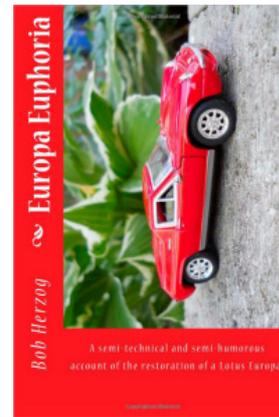


Books and video

Europa euphoria

This book is a semi-technical and semi-humorous account of the restoration of a Lotus Europa in the USA. The writer kept track of his progress and/or heartburn moments in monthly articles for the Lotus Corps car club newsletter called the Lotus Notus. This book is the collection of those articles.

Paperback, 122 pages, Language: English
ISBN-10: 0615641199, ISBN-13: 978-0615641195
Size: 22.9 x 15.2 x 0.7 cm



Lotus 72 Owners' Manual (September 2012)

The Lotus 72 is one of the most successful Formula 1 cars ever made. This innovative car with its wedge-shaped profile, side-mounted radiators and inboard front brakes was driven during 1970 by Jochen Rindt, Formula 1's posthumous World Champion, and also gave Emerson Fittipaldi the World Champion's crown in 1972. Here, in this new Haynes Manual, is a unique perspective on what it takes to restore, maintain and race a Lotus 72, as well as an insight into the design and engineering of this legendary racing car.

Hardcover: 160 pages, Language: English
ISBN-10: 0857331272, ISBN-13: 978-0857331274
Size: 21 x 1.7 x 27 cm

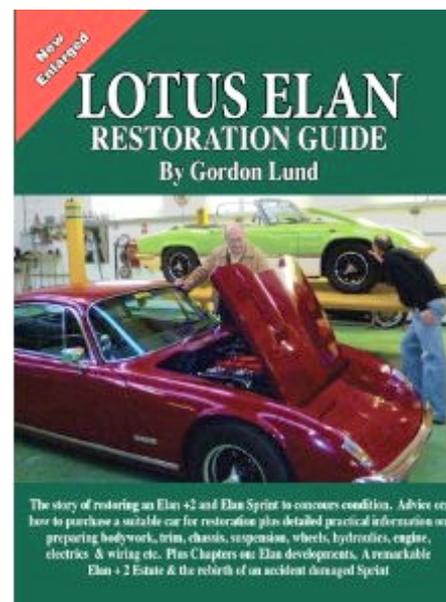
Lotus Elan Restoration Guide (November 2012)

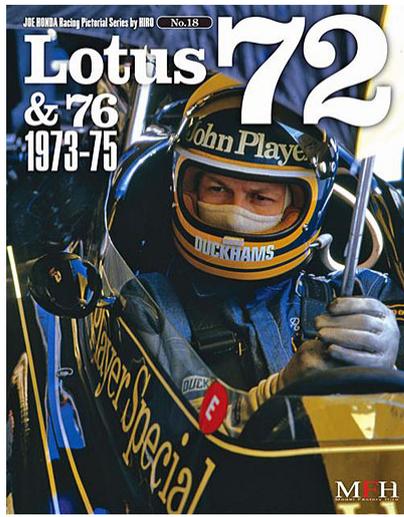
The inside story of restoring an Elan +2 and Elan Sprint to concours condition. Advice on how to go about selecting and purchasing a suitable car for restoration plus detailed practical information on preparing bodywork, trim, chassis, suspension, wheels, hydraulics, engine, electrical and wiring etc. plus full specifications.

A practical manual written with the home restorer in mind. Well illustrated and with clear instructions this manual guides the amateur through dismantling, cleaning and repair and rebuilding. Chapters cover where to start with a car, stripping down the Elan, body and chassis restoration, electrics and concours presentation. Includes many diagrams.

Revised and enlarged edition of the book that was published in 2002

Paperback: 172 pages, Language: English
ISBN-10: 1855209462, ISBN-13: 978-1855209466
Size: 27.4 x 20.3 x 0.8 cm





Lotus 72 & 76 1973-75 by Joe Honda

Another magnificent photobook, created in order to help modelcar constructors but also very interesting for other Lotus enthusiasts. In this volume we can follow the last three racing seasons of the six seasons that Lotus 72 was entered. We see Emerson Fittipaldi, the youngest defending champion, and Ronnie Peterson.

Size 297mm x 232mm , 100 pages, 150 colour photos, 50 B/W photos, Japanese with partial English translation

ISBN-13: 978-4905248194

Model Cars



This **Lotus Type 102 B** was driven by Julian Bailey during the 1991 San Marino Grand Prix. The 1:43 scale model, made by **Spark**, was announced earlier and is now available from your specialist shop.



The **Evora GT4** that you see on the right, was used during the 2011 24H race at Spa Francorchamps, driven by Mansell/Mansell/Piscopo/Giudici. This will be a limited run of 500 pieces, produced as a Belgian limited edition but it will be available through the international shops. Made by **Spark**, scale 1:43, soon available.



This is the new 1:43 **Exige S** model by **Looksmart**. It will be available in the colours: Ice white, military grey, racing green, ardent red, starlight black
Limited to 59 pieces in each colour, most of these are already ordered for.



There will also be an Exige S Roadster model by Looksmart in the following colours: persian blue, ardent red, racing green en ice white. Again, limited to 59 pieces in each colour, most of these are already ordered for.

New from **Ebbro**, this 1:20 scale kit representing the Lotus **Type 72C** Rob Walker Team Lotus



New from **Kyosho**, this 1:43 scale Lotus **Type 100T**

There are 3 versions that I know to exist:

- #1 Nelson Piquet
- #2 Saturo Nakajima

Takuma Sato demonstration run, November 7th 2010. Suzuka Regends Honda Collection model made for the Suzuka circuit, limited edition that was only sold on one day, 3 march 2012.



(Takuma Sato demonstration run)





The two images above represent the 1:20 scale Lotus **Type 99T**, issued in the **Tamiya Masterwork Collection** in 2011. I missed this collection before, for that reason I like to show the models now. (# 11 Satoru Nakajima # 12 Ayrton Senna)



Also in the **Tamiya** Masterwork Collection in scale 1:20: Lotus **Type 78** British Grand Prix 1977, #5 Mario Andretti en #6 Gunnar Nilsson



And also in the **Tamiya** Masterwork Collection in scale 1:20: Martini Lotus **Type 79**, #1 Mario Andretti en #2 Carlos Reutemann



On the left, the new **Kyosho** 1:18 scale diecast Lotus **Europa**, left hand drive, comes in manga "Circuit no Ookami" limited museum package.

This is the new **Ixo** 1:43 model, the 2006 **Lotus Exige Sprint**. Should reach the shops by the time that you are reading this. There is also a red/white colour version announced.



So far, I did not include Caterham models in this newsletter nor on my website. Please let me know what you want, I can create a Caterham page in the modelcar section of the website if you are interested. Kyosho has some nice models, please see below (images courtesy of Grand Prix Models)



Caterham Super Seven JPE, 1:18 scale model by **Kyosho**

Caterham Super 7 Swept Wing model by **Kyosho**, 1:43. Silver Jubilee edition.



Caterham Super 7 JPE model by **Kyosho**, 1:43. 0 to 60mph world record.

This is the new **Lotus Type 78** Cosworth Team Rebaque, driver Hector Rebaque, 6th German GP 1978. Scale 1:43, made by **Spark**.





On the left, the Lotus **Type 33** that was driven by Graham Hill to the 2nd place on the podium at the 1967 Monaco Grand Prix. This model is announced by **Spark** for release in November 2012

With the Lotus **Type 79** that you see on the right, Carlos Reutemann become 2nd during the 1978 Grand Prix of Argentina. Made by **Spark**, scale 1:43, should be in the shops in August



This is the **Elan S3 Fixed Head Coupe** that **Spark** recently announced for release in September, scale 1:43



Spark has announced 1/43 models representing the **(Lola) Lotus Rebellion LMP1** cars, both #12 and #13 will be made.

The new **Tameo Lotus E20** 1:43 kit should be in the shops in August. With this kit one can choose to create either the Räikkönen or the Grosjean version of the 2012 car.

Events

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.

Sponsors

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