

The first words

Making a newsletter like this would be very difficult without the help of enthusiasts, sending me information. My special thanks go to Martin Mayor and Carel van Kuijk!

A lot of modelcar news this month, and the new Evora book has arrived at my home – very informative and easy to read. Further more you will find a lot of Formula One articles in this newsletter.

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

Ronald Ringma



Colin Chapman, Mk III, Prescott 1951

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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. Last month I was able to collect a lot of modelcar news and more.

Formula One: Force India sues Lotus Racing over wind-tunnel data

Recently the Force India team has filed a civil lawsuit against Lotus Racing and against the Italian wind-tunnel facility Aerolab. Force India is claiming that Lotus Racing has used their intellectual property while developing the T127.

Further more they claim that Lotus Racing used Force India's wind-tunnel tires. Providing such tires by Bridgestone is a key element of every team's contract with the Japanese company.

Force India's statement:

"The Force India F1 Team confirms it has instigated UK civil proceedings against 1Malaysia Racing Team SDN BHD (a Malaysian company), 1Malaysia Racing Team (UK) Limited (Lotus Racing's parent companies), Michael Gascoyne and Aerolab SRL. Force India also confirms that a complaint for disclosure of confidential information was filed in December 2009 with the competent authorities in Italy and that investigations are being conducted.

"Force India believes that Lotus Racing, via its use of Aerolab and Fondtech facilities and data, has utilized and benefited from the use of Force India F1 Team's intellectual property, including components and tires exclusively licensed by Bridgestone to the Force India F1 Team, on its wind tunnel model design for the current Lotus T127 chassis without permission from the Force India F1 Team.

"Force India states these are very serious claims and therefore it would not be taking such action if it could not provide supportive evidence.

"Additionally Force India would like to clarify that any action between Aerolab and Force India for undue termination of contract is now being addressed by the courts. Force India confirms it paid approximately one million euros in autumn 2009 to secure the payment claimed by Aerolab and it is now for the competent courts to decide whether, indeed, this outstanding amount should be paid to Aerolab given the seriousness of these current allegations.

"For reference, the civil court action documentation is in the public domain and can be accessed via the High Court of Justice, Chancery Division."

In memoriam: Lotus Europa

Lotus' production of the Europa, the Elise-based coupe, will end later this year. The project started as a Proton coupe and when Proton decided not to continue with this, the idea for the Lotus Europa was born. It is not surprising as the new Europa was not a popular car. And now, with the new Evora available, there is no more interest from the market in buying a Europa.

The word is that European dealers have already stopped taking orders for the Elise-based coupe. It is most likely that the production will come to a stop during the next few months, only completing the remaining orders.



The new Europa was launched in 2006. It was powered by a turbocharged 2.0-liter 200 bhp engine. Three variants were offered, including the S and SE, which received a boost in output to 220 bhp in early 2008.

Formula One – 107% rule

In 1996 the 107% was introduced in Formula One, basically it tells that if a car's qualifying time was not within 107% of the pole sitter's time, that car would not qualify for the race. Of course there are exceptions possible (at the discretion of the race stewards), like in the situation of heavy rain during the qualifying session.

At present the 107% rule has been removed since the FIA's rules indicate that 24 cars can take the start of an F1 race, and a minimum of 20 cars must enter a race. However, the FIA recently indicated that there are plans to re-install this rule. If all teams would agree, this could even be during the 2010 season. But it is not like that the new teams will agree, so the earliest moment to use this rule again would be the 2011 season.

Ecclestone: "We will introduce the rule, next year and not this year." He is even considering bringing it back to a tighter 105% rule.... If you look at the time tables at the website, you will see that some people would not have raced with this rule!

Lotus at the Monaco Grand Prix 2010

Even when the press release from Lotus Racing tries to make an other statement, in my opinion it was not a good debut at Monaco for the team. During the race we did see an early retirement for Heikki, having mechanical problems with the steering that made it unsafe to continue. And towards the end of the race Jarno Trulli tried to pass Karun Chandhok's HRT at a moment where it did not seem to be possible. And it wasn't, as his silly action ended leaving the Lotus on top of the HRT. End of story for the second Lotus Racing car with only a few more laps to go.

But, the positive thing to say is that once again the team was the best of the new teams. During the practice we did see the gap to the established teams getting narrower and during qualifying it seemed almost possible to get a car in Q2. So there is some improvement and let's remember that this first year is meant for learning and developing.

Heikki Kovalainen (Lotus Cosworth T127-01, retired lap 59):

"It was a fantastic race right from the beginning. I had a bit of a struggle at the restarts to get the tyres up to temperature, but once I got everything working I was able to almost keep up with the Renault. I was pushing very hard, and the car felt fantastic – the balance was really good. Just before I retired I could feel the steering alignment was a bit uneven – on the right hand corners I had to use maximum lock, even in the tunnel, and it got the point where it didn't feel safe anymore. In Monaco you can't take a risk with it so I came in. It was a mechanical issue, but despite that I'm really pleased with today. We again showed we're firmly the best of the new teams and we are nearly there with the next group, so I think we just need to keep attacking, and that's how we'll achieve results."



Jarno Trulli (Lotus Cosworth T127-03: Classified 15th):

"This wasn't a great weekend for me. After we had a problem with the wheelgun in the pitstop I was stuck behind the HRTs and trying to find room to overtake – in the last lap Karun seemed slow through the second and third sector, and I'd seen he was leaving room at Rascasse, so I tried to get through but we touched and that was that – the end of the race. It was one of those things – a racing incident, but I still feel like we're going in the right direction as a team, and I want to put the bad luck behind me when we get back on track in Turkey."

See the complete press release from Lotus Racing at the website:

http://www.lotusdriversguide.com/Press/Press_F1_Team.php

The Turkish Grand Prix



Until this race we did not see big problems due to the reliability of the T127

Lotus Racing was having a very good day until a double hydraulics failure brought both Jarno and Heikki's races to an end on laps 32 and 33 respectively, Jarno coming to a halt on track and Heikki retiring in the pit.

Jarno Trulli: "It was difficult at the beginning with the hard tyres, and the team were telling me Heikki was quicker on the options, and as he was on a different strategy he got past. Afterwards, I was pulling away from our competitors comfortably, but the failure put an end to the good race I was having."

Heikki Kovalainen: "What a shame. I lost power steering in turn eight and it looks like it was a hydraulics failure. At first I thought I had a puncture as the steering suddenly felt really strange, but then I lost the gearbox, the clutch, and throttle. It's so unfortunate as this was our strongest race so far."

See the complete press release from Lotus Racing at the website:
http://www.lotusdriversguide.com/Press/Press_F1_Team.php

The Canadian Grand Prix

While writing about the Lotus Racing team I always keep in mind that the 2010 season is meant for developing and learning. And I believe that is just what I see happening so far.

During the Canadian Grand Prix weekend we did see how Lotus Racing has made the gap between them and the established teams smaller.



On the Friday Heikki Kovalainen completed his entire program and finished the second session less than seven tenths behind Alguersuari's Toro Rosso, but Jarno Trulli suffered an electrical problem that curtailed his running in both sessions.

During the qualifying session we did actually see the team getting closer to the midfield, with Heikki Kovalainen finishing just two tenths off Kobayashi's Sauber in 19th place, and Jarno Trulli just behind the Finn in 20th. Kovalainen could find a good setup and had the confidence to push. "We just need to find a little bit more to really take the fight to the

guys in front".

Trulli was not able to find a setup he was really comfortable with. "We went with the primes to begin with today, and I could see that I was close to the guys in front, so I took the gamble and went for the options at the end, but unfortunately it didn't work out. The aim tomorrow is to finish the race, and I'm optimistic we can do that, so let's see what I can do."

On Sunday, during the race, we did see Heikki Kovalainen finish the race 16th, ahead of Petrov's Renault, after a race on a track that proved to be very hard for the tyres for all cars. Jarno Trulli had to retire earlier with a problem with the brakes.

See the complete press release from Lotus Racing at the website:

http://www.lotusdriversguide.com/Press/Press_F1_Team.php

Lotus Racing is focussing on 2011

Although the next update for the T127 will be introduced during the British Grand prix, Mike Gascoyne explained in an interview with Autosport that the team is already concentrating on the 2011 season.

"Next year, with the big rule changes, it levels the playing field and we need to put our resources into that. So we want to keep pushing, but we want to look at next year as well."

"We want to get 10th (in the Constructors' Championship) and realistically, even if we made the car better, would we get ninth or eighth? Probably not. Therefore is it worth putting resources into that, or switching them to next year? There is also the commercial aspect you want to be seen moving forward this year, but we want to take some people by surprise next year."

But the T127 is certainly not an abandoned project, as Mike told the interviewer: "We are still testing in the wind tunnel and there are bits in production that are coming through, so we are not stopping now. We are also taking weight out of the car. We don't have carbon suspension on the car, that will be coming through for Silverstone, and that will obviously carry over to next year. We are pretty happy with where we are."

T127 at Classic Team Lotus Festival

Lotus Racing has confirmed that its 2010 challenger, the T127, will be running at the Classic Team Lotus Festival at Snetterton, June 20th 2010 with drivers Jarno Trulli, Heikki Kovalainen and Fairuz Fauzy all appearing and adding to an already packed bill that will see an example of every single car Lotus raced in F1™ from 1957 - 1994 on track together.

See the complete press release from Lotus Racing at the website:

http://www.lotusdriversguide.com/Press/Press_F1_Team.php

New technical staff members for Lotus Racing

Lotus Racing has appointed Mark Smith to the role of Technical Director, completing the senior technical structure. Again there is a connection with Force India, as Mark has been working there before quitting and stepping over to Lotus Racing.

Reporting to Chief Technical Officer Mike Gascoyne, Mark will start at the end of his Force India notice period, and joins Lewis Butler (Chief Designer) and Marianne Hinson (Head of Aerodynamics), also from Force India. These appointments, alongside Keith Saunt (Chief Operating Officer), Dieter Gass (Deputy Technical Director), Elliot Dason-Barber (Head of Vehicle Dynamics), Frank Ramowsky (Head of R&D), Rob Reeve (Head of Electronics) and Jody Egginton (Chief Engineer), complete the technical senior management structure.

Mike Gascoyne: "I'm exceptionally pleased to welcome Marianne and Lewis to Lotus Racing, and I'm very excited to once again be teaming up with Mark Smith who I have previously worked with at Jordan, Renault and Force India. Lewis and I were together at Force India, and Lewis also worked with Mark Smith at Red Bull, and Marianne and I have known each other since 1999 when I gave her her first job in F1™ at Jordan, so we all know each other very well."

Model Cars

New from **Ixo** is this metallic blue version of the **Sunbeam Lotus** series 2, scale 1/43, diecast





Matchbox have recently issued an other colour of their Lotus **Europa Special**, diecast, 1/64. About the color, some call it green, others call it yellow...

An other **Matchbox Europa** model that I did not yet show you is this limited edition (400 pieces produced by Mattel), made for the 7th international gathering of the 'Matchbox Collectors Community Hall' in 2009. Finished in gold and only available during the meeting in July 2009. A rare piece indeed...
Diecast, 1/64



Recently presented by **Spark**: **Type 25** BRM, No.32 Dutch GP 5th 1966 (Spence).

1/43, resin

Tamiya presents a collection of fully assembled models crafted down to the finest of details for incredible realism and authenticity. The Masterwork Collection Series is perfect for collectors and modelers who just don't have the time to produce a perfect display quality finish.

In the **Tamiya** Masterwork Collection Series there will be a Lotus **Type 79** in 2010, scale 1/20. See the image.

Also available as a kit in the near future.





An other new **Spark** model to look out for is this 1/43 Lotus **Type 77**, this is the car used by Andretti in the year 1976. This was announced earlier in the Rêve collection and it is for sale now!

Also announced by **Spark** for 2010: 1/43 models of all the new Formula One teams, like Lotus Racing, HRT, Virgin and Sauber.

Here is the **T127!**

Let's see who is first on the market, Minichamps or Spark??



Minichamps have just released this Ford **Escort TC** model, diecast, scale 1/18.

The Escort Twin Cam was powered by Lotus' 1558cc twin-cam engine (as used in Ford Lotus Cortina).

This is the Team Broadspeed version, as driven by Stewart and Craft during the 1970 RAC TT Silverstone



An other new model by **Spark** is this **Elan 26R** Team Willment, 1964.

Spark is releasing models at a high speed these days, and imagine the people from Spark are not just making Lotus models....



After Ixo we now see Corgi producing a 1/43 model of the **Sunbeam Lotus** in their **Vanguards** series.

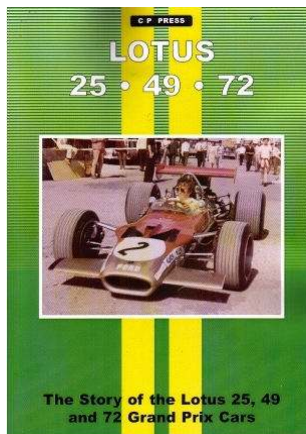
The most obvious difference with the Ixo model is that the Vanguards model is a RHD version and there are no indicator lights on the front wings.



New from **Kyosho** is their 2010 (re)issue of the **Lotus Europa** Special, scale 1/18. The colours that I did see are black or white. Opening doors, engine cover and front (luggage) cover. The model has good details.

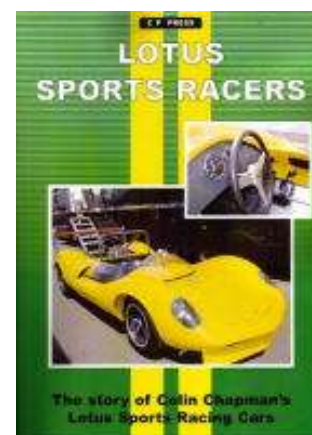


Books and videos



Colin Pitt has once again created a softback book, this time it is all about the **Type 25, 49 and 72**. As usual for these books, it is a collection of reprints of articles from motoring magazines plus other information including racing records, cutaway drawings, and the men and drivers behind Lotus including Graham Hill, Jim Clark, Jochen Rindt, Emerson Fittipaldi, Colin Chapman. Card covers. ISBN 1 84155 811 7. 205mm x 295mm, 78 pages

Also new from the same author is the book **Lotus Sports Racers**, a collection of reprints of articles from motoring magazines plus other information. Great cutaway drawings and technical specifications of the cars. 205mm x 295mm, 80 pages.



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>.

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

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

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

2010 will be the 5th edition of this event.

Club Team Lotus Festival, 20 June 2010.

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

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

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

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

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

Tickets:

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



Castle Comb track day, 29 May 2010

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

Downloads

If you have anything that you like to share with other Lotus enthusiasts and that will not get me into copyright problems, please let me know. I am happy to make it available from the website.

Last month I did put some more Lotus brochures online for you to download!

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.