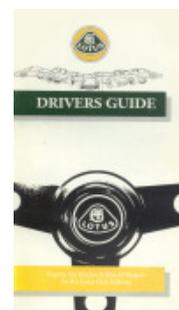


Lotus Drivers Guide

Newsletter

your Lotus information source



Contact: webmaster@lotusdriversguide.com

Website: www.lotusdriversguide.com

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June 2012

The first words

This month of course racing news, as we had the Indy 500, the Monaco Formula One Grand Prix, the Canadian Grand Prix, and Le Mans. Lotus Originals is growing, with their new franchise store in Monaco, and soon we will see the opening of the flagship store in London. And more news!

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

Ronald Ringma



In this issue:

- Modern media
- News from Group Lotus
- New on the website
- CEO Dany Bahar dismissed
- Indy 500
- Lotus F1 Team comments on the Monaco Grand Prix 2012
- Linkin Park links up with Lotus F1 Team
- Avandev joins Lotus F1 Team
- Lotus raises the style stakes in Monaco
- Lotus F1 Team comments on the 2012 Canadian Formula One Grand Prix
- Lotus LMP2 at Le Mans, 2012
- Rare cars for sale
- Model cars
- Books and videos
- Events
- Downloads

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.

CEO Dany Bahar dismissed



Chronological:

According to the Norwich Evening News Dany Bahar has been (temporary) suspended by Lotus owners DRB-Hicom, following an operational review into Lotus. Here are some articles written by the Norwich Evening News.

This is the statement that Lotus made on the 25th of May:

"Group Lotus plc ("Lotus") can today confirm that, following an operational review, chief executive Dany Bahar has been temporarily suspended from his role to facilitate an investigation into a complaint about his

conduct made by Lotus' penultimate parent company, DRB-Hicom Berhad,"

And this is the press release Group Lotus issued later:

Norfolk, 7 June 2012 - Group Lotus plc ("Lotus" or the "Company") can today confirm that, Mr Dany Bahar has been terminated from his employment as Chief Executive Officer of Lotus with immediate effect.

The decision was made by the Board of Group Lotus plc following the results of an investigation into a complaint made against him by the company's penultimate holding company, DRB-HICOM Berhad.

The Company today also announced the appointment of Mr Aslam Farikullah as the Company's Chief Operating Officer with immediate effect. Mr Aslam, aged 51, has over 26 years working experience, most of which was in the automotive industry. He graduated from University of Bath, England with a Bachelor of Science (Hons) in Engineering. A British permanent resident, Mr Aslam and his English wife of 27 years have three children aged 26, 22 and 16.

Dato' Sri Haji Mohd Khamil Jamil, Group Managing Director of DRB-HICOM Berhad and also Chairman of Lotus said: "I would like to assure you that we remain committed to ensure the ongoing and future business operations of the Lotus Group as we take the Lotus Group to the next level to remain relevant in the global automotive industry. I look forward to bringing mutual benefits to not only DRB-HICOM and PROTON Holdings Berhad but also the Lotus Group and its employees as well as contribute to the growth of the British automotive industry."

Here are some articles about this subject:

Group Lotus boss Dany Bahar suspended

<http://www.lotusdriversguide.com/Press/Dany%20Bahar%20suspended%20-%20Norwich%20Evening%20News.pdf>

Speculation over Lotus boss Dany Bahar's future following suspension

<http://www.lotusdriversguide.com/Press/Dany%20Bahar%20suspended,%20speculations%20-%20Norwich%20Evening%20News.pdf>

Lotus owner remains tight lipped about reasons for Bahar suspension

<http://www.lotusdriversguide.com/Press/Dany%20Bahar%20suspended,%20speculations%20-%20EDP.pdf>

Most eye-catching actions in the "Bahar-period":

- Dany Bahar placed several former Ferrari contacts in key positions of Group Lotus.
- Lotus Originals was started.
- He started a number of motor-racing programs at Lotus, including the sponsorship of the Formula One team (this sponsorship was terminated for this year) and the Indycar engine adventure that is not yet successful.
- He also started a very ambitious road-car development schedule.

According to the Swiss newspaper Bilanz, Dany Bahar is filing a suit in London's High Court for wrongful termination. It was stated that Bahar denies the claims about renovating his homes with Lotus money and it was reported that he also denies improperly using company funds for private jets and helicopters.

Indy 500



Unfortunately, the Indianapolis 500 adventure came to an early end, after a period of working very hard for all involved staff. Lotus and Jean Alesi did a very difficult job by putting the team together in such a short time and one can not expect miracles.

As Lotus thought might happen, both Alesi and Silvestra have been black flagged for

struggling to meet 105 percent. After 9 laps in, both Alesi and Silvestra have been lapped. Their speed was 13mph off the pace.

Jean Alesi now has a taste for the Indy 500: "I've had fantastic people around me. We were suffering with engine performance and had to pit. Would like to be back next year"

Lotus will be working on giving him a competitive package next year.

Image © Group Lotus PLC

Lotus F1 Team comments on the Monaco Grand Prix 2012

Day 1, Thursday 24 May 2012

Kimi Räikkönen and Romain Grosjean took to the track for the first practice sessions on the streets of Monaco in mixed conditions today. A dry and warm morning session was followed by a mixed dry and wet afternoon session. Both drivers used new helmet designs today – images can be downloaded below.

Alan Permane, Trackside Operations Director - Technical programme notes

In FP1 we conducted evaluations of our Monaco setup and gained initial data of Pirelli's soft compound. Kimi completed just his initial installation lap in FP1 as he found the Monaco steering setup not to be to his liking.

FP2 saw lower fuel running than usual, focusing on qualifying specification performance of the soft and super soft compound tyres when the track was sufficiently dry. We also ran with the intermediate tyres on both cars.

What we learned today:

Our Monaco specification setup works well in both dry and damp conditions.

The changed steering setup for Kimi was more to his liking for FP2.

Kimi Räikkönen, E20-03

Free practice 1: No time set, installation lap completed

Free practice 2: P19, 1:19.267, 25 laps

Kimi: "It's good to be back in Monaco even if we missed some running today. The steering wasn't to my liking so the team changed it for me. It's something you change for Monaco and there's no way of knowing what it will be like beforehand. The car felt good in the second session, though it was obviously pretty slippery when the track was wet. I would have liked to have had more time in the car, but Monaco's a track I know pretty well and it hasn't changed much over the years. Let's see what happens tomorrow."

Romain Grosjean, E20-04

Free practice 1: P2, 1:16.630, 22 laps

Free practice 2: P2, 1:16.138, 19 laps

Romain: "I think the car is suiting the track pretty well and I love Monaco, it's good to be here and it's nice to see so many fans. The car was looking good this morning and this afternoon – we are working in a good direction. Unfortunately it was a bit wet this afternoon and we couldn't do all the programme we wanted to achieve but as we have a good baseline it shouldn't be such a big deal. Let's see what the weather will be like tomorrow and what we can achieve. I think that we are looking good in both conditions."

James Allison, Technical Director:

"We're happy with today's performance as we came here with a certain amount of trepidation about whether our cars would be competitive. It was a disappointment to have missed the first session whilst we changed the steering setup on Kimi's car, but he's an old enough trooper to get himself up to speed on Saturday. The pace shown by Romain in both sessions was certainly encouraging. All the Monaco upgrades seem to be working well and the E20 is pretty happy around what is a very unique track."



Day 2, Saturday 26 May 2012

Romain Grosjean qualified in P5 whilst Kimi Räikkönen set the eighth fastest time in qualifying for tomorrow's Monaco Grand Prix. Romain gains a position on the grid due to a five position penalty for fastest man today, Michael Schumacher. Qualifying was exceptionally close, with all nine cars setting a time within a second of pole in Q3.

Kimi Räikkönen, E20-03. Q: P8, 1:15.199 FP3: P12, 1:16.301

"For sure we're not very happy after that session. Since the first practice we've been a little bit behind where we should have been

and we've been trying to catch-up. The car is fine, the biggest problem today was trying to get the tyres working as it seemed to be a bit tricky to get them up to temperature. I could have been a bit faster on my best lap, but I went a little bit too deep in the swimming pool section. It's a bit disappointing but you can't get it right every time. At a normal race track you would be able to gain positions through overtaking, but in Monaco this is difficult. That said, anything can happen here so hopefully we can achieve something good tomorrow."

Romain Grosjean, E20-04. Q: P5, 1:14.639 FP3: P5 1:15.445 (will start from P4)

"We are not as high on the grid as we wanted to be, but things were very tight today. I did a very good lap in the first part of Q3 but then I couldn't improve on my second set of tyres. This was a shame because our strategy was perfect for the last part of qualifying. The traffic wasn't too bad but I missed out in sector two. I think pole position was within reach. P4 is not exactly where we wanted to be but the race will be long. It's Monaco, it will be difficult; nonetheless we know that the car is quite good on high fuel and with the tyres, so let's see what we can do and put the best strategy into place."

Alan Permane, Director of Trackside Operations:

"We've got it all to do..."

How do you assess today's qualifying performance?

"Disappointing. After the pace we saw in the car on Thursday and this morning we expected better. Monaco is a very difficult place to get everything exactly right on a lap and the penalties for making a mistake were seen elsewhere in qualifying, but nevertheless we thought we were a realistic prospect for a front row here so to miss out is a bitter pill to swallow."

What are the strategy considerations for the race?

"Overtaking is notoriously difficult here due to the narrow and twisty confines of the track. No matter what the tyre performance or the presence of DRS, KERS or any other factor, a slower car can hold up a faster car for a long time here. Our best opportunity for a strong race result is for Thursday afternoon's rain to return or for there to be an eventful race to mix up the order. We will of course spend a long time looking at what we can do strategically as the E20 is generally easy on its tyres. Also Monaco can often throw up many surprises, so the podium is by no means out of reach"

Did missing FP1 affect Kimi's performance?

"We certainly can't say it helped him. Kimi struggled to get sufficient heat in his tyres today, even with the super soft compound, so he didn't feel he had sufficient grip to push harder. He needed one more set of super softs than Romain to get into Q3, so consequently had one fewer set than Romain in that session."

Romain has looked very strong so far this weekend; was there more possible in qualifying?

"Romain lost out in the second sector on his fastest lap and we will be looking to understand what went wrong. When you look at his times all through the weekend, and consider the track evolution, his qualifying lap was short of what we thought possible. But still, it's not a bad effort for a first F1 qualifying here."

On the plus side?

"We do have both cars in the top ten which is good for our Constructors' Championship points potential. McLaren in second in the standings ahead of us have one car outside of the top ten so we have scope to do well against them, but equally it's a very close field."

Day 3, Sunday 27 May 2012



Lotus F1 Team endured a difficult Monaco Grand Prix, with Kimi Räikkönen finishing in ninth position and Romain Grosjean crashing out of the race before the first corner. It was also a difficult race for the strategists with rain looming but never arriving to any significant extent until immediately after the chequered flag fell. Lotus F1 Team are now tied in third position in the Constructors' Championship with Ferrari.

Both cars started on used sets of red-marked super soft Pirelli P-Zero tyres.

Kimi changed to a set of new soft tyres on lap 29.

Kimi Räikkönen, P9, E20-03

"Ninth was the best we could do today. I didn't start in a great position and I had some difficulties during the race so it's not been the easiest weekend, but at least we got a couple of points. It's better than nothing but not exactly what we wanted. One race doesn't change the fact that we have been pretty strong everywhere – even here at the beginning of the weekend. This circuit is completely different from any other and I don't think we should worry too much about the fact that it wasn't our best weekend. It is what it is – sometimes it doesn't go the way you expected and now we should look to Canada for a better result."

Romain Grosjean, DNF, E20-04

"We struggled to get off the line and it looked like Lewis [Hamilton] in front didn't have the best start either. Fernando [Alonso] pulled alongside him so I was then on the outside of both cars, and unfortunately Michael [Schumacher] was on the outside of me as well. There just wasn't enough room and next thing I'm

facing all the traffic after just one hundred metres which wasn't a nice feeling. It's a disappointing end to the week after some positive early signs, but that's racing and now we look forward to Canada and a chance to bounce back."

Eric Boullier, Team Principal

"We arrived in Monaco after two consecutive podiums and did not really know what to expect at such a unique circuit. Before qualifying it was obvious that the E20 was going to be competitive, but things did not go as planned. Our positions on the grid did not reflect our true pace and that put us on the back foot for the rest of the weekend. Unfortunately Romain's race ended prematurely after contact with Michael Schumacher, and like the Stewards I think it was a racing incident. With Kimi, we knew that fighting for a podium was going to be more than difficult. It then became obvious that we were struggling with our tyres when the temperature fell. The grip was just not there and we could only defend our position. In the end, the two points we've scored today are disappointing but because the field is so tight we have not lost too much ground on our opponents. We have the same number of points as Ferrari in the constructors' championship, while Kimi is 25 points away from Fernando Alonso who's leading the drivers' classification. Anything can still happen and the championship is wide open. We're now looking forward to Montreal, the first low downforce track of the season, where the E20 should be strong. Finally, I wish to congratulate the team for all their hard work this weekend. Our 500th was not one of our best, but I hope the 501st is!"

James Allison, Technical Director

"We've had five races so far this season where we've shown strongly. Sadly, at the sixth we were not on the pace. It was a completely joyless experience from start to finish. Romain has been metronomic this weekend, but he was out of the race before the first corner which was a massive blow to our hopes for today. Kimi had an okay start, but wasn't able to keep the car running at a challenging pace once the sheen came off his tyres after ten or fifteen laps. We stayed out longer than we would have done otherwise on the first set of super soft tyres as we, and everyone else, were waiting for rain to come. Now we have to pick ourselves up and come back in Canada to bring both cars home in strong placings."

Ricardo Pentead, Renault Sport F1 Team Support Leader

"We worked hard to deliver good drive and response over the lower rev ranges to deal with the low average speed of the Monaco track. The package has been quick this weekend, which was reflected in the qualifying positions, but Romain was very unlucky to be involved in the accident at the start. Ninth place for Kimi is a bit frustrating and not reflective of the general level of performance we have shown at this event."

Linkin Park links up with Lotus F1 Team

During the weekend of the Monaco Grand Prix we did see driving, graphical and musical experience "Linkin Park GP" launched as a free download on all iTunes stores worldwide. Emanating from a unique creative collaboration between Lotus F1 Team and Linkin Park, "Linkin Park GP" allows iPad users to drive a Lotus E20 and interact with a 360° environment to create an original remix of Linkin Park's latest worldwide hit single, 'Burn It Down'.

Designed by Clicmobile, the app utilises an interactive user remix experience for the first time on iPad - with multiple audio tracks and live effects synchronised and mixed in real time in response to user actions on the accelerometer sensors and multitouch screen of the device. As a result, users are put closer to the music by zooming into sections of the song - even into individual instruments - to create a unique listening experience that is nonetheless recognizable as the hit song from the album.

Read more in the "F1 Press" section of the website.

Avanade joins Lotus F1 Team

Lotus F1 Team unveils a new partnership with Avanade in a three-year deal with branding to appear on the E20 from the Monaco Grand Prix onwards.

Business technology solutions and managed services provider Avanade joins Lotus F1 Team from the Monaco Grand Prix in a new three-year deal which will include Avanade professionals implemented at the team's Enstone base for strategic consulting on Microsoft Dynamics implementation.

Read more in the "F1 Press" section of the website.

Lotus raises the style stakes in Monaco

At this weekend's Monaco Grand Prix, the first Lotus Originals franchise store has opened near the Principality's famous Monte Carlo Casino Square.

Lotus Originals is the fashion arm of the legendary sports car and racing marque, and the collection is inspired by the British sense of style, heritage, innovation and rebellious spirit that goes into every on-road Lotus design.

Lotus is hailed for its engineering and thirst for competition. It is also known for style. Heroes of reality and fiction, from Jim Clark to James Bond, have outgunned their rivals from behind the wheel of a Lotus, and they looked good doing it. Partner Forza Rossa Holding, official Lotus cars dealer since 2011, recognise this and joins the Lotus family with the opening of the Monte Carlo store which carries the brand new Lotus Originals retail concept.



It's fitting that this first franchise store be in Monaco, the scene of the first grand prix victory for a Lotus, in 1960 at the hands of Stirling Moss. His Serene Highness Prince Albert II, Monaco's Mayor Georges Marsan and State Minister Michel Roger were joined by Lotus F1 Team's Gerard Lopez, Eric Boullier and Romain Grosjean, Lotus Sales and Marketing Director Maurizio Parlato and Forza Rossa Holding's President Ion Bazac at the opening of the store.

Here you will find apparel, accessories, gifts, toys, bikes and collectables that will thrill Lotus fans, and bring others into our Lotus world.

Speaking of which, we took the opportunity in Monaco to launch a special car designed for the next generation of Lotus drivers: a slightly smaller-than-usual Lotus Elan, one of Lotus' most-beloved classics which this year celebrates its 50th anniversary. What's more, the car is eligible for racing. The Little Big Le Mans which forms part of the Le Mans Classic race weekend, is designed for lucky young drivers aged 6-14, and this Elan is eligible for this events.



Also, 20 years after we helped win gold at Barcelona in 1992 with the revolutionary Lotus Type 108 Superbike, we are showing for the first time, a stunning hand made carbon fibre black and gold bespoke bicycle from our new collaboration with Condor Cycles Ltd.

Lotus Originals can also be found at the company's Hethel HQ and at Norwich City Football Club's stadium, and we're also opening our flagship store in the heart of London in six weeks time: 4,800 sq ft of retail space on Regents Street. It will be, as it is here in Monaco, an iconic location for an iconic brand.

Maurizio Parlato, Director of Sales & Marketing, Group Lotus: "It is our mission to grow the Lotus brand internationally, to become more of a global player, and to do that we need to produce great cars, but we also want Lotus to be a lifestyle brand of its own. Our founder, Colin Chapman, understood this. He was a trendsetter in every way. He also recognised the marketing potential of motorsport better than anyone else at that time, and had an eye for detail that pervaded every aspect of his company's presentation. Therefore, I believe he would be very excited to see what we're doing here today – opening this first Lotus Originals

franchise."

Ion Bazac, Forza Rossa Holding President: "It is a big honour and pleasure for us to inaugurate the first

Lotus Originals franchise store in such a prestigious and exclusive place like Monte Carlo, famous worldwide for its fabulous Grand Prix. With the new Lotus originals collections and accessories you will find a unique link between the past, the present and the future of the Lotus brand and its very passionate history and heroes. Lotus Originals Monte Carlo is more than a store, it is a place of meeting and dialogue between fans and their favorite brand, so that the legend, the winning heritage and dreams of Colin Chapman be more alive than ever."

Lotus F1 Team comments on the 2012 Canadian Formula One Grand Prix



Friday, 8 June

Kimi Räikkönen and Romain Grosjean took to the track for the first practice sessions at the Circuit Gilles Villeneuve in Montréal ahead of Sunday's Canadian Grand Prix. A dry morning session was filled with running in anticipation of a wet afternoon. The afternoon yielded a dry session too; the rain not coming until immediately afterwards.

Alan Permane, Trackside Operations Director - Technical programme notes

In FP1 we attempted to condense the programmes of both FP1 and FP2 into a single session. The red flag period interrupted this somewhat.

Some of the expected rain came before the FP2 session, but not sufficiently to disrupt running so we were able to complete a good number of laps, despite another red flag period.

We evaluated our new Montréal specification rear wing and ran race simulations.

What we learned today:

Our base setup appears to work solidly, with the Montréal specification rear wing delivering the expected performance.

We are still working on refining the setup to ensure both drivers are happy.

Our position in the times does not reflect our pace due to the different programme we ran today.

Kimi Räikkönen, E20-03

Free practice 1: P15, 1:17.014, 42 laps

Free practice 2: P15, 1:16.652, 33 laps

Kimi: "It was an okay day for us. We expected rain in the afternoon so we used the super soft tyres in the morning to make sure we could do some long runs, and we completed everything we needed to do today as the rain didn't come until later. I'm not 100% happy with my setup and I think we're missing a trick somewhere. It's not a major issue, but I know we can go faster. Let's see how it goes tomorrow, anything can happen and hopefully it's a little warmer as that usually seems to help."

Romain Grosjean, E20-04

Free practice 1: P14, 1:16.890, 36 laps

Free practice 2: P14, 1:16.360, 29 laps

Romain: "Today was my first time at the Circuit Gilles Villeneuve and I really enjoyed it. It's not an easy

track, and the weather wasn't what we're expecting for the rest of the weekend so it's a shame not to get some running in warmer conditions. We've spent a lot of time learning how the car behaves here and trying a few different things with the setup. We have a good amount of data, but obviously we'll need to work just as hard tomorrow if the temperatures are higher. The car felt good and we did a few laps on the super soft tyres as well, so overall it was quite a useful day."

Alan Permane, Trackside Operations Director:

"We ran the option tyres in first practice with some high fuel loads. The rain held off so we ended up running just one set of tyres for second practice which is why our times looked a little bit slower than others'. Neither driver was 100% happy with their car, so we spent some time working with setup changes. Romain felt his car was a little too biased to the front, but he was much happier with the changes made. Kimi paid attention to improving his car over the kerbs as it was a little bit too harsh to start with; steadily improving through the day. I'm confident our finishing positions in FP2 will not reflect where we'll be in qualifying tomorrow."

Saturday, 9 June

Romain Grosjean set the seventh fastest time whilst Kimi Räikkönen suffered a hydraulic issue which prevented him from climbing higher than twelfth during qualifying for tomorrow's Canadian Grand Prix.

Kimi Räikkönen, E20-03. Q: P12, 1:14.734. FP3: P9, 1:14.997

"Obviously it's disappointing to go out in Q2 but we had some issues with the differential which meant the car wasn't handling as it should. When the grid is so tight it makes a big difference not having the car exactly as you like it. Still, we had no issues on the long runs yesterday, we have options to choose from with the tyres, and the warmer weather is definitely suiting us better so hopefully we can put everything right before tomorrow and go from there. The race is where it counts, so let's see what we can do."

Romain Grosjean, E20-04. Q: P7, 1:14.645. FP3: P8 1:14.873

"For sure we wanted a bit more from qualifying but this is a tricky circuit to get right, and the big variation between conditions yesterday and today didn't help. The warmer temperatures definitely suited us more but not quite as well as we thought. The car felt pretty strong but my last run could have been better, which is a shame. Still, making it through to Q3 is never a bad thing and it's a long race tomorrow. Our car has been quite easy on tyres so far this season and hopefully that could make the difference. Last time I started in P7 we ended up on the podium, so let's hope it can happen again tomorrow!"

Alan Permane, Director of Trackside Operations:

"Good, but not great..."

How do you assess today's qualifying performance?

"We had a problem with the hydraulics on Kimi's car in the session which meant the differential was not working properly, so he did a good job to qualify where he did. Romain went through to the final qualifying session comfortably and then did a really good first timed lap in that session on scrubbed tyres. The new tyres didn't give him the grip and confidence he expected and his lap on these wasn't any faster. It's unusual that we would have a warm-up issue here in these conditions, but we'll be looking at everything to understand what happened."

How difficult has it been to read the track here?

"The track was very dirty after yesterday's rain so we saw a lot of evolution today, though it wasn't particularly tricky to predict. Having said that we've had a little bit more trouble than usual setting the cars up; just finding the right balance with the heavy breaking here, making it comfortable enough into the corner and not having too much understeer mid-corner. Certainly with Romain it's fair to say that he's not as comfortable as he normally is with his car"

Could Kimi's hydraulic problem in qualifying carry over into the race?

"I have no doubt that we'll resolve Kimi's issue for tomorrow. We can see the symptoms clearly on the data and we recognised it very early on. We informed Kimi that there was a problem during qualifying. It wasn't something we could easily remedy during the session but I'm very confident that we'll find the problem overnight and fix it."

What are the strategy considerations for tomorrow?

"In terms of strategy we'll be assessing different options. Tyre degradation is very low here, so we could

see a few teams attempt a one stop race. Overtaking is very much possible here with the long straights and the DRS; it won't be easy by any means but certainly simpler than in Monaco."

Sunday, 11 June

Lotus F1 Team returned to the podium with a superb performance from Romain Grosjean, the Frenchman clinching his best Formula 1 result to date by climbing from seventh on the grid to second place in a searing Canadian Grand Prix. Kimi Räikkönen rose from twelfth on the grid to eighth at the chequered flag, helping the team move eleven points ahead of Ferrari in the Constructors' Championship. Lotus F1 Team have now scored more points from the seven races thus far in 2012 than during the entirety of the 2011 season.

Romain started on used super softs and changed to new softs on lap 21.

Kimi started on new softs and changed to new super softs on lap 40.

The team is now the second highest scoring team over the last four races and have the second highest number of podiums this season.

Kimi Räikkönen, P8, E20-03

"The car was a bit better in the race than it was in qualifying. I seemed to get stuck behind people a few times. The DRS zone is not very long, and it's still a difficult battle if the car ahead of you is also using the DRS. We had a chance to do a bit better, but it didn't quite all come together today. We scored points again so that's always a good thing, especially this season. Qualifying yesterday wasn't perfect so obviously that left us with more work to do. If you start further forward it's easier to finish higher up the order. We'll try to achieve that in the next race."

Romain Grosjean, P2, E20-04

"It's been a great day for the team. It was an incredible race and the one stop strategy worked perfectly for us. It wasn't an easy race, but we wanted to be aggressive to achieve a good result. Yesterday was a bit disappointing, but we learnt a lot from Friday to Saturday and the fruits of all these lessons were seen today. It wasn't easy to manage the second set of tyres for so long, but it worked so I'll happily do that again for another result like today. It's fantastic to finish in second position on my first visit to Montreal, hopefully I will finish in first on my second time! I would like to thank the entire team for the amazing job we've done this weekend"



Eric Boullier, Team Principal

"Today's result is due to very good team work and keeping focused on the task at hand. The E20 was very well setup for the race, our strategies worked for both cars to finish much higher than they started and both drivers drove superbly. Romain drove an excellent race and P2 is superb for the whole team, especially everyone at Enstone who keeps pushing to develop every area of the car. We know that if we can get more in qualifying we will be able to achieve even better things in the races, so that is our task ahead."

Alan Permane, Director of Trackside Operations

"Today all went very much to plan. Coming into the race we were fairly confident that we could do a one stop strategy; it would be a bit tight on the tyres, but it was clear from Friday that the tyres had the pace and the durability to do one stop. Today was a lot hotter, and we had a fall back of a two stop strategy, which we didn't need. Romain did everything he needed today and it's a well deserved result. For Kimi we used the opposite tyre strategy from Romain by starting him on the soft tyre and it worked for him to finish four places higher than he started in what was a very competitive race. It's two very solid drives we've had today so we're very happy to bounce back from Monaco in emphatic fashion. "

Ricardo Pentead, Renault Sport F1 Team Support Leader

"A fantastic double points finish for the team with a career-best result for Romain. It was not an easy race as fuel consumption was difficult to gauge on Friday, but we took a risk to go very aggressive and it was

the right choice: Romain's pace in the last few laps was impressive. Congratulations to all as the result moves us ahead of Ferrari in the championship now."

Lotus LMP2 at Le mans, 2012



Day 1, practice and qualifying

#31 Thomas Holzer (GER) – Mirco Schultis (GER) – Luca Moro (ITA)

Free Practice

#31 Position 18 (LMP2) Lap time 3:47.061 (Holzer)

Qualifying Session 1

#31 Position 16 (LMP2) Lap time 3:48.067(Holzer)

Lotus LMP2 successfully completed its first day at the 80th edition of the 24 Hours of Le Mans, the third round of the FIA World Endurance Championship.

Thomas Holzer, Mirco Schultis and Luca Moro added

more valuable mileage, a total of 980 kilometres, on the team's tally and fulfilled the requirements to run a minimum of five laps at night at the Circuit des 24 Heures.

The team was testing the different tyre compounds in order to learn about the tyre wear. Another target of the day was to see how the car and tyres behave at night and to find the right set-up for the qualifying next sessions and the race.

Thomas Holzer, Race driver #31:

"We are pleased about today's outcome. We achieved what we wanted, to complete the necessary five laps at night. It is my first time at the 24 Hours of Le Mans and didn't run here before apart from the test day prior to the race. It takes some laps until you are acquainted with the track and adapt to the circumstances. Tomorrow, there will be two more sessions, but qualifying is not so important here because the race lasts 24 long hours."

Mirco Schultis, Race driver #31:

"I got experienced to the track today step by step. Driving at night is completely different here, but amazing. I am very proud to be able to race at this legendary race having fulfilled the requirements running five laps at night. I hope to improve tomorrow and I am looking forward to the next sessions."

Luca Moro, Race driver #31:

"It is my first time at Le Mans and I am happy to be here. I completed the mandatory five laps at night, so I am allowed to race. It is good fun to drive at night, but also quite demanding because it is quite dark at the track. There is still some room for improvement and I hope that tomorrow's qualifying will be better."

Day 2, Qualifying

#31 Thomas Holzer (GER) – Mirco Schultis (GER) – Luca Moro (ITA)

Qualifying Session 2

#31 no lap time

Qualifying Session 3

#31 Position 17 (LMP2) Lap time 3:45.664 (Holzer)

Mixed fortunes for Lotus at the second day of the 24 Hours of Le Mans.

In the second qualifying, Luca Moro had to stop the car on his out lap immediately after the start of the session because of an engine failure. The mechanics did an incredible job and managed to change the engine in less than 50 minutes.

The Lotus LMP2 car was ready for the third and final qualifying and the drivers got more track time. All in

all, it was a decent qualifying result for the team that is now looking forward to the race and hoping to finish in a good position.

Thomas Holzer, Race driver #31:

"It was a good third qualifying today and I was able to improve lap by lap. It is a shame that we were not running in second qualifying and we lost valuable time out on track. Maybe we could have done better, but it is just qualifying, what counts is the race. A big thank you to the mechanics which did an unbelievable job by changing the engine in record time."

Mirco Schultis, Race driver #31:

"First of all, I would like to thank the mechanics who did a great job today. It is a shame that we could not run in second qualifying and we lost important track time. It will be a long race and everything is possible, I am looking forward to it."

Luca Moro, Race driver #31:

"Unfortunately, we couldn't run in the second qualifying session due to an engine failure. But the mechanics worked very fast and managed to fix the car for the third qualifying. After that, we did not take any risk and did some laps to make sure that the car is okay."

Race



#31 Retired

Unfortunately, Lotus will not cross the finish line at the 80th edition of the 24 Hours of Le Mans.

After about half of the race, the car had to come back to the pits due to a gearbox failure. The crew tried for some hours to fix the car, but without success.

Until that time, the car was running good and without major problems. In between, Lotus was running 14th in LMP2 class.

The team is very disappointed about the retirement.

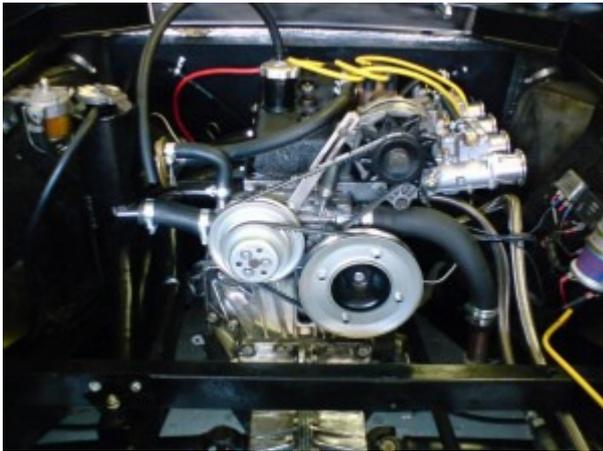
Images © Lotus LMP2

Rare cars for sale

As there are not many Seven S4's around, it seems to me that this 1971 **S4 1600GT** deserves to be mentioned here.

The car has just had a total body renovation and is offered for sale by Thornfalcons Classics, call +44 (0) 1823 444500





Very rare **Else Europa** for sale. Introduced in 1969. Lotus dealer J.A. Else & Son offered a 5 stage tuning kit for the Europa S2, within weeks after this car was announced. The stages involved fitting items like a 45DCOE Weber carburettor on a cast alloy inlet manifold, a "tuned" 4-2-1 exhaust manifold, special camshaft and gear, alloy wheels with Avon tyres, customised paintwork, close ration gearbox, oil cooler, 2nd fuel tank.

This car is offered by a private person in Sweden and is one of just five known Else cars with all the options. For more information, call +46768671184

And still believing that these cars are quite rare, another one pops up in Norfolk, offered by a private seller. This is a **Seven S4** with its original factory fitted Lotus Big Valve **Twin Cam engine**, one owner only and the vehicle has been subject to a recent and comprehensive recommissioning.

Call +44 (0)1379 677177 for more information.



Books and video

No news this time.

Model Cars

Spark is going to produce a 1:43 scale model of the (Lola) **Lotus LMP2** car, due for release in 2012.





This is the new model by **Ixo** presenting the **Lotus Elite** that was driven by Hobbs and Gardern during the 1962 Le mans race. They became class winner!

Photo courtesy of Grand Prix Models

New from **Minichamps** is this 1:43 2011 **Lotus Renault GP showcar** in Heidfeld livery. Basically this is the R30 in 2011 colours.



Spark has released this 1:43 **Lotus Type 56B** model as driven by Dave Walker during the 1971 Zandvorot Grand Pris.

Another new **Spark** model is this 1:43 **Lotus Type 76** as driven by Ronnie Peterson during the 1974 Spanish Grand Prix



Spark has created this 1:43 version of the **Cessna 414A Chancellor II**, G-PRIX, Team Lotus. This model should be in the shops by the time that you are reading this.



Norwich, 23 September 1978

This is the new 1:43 model representing the **1979 Martini Lotus transporter**. Announced by **Spark** for release in August 2012.



This 1:43 **Europa Twin Cam** was already announced at the Nuremberg Toy Fair and according to **Spark** it should be in the shops by August.

Lotus **Type 40**, No. 8 Brands Hatch 1965 by **Spark**, 1:43. Should be in the shops by the time that you are reading this.



This is the 2012 re-release of the **Lotus Type 72D** by **Tamiya**, scale 1:12. The Team JPS F1 World Champion 1972 Emerson Fittipaldi car.



I have this 1:43 1971 **Elan Hexagon Estate** that was made by **Spark** on my desk now, a very nice addition to my other Elan models. Should be in the shops now.





This is the soon to be released **Type 79** that was driven by Mario Andretti during the 1979 USA Grand Prix, Long Beach. Made by **Spark**, 1:43



The 2011 **Le Mans Evora's** are now in the shops, both the #64 Slingerland/Rich/Hartshorne and the #65 Rossiter/Mowlem/Hirschi versions, 1:43 by **Spark**

From **Oxford Diecast** we may look forward to their recently announced **Elan +2** model in scale 1:43, expected to be released by the end of this year.

Tameo is going to produce a 1:43 scale version of the **Lotus F1 Team E20**, available as a kit or ready built model, both Räikkönen and Grosjean versions.

Events



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>

Goodwood will be the launch pad for two new and very exciting Lotus model variants.



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.

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