

## The first words

Thank you all for your comments on the Nuremberg Toy Fair special. And thank you for giving me information, without the kind help of some of the readers it would be impossible for me to share all the news every month!

This newsletter is a bit later than normal, as February has been a very busy month, with a lot of news from both Group Lotus and Lotus Racing. Now that the tests are behind us we may conclude that the Formula One team has made a racing car that is capable to compete in the highest level of autosport in 5 months time! And I am confident 'our' team is the best of the new teams. Let's hope they will get some championship points this season.

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

Ronald Ringma

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All 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>

Recently we did see:

- Supermodel Naomi Campbell and sports car manufacturer Lotus Cars join forces for Haiti
- Bidding commences. Three Evoras were auctioned at the Fashion For Relief event, with the first two reaching over GBP 300,000 each!
- The new Lotus Elise probably has the lowest CO2 for its performance for any gasoline high performance sports car in the world
- Jarno Trulli develops his first Lotus race car
- Lotus Racing unveils Lotus Cosworth T127

### New on the website

Of course new items have been added to several sections of the website. A complete overview of what is new can be found at the 'news' page on the website: <http://www.lotusdriversguide.com/new.php>.

I have made a small change to the 'home' page, where you will now see some recent alternating images. Also an extra page with video clips, please see <http://www.lotusdriversguide.com/video.php>

### Lotus Racing unveils Lotus Cosworth T127



Lotus Racing unveiled its 2010 challenger, the Lotus Cosworth T127, on 12 February 2010 at a glittering event in London's Royal Horticultural Hall. Team Principal Tony Fernandes was joined on stage by Chief Technical Officer Mike Gascoyne and drivers Jarno Trulli, Heikki Kovalainen and Fairuz Fauzy to take the wraps off the car in front of a 500 strong live audience.

As the lights came up the car's stunning green and yellow livery was seen for the first time, striking an emotional chord with both young and old alike and evoking memories of some of motor racing's most iconic moments in an entirely contemporary fashion.



More information in the Press releases section of the website, <http://www.lotusdriversguide.com/Press/index.php>

### Jarno Trulli develops his first Lotus race car

F1 Racing driver Jarno Trulli assists in the development of the Lotus Evora Cup race car during its first test session at Snetterton.

The Lotus Evora Cup race car is the latest addition to the Lotus Motorsport racing stable. Fresh from its debut at the Autosport International racing car show in Birmingham the Evora Cup race car was given its first shake-down test at a wintry Snetterton circuit in Norfolk, UK on the 10th and 11th of February 2010.



More information in the Press releases section of the website,  
<http://www.lotusdriversguide.com/Press/index.php>

### **Supermodel Naomi Campbell and sports car manufacturer Lotus Cars join forces for Haiti**

In response to the horrific natural disaster that has crippled the nation of Haiti, Naomi Campbell together with Lotus Cars will be auctioning eight special edition "Naomi for Haiti" Lotus Evora sports cars, with the proceeds from the auction going to help the relief effort in Haiti.

The "Naomi for Haiti" Evoras will be auctioned at Naomi Campbell's Fashion for Relief TM charity fashion show on the 18th of February at the London Fashion Week venue at Somerset House. The remaining "Naomi for Haiti" Evoras will be entered into an auction run on the "Naomi for Haiti" website [www.naomiforhaiti.com](http://www.naomiforhaiti.com) and bidding started at 0800 GMT on the 19th of February and ended at 1200 noon GMT on 28th of February 2010.



The discerning fashion show audience at the Fashion For Relief™ show made their feelings clear about the design of the "Naomi for Haiti" Lotus Evora with the bidding reaching an incredible GBP 320,000. The winning bid came from Naomi Campbell's boyfriend, Vladimir Doronin, who wanted to ensure that he got the first car, number one of eight.

Bidding on the remaining five "Naomi for Haiti" Lotus Evoras started at 0800 GMT on the 19th of February 2010 on the [www.naomiforhaiti.com](http://www.naomiforhaiti.com) website. There were only 9 days to register a bid for these highly desirable "Naomi for Haiti" Lotus Evoras as the auction will end at 1200 noon GMT on the 28th of February 2010.

After the bidding period ended, it was announced at the Geneva Motor Show that eight special edition 'Naomi for Haiti' Evoras have achieved in excess of €1.4m at auction.

More information in the Press releases section of the website,  
<http://www.lotusdriversguide.com/Press/index.php>

### **Lotus has started a new chapter in its Formula One history**

#### **Jerez test days**

Lotus Racing completed its first full day of testing (after an earlier shakedown at Silverstone) at Jerez in

Spain on 17 February 2010. We did not see any major problems, except for the power steering that did not work. The supplier failed to deliver certain parts. Due to the weather conditions, it was mostly a soaking-wet day, Fairuz Fauzy did not set a competitive dry-weather time. But he staid ahead of Virgin!

His main task was to drive 300 km, the minimum distance required in order to get the FIA F1 Superlicence. This licence is needed as he is expected to drive on some Friday mornings at race weekends this year.

Fauzy did 76 laps on this first testing day with a lap time of 1:32.417, the fastest car today was the Red Bull Renault with Vettel driving, doing 1:22.593



"It's been an excellent day for the whole team," Lotus technical boss Mike Gascoyne said. "Firstly, I want to say a big thank you to Fairuz, who did an excellent job today with the first proper day of running. With so much going on, such as doing systems checks, it can be a pretty disjointed day for the driver.

"When you add into that the changeable conditions, and also the fact we were running without power steering today, it could have been a tricky day for Fairuz, but he didn't put a foot wrong. So, well done to him and a big thank you.

"With the car we had no major reliability issues--a few niggles with overheating which were quickly solved, and then the car ran pretty faultlessly. The power-steering issue will be fixed for tomorrow, so all in all, a very successful first day and a busy evening ahead preparing the car for tomorrow."

Fauzy added: "First of all, I want to thank the team. To arrive here and complete 76 laps is fantastic. It was a big challenge, both to complete the 300 km I need for the Superlicence, and with no power steering, it was difficult to drive in the dry, not so bad in the wet, so I was driving a bit conservatively but I am just very pleased."



On the 18<sup>th</sup> Heikki Kovalainen took over, as the wet weather continued in Spain. He was on the track at 09.00 hours, completed his first installation lap and returned to the pits to give initial feedback to the team. Unfortunately, 30 laps later the team was forced to abandon this second test day Heikki slid off into the gravel and damaged the front wing. Lotus technical director Mike Gascoyne said a new front wing would not arrive until the early hours of Friday.

His time today was 01:33.554 while Barricello did put the best time on the clock with his Williams, doing 01:27.145

Kovalainen on his Twitter page: "Had a crash and damaged front wing, session over for us. My mistake. Friday we go again."

Heikki told Autosport: "It's lacking grip, it hasn't got enough grip. And in the high-speed I think we lose quite a lot of time, partly because of the set-up problems as well. The car is a little bit heavy still and we need to make it lighter, then we can move the balance around and all these things. But my initial feeling from the car is good – it fundamentally feels right."

Some things do remind me of the old days, when the team (Colin) did try to do things on a low budget; no power steering parts on day one, no extra front wing on day two.....

On Friday the 19<sup>th</sup> it was Kovalainen again driving the T127, today was the first time on slicks. He was able to complete 68 laps and gather a lot of useful information for the team. But he was the slowest of all today.

Heikki told reporters: "I think the main issue is the downforce. We have not been able to develop the aero

package like we should do. We had five months to build the car and everything has been conservative. I mean, if you look at the car..."

"Before they started to design the car they had no information about the engine, so cooling and everything is quite conservative. Sure we can improve. Just by looking at the car I could probably improve a few things. I'm sure we will be able to do this, but it will take a little bit time."

Again Kovalainen's day was not without problems, as he lost most of the morning due to problems with hydraulics and the clutch. His best time today was 01:22.521, the fastest driver was Mark Webber doing his best lap in 01:19.299.

On the last test day in Jerez we did see Jarno Trulli on the track. After not driving a Formula One car for quite a while, he proved to be in a good condition doing 141 laps. The goal was to test reliability this day and the team was able to collect a lot of useful data.



Jarno Trulli, Jerez 20 February 2010

By the end of the day Jarno said: "It was a very positive day. I'm really happy about my first day testing with Lotus Racing and I was very lucky to have everything right on the car today with no major issues. We were able to put a lot of mileage on the car and get a lot of information out of it. I had the chance to start developing a real feel for the car and it's good to be here."

His best lap today was 01:23.470. This was about 4,5 seconds slower than today's fastest driver Jenson Button. But the latter did get his best time with almost empty petrol tanks.

### **Barcelona test days**

During the second set of test days we did again see all three drivers on the track. On day number one, 25 February 2010, it was Fairuz Fauzy who completed 76 laps in dry, sunny conditions and without mechanical problems. It was not only a successful day on the track but the team was also able to tick off a lot of behind the scenes tasks ahead of the first race.



On day number two it was Jarno Trulli who did the driving and completed 70 laps. Mike Gascoyne gave his end of day round up; "It was a productive day in terms of set up direction with Jarno. We were able to identify some problems with the set up in the car and establish clear direction to improve it. We still have a long way to go, and a lot of time to come from the car. We had a couple of minor hydraulics issues which stopped the car on track, but nothing major, so all in all it was a productive day and we're aiming to continue in the same vein tomorrow."

On day three, 27 February 2010, Trulli was at the wheel again. He completed 101 laps with no real mechanical issues and Jarno was able to complete the full race distance in the mix of wet and dry weather. At the end of the day Mike Gascoyne stated: "We successfully completed our whole programme with the changeable conditions and have had two very useful days with Jarno in the car, with a very clear set up direction from him. Now we're looking forward to further refining the balance of the car with Heikki tomorrow."



During the fourth test day we did see Heikki Kovalainen at the wheel, he completed a total of 65 laps. After some developmental mechanical and weight balance changes, the team were happy to see yet more improvement in the car's reliability and pace. The test has confirmed Lotus Racing's belief that they have a reliable car, ready for its debut in Bahrain.

Of to the seasons start in Bahrain! We should remember that Lotus Racing has developed the T127 with the goal to create a reliable car, that can be further developed. In the near future new parts are coming up that will give the car more speed. It is clear that the T127 is not fast enough at this moment, but if the basis for further development is not a reliable car, the car is not driving and the development stops. It is now time to finish races, gain information and use these data to upgrade the performance.

All results from both test sessions are available as downloads form the website, please see:  
[http://www.lotusdriversguide.com/Press/Press\\_F1\\_Team.php](http://www.lotusdriversguide.com/Press/Press_F1_Team.php)

### **The new Lotus Elise probably has the lowest CO2 for its performance for any gasoline high performance sportscar in the world**

Making its debut at the 80th International Geneva Motorshow, the 2011 model year Lotus Elise introduces a number of changes and improvements. The most important changes are:

- New evolution body design incorporating new front clamshell, rear bumper and engine cover
- New all in one integrated headlights including LED day light running lights and LED direction indicators
- Improved aerodynamics with a reduction in Cd by 4%, resulting in better fuel economy
- New cast and forged wheels
- Vehicle warranty increased from 2 years to 3 years and 36, 000 miles

The Lotus Elise introduces the new 1598 cm<sup>3</sup>, 1ZR-FAE engine, provided by Toyota. The key to this engine's performance and efficiency is the Valvematic system (a variable valve lift mechanism), which is combined with the dual VVT-i (Variable Valve Timing-intelligent). The engine continuously controls intake valve opening/closing timing and the intake valve lift to vary the volume of the intake airflow, giving significant improvements in efficiency and fuel economy. This ensures optimal performance based on the engines operational condition, thus helping the Elise achieve both high fuel efficiency and high performance.

More information in the Press releases section of the website,  
<http://www.lotusdriversguide.com/Press/index.php>

## Lotus Racing confirms deputy team principal appointments

Following the unveiling of the Lotus Cosworth T127, Lotus Racing has announced a strengthening of its senior management team. Team Principal Tony Fernandes has confirmed that two of the team's shareholders, S M Nasarudin and Dato' Kamarudin Meranun, will be joining Tony as Deputy Team Principals. These appointments give Lotus Racing's leadership team a strong base from which to lead the company and assist each other through the challenges that lie ahead in driving the team from its current status as a newcomer to the grid to fight for victory on and off track.

For more information, please see:

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

## Lotus Racing appoints Ebecs LTD to keep its software systems on track for the 2010 F1 season

Microsoft Business Solutions partner eBECS has been appointed by Lotus Racing to deliver a flexible software solution based on Microsoft Dynamics AX that will satisfy its demanding short term needs and also support its long term strategy. eBECS was the partner of choice for Lotus Racing because of its experience in the automotive industry and its ability to implement successful and demanding Microsoft Dynamics solutions within short time frames.

## Lotus at the Geneva Motorshow

Just a few images to give you an impression of the Lotus stand on this important car show:



## Big aero upgrade may boost Lotus times by a second

Gascoyne revealed to Autosport that the Lotus T127 will get a major aerodynamic upgrade in time for the start of the European race in Spain (fifth race of the season), which should bring big improvements. "Normally you are chipping away and finding tenths, but now we are looking at updates that will bring us a second," he said.

Three and a half seconds off the pace – that's where we said we'd be six months ago and I think that's where we are. We always said that the first four races were about being respectable, that level of performance and being reliable. We've done everything we've said we were going to do," technical chief Mike Gascoyne told Autosport.

## Model Cars



T127 model announced by Minichamps

**Minichamps** has announced a 1:43 diecast model of Trulli's and Kovalainen's Lotus Cosworth **T127** showcar from the 2010 Formula One season.



Cortina by Minichamps, 1/43

An other new item from **Minichamps** is their **Lotus Cortina Mk I** in a new livery, Sebring 12Hr 1964 - Clark/Parsons in scale 1/43.

**Spark** has now released two models from the list that I have published earlier, the 1966 **Lotus Europa S1** in yellow and the **Type 102D** as driven by Hakkinen in 1992 during the Mexico Grand Prix.



Europa S1 and Type 102D by Spark, 1/43

Here is a model that was shown during the Toy Fair, but I did not yet mention it; from **Schuco Piccolo** the Lotus **Type 49B**, scale 1/90.



Type 49B, Schuco Piccolo 1/90

The British **SMTS** brand will be producing a combination of the **Ford 400E Lotus transporter with trailer**, either as a kit or as a ready built white metal model.



Spark has introduced a new livery of the Type 102B, this is the version that Johnny Herbert used during the British Grand prix of 1991:



Type 102B by Spark, 1/43



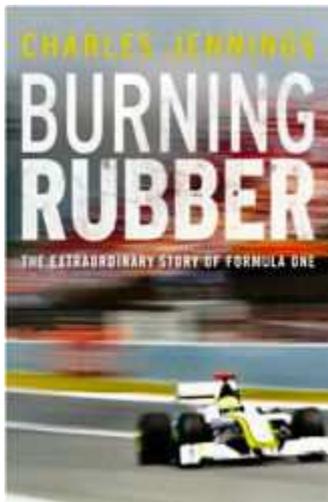
**Hongwell** has released a new version of their Lotus Elan, a green on white **Elan Sprint DHC**, scale 1/43. I did not see the Cararama name that these models used to have so I am not yet sure if these miniatures are still in the Cararama range. These relatively cheap miniatures are a nice addition to your Lotus modelcar collection.

## Books and videos

Now that Lotus is back into Formula One, some background information may be very interesting for the fans.

### **Burning rubber** by Charles Jennings

This book tells the fast and dangerous story of motor sport's premier competition. Author Charles Jennings explores the world of the 1950s racetrack, the irresistible rise of British constructors in the 1960s, the impact of technological changes from the late 1970s, the advent of the high profile boss in the 1980s and the revolution brought on by computers in the 1990s.

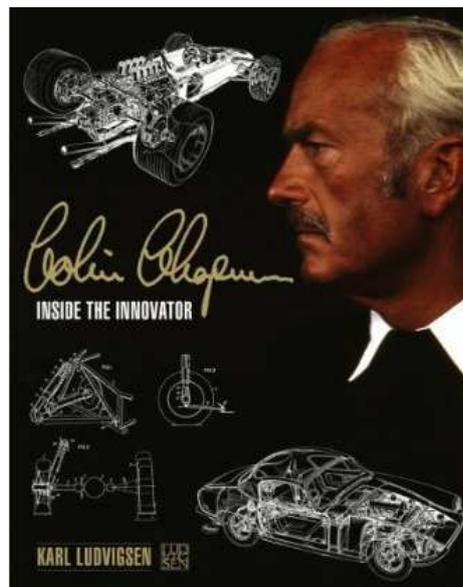


Throughout, he offers memorable profiles of the drivers who have risked life and limb on circuits from Monte Carlo to Monza: the ebullient Stirling Moss, the champagne-gargling James Hunt, the cerebral Prost and the mercurial Senna (whose combined brilliance was exceeded only by their mutual loathing), the adenoidal Nigel Mansell, the metronomic Michael Schumacher, the precocious Lewis Hamilton and the reborn Jenson Button. *Burning Rubber* offers a white-knuckle drive through the bends, straights, chicanes and pit stops of Formula One's chequered history.

Details: Hardcover, 256 pages, published by Quercus Publishing Plc, language English, ISBN-10: 1849160929, ISBN-13: 978-1849160926, size 234 x 157 mm.

New and expected to be released in May 2010: **Colin Chapman: Inside the Innovator** by Karl Ludvigsen. Colin Chapman was one of the greatest ever creative forces in the automotive world but he left behind a mixed legacy. Was he an unparalleled innovator who advanced the state of the art of sports and racing cars? Or was he an uninhibited exploiter of the uncredited ideas of others? In death as well as life Colin Chapman excites fevered debate about his achievements and methods. Now Karl Ludvigsen gets to grips with the legend, digging deep beneath the skin of Chapman and his cars to explore and expose the motivations that drove this mercurial genius.

Details: hardcover, 208 pages, published by Haynes Publishing, language English, ISBN-10: 1844254135, ISBN-13: 978-1844254132, size 273 x 210 mm



And of course we are still waiting for the book **Evora - sublime supercar** by Johnny Tipler. This should be available any time now. Details: hardcover, 208 pages, publisher Coterie Press Ltd, ISBN-10: 1902351398, ISBN-13: 978-1902351391

There will also be a limited edition at almost double the price - supplied in boxed slipcase, numbered and signed by the author. Details: hardcover, 208 pages, publisher Coterie Press Ltd, ISBN-10: 1902351401, ISBN-13: 978-1902351407

## 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>.

### **Lotus Film Festival, 20 and 21 March 2010**

The Racing Lotus Film Festival will take place over the weekend of March 20th/21st 2010 at the Hawkwell House Hotel in Oxford.

Organised by the team behind the 2008 Jim Clark and 2009 Legends of Le Mans Film Festivals, the event will feature three hours of archive footage of Lotus in motor sport, focusing mainly on the period 1960-75.

Several anniversaries will be marked, including 40 years since Jochen Rindt's Formula 1 World Championship victory, 40 years since the introduction of the Lotus 72 and 50 years since the first victory for a Lotus 18.

A guest speaker panel session will also take place, featuring personalities closely associated with Team Lotus and the anniversaries being marked. Guests already confirmed include former Team Lotus chief mechanic and racing manager Dick Scammell and 1970 works Team Lotus Formula 1 driver and team-mate to Jochen Rindt, John Miles, with more guests to be confirmed in the coming weeks.

The highlight of the Festival will be a gala dinner on the Saturday night, at which the guest panel members will be present.

For more information and to book tickets, go to [www.legendfilmfestivals.com](http://www.legendfilmfestivals.com)

Contact: Legends Film Festivals, 15 Meadow View, Witney, Oxfordshire, OX28 3TY.

### **17 and 18 April 2010, Club Lotus Annual gathering,**

Three Counties Showground, Malvern, WR13 6NW England. Club Lotus is planning to add some new attractions to the event to run alongside the regular favourites. Chief amongst these is a Lotus car and memorabilia auction which although yet to be 100% confirmed looks very likely to happen. There will also be the live practical technical demonstrations which proved to be very popular.

There will be lots of specialist Lotus trade stands selling everything from new cars to spare parts and accessories plus a large Lotus Autojumble. Other attractions inside the hall will include Lotus club displays

and a private used car sales area – in fact something for everyone. Lotus Aftersales will be selling a wide range of new and classic spares from the factory at specially discounted show prices plus Lotus clothing and merchandise.

Opening times:

09.30 to 4.00 both days.

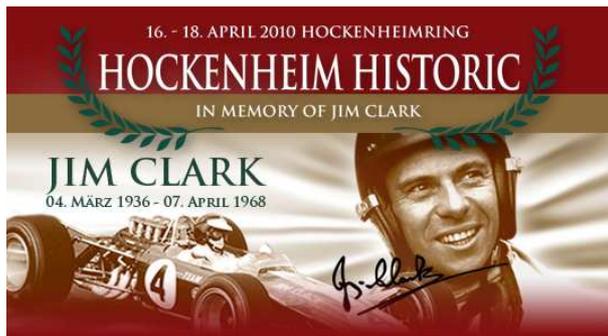
Admission prices:

Adults: £7.00 per day for Club Members if ordered in advance from Club HQ (£9.00 on the gate Saturday, £7.50 on the gate Sunday).

Children 7-14: £2.50.

Under 7's free.

Ample Free parking



### **Hockenheim Historic – in memory of Jim Clark, 16, 17 and 18 April 2010.**

Three days of historic racing, lots of Lotus cars and owners.

All information can be found here: <http://www.hockenheim-historic.de/>

**Le mans Classic, 9-10 July, 2010.** See [www.lemansclassic.com](http://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.

### **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](mailto: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.

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.