

The first words

A very late May edition, I already had people asking if I did forget them.... Sorry for that, it has been a very busy time for me.

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

Ronald Ringma



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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 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.

Judgement in the dispute between Group Lotus plc and Team Lotus

Basically, Team Lotus' name has been declared legal by the High Court on Friday, 27 May 2011. Herewith confirming that the Tony Fernandes-run outfit holds full rights to the brand that was originally founded by Colin Chapman and has been sold several times during its existence. The verdict follows a case involving Renault title sponsor and Norfolk-based sports car manufacturer Group Lotus.

Fernades' team now holds full rights to the Team Lotus name, with Justice Peter Smith having declared that it does not infringe Group Lotus trademarks.

1. Comments from Group Lotus:

Mr Justice Peter Smith gave his judgement in the dispute between Group Lotus plc and Team Lotus, Tony Fernandes and others in respect of the right to use the name "Lotus" in Formula 1.

Judgement Summary

- Group Lotus has the right to use the name "Lotus" on its own within Formula 1
- Group Lotus entitled to race in the historic black and gold livery
- 1Malaysia Racing Team (1MRT) ruled to be in breach of licence agreement, Group Lotus awarded damages
- Team Lotus Ventures Limited trademarks revoked for non-use
- Group Lotus trade marks unaffected
- Group Lotus has the right to use the Lotus marque on cars for road use

The Judge found that:

Group Lotus has goodwill associated with the name "Lotus" in Formula 1 and is free to compete in the sport under that name using the Lotus roundel;

Group Lotus is entitled to race in F1 using the historic black and gold livery;

1MRT is in breach of the Licence granted to them by Group Lotus to race in F1 under the name Lotus Racing and has awarded Group Lotus damages in respect of that breach;

Team Lotus Ventures Limited's trade mark registrations in the name of Team Lotus are cancelled as a result of non-use;

Group Lotus trade mark registrations are unaffected; and

Group Lotus has the right to use the Lotus marque on cars for road use.

The Judge also found that Team Lotus has the right to continue to race in Formula 1 under the name Team Lotus but the effect of the Judgment is that only Group Lotus can use the name "Lotus" on its own in F1. Group Lotus is concerned that this aspect of the Judgment will cause confusion in the eyes of spectators and the wider public. Accordingly, Group Lotus is seeking leave to appeal so that the right to use the Lotus brand in Formula 1 is clarified once and for all in the interests of the sport and the fans. Group Lotus and its shareholder Proton Holding Bhd are confident of success on appeal.

Speaking after the judgement, Sarah Price, Head of Legal, Group Lotus plc said: "Group Lotus is pleased that its right to race under the Lotus name in F1 has been upheld and that the Defendants' attempts to stop that have failed.

"The on-going dispute with Team Lotus and associated companies has been a cause for concern for all at Group Lotus. Despite the detailed judgment there are issues which still require clarification and we remain committed to obtaining this much needed clarity for the many fans of the Lotus marque - we are extremely grateful for their continued support. The decision to appeal has not been taken lightly."

2. Comments from Team Lotus:

Team Lotus is very happy that the court case concerning the rights to the Team Lotus name has today come to a positive conclusion and that the team can now focus its full attention on its long-term challenge for honours on and off track. The decision confirms that Team Lotus is the true owner of the full Team Lotus name and the iconic roundel, establishing in law that the Anglo-Malaysian team is the rightful heir to Team Lotus and all associated goodwill.

Team Principal Tony Fernandes gave his comments on behalf of his fellow shareholders Kamarudin Meranun, SM Nasarudin and the 250 strong workforce based in Malaysia and Hingham, UK: "We are all pleased that it has been clarified that we are the rightful owners of Team Lotus. We have always been confident that the factual evidence we presented would lead to this decision and today's judgment confirms that belief. We are of course disappointed about the decision that Group Lotus was entitled to end our licence agreement in 2010. We entered into that contract on the basis that we were beginning a long-term partnership with Group Lotus but unfortunately they then used technical breaches of the merchandising pre-notification process to bring the licence and our partnership to an end. However, my fellow shareholders and I are firm believers that when one door closes another door opens. In the early days of our agreement we realised its termination was inevitable and as events have unfolded the end of the licence has proved positive for us, with many new avenues being opened up as a result.

"We wanted to develop a long-term relationship with Group Lotus and help them sell more cars around the world but that door closed and now we are delighted that we can turn our attention to ensuring success for Caterham Cars on the road and Team Lotus on track. These are two very exciting brands and their future development, bringing these two iconic brands together under the Caterham Team Lotus umbrella, will see us introduce new Caterham Cars and a range of new Team Lotus brands into the global marketplace. Now our main aim is to build on the solid foundations that has made Caterham Cars the model for how to run a profitable contemporary car company and add more history to the incredible story of Team Lotus over the coming months and years and with the people, spirit, passion and determination we have in both businesses we know that marks the next stage in our incredible story."

A visit to Lotus

Recently, a small group of Lotus involved enthusiasts has been invited to visit Group Lotus. I was lucky enough to be one of them. These 23 people from different counties are board members of Lotus clubs or website owners. During a two day visit to several Group Lotus companies we have been informed about Lotus' present and future plans. We have spend many very interesting hours there and I am happy to be able to share some of my experiences with you. Although I have to make clear that not everything that we did see or hear may be made public at this time.

We received a warm welcome by Richard Parramint, soon accompanied by PR man Alistair Florance and ex-Formula One driver Martin Donnelly. It was explained to us that Group Lotus would allow us an unique opportunity to find out more about what's happening in Hethel.

Director of Motorsport **Claudio Berro** was the first board member to arrive and give us a presentation of the current and future motorsport plans. He is very pleased with the Evora and suggested that this race car will soon be more popular than the 2-Eleven. The Evora is performing very well on the circuits without having to undergo major changes. It was made clear that Lotus wants to compete on high level in motorsport events around the world.

When **Dany Bahar** joined us, it was soon very clear that this is a man with passion and vision. After a long period he intends to see Lotus Cars making profit. And as we know he has investors to back him up.

After the Lotus New Era presentation in Paris he has received a lot of comments on the new cars. It was soon clear that the general opinion about the engines is that these should be Lotus engines. And Lotus is already very far on the way of making a brand new V8. The 570 bhp V8 is smaller and about 100 kg lighter than the Lexus IF S engine that was considered in first instance. It is likely that a V6 will follow and maybe an inline-4.

An other discussed item was the front design of the new Elan and Esprit, these two looked to much the

same and Lotus is working on changing that. The new Esprit will be a little bit shorter anyhow with the smaller Lotus V8.

Also the weight of the cars was a subject of discussion. Dany Bahar explained that the Lotus cars will stay relatively light. And there will always be a Lotus like the Elan, Elise/Exige and Evora. The current Lotus customers will not be forgotten!

He believes in cabriolets and expects that we will soon see a convertible version of the Evora.



Dany Bahar explained that quality control may be the hottest issue for Lotus, as he realises that this may never be blocking the way to being successful. Customers nowadays expect MB and Audi quality and should get this. With high qualified people like Michael Och (ex-Porsche) and Wolf Zimmermann (ex-AMG) leading production and engineering this should be under control. By the way, we learned that 75% of the parts used for the new cars will be shared, thus enabling a small manufacturer to develop more cars with less budget.

Starting next month, June, the Lotus dealers will be invited for meetings. Part of the Lotus' message will be that now that Group Lotus is investing heavily, also a commitment and investment from the dealers is expected.

Dany explained that Lotus wants to stay in touch with people like us, owners and enthusiasts, as we are comparable with ambassadors for the brand and will have a more important role in the future. How different from the past!

After Dany left us we were invited for a factory tour, concentrating on the body and paint shop. Very interesting to see the basis, a chassis made by Lotus Lightweight Structures Ltd., grow to a new Evora. As I mentioned before in this newsletter Lotus has plans to almost double the size of the factory in the near future. Some departments will then be relocated in order to reach more efficiency.

At Classic Team Lotus we did get a tour in the very busy workshop by **Sapphire Whitbread** who explained how they cooperate with the owners of classic Lotus Formula One cars. CTL will keep these historic cars in perfect driving condition allowing the owners to enter races.

After leaving CTL we visited Lotus Engineering where we did meet chief designer **Russell Carr**, giving us a presentation on the New Era cars. After this we have been invited to enter the design studio where the new cars were waiting for a closer view. Although there was talk about some redesign on the cars, we will have to wait and see what will happen in the near future as there where cars 'under cover'. It is clear that entering the Lotus design studio is on a very confidential basis.

After lunch, we did drive on the new test track that meets the FIA regulations. I drove the Evora with an instructor sitting next to me, enabling me to find out just how good the road holding of this car is!

The next day we visited the Lotus Renault GP factory in Enstone. **James Gilbride** and **Luca Mazzocco** each took half of the group on a tour. At the CFD (Computational Fluid Dynamics) centre it was explained that developing Formula One cars had more in common with the aerospace industry than the automotive industry. Formula One teams are cooperating with aircraft manufactures.

Most of the 3.200 parts for the F1 cars are made in Enstone! We did see the how exhausts are handmade by craftsmen, the machining of car parts, the very large computer room (imagine just the RAM memory alone is 10.000 GB !!) and a giant rig where all the circuits can be simulated for each driver, which leads to a set up advise prior to a race. We did also see the department where composite parts are manufactured with resin cutting and moulding machines and



autoclaves. And the research department where components that failed are checked. And of course we did pay a visit to the wind tunnel. As a Formula One enthusiast one of the highlights was standing between the cars that were prepared for Turkey at that moment.

Two days that I will not forget! Many thanks to Group Lotus and personal thanks to "Bibs" (www.thelotusforums.com) for organising these days!

Lotus Renault GP merchandise

The shop on the Lotus Renault GP website is now open. Here are some examples, if you like to see more visit <http://store.lotusrenaultgp.com>



Team Lotus Merchandise

And also Team Lotus did open their shop. Their items seem to be a bit more expensive compared with the LRGP merchandise. Here are some examples, if you like to see more visit <http://shop.teamlotus.co.uk>



Success for the Evora GT4 in Italy

17th April 2011

Lotus Sport Italia finished 1st in class and 19th overall at the first round of the Blancpain Endurance Series, in Monza. The second Evora GT4 entered as Lotus Driving Academy took second place and finished 20th overall, despite experiencing 3 punctures during the race. The race was an eventful one for the No 70 Lotus Sport Italia entry, with the car swapping positions with GT4 Nissan throughout the race. During Greg Mansell's stint the cars changed places 4 times in one lap and made contact in the Parabolica, which ultimately retired the Nissan and damaged the Evora. Nonetheless despite damage which affected the cars handling Greg was able to bring the car home in 1st after a stunning opening stint by GT4 debutant Edo Piscopo. This was followed by a very solid second stint by Leo Mansell on deteriorating tyres.

The Lotus Driving Academy GT4 result was made all the more impressive as the Driver line-up was made of Lotus newcomers, Stefan Landmann (AUT), Csaba Walter (HUN) and Florian Aichinger (AUT).

Leo Mansell comments: We had a great battle all race with the Nissan which only came to an end during Greg stint. The car has been great all weekend although I did struggle with my tyres throughout the race. Lotus did an amazing job; the car is great and was very reliable. I am very happy for the Team and delighted to have been on the podium twice with the EVORA following the Dubai 24 hours in January.

Greg Mansell comments: It was a really good race and I had a real battle with the Nissan, swapping places 4 times with them in one lap alone. Anyway the car and the Team worked tremendously well all weekend and I could not have hoped for a better start to this Championship.

Edo Piscopo comments: I am so happy for Lotus and the whole team; this is a fantastic result for us in what is a great Championship. I had a great battle with the Nissan. I did struggle with the tyres for the first 5 laps but we had a great set-up and I was eventually able to pull away. I am so happy for Lotus and the entire team the Evora GT4 is a fantastic race car and I am looking forward to racing it all season.

Walter Lechner comments – LDA Evora GT4

We are so happy with our car which we only received two weeks ago but which ran problem free all weekend. We ran with 3 young drivers with no experience of Monza – so everyone did a good job, with no mistakes. We did experience tyre problems in the race which actually resulted in 3 tyre failures. Anyway I am happy with the Team work and we will build on the result.

Statistics:

CAR	Lotus EVORA GT4
Conditions	Dry
Air Tem	21.1c
Track Temp	31.2c
Track Length	5739m
1st out	Edo Piscopo
2nd out	Leo Mansell
3rd out	Greg Mansell
Race Time	3.0.07.744
Best Lap	2.00.093 (lap 6)
Laps completed	84

(Source: Group Lotus)

Team Lotus Enterprise has purchased Caterham Cars.

In a press release Team Lotus announced:

The acquisition by Tony Fernandes, Kamarudin Meranun and SM Nasarudin, the men behind the Team Lotus Formula 1 squad, from the shareholder consortium led by Corven Ventures, will see the legendary lightweight sportscar manufacturer expand its brand profile and product family.



The acquisition of Caterham Cars by Team Lotus Enterprise will not only signal the continued development of the legendary Seven, but will provide Caterham with the platform to apply its philosophy of 'adding lightness' to exciting new models for the 21st Century.

This exciting new era for Caterham will be led by the company's existing management team, headed up by Caterham Cars Managing Director Ansar Ali.

Ansar's direction has been responsible for energising Caterham's export prowess during the last five years, creating the iconic Superlight R500 - Top Gear's Car of the Year for 2008 - and Caterham's first brand new model in 15 years, the stunning SP/300.R sports prototype racer.

As custodians of Colin Chapman's two-seater Seven since 1973, Caterham has been responsible for the evolution of a car originally conceived as a 'fit for purpose' race-car for the road in 1957.

Today, the Seven is arguably the benchmark for the perfect balance between power and intuitive, user-friendly handling, and in spite of its years remains one of the most raced cars in the world. It has also been the inspiration for the recently-launched Caterham-Lola SP/300.R for the race and track day community.

Tony Fernandes said: "Caterham has a unique place at the heart of the motoring world. As well as being proudly and staunchly British, it has an enviable and uniquely unblemished reputation within the industry for performance, handling and engineering excellence.

"Caterham Cars has remained wholly faithful to Colin Chapman's philosophy of 'less is more', and the DNA of the original Seven can still be traced to the newest additions to Caterham's product offering.

"It is already a successful business with sales across Europe, Japan, Australia and the Middle East, and under the guidance of the existing management team, we now have all the ingredients and the launch pad to further evolve that spirit and take Caterham to new exciting horizons with innovative products and greater global brand exposure."

Caterham Cars, Managing Director, Ansar Ali, added: "This is yet another exciting chapter in the Caterham story. Until now, the resources Caterham has had at its disposal have, naturally, limited the exposure of the Caterham experience and the legendary Seven has had to rely almost entirely on its remarkable reputation and legacy.

"We will remain entirely true to the philosophy that we, as custodians of one man's motoring concept, have protected for nearly 40 years.

"However, the acquisition of the company by Team Lotus Enterprise will allow our existing management team to take Caterham's core spirit of pure driving enjoyment to a hitherto un-served audience.

"While the Seven will now have the global springboard it deserves and will continue to be evolved yet further, we also have the opportunity to expand the Caterham family beyond the Seven and SP/300.R and breathe new life into our uniquely respected brand and mature it into a truly global business."

Limited edition Caterham Seven

To celebrate the fact that Team Lotus has bought Caterham Cars, there will be a special edition of the famous Caterham Seven. This Team Lotus special will be limited to 25 units for the UK and a further 25 cars will be available for the company's export market.

The Team Lotus upgrade package can be added to any variant up to the top-of-the-range 263bhp version for an extra investment of £3000. This package will include green and yellow Lotus livery on the outside and a signed plaque by Team Lotus F1 drivers, Jarno Trulli and Heikki Kovalainen on the inside. Also included is an invitation to a tour of the Team Lotus F1 factory in Norfolk and a Seven history book signed by chief designer, Mike Gascoyne.

Caterham managing director Ansar Ali said: "Caterham Cars is starting an exciting and hugely important chapter, so it's entirely fitting that we celebrate our opportunity to take Colin Chapman's 'less is more' philosophy global, with this special car."



Lotus will rock you!

Group Lotus announced a partnership with 'Anthems', a collection of concerts starring legendary Queen star Brian May and West End and Broadway singing sensation, Kerry Ellis (We Will Rock You, Wicked, Chess in Concert and Oliver!).

Under the creative direction of Brian May, this series of unique productions provides the perfect opportunity to experience Anthems, the stunning hit debut album from Kerry Ellis produced by Brian May. In addition to performing Anthems, the concerts feature an opening set from American 'soul rock' sensation Vintage Trouble and will also include May's special rock-orchestral settings of songs and new material.

Group Lotus decided to partner the concerts after working closely with Brian last year when he played an integral role in the unveiling of Lotus' future model line-up as he joined supermodel Naomi Campbell to unveil the new Lotus Esprit.

Commenting on the relationship, Group Lotus Director of Corporate Operations Gino Rosato, said: "I've had the pleasure of working with Brian May many times over the years and when he told us about the concept for the Anthems concerts, we were happy to show our support for what we think will be a collection of really special music events. At Lotus we believe passionately in brand experience rather than traditional advertising, this activity by association is an extension of this policy."

Brian May said: "I have a lot of affection for Group Lotus and I'm really happy that we can work together on Anthems. I'm happy to support what the team at Lotus is doing to return the iconic British sportscar marque to the forefront of people's minds. Now seems like the perfect time to be working together."

Speaking about the concerts he added: "Kerry Ellis is acknowledged as a phenomenon, equally at home in Musical Theatre and Rock. I was convinced from the moment she brought the character of Meat to life in 'We Will Rock You', nine years ago, that she was destined to be a worldwide star. The challenge was to develop songs and arrangements to allow that amazing voice to reach its true potential. I feel we have now achieved this together on 'Anthems: The Concert'. It's a kind of Anthemic-Orchestral-Rock-Musical-Theatre Fusion! But the key is the passion in that unique voice."

After kicking off at the Royal Albert Hall followed by an appearance at the Liverpool Philharmonic Hall the remaining Anthems tour schedule is as follows:

Thursday May 12 Glasgow Royal Concert Hall 0141 353 8000

Saturday May 14	Cardiff St David's Hall	02920 878 444
Monday May 16	Manchester Bridgewater Hall	0161 907 9000
Wednesday May 18	Milton Keynes Theatre	0844 871 7652
Thursday May 19	Southend Cliffs Pavilion	01702 351 135
Saturday May 21	Bath Forum	01225 463 362

ADDITIONAL DATES

Saturday 1 June	Hampton Court	0844 873 7344
Saturday 16 July	RAF Cranwell	0844 888 9991

Lotus Jetalliance - 1000KM of Spa-Francorchamps (ILMC), 5-6-7 May 2011

About the circuit: Spa-Francorchamps must be one of the most beautiful circuits in the world. It is a track that really sorts out the men from the boys with corners like the mythic Eau Rouge Raidillon. The circuit was created in 1921 and originally measured 14,981 kms and was famous. The old Spa, which already hosted the 1000Km, was abandoned in 1978 and replaced by a very quick, hilly 7-km circuit that still uses parts of the former layout. Spa-Francorchamps is also famous for its unpredictable weather that often turns races on their heads.

Two cars were entered for the Race, car 64 (Rich-Slingerland) finished on 9th position, car 65 (Hirschi-Rossiter-Mowlem) did not finish.



The first competitive outing for the new Lotus Evora GTE was encouraging, with Martin Rich and Oskar Slingerland getting Car 24 to the finish line of the 1000km marathon, despite only totaling 450km in pre-race testing. Car 65 of Jonathan Hirschi, James Rossiter and Johnny Mowlem was less fortunate, suffering a blown engine after 21 laps.

Car 64 managed to clock 119 laps during the six-hour-long endurance race, finishing ninth in the LM GTE Pro category. This came despite a mid-race crash into the barriers at Pouhon, costing the team three laps in repairs, and an even more time-consuming gearbox issue after the car stuck in gear. The team changed the transmission's compressor and applied additional cooling

before sending the Evora out again.

The next race will be the Le Mans 24 Hours on June 11-12, and the Lotus marque is thrilled to be returning to this most legendary of events.

Jan Kalmar, Team Manager, Lotus Jetalliance: "It's a pain that only one car finished but, to be honest with you, given the lack of testing we had going into this race I think it went extremely well. One thousand kilometres is double the distance the car had been run before. There is an awful lot we need to improve on – engine, cooling and handling – but this is to be expected given the early stage of our Evora GTE program. On the whole, I think we have a lot to be optimistic about. Our goal was to finish, not set lap records."

Claudio Berro, Director of Motorsport, Group Lotus: "Overall, a very positive weekend's racing for Group Lotus. It was good to kick off to Lotus-ART's GP2 campaign with a podium courtesy of Jules Bianchi. In F1, Lotus Renault GP scored its first double-points finish of the year. And at Spa-Francorchamps the Lotus Evora GTE achieved a lot of mileage which was our goal ahead of tackling Le Mans. Things are shaping up nicely for this Summer."

Model Cars

Group Lotus gives a black painted **Evora** model, made by **Spark**, as a present to guests of the factory. Here are some images of this 1/43 scale model.



New from **Kyosho** is this **Caterham Seven JPE** in silver/black (with carbon), diecast with plastic parts, scale 1:18



Minichamps has released the new 1:43rd scale **Type 88**, as used by Nigel Mansell during the practice of the British Grand prix 1981...

... and also from **Minichamps** is this **Type 88** Elio de Angelis version, as used during Long beach practice in 1988. Both model have been announced years ago and are now finally available.





The **Jensen Healey** 1:43 model by **Neo** is now available in the shops. This resin model is interesting for us Lotus model collectors as the 1:1 version did have the Lotus 2.0 DOHC engine.

This 1974 **Lotus Elite** by **Spark** is now available in the shops. Scale 1:43, made from resin.



Pinko has just introduced two new versions of their 1:43 **Lotus XI** model, including the car driven solo on the Mille Miglia by Autosport editor Gregor Grant in 1957.



The first image on the left is the Mille Miglia version, the second image is the Targa Florio 1957 version.

These models are made from resin.

Minichamps has announced that their new 1:43 **Type 81** (Mario Andretti, Brazilian GP 1980) is now available.... And sold out!

So if you want to have one for your collection, I think you should now run to your dealer.



The Indy 500 **Type 56** as driven by Hill in 1968 is now released and should be available in the shops soon. Made by **Spark**, resin, scale 1:43.

Although I did not yet see the **Lotus Renault GP R31** model from **Minichamps** available in the shops, it

is clear that Minichamps has big plans with this model. I have seen the following versions announced by the modelmaker:

Lotus Renault GP R31 Show Car - Kubica

Lotus Renault GP R31 Show Car - Petrov

Lotus Renault GP R31 - Valencia Pre-Season Test 2011 - Kubica

Lotus Renault GP R31 '1st Podium' - Australian GP 2001 - Petrov

Lotus Renault GP R31 '1st Podium with Renault' - Malaysian GP 2011 - Heidfeld

Lotus Renault GP R31 2011 Race Version - Heidfeld

Lotus Renault GP R31 2011 Race Version - Petrov

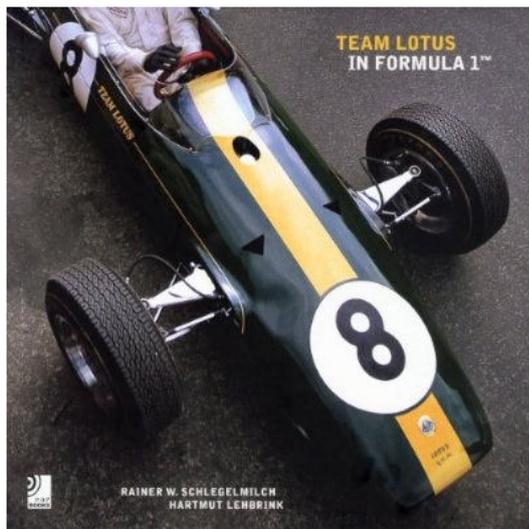
TrueScale Miniatures has announced a new range in their brand called the **Ronnie Peterson Collection**.

Discussions between TrueScale and the Peterson family culminated with an agreed upon program beginning in 2011 and extending into the near future to commemorate one of Sweden's greatest motorsports heroes. The Ronnie Peterson Collection will feature a series of products honouring the talent and spirit of the man affectionately named the "Super-Swede".

Each item in the Ronnie Peterson Collection will be limited to only 1200 pieces available worldwide.

Further more, **TrueScale Miniatures** has announced models of the 1987 **Lotus 99T** #12 A. Senna Monaco GP Winner and the 1987 **Lotus 99TB** (Late Model) #12 A. Senna Japan GP 2nd Place. These are due for release in September 2011.

Books and videos



Team Lotus in Formula 1 is a new book, expected in June 2011.

Author and Grand Prix journalist Hartmut Lehbrink and photographer Rainer W. Schlegelmilch have joined forces to create this new book. They are both long time Formula 1 followers and have witnessed the story of Team Lotus throughout the years. In this book you will find stories based on conversations with Colin Chapman and also with Tony Fernandes.

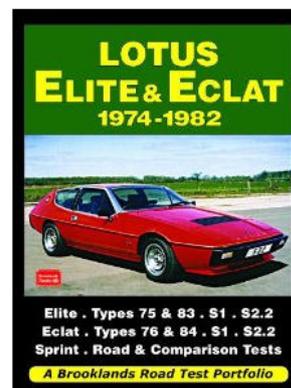
With the book the buyer will also get 2 cd-roms containing video's, audio podcasts and images.

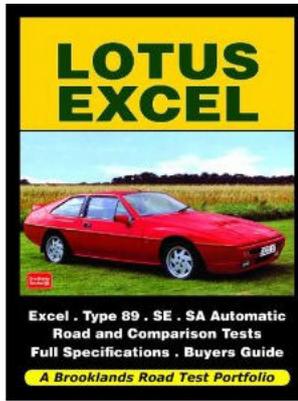
Publisher: EarBooks. Hardcover, 180 pages, ISBN-10: 9783940004826 ,ISBN-13: 978-3940004826

In the Brooklands series there is a reissue of the **Elite & Eclat** book.

Included are road and comparisons tests, long term reports, a technical analysis plus full performance data. Reported on are the Types 75 & 83, S1 & S2.2 Elites and the Types 76 & 84, S1 & S2.2 Eclats/Sprints. Advice is offered on acquiring a good pre-owned example of each.

Softback, 28 x 21 cm, 160 pages, ISBN-10: 1855209179, ISBN-13: 978-1855209176





Another new item in the Brooklands series is this **Lotus Excel** book.

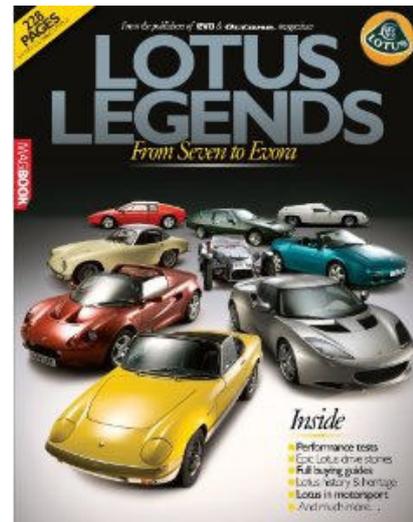
Included are road and comparison tests, model introductions and updates, full specifications & performance data plus features on touring and advice on acquiring a used Excel. Models covered: the original Excel, the SE, & the automatic SA.

Softback, 28 x 21 cm, 160 pages, ISBN-10: 1855209187, ISBN-13: 978-1855209183

Lotus Legends, from Seven to Evora

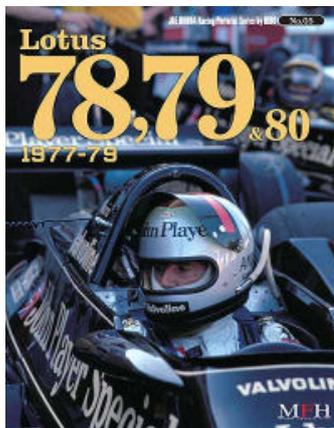
Featuring the ultimate collection of exhilarating road tests and buying guides for the greatest Lotus sports cars of the last 60 years. Brought to you by the teams of evo and Octane magazines, this celebratory MagBook features Lotus' ranging from the original Lotus Seven to the very latest Elise and Evora models, the John Player Specials, an interview with legend Gordon Murray, and brings together the very best articles and thrilling action shots from both magazines to provide an overview of the Lotus most admired models.

Softback, 228 pages, ISBN-10: 190777923X, ISBN-13: 978-1907779237, 28.2 x 22 x 1.4 cm



Joe Honda Photobook Vol5, Lotus 78,79,80

This is a modelling guide produced for Model Factory Hiro, based on the work of Japanese motorsports photographer Joe Honda and are inspired by the subjects that Hiro have released. Plenty of race action and of course the all important close up photos of the cars in various pit garages and paddocks. Obviously it is intended to compliment one of the Hiro kits of this car but this book will be interesting for F1 and Lotus fans in general. Japanese text.



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>.

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.

Some of the images that are used are copyrighted by Group Lotus PLC and/or one of their companies. This newsletter is sent 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 off the list.