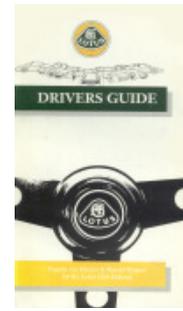


# Lotus Drivers Guide

## Newsletter

your Lotus information source



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### The first words

There's a whole lotta Lotus going on! Once again more pages as I intended, but there is so much to share with you that it almost becomes an easy job to create this monthly newsletter. Almost...

Check out the downloads section of the website for recent updates. And have a look on the video page!

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
- New in the downloads section
- DRB-Hicom will not be selling Lotus!
- Take the new Exige S for a trestdrive
- Lotus at the 2012 Beijing autoshow
- Lotus Indycar engines: two teams are let out of the deals
- Lotus Racing launch new Evora GTC
- Lotus Originals store to open Summer 2012
- Lotus LMP2 at the Six Hours of Spa
- Customized Lotus
- Lotus F1 Team comments on the Spanish Grand Prix 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 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.

## New in the downloads section:

Lotus Evora GTE  
Lotus Club GT  
Lotus Exige 270E trifuel  
Lotus T125  
Lotus Exige S V6  
Evora Design Concept Book

## DRB-Hicom will not be selling Lotus!

Autocar UK has reported that Lotus Cars has secured enough investment from new owner to restore full car production. As I mentioned before, Malaysian law request a financial lock-up after a Malaysian firm sell major assets. This is a 60-day period and in this case it took a bit more time. But now DRB-Hicom have opened up their wallet and funds are moving towards Lotus. It will only tak ea few days to start producing cars again, at maximum capacity.

As things look now, the new Esprit should be in the showrooms by the end of 2013. And Lotus will be able to continue developing their new V8 engine and automated manual transmission.

Read the Autocar article here.: <http://www.autocar.co.uk/News/NewsArticle/AllCars/262480/>

There is a report from Bernama (Malaysian national new agency) covering the facts that DRB-Hicom is not selling Lotus and that the KPMG evaluation has been put on hold. Read it here:

<http://www.bernama.com/bernama/v6/newsbusiness.php?id=662391>

## Take the new Exige S for a testdrive



If you are considering buying the new Lotus Exige S model, it would be great to be able to have a test drive. Here are the opportunities (in England) for you to drive this exiting new Lotus:

June

- 1st – 2nd Lotus Silverstone - 0844 372 8302
- 8th – 9th Bell and Colvill - 01483 281000

- 15th – 16th Lipscomb Lotus – 0843 0224222
- 22nd – 23rd Castle Lotus – 01279 647776

## July

- 4th – 5th Westover Sportscars - 0800 999 2152
- 6th – 7th Stratton Motor Company - 01508 536230
- 9th – 10th Stratstone - 01623 684762
- 13th – 14th JCT600 - 08448 447449
- 18th – 19th Christopher Neils - 01606 41481
- 20th – 21st Murray Motors – 0131 200 8888

## Lotus at the 2012 Beijing autoshow



(image © Lotus)

A special limited edition Evora GTE was on show in China. When the Lotus Evora GTE was unveiled at the Frankfurt show last year, the Chinese market went crazy for this, Lotus' most powerful road-going model ever. Now Lotus has prepared the Evora GTE China Limited Edition, which makes its world debut in Beijing.

The Lotus chassis engineers have adapted the GTE to suit Chinese roads. Furthermore, the interior comes with more leather and carbon fibre to make it more luxurious inside, without compromising performance at all. The 3.5-litre supercharged V6 engine delivers enough power with 444 horsepower. Only 118 examples of the limited edition will be put on sale, making this Evora very exclusive. Each car features a numbered plaque inside, marked with the China Limited Edition insignia.

The Lotus Evora IPS and its automatic paddle-shift transmission made its first appearance in China. Its 3.5 litre V6 engine provides 280 horsepower. The Intelligent Precision Shift allows a high and even level of power transfer as well as quick, smooth shifts. It makes for more comfort in the city, better fuel efficiency, and huge fun when it comes to the twisty stuff.

Accompanying these Evoras, also the Elise and Exige have made the trip to Beijing.

Also on the stand, Lotus presents the black-and-gold Lotus F1 Team car.

Lotus China are taking the opportunity of the Beijing show to announce the Lotus China Racing Club. It's currently the only world-class club of its kind in China, offering its members track days, performance and race driving instruction, race car rental and exclusive access to Lotus events. A car refitted by the Lotus China Racing Club as well as the Lotus T125 – the first F1-inspired single-seater race car to go on sale – are on display in the outdoor exhibition area.

Lotus China Racing Club, the Lotus Evora GTE China Limited Edition, and very encouraging sales in the past 6-months attest to Lotus China's proactive development strategy and Group Lotus' strong confidence in the potential of the Chinese sports car market and the global appeal of the legendary marque.

**Dany Bahar, CEO, Group Lotus:** "As the top potential market for sports car brands, China is a vital part of the five-year revival plan we announced 18-months ago. We are committed to bringing our unique products, distinctive style and rich history to China to provide Chinese customers with diversified and personalized product choices."

**Lichen Zhang, President & CEO, Lotus China:** "Within six months of Lotus Cars' entry into China, orders have exceeded our expectations, which has strengthened our confidence in developing the China market. At the same time, in accordance with the China market's characteristics and customer requirements, we have developed the Lotus Evora GTE China Limited Edition which we are launching here in Beijing, together with the Evora IPS."

### **Lotus Indycar engines: two teams are let out of the deals**

As I announced earlier, Lotus is into Indycar engines this season. But, after a late start, it proved to be very difficult to build enough engines in order to meet the regulatory requirement (2012 IZOD IndyCar Series) to supply multiple teams. For this reason, Lotus has released Bryan Herta Autosport and Dreyer & Reinbold Racing from its IndyCar engine contracts on the 24th April.

This means that Lotus will continue to supply engines to Dragon drivers Bourdais and Katherine Legge, and Simona De Silvestro of Lotus HVM Racing. The competition, formed by Chevrolet and Honda, deliver engines to 11 drivers (Chevrolet) and 10 drivers (Honda). And of course both Bryan Herta Autosport and Dreyer & Reinbold are now looking for a new supplier.



Sebastian Bourdais

Another aspect of the coming change of engines will be that Dreyer & Reinbold Racing have to do a rebranding (again). After the engine deal with Lotus, the team changed its name to Lotus DRR and changed the colours of cars and clothing to black and gold.

Now that Lotus has less cars to supply, this may give some space to be able to build enough engines and also to be able to find more power, which is much needed as can be seen on the straights.

### **This is what Lotus tells us:**

When Lotus entered the 2012 IZOD IndyCar Series, the regulatory requirement to supply multiple teams and the late timing of Lotus' entry placed a significant restriction on the development programme. It was clear from the start that the 2012 season was going to be a huge challenge as Lotus debuted its IndyCar engine, but it was a challenge that Lotus was determined to meet.

Lotus was further hindered by unanticipated difficulties caused by the widely reported change of ownership and the subsequent restrictions on resources. To have achieved a top ten position under these circumstances is pretty impressive.

That said, Lotus has acknowledged that whilst the engine has demonstrated a lot of promise, minimal testing has resulted in reliability issues.

Having now had the experience and feedback from the first three races of the season, Lotus undertook a strategic review of its position to decide what course of action would be in the best interests of IndyCar and the teams it supports.

Following this review, Lotus is pleased to announce in cooperation with IndyCar that, whilst it remains fully committed to IndyCar in the long term, Lotus has taken the decision to reduce the number of cars it runs from five to three for the remainder of the season. As a consequence of this decision, Lotus has made offers to Bryan Herta Autosport LLC and Dreyer & Reinbold Racing LLC to end the agreements with them. Bryan Herta Autosport LLC will not participate in any further races as a Lotus team and Dreyer & Reinbold Racing LLC will race one more time in Brazil next weekend.

Going forward, Lotus is excited to be working closely with Lotus HVM Racing, the original partner team and Lotus Dragon Racing, who delivered Lotus' best result so far this season. Lotus wishes Bryan Herta Autosport LLC and Dreyer & Reinbold LLC the very best of luck for the future.

Lotus also intends to continue to assist its engine supplier Engine Developments Limited (EDL) by providing additional resources and financial support to expedite the development program. The details of the arrangement are currently being finalised and the additional support should result in an increased engine performance for the rest of the season.

Claudio Berro, Director of Motorsport Group Lotus, said: "Lotus in IndyCar is like David versus Goliath. We are and always will be a niche British sports car company built for the few not the many. That said I'm delighted with our solution and I can assure everybody that the actions were taken after careful consideration and will assist in ensuring the brand's high racing ambitions and the high expectations of the IndyCar community are realised."

Randy Bernard, CEO IndyCar, commented: "IndyCar is committed to ensuring that our teams and manufacturers have a platform to remain competitive. We support Lotus' decision and will assist Dreyer & Reinbold Racing and Bryan Herta Autosport in securing engine support for the remainder of the season."

#### **Related news:**

- Dragon Racing sues Lotus for \$4.6 million in wake of chassis dispute. Click here to read the full Autoweek story: <http://www.autoweek.com/article/20120508/INDYCAR/120509854%23ixzz1vKncV8vQ>

- Jay Penske's Dragon Racing IndyCar team finds engines for its two cars. Click here to read the full Autoweek story: <http://www.autoweek.com/article/20120517/INDYCAR/120519835#ixzz1vKo4MDVr>

#### **Lotus Racing launch new Evora GTC**

Flared wheel arches, more rubber, less weight, and new technologies have added extra spice to Lotus' race winning Evora, the GT4 Enduro. The new GTC licks the Evora's performance envelope, delivering more speed and increased grip.



Having been honed on Lotus' Hethel Test Track, the car has already found its first customers. McMahon Raceworks with Condor Motorsport has just placed an order for their Evora GTC, and will enter it in America's Grand-Am road races, the Rolex Sports Car Series. The team led by David McMahon with Armando Trentini as lead driver and consultant, spent two days this week getting familiar with the machine on the ragged edge at Lotus Headquarters.

Meanwhile, Team Bullrun's Evora GT4 will be converted to GTC-spec in June. Raced by British drivers Richard Adams, David Green and Martin Byford, Bullrun's Evora has proved phenomenally competitive in the 2012 Britcar MSA Endurance Championship and currently leads the standings.

The engine and gearbox of the GT4 Enduro are carried over to the GTC, but the car has been on a diet. Carbon-fibre doors, roof and engine cover have replaced fibreglass panels, and Plexiglas replaces the windows in order to trim yet more weight off what is already a very light car. At 1,130-1,140kg, depending on customer specification, the GTC is 30kg lighter than the Enduro.

It's not all take-away. Traction control and BOSCH racing Anti-Lock Brakes system have been added to optimize power delivery and braking control. With England being particularly damp for the past month, serious testing of the GTC has taken place in the wet where the car's intelligent traction control and ABS have come to the fore. A definitive comparison test will be conducted shortly, but already it has proved to be faster than the previous evolution.

The wheels and tyres are wider which not only gives the car more grip through the curves, the front and rear wheels rise to 18x10Js and 12Js respectively, mated to 27/65-18 tyres at the front and 30/65-18s at the rear..

In order to accommodate the wider wheels, flared arches have been fitted, which give the car a more aggressive silhouette.

Its 4-litre V6 continues to pump out 450bhp and 460Nm of torque, linked to an XTRAC six-speed sequential paddle-shift gearbox.

As well as the MSA Endurance Series and Grand-Am GTC (undergoing homologation), the car is eligible for the British GT Championship, VdeV Series, Dutch Supercar, and CREVENTIC Endurance Races, such as the Dubai 24 Hours and the 12 Hours of Bathurst. (All subject to confirmation)

Louis Kerr, senior motorsport engineer, Group Lotus: "The GTC is faster than the GT4 Enduro even though the powertrain remains the same. We've managed to reduce the weight, and added ABS and traction control. Wider wheels mean customers now have a much greater level of traction and selection of tyres they can use, the flared wheel arches accommodate this, which gives the car its visual definition and makes it look more muscular without hampering the aero."

Claudio Berro, director of Lotus Racing: "The Evora's development and a front-row racing car is achieving its performance targets and the GTC is an evolution of a car that has already taken wins on the track – the GT4 Enduro. Last month Team Bullrun took victory at Silverstone in the Britcar endurance championship with a GT4 Enduro that benefitted from GTC development parts, and the team's upgrade will be completed in June when there's an appropriate lull in their racing schedule. The car's weight-saving and improved grip and braking abilities should help increase the gap between them and the teams chasing them in the championship. We're very pleased to welcome McMahon Raceworks to Lotus ownership and will provide them with a car adapted to US racing rules, and look forward to seeing the GTC make its marque in Grand-Am."

### **Lotus Originals store to open Summer 2012**



In June 2012 the hoardings will be removed to unveil a new flagship store and Lotus will be showcasing its iconic brand in a new and accessible way.

Group Lotus is delighted that the 'LOTUS ORIGINALS' store opens its doors in London's prestigious Regent

Street at such an exciting time for the UK and everything British. As the nation embraces a swell in national pride, during the year of both the Olympics and the Queen's Diamond Jubilee it is the perfect time for Lotus to demonstrate how its legendary British brand, one steeped in heritage and international reverence, deserves its place in the buzzing 2012 summer calendar and by making its home in the Grade II listed site on Regent Street is the perfect testament to this.

Situated in London's Piccadilly, the 4,800 sq ft space, previously the 'Café Royal' will be host to a diverse collection of luxury apparel, luggage, gifts, toys, and limited edition collectables, this is a store for the fashion conscious, luxury-loving gentleman, not purely a shrine for Lotus fans.

Lotus has painstakingly selected the very best suppliers and materials to create this luxury British casual wear line. Aimed at those who want out-of-office wear that in no way compromises quality or style, the collection includes indulgent 100% cashmere sweaters and hand-treated leather wear, for example a stunning leather jacket inspired by the 1970's drivers' race suits is proving to be amongst the most popular items from the collection of relaxed luxury apparel.

The development of the LOTUS ORIGINALS retail concept has been rapid, upon its launch in September 2010 the dedicated website [www.lotusoriginals.com](http://www.lotusoriginals.com) was the only retail outlet for the collection. The London flagship store is the next step in a fully integrated, international retail strategy for non-car Lotus products.

**Maurizio Parlato, Commercial & Marketing Director for Group Lotus said:** "We are delighted to secure this iconic location, it's the result of many months of careful planning and negotiations – the completion of this milestone really demonstrates the success of the LOTUS ORIGINALS offering and the potential we have for the future. This is the cornerstone of our global retail strategy and we have lots to look forward to."

## Lotus LMP2 at the Six Hours of Spa

Comments from the team.

Cars:

#31 Thomas Holzer (GER) – Mirco Schultis (GER) – Renger van der Zande (NED)

#32 Luca Moro (ITA) – Kevin Weeda (USA) – James Rossiter (GBR)



© Lotus LMP2

## Day 1 - 3 May 2012

### Practice 1

#32	Position 14 (overall)	Position 6 (LMP2)	Lap time 2:11.340 (Rossiter)
#31	Position 26 (overall)	Position 16 (LMP2)	Lap time 2:16.779 (Holzer)

### Practice 2

#31	Position 10 (overall)	Position 2 (LMP2)	Lap time 2:10.407 (v. d. Zande)
#32	Position 26 (overall)	Position 16 (LMP2)	Lap time 2:18.559 (Moro)

At the first day of the second round of the FIA World Endurance Championship, Lotus run with two cars for the very first time. The event is the first of three European races and the rehearsal for the legendary 24 Hours of Le Mans.

Both cars could do many laps and were running trouble free. Lotus showed a good performance being second in LMP2 class at the second practice session.

Renger van der Zande, Race Driver #31:

"I am happy to drive for Lotus and I am very looking forward to being at the wheel of the Lotus LMP2. It was good for me today to get some valuable mileage and to get used to the car. It is a great result being second in LMP2 class and nice to see that we have a competitive car. We will now go through the data and work on the setup for the next sessions, I am sure there is more to come. I hope that we will have a good result here and we are working hard for that."

James Rossiter, Race Driver #32:

"It was a good first day for us and we could learn a lot for the race on Saturday. We fulfilled our program and got a lot of data during both sessions. The weather is quite unpredictable in the Ardennes and it can start to rain here any minute so we have to be prepared for all conditions. I can't wait to race for Lotus at the 6 Hours of Spa and we are working hard to have a good result."

## **Day 2 - 4 May 2012**

Practice 3

#32	Position 3 (LMP2)	Position 12 (Overall)	Lap time 2:10.168 (Rossiter)
#31	Position 15 (LMP2)	Position 25 (Overall)	Lap time 2:16.574 (Schultis)

Qualifying

#32	Position 2 (LMP2)	Position 12 (Overall)	Lap time 2:09.34 (Rossiter)
#31	Position 5 (LMP2)	Position 15 (Overall)	Lap time 2:10.120 (v. d. Zande)

Lotus kept on improving at today's third practice session and qualifying at the 6 hours of Spa.

James Rossiter qualified the Lotus LMP2 car #32 in the front row of the LMP2 class, just four hundredths behind pole position. Renger van der Zande in car #31 will start from position five.

This is a phantastic result for Lotus at its only second race in sports car racing.

The 6 hours of Spa will start tomorrow at 2:30 pm.

Renger van der Zande, Race Driver #31:

"We can be happy with P5 in qualifying. With a bit more track time this morning we could have improved, there is room for more progression of the car and driving. I am happy now and let's see what we can do tomorrow. I will be starting the race for Lotus and with 42 cars it will be interesting to see what happens at the first hairpin. I will try to stay out of trouble and do a good race."

James Rossiter, Race Driver #32:

"We had a great qualifying session and the car was set up perfectly. It is great to be on the front row with Lotus. We did a lot of hard work and it was worth it. I hope that we will have a great race tomorrow and I can't wait for the start. Being in the front row is a real bonus for us especially at the start of the race. Six hours can be long so we will see what happens."

## **Day 3 - 5 May 2012**

Race

#32	Position 11 (LMP2)
#31	Did not finish

Lotus has experienced highs and lows during the 6 Hours of Spa.

After an engine change, car #32 got a penalty which meant that James Rossiter had to start from the pit

lane with one lap down. Especially after the great result in yesterday's qualifying this was a real shame for the team. Rossiter made his way through the field and went up to 6th position in LMP2 class. However, the Lotus LMP2 #32 needed to be repaired after an accident and lost some positions. The car finished the race in position 11 of the LMP2s.

Car #31 was 5th in between but did not finish the race after a crash one hour before the end.

Lotus has shown a good performance all over the weekend and has proved that the team is competitive. The crew has learned a lot from the incidents during the race. The team managed these situations very well and repaired the damages very quick.

Renger van der Zande, Race Driver #31:

"It is a real shame that we could not finish the race. Being hit from behind is hard to prevent. The pace was very good until then. There is still some improvement on all areas but the base is there. It was a weekend to learn from for the next races."

James Rossiter, Race Driver #32:

"It is a real shame that we had to start from the pit lane and were one lap down already from the start on after the engine change. We tried to stay out as long as possible, so I did three stints in order to gain some positions. We managed to unlap ourselves again and were in 6th position. It was a good run for us. Unfortunately, we couldn't show our potential after we got the penalty, but we learned a lot as a team and I am sure that we will have a great future."

## Customized Lotus



**1.** In Germany, tuner Cam-Shaft has been working on an Esprit V8. The car did get the looks of Ayrton Senna's Type 97T (1985) and some upgrades including a software optimization, racing exhaust system, modified turbos and a new intercooler sourced from the Lotus Omega. As a result it has 485 BHP! The tuner also replaced the standard 5-speed gearbox with a new 6-speed transmission.

As a result, the 0-100km/h sprint time went from 4.9 seconds to 4.3 seconds and the top speed went from 282km/h (175mph) to 305km/h (190mph).

**2.** In the USA someone decided to chrome wrap an Evora, here is the result:



## Lotus F1 Team comments on the Spanish Grand Prix 2012

### Day 1, Friday 11 May 2012

Kimi Räikkönen and Romain Grosjean took to the track for the first practice sessions of the fifth round of the 2012 Formula 1 World Championship at the Circuit de Catalunya today in hot and dry conditions. The Lotus F1 Team drivers ended the sessions with the fifth and sixth fastest lap times of the day.

### **Alan Permane, Trackside Operations Director - Technical programme notes:**

In FP1 we conducted aerodynamic evaluations, in particular of our different front wing specifications and also the latest floor modifications using the hard compound Pirelli tyre.

FP2 saw heavy fuel running, focusing on the long run race performance of the hard and soft compound tyres.

What we learned today:

Our lower fuel set-up changes have been validated following developments tested in Mugello.

The base set-up for the car works well with no surprises.

### **Kimi Räikkönen, E20-03**

Free practice 1: P9, 1:25.285, 29 laps

Free practice 2: P5, 1:23.918, 32 laps

Kimi:

"There were no problems with the car and everything felt good today. We tried a different front wing, but in the car you can't tell if it makes much difference; that is why the team's engineers are looking at the data. I felt comfortable and I think the work done at Mugello and in the Windshear test programme have made improvements. We'll have to see tomorrow how much pace everyone has when it comes to qualifying as that's when it matters. We've been fast everywhere else so far and there's nothing to suggest we won't be fast here again."

### **Romain Grosjean, E20-04**

Free practice 1: P7, 1:25.217, 16 laps

Free practice 2: P6, 1:23.964, 37 laps

Romain:

"It was a pretty good day today. The weather is fantastic, the car feels great and the lap times were promising; I'm a happy man. The balance felt strong on both tyres and we were able to complete long runs to give us valuable tyre data for Sunday. I'm happy with the performance of the car even when the tyres are nearer the end of their performance life which is a good sign for this weekend. It's very close of course, so qualifying will be interesting. I can't wait for tomorrow to come."

### **Alan Permane, Trackside Operations Director:**

"The car looks to be working very well and we're happy with progress. Our long runs on the softer tyres gave us good data for the race in terms of degradation and how many laps they can last before the performance drops away significantly. From this we've had an initial look at our pit stop strategy for Sunday. There were no problems from either car and both drivers were pretty happy with things. Some of work in Mugello concentrated on how we run the cars on lower fuel levels which is reflected by our better lap time performance on a Friday than we've seen at some other races."

### **Day 2, Saturday 12 May 2012**

Romain Grosjean qualified in P4 whilst Kimi Räikkönen set the fifth fastest time under blue skies and light clouds in qualifying for tomorrow's Spanish Grand Prix at the Circuit de Catalunya

### **Kimi Räikkönen, E20-03. Q: P5, 1:22.487.**

"I think we had a chance to be in the top three but we've been fighting with the set-up quite a bit today. We changed the car for qualifying and actually it was the correct call in the end; it was just a few small mistakes which cost me some time on my Q3 lap. We'll see how it goes tomorrow in the race; the car has usually been better on Sunday than it has been on Saturday, so if that's the case tomorrow we'll be pretty happy. A lot of small details will decide the race and the tyres are one aspect of course. Our long runs were promising yesterday, so we're not looking too bad. Hopefully we get a reasonable start and we can be up at the right end and go for it. I think we've got a good car and that's the main thing."

### **Romain Grosjean, E20-04. Q: P4, 1:22.424.**

"It was a good performance from the team, especially as I didn't run in FP3 because of a fuel pressure problem. For the set-up we went from what we'd found out yesterday and it worked pretty well. Everyone did a good job to get the car ready for qualifying after the problems of the morning. We can be happy with what we have achieved – of course you always want more but this is the result for today. I think that I could have been a little bit quicker, not too much more. Tomorrow is going to be long; our race pace did not look too bad but, of course, we'll have to manage tyre degradation."



**Alan Permane, Trackside Operations Director:**

"Today went relatively smoothly for us..."

How do you assess today's qualifying performance?

"Today went relatively smoothly for us. In Q3 I think we could have had a little bit more from both drivers' laps. For Romain in particular – after missing this morning's practice – it was an exceptional effort. Having the hard and soft tyres as opposed to two compounds which sit alongside each other (the medium and soft used in Bahrain for example) meant we had to approach qualifying differently as we all needed the softer

tyre to progress through Q1, limiting the number of soft tyres available for the next two sessions. We saw different approaches to this; we'll have to see in the race whose was correct."

How are we looking for the race?

"Our long run pace yesterday looked good so we can be reasonably confident heading into the race. Our target for today was to get both cars into the top six; we've got both in the top five so let's try and exceed expectations once again tomorrow."

What are we thinking for tyre strategy heading into tomorrow?

"We used three sets of soft tyres to go through qualifying, but we have two new sets of the hard compound Pirelli tyres. We are very flexible on tyre strategy for tomorrow and we'll be spending a lot of time now looking at all the possible permutations. There's certainly no clear solution shouting out at us at this stage, so we have a lot of number crunching to do. We'll be starting both cars on scrubbed soft tyres, after that it is still to be decided."

**Day 3, Sunday 13 May 2012, Race**

Kimi Räikkönen and Romain Grosjean ensured that Lotus F1 Team were the strongest points scoring team in a fast-paced Spanish Grand Prix, finishing in third and fourth position to move the team within 14 points of second place in the Constructors' Championship.

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

Romain changed to a set of used softs on lap 10, then made two further stops for new silver-marked hard tyres on laps 26 and 51.

Kimi pitted for a set of used softs on lap 11, then fresh sets of hards on laps 27 and 48.

**Kimi Räikkönen, P2, E20-03**

"I had a very good start and had a chance to overtake on the outside, but we did not have enough speed and I hit the limiter in fifth gear. I am a bit disappointed because if everything had gone right in the first part of the race, we could have won. There was no issue with the speed of the car, but it is so close between all the teams that if you have a small problem or a small issue it can cost so much. Our car can do it, but everything has to fall into the right place to be able to get on to the top step. My first stint was okay, but I didn't have the speed to stay with the cars in front. We changed the tyres and it seemed to be pretty good, but we were too far away. At the end we needed a few more laps and we could have fought for the win. We're not far away from it and so far we've made good steps forwards; the car feels strong everywhere."

**Romain Grosjean, P3, E20-04, Fastest lap of the race: 1:26.250 (Lap 53, hard tyres)**

"We lost position at the start and with it a bit of front wing too! It was cooler today which didn't suit us so much. Despite this, I am very happy with P4 especially when you look at yesterday where I missed all of the final practice session. Both cars finishing strongly in the points is great for the team. It was pretty difficult for me at the start of the race as it was hard to get the front working properly with the wing damaged, but we made some changes and at the end of the race the car was really flying. I think we made the right decisions today; if you told us we could finish third and fourth at the beginning of the weekend we'd have taken it."

**Eric Boullier, Team Principal**

"It's a very strong result and it's a great reward for the team today. I think we can expect a stronger

season than we had last year and we need to carry on scoring points as we have in the last two races. I'm sure a win could arrive at some point this season. After qualifying you build expectations, and we could have expected after the strong race pace we had in Bahrain that we could have done the same here, but it was not the case. A race incident at the start didn't help Romain, but the pace of both drivers at the end of the race illustrated our potential. Finally, we must say congratulations to the Williams team for their win, and we hope no-one was seriously hurt in the post-race incident in their pits."

#### **Alan Permane, Director of Trackside Operations**

"Third and fourth is a really good result for the team and it meant a big points haul here – more than any other team this weekend – which helps us to close up hugely on second place in the standings. Of course, it would have been nice to have done better, but the key to a strong championship campaign is consistency and if we can finish third and fourth in every race this season we'll be very happy. We didn't have the pace to win today, that much was clear after the first stints. We tried to push our stints out and be quick at the end. We were, and it nearly paid off."

#### **Ricardo Pentead, Renault Sport F1 Team Support Leader**

"It was a great race with another podium and fourth position to move us a lot closer to second in the championship. We introduced new engines after Friday practice and it went well. We managed the fuel consumption effectively on both cars in the race, but in Romain's we had some engine air consumption in the middle stint. Congratulations to Pastor and our Renault colleagues working at Williams today – a well deserved win."

#### **Rare cars for sale**

This Lotus Type 70 is for sale at Investment Motorcars in Florida, USA, for more information see [www.investmentmotorcars.net](http://www.investmentmotorcars.net)

Chassis number 1. This car was tested in England but missed it's intended debut. This car was sold to Koshland Competition for Mario Andretti to race at Sebring Fl. on December 28 1969.



The Graham Hill 1968 Lotus Type 56/3 Turbine Indy Racecar will be offered for sale during the Mecum Auction, Monterey, 17 August 2012. This revolutionary four-wheel-drive and turbine-powered Lotus was driven by Graham Hill in 1968's Indy 500

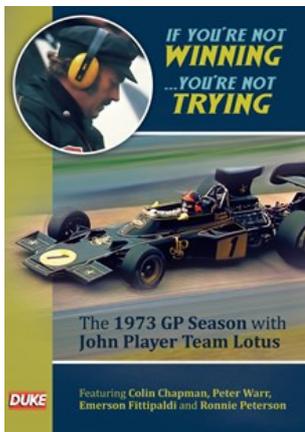


Barnfinds do still pop up every now and then! Here is one for you. This 1961 Elite S2 comes with all parts, including the ZF gearbox and all accessories including the original Lotus steering wheel badge.

This car is for sale at U.K. Sportscars, telephone +44 (0)1227 728190



## Books and video



### If you're not winning you're not trying - DVD

The behind-the-scenes story of the epic 1973 Formula One Grand Prix season is revealed in this extraordinary fly-on-the-wall documentary, following JPS Team Lotus through a year of triumph, tragedy, frustration and elation.

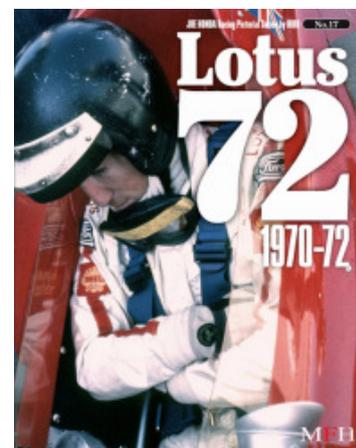
### New book: Joe Honda Racing Pictorial Series by HIRO No.17 Lotus 72 1970-72

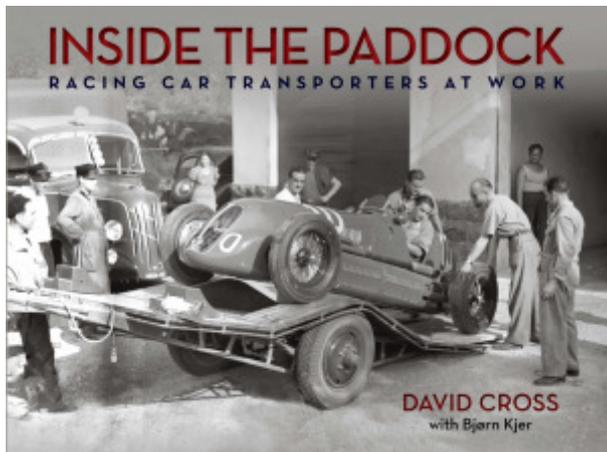
In this volume we follow the first three racing seasons (from 6 seasons in total) of the Lotus 72, viewing the fabulous photos made by Joe Honda. Basically, this book is made in order to help modelcar builders.

Size 297mm x 232mm, 100 pages, 100 colour photos and 150 B/W photos.

Language: Japanese / with partial English translation

ISBN978-4-905248-18-7





New Book: **Inside the Paddock, racing transporters at work**, by David Cross with Bjørn Kjer

Transport in international motor sport has always been a major task for all competitors. Overshadowed by the antics of racing drivers and their magnificent steeds, perhaps it is not surprising that there is no treatise dedicated to the racing car transporter. However, transporters are so vital to the start of every race that this omission needed to be rectified and the 550 photographs and other images collected in this book not only represent a unique visual history of an important motor racing ingredient but also fill a glaring gap in the chronicles of motor sport.

There is a chapter covering Lotus, from page 227 onwards.

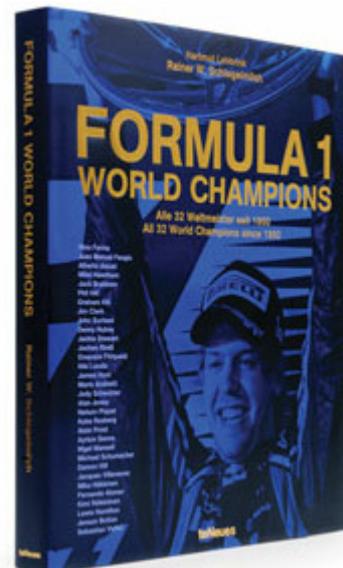
Size 229 mm x 290 mm (Landscape), 392 pages, hard cover with dust jacket. Illustrations: 80 color and 370 black and white photographs

ISBN 978-1-85443-254-4

### New Book: **Formula 1 World Champions - All the World Champions Since 1950**

This huge book is a magnificent record of 'the most thrilling circus on earth' from the first Formula One race in 1950 to the current day. Although it contains mini-biographies on each of the 32 World Champions by Hartmut Lehbrink, this book is really about the fantastic photographs of Formula One's senior photographer, Rainer Schlegelmilch. Drawing on his personal archives, it includes full page pictures of each of the champions as well as hundreds of superb racing photos, as Schlegelmilch brilliantly evokes the joys, triumphs and tragedy of Grand Prix racing over six decades.

Hardcover, 256 pages, language English/German/French, ISBN-10: 3832796126, ISBN-13: 978-3832796129, Size 34.2 x 28.2 x 3.4 cm



### Model Cars



New in the shops are these two 1:43 **Lotus Type 56B** models that are made by **Spark**;

On the left is an image of the 56B that was driven by R. Wissel during the 1971 British Grand Prix...

... and on the right an image of the 56B that was driven by E. Fittipaldi during the 1971 Italian Grand Prix.

Both models had been announced for release in 2011 and are now available from your local specialist shop.



New from **Rêve Collection**; **Lotus Type 99T** Ayrton Senna, 2<sup>nd</sup> place Japanese GP 1987, scale 1:43

Also from **Rêve Collection** is this Lotus **Type 99T** that was driven by Saturo Nakajima during the 1987 Japanese Grand Prix, scale 1:43



This is a recent release from **Spark**, the **Lotus Type 102** that was driven to the 5<sup>th</sup> place by Derek Warwick during the GP of Hungary, 1990.

**Spark** has announced models of the 2011 Le Mans Evora's but so far we did not see images of these miniatures. Available in the shops by now.

**Lotus Evora** Jetalliance Le Mans 2011 nr 64 Slingerland-Rich-Hartshorne





**Lotus Evora** Jetalliance Le Mans 2011 nr 65  
Hirschi/Rossiter/Mowlem

This model represents the Lotus **Type 102** that was driven by Derek Warwick during the 1990 Belgian Grand Prix. He finished 11<sup>th</sup> just in front of Martin Donnelly with the other Lotus-Lamborghini. Made by **Spark**, 1:43



**Minichamps** has announced a 1:43 diecast model of the #9 **Lotus E20** which Kimi Raikkonen drove to second place in the 2012 Bahrain Grand Prix.

**Spark** has now also announced their 1:43 versions of the **Lotus E20**, #9 Räikkönen Monaco 2012 and #10 Grosjean Monaco 2012. These models are due for release in July 2012.

**Minichamps** has announced a 1:43 diecast model of the **Lotus Renault R30** which Kimi Raikkonen drove at the 2012 Valencia F1 test session.

## 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.

## Sponsors

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Oil Control Systems, <http://www.oilcontrolsystems.com>

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