



### The first words

We have been on a short holiday in the south-west of France and I did not do much else as enjoy the vacation over there.... So when I started writing this issue of the newsletter I believed it would be an ultra short one.... But, there are so many items that I like to share with you, I ended up with more pages as expected...

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

Ronald Ringma

### In this issue:

- News from Group Lotus
- New on the website
- In memoriam: Graham Nearn
- Model cars
- Group Lotus is studying options of participating in Indy car series, GT as well as Le Mans
- Lotus Engineering is offering its VVA to other manufacturers
- Lotus Triumphs at Engineering Awards
- Evora wins Car Magazine's coveted performance car of the year
- Lotus appoints Director of Motorsport
- New Website: [www.thelotusforums.com](http://www.thelotusforums.com)
- Exige Scura
- Group Lotus to engineer new Chinese car
- Lotus is developing hybrid Jaguar
- Books and videos
- Events
- Downloads

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:

- Evora wins Car Magazine's coveted performance car of the year
- Lotus Triumphs at Engineering Awards
- Lotus appoints Director of Motorsport

## 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>.

## In memoriam: Graham Nearn

It was sad news to learn that Caterham creator Graham Nearn passed away on 24 October 2009, at the age of 76.

Graham used to be a Lotus dealer, before taking over the production of the Lotus Seven in 1973. From there Caterham Cars continued building the car, which developed a cult following among sports car enthusiasts. Nearn was able to built a highly successful business by putting all of his energy over the following 32 years into perfecting the simple two-seater into a super fast sports car called the Caterham 7.



Colin Chapman and Graham Nearn

He started in 1959 with one of Lotus' original service centers behind a gas station in the south London suburb of Caterham. Many years later he persuaded Chapman to hand over rights to the Seven, as this model did no longer fit Chapman's ambitions in the mid 1970s.

When Nearn was ready to retire, his son Simon took over and eventually sold the company to a group of investors in 2005.

Nowadays the company builds 600 cars a year and has expanded the line-up to several models. Though they all look roughly the same, the level of performance varies. At the Tokyo Motor Show last week, Caterham revealed plans to build a range of electric and hybrid cars. The models would be first tested on the racetrack before hitting production, predicted to be in 2012.

## Model Cars

Once again the collectors amongst us will have to reach deep into their wallet this month....

**Spark** has released yet another new Lotus 1/43 model car, the **Type 62**. This one has No.71 and was first in the 1969 Brands-Hatch race (2 L class), driven by the team Miles - Muir



Spark Lotus Type 62, 1/43

From **Minichamps** we will soon see the 1/18 **Lotus 79** model appearing, and there is already one organisation offering this model with the signature of Mario Andretti added. This is the Lotus that took him to the 1978 Formula One World Championship title. This signature will double the price of the model.... There will also be a Ronnie Peterson version. These models were announced for December 2007, this year you can get these in time for Christmas!



Minichamps Lotus 79, 1/18, No 5 Andretti and No 6 Peterson

New from **Sun-Star** is their BRG 1/18 **Lotus Elan S3** 'spider' (!).



Elan S3 DHC by Sun-Star, 1/18

**MG Models** from Italy have informed me about an other great limited edition Lotus model; their new **Type 25** in scale 1/12. This represents the 1963 Jim Clark (world champion) car. This model is available as a kit (75 numbered kits will be made) or as a hand built model (50 will be produced). There are the following options for you to choose from: Dutch GP #6 - Jim Clark, British GP #4 - Jim Clark, Italian GP #8 - Jim Clark, Mexican GP #8 - Jim Clark, South African GP #1 - Jim Clark. High quality, higher price range. More information: <http://www.mgmodelplus.eu/>



Lotus Type 25 by MG Models, 1/12

Now that I am into the more expensive models, here is some more news that you may like. I recently received a message from James Sommerin of **Auto-Racing**, telling me about the new 1/8 **Type 18** this company is currently working on. Great stuff, but again, if you like quality you will have to pay the price! Auto-Racing shall be introducing this new model at the spring to compliment their type Lotus 25 model.

The Auto-Racing studio was founded in 2001 create very exclusive fine art models in 1:8 scale. These unique static models of some of the greatest grand prix and sports racing cars have full engine, suspension and interior detail with removable or opening body panels.

They are re-mastering the model that is shown below here, but this image does give us a first impression.



Type 18 by Auto-Racing

More information: <http://www.lotus25models.com/>

I did write before about master modeller **Henri Baigent**, see also <http://www.henribaigent.org/>. From his son Ray I did receive an image of the scratch built 1/12 **Type 18** model to add to the website.



Type 18 by Henri Baigent

New from **Scalextric** is their 1/32 slot race version of the **Cortina Lotus** 1964 Coupes des Alpes Winner, fitted with the easy Digital Plug Ready system. This superbly detailed car features working lights front and rear and, for the slot race fans amongst us, Magnatraction™ and a super fast in-line FF motor. The Coupe des Alpes must have been the most picturesque of all the international rallies. Starting in the Riviera resort of Marseille, the three day event wound its way through the most beautiful parts of the French and Italian Alps. In 1964 Vic Elford won the rally in his Ford UK works rally team prepared Ford Cortina GT.



Cortina Lotus by Scalextric, 1/32

### **Group Lotus is studying options of participating in Indy car series, GT as well as Le Mans**

Lotus' new CEO Dany Bahar recently revealed that he plans to bring Lotus back into the world of motorsport. "Lotus will return to motorsport. I believe that this is the perfect platform to showcase our capabilities; racing is part of our heritage and even today the technology in our road cars is derived from racing," he said when addressing his staff for the first time.

He announced that the group is studying options of participating in Indy car series, GT as well as Le Mans. He also mentioned that the Group Lotus has no direct equity in the Lotus F1 project. Operationally, Lotus F1 will be run separately from Group Lotus and the two parties will liaise. At the moment, Proton is finalising the brand licensing of Lotus for the Lotus F1 team.

Mr. Bahar also stated that detailed plans for a product line-up along with plans for the next seven years will be released sometime in December. "Our future lies in aligning ourselves to what the market wants, rather than what we think the market wants; we must concentrate on our customers".

### **Lotus Engineering is offering its VVA to other manufacturers**

Lotus Engineering is offering its Versatile Vehicle Architecture to any manufacturer that wants to license it as a base platform for future cars.

The Lotus Evora is the first production car that is based on the VVA chassis. Before, there was the Lotus APX Concept which was also built on the VVA. Note that these two models, having the same base platform, are very different as the APX is a front engine crossover SUV and the Evora is a mid-engine sports car.

Other manufacturers who adopt this Lotus technology will be able to develop a range of vehicles up to a gross vehicle weight of 1.900 kg. The VVA basically is an evolution of technology from the chassis that forms the basis of the Elise, Exige and Europa.

One of the key selling points is that usually when car manufacturers desire to have a vehicle designed and built for the sole purpose of calling attention, it rarely fits the kind of engineering that the rest of its product range does. Not every car company is able to quickly source a rear wheel drive platform and boxer engine from a sister company. So instead of spending lots of time and money on a bespoke niche platform, Lotus hopes car companies will come to them for the VVA instead. It has been designed so that it can be stretched in width, length and height. The strength and stiffness of the low volume VVA chassis can be modified cost-effectively by varying the wall thickness of the extrusions, without altering the exterior dimensions.

### **Lotus Triumphs at Engineering Awards**

Lotus Engineering has been victorious in the recent British Engineering Excellence Awards, winning the Judges' Special Award, while also being named Highly Commended in the Consultancy of the Year category.

The British Engineering Excellence Awards recognise the design engineering excellence of industry and show the world the depth of variety of engineering design innovation throughout the UK. The Judges' Special Award was presented to acknowledge a company that epitomised the aim of the British Engineering Excellence Awards by being recognised globally as a world leader in its chosen field of engineering.

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

### **Evora wins Car Magazine's coveted performance car of the year**

The Lotus Evora beat strong competition from 29 other cars to win the title of Performance Car of the Year 2009. The prominent competition included cars from some of the greatest Marques in the world such as Lamborghini, Ferrari, Porsche and Aston Martin.



The 2009 Performance Car of the Year comprised 30 cars, and included exhaustive subjective and objective testing. The feature incorporated testing on some of the greatest driving roads in Britain, with objective testing at the Rockingham Motor Speedway, where Darren Turner, a Le Mans winning racer, put the cars through their paces.

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

## Lotus appoints Director of Motorsport

Group Lotus is announced the appointment of Claudio Berro to the new role of Director of Motorsport for Lotus, reporting directly to Dany Bahar, Group Lotus CEO.



Claudio Berro

More information in the Press Releases section of the website,  
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## New Website: [www.thelotusforums.com](http://www.thelotusforums.com)

Three websites have recently joined, "We've had a re-jig online and merged our 3 forums into 1 huge super forum!"

"With 3 forums on the go and others being requested it's been decided that rather than expand with more forums (and more work!) that we'll consolidate what we have and create 1 super forum which will be a merger of our Esprit, 2Eleven and Evora forums plus expansion to include Elise/Exige and eventually all classic and historic Lotus models."

You will find all the info from the Esprit, 2Eleven and Evora forums plus a new Elise/Exige section, historic to come...

Have a look at: <http://www.thelotusforums.com/>

## Exige Scura

Lotus Cars unveiled its latest special edition - the Exige Scura, so called due to its dramatic matt black and carbon fibre theme, at the Tokyo International Motorshow.

Translated as 'dark' from Italian, the name 'Scura' reflects the stealth character of this already fierce looking Lotus and its stunning soft-feel matt black paint finish. Limited to just 35 cars globally, this Exige evokes a desire to 'indulge your dark side'. This is a serious looking car and enhancements to performance and a reduction in weight from the production level Exige S means that the Exige Scura demands to be driven by a serious driver.

Contrasting high gloss 'Phantom Black' triple stripes run the length of the car and a carbon fibre front splitter, oil cooler inlet vanes, side air scoops and rear spoiler enhance the stunning distinction between the different textures and exaggerate the tactile quality of the velvety touch to the matt black paint finish.

Luke Bennett, Director of Lotus Cars said, "The Exige Scura is a stunning vehicle which offers an adrenaline fuelled experience and is a real head-turner! Our Exige customers choose Lotus because we deliver thrilling

performance and dynamic design and this special edition fits the bill on both counts.”



Exige Scura

More information in the Press Releases section of the website,  
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### **Group Lotus to engineer new Chinese car**

Chinese automaker Youngman’s Europestar brand is building a new car, engineered by Lotus. It uses components carried over from the Proton GEN2. Lotus is being paid about US\$20 million for the work, and Proton also gets licensing for this new car’s platform once it rolls out.

At present, The Proton GEN2 is sold in China as a Europestar.



Proton GEN-2

### **Lotus is developing hybrid Jaguar**

This project has started this summer, but I did not yet mention it on these pages. As you can see in the press releases section of the website (September 2009), Lotus Engineering has developed a new engine especially for hybrid cars.

In a series hybrid vehicle, the Range Extender engine is attached to an electricity generator and provides a highly efficient source of energy to power the electric motor directly or charge the vehicles battery. The battery can also power the electric motor which enables the design of a drive train that has low emissions, optimised performance and acceptable range.

The Jaguar ‘Green Limo’ project is a collaboration involving Lotus, Jaguar, MIRA and Caparo Vehicle Technologies and funded by the UK Technology Strategy Board. Through this project the first application of the Range Extender will be in a lightweight, low-drag Jaguar XJ saloon. A prototype vehicle is expected to ready before 2010.

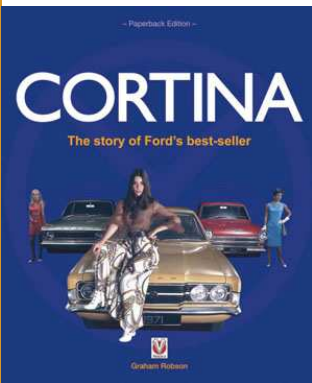


The three-cylinder 1.2 litre Range Extender engine is optimised between two power generation points, giving 15 kW of electrical power at 1,500 rpm and 35 kW at 3,500 rpm via the integrated electrical generator.

The XJ Limo-Green uses a 145kw electric engine with 295lb/ft of torque, which is enough drive the XJ for up to 30 miles. Once the power runs out the Lotus Range Extender Engine kicks in to charge the batteries and extend the range up to 600 miles. The overall fuel consumption is close to 60mpg and emissions are just 120g/km.

Lotus suggest that the car will have a 0-62mph time of 7.9 seconds, which is only 1.5 seconds less than that of a current XJ 3.0 diesel. Top speed will be 112 mph.

## Books and videos



Something that I have not noticed last year was the re-edition of Graham Robson's book "**Cortina - The story of Ford's best-seller**". Written by expert and former Ford-employee Graham Robson, this is an excellent book including the fully illustrated story of the Cortina and its closest relations, through twenty years of production and five generations of models. Of course including the Lotus versions! The book was originally published in 1998 as a hard cover edition, the 2008 version is published as a paperback.

More information in the books section of the website.

**Yesterday's Racers Volume 4** that was just released, is a very interesting DVD including an interview with Team Lotus Team Manager Peter Warr, a piece on the un-raced Lotus 58 and some footage from the Club Lotus show at Donington with a feature on Jim Clark's race cars. Should be on your shelves I guess! Run time approx 60 minutes.

## 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.

New in the download section are the latest **Evora brochure** and the new **Euro-zone pricelist**

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.