



The first words

First of all I have a question for you: do you look at the video page of the website on a regular basis? If not, you are missing a lot of the fun!

Lotus of Formula One connected items in this issue, as there is a lot going on there! And again, for the collectors, a lot of model car news in this issue.

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

Ronald Ringma



In this issue:

- News from Group Lotus
- New on the website
- Modern times: now testing RSS
- Renault engines for the Formula One team
- Formula One results
- Lotus Racing: black & gold for 2011
- Lotus engines in the IndyCar competition in 2012
- New Esprit only Lotus in development?
- Interview: David Hunt talking about Team Lotus.
- Group Lotus in Formula One???
- Model cars
- Books and videos
- Events
- Downloads

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.

Maybe you have noticed that the website has a sponsor now, you can find a link to the website of **Oil Control Systems** on the links page, at the bottom. Oil Control Systems is a dynamic company specialized in delivery of a complete programme of oil and chemicals pollution equipment & services. This sponsorship helps me to continue the website and newsletters and I hope more companies will follow this example...

Modern times: now testing RSS

On the Lotus Drivers Guide website I am testing with RSS, and as many of you know it is all done 'by hand' as there is no sitebuilding software behind the website.

RSS (Rich Site Summary) is a format for delivering regularly changing web content. Many news-related sites, weblogs and other online publishers syndicate their content as an RSS Feed to whoever wants it. RSS solves a problem for people who regularly use the web. It allows you to easily stay informed by retrieving the latest content from the sites you are interested in.

If you are interested, you will need an RSS reader. On the 'downloads' page of the website you will find a hyperlink to a free reader.



The link to my RSS feed is located on the 'news' page.

Have fun and please let me know what you think.

Renault engines for the Formula One team

During the Brazilian Grand Prix Lotus Racing announced that Renault engines will be used during the next season and thereafter.

Bernard Rey, President of Renault Sport, commented:

"Renault is delighted to announce an expanded agreement with Red Bull Racing and the arrival of a new customer, 1Malaysia Racing Team (UK) Ltd."

"The new arrival to the Renault fold will be 1Malaysia Racing Team (UK) Ltd, operating during the 2010 season as Lotus Racing and the season's most successful start-up entrant, with whom an engine supply agreement has been reached for the next two years."

The fact that the name Lotus was not mentioned in the press release did get the F1 gossip circuit moving very quickly, but according to Mike Gascoyne there is a very simple reason for not mentioning the name Lotus: "I think you'll probably find that it's quite simple, in that the name of the holding company which enters Formula 1 is '1Malaysia', so the Cosworth engine contract was with 1Malaysia, the Renault one is with 1Malaysia, my contract is with 1Malaysia and all the employees' contracts are with 1Malaysia," he said in an interview. "As everyone knows, there is a situation with the name but I think that, in terms of the engine announcement, it was far simpler."

The full press release on the Renault engines can be read in the "F1 Press" section of the website.

Formula One results

Please have a look at the "Press F1" section of the website. I will collect all the Lotus Racing news there, and you can also find the results of recent Grand Prix weekends as well as the team and drivers standings. Please see http://www.lotusdriversguide.com/Press/Press_F1_Team.php

Lotus Racing: black & gold for 2011

Lotus Racing intends to move from the current green and yellow paint scheme to a black and gold scheme for 2011 and onwards. And the fans can play a role in the final design of the colour scheme. I wonder if this has anything to do with the conflict about using the Lotus name, as would-be Formula One 1 team Group Lotus may like to use the traditional green and yellow livery in all of its racing activities. I wish I had a clue about what is going on behind closed doors....



Head of Marketing Silvi Schaumloeffel: "We have worked all year to make sure our fans are given unprecedented access to our team. We are all very excited about the move to a black and gold paint scheme for next season, and we want our fans to help us design the livery that will be racing around the world next year. We will shortly be announcing exactly how the fans can take part in our design process, so keep an eye on our website www.lotusracing.my for more details. The person who designs the livery we finally choose will be joining us at our first test next year to see the car out on track for the very first time, so for Lotus and F1™ fans it is the chance of a lifetime to help us take the next step forward in our amazing story in 2011."

Read more information in the "press F1" section of the website.

Lotus engines in the IndyCar competition in 2012

Lotus is going to play a role in the future of the Izod IndyCar Series, as they will badge V6 engines when IndyCar debuts its new chassis and engine package in 2012. Lotus will become the third engine supplier for 2012, next to Honda and GM. Lotus is expected to have the engines built by Cosworth, a company with its own rich history in motorsports.

"Lotus is a renowned name in racing, with a long association with some of the greatest names of motorsports," IndyCar boss Randy Bernard said. "We're honoured Lotus has chosen to serve as an engine manufacturer for the first time with us. We are excited about the future of Indy car racing with the addition of Chevrolet and Lotus as well as the continued involvement of our long time engine supplier Honda."

"We will be using the knowledge gained from our extensive research into E85 biofuel and turbo-charged engines to ensure we extract the maximum performance," Claudio Berro, director of Lotus Motorsport, said in a statement. "As you would expect from the company that pioneered aerodynamics in sports car and F1 racing over the years our aero body kit will also be a world class solution, So all in all, will the 2012 Lotus IndyCar will be as innovative and revolutionary as the Lotus Type 38 that won in 1965 and changed Indy forever? Maybe – we'll have to wait and see!"

Lotus previously announced plans to design and supply aerodynamic kits for the new Dallara chassis. Dallara will build its chassis in a new factory yet to be constructed outside Indianapolis in Speedway, Ind. The Lotus Group already stuck a toe back into the IndyCar water when it joined KV Racing Technology to sponsor the car of series rookie Takuma Sato in 2010. KV co-owner and 1996 CART World Series champion Jimmy Vasser said recently that the team will be rebranded as Lotus/KV next year.

Team Penske will use Chevrolet power when the new engine arrives, but the rest of IndyCar's teams are yet to make their choice. They now have one more option.

New Esprit only Lotus in development?

The new Lotus Esprit is apparently the only car of Lotus's newly introduced concept cars that is in development at this moment.

According to Autocar it was told by Lotus insiders that the firm is focusing on the new Esprit that is supposed to be launched in 2013.

Direct after this news came out, the gossip circuits started spreading concerns about the truth of the plans that have been presented in Paris. No need for concerns, I would say, as it seems to be logical to focus on the first car and make it a good one right from the start!

Interview: David Hunt talking about Team Lotus.

Peter Windsor, Formula One journalist, has had the chance to interview David Hunt for "The Race Driver". As it is permitted to reproduce this interview, we are sharing this with you.

David Hunt: "Group Lotus/Proton have had 13 years to do a deal with me – and in all that time they have been sitting on my Malaysia Team Lotus proposal and the current '1Malaysia' approach looks remarkably like my original vision for them. But rather than working with Team Lotus as sister companies with overlapping interests and names because we were founded by the same man, as had been the historic tradition, they set out to damage or destroy Team Lotus in the hope, I imagine, that they could then grab the Team Lotus brand, logo, identity and history for their own use without having to pay for it – and in the hope that no one would notice."

See the full interview by using the link on the "Press F1" page on the website.



Tony Fernandes and David Hunt, image © Lotus Racing

Group Lotus in Formula One???

This may be a strange headline, but there is something going on that we did not expect.... Renault is considering to scale back its F1 participation from manufacturer team to engine supplier, like it was years ago. Renault recently sold the bulk of its F1 operation to Genii Capital, and if the automaker were to further downscale its involvement, Genii would be in the market for a new partner. According to reports, that partner could be Lotus.

Not to be confused with 1Malaysia, currently operating as Lotus Racing.

Word has it that Lotus Cars could step in to Renault's shoes with a factory-backed F1 team in the same mold as Ferrari's or Mercedes GP. In that case, we would see two Lotus-Renault teams on the grid. Confusing isn't it? But with discussions over naming rights continuing behind closed doors, sources expect the Malaysian team will not use the Lotus name next season. (Source: Autosport)

Model Cars



Here are some images of the **Esprit** model that was handed out to VIPs attending the Wednesday evening pre-introduction in the Louvre (Paris), the night before the Paris Motor Show started.

I was told this is a diecast model, but I would guess that in fact it is made from resin. I haven't got a clue who produced this for Lotus and if there are any other colours.

Please let me know if you have extra information about this model.

In Paris, Lotus presented diecast models, scale approx. 1/64 like Matchbox and HotWheels. These were handed over to members of the press.

I was able to show you images of 3 models, here is the fourth.





Correction

New from **Vanguards**, this **Sunbeam Lotus** works development car as used by Bernard Unett and Terry Harryman. Diecast, 1/43

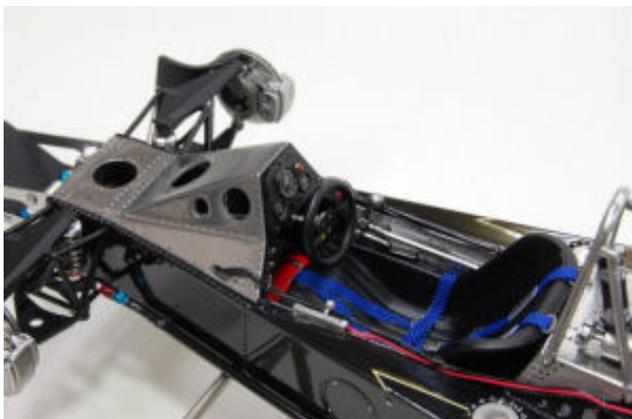
This car did not have the 2.2 litre Lotus engine, but was the only works 424 which was not a Lotus, as this example had a 2 litre Brazilian pushrod engine instead of the Lotus engine!

New by **Spark**: Lotus **Elan 26R**, No.38, 24h Le Mans 1964, drivers P.Gele / R.Richard, resin, 1/43



New on the website is this **Type 76** model by **Reve** (Spark), resin, scale 1/43. This model has the original double wing, the Spark version has the later wing.

New on the website is the **Type 76** by **Model Factory Hiro**, a very high quality multimedia kit for the more experienced modelmaker.



An other new model on the website is the **Type 77** multimedia kit, also a 1/20 kit by **Model Factory Hiro**

Announced by **MEA Kits: Lotus Seven S4**, 1/43, resin. This model will become available as a kit or as a ready built model.



Here is an image of the announced (do not look for this in the shops, not yet...) 1965 **Lotus Elan 26R** by **Ebbro**. Made from resin, scale 1/43. We all know how nice the Spark/Ebbro Elan models are, a must have for the collector! At least one of them...

Lotus **Type 25**, scale **1/18**, announced by **Spark**. Made from resin.



1966 **Lotus Elan 26R** announced by **Ebbro**. Made from resin, scale 1/43.

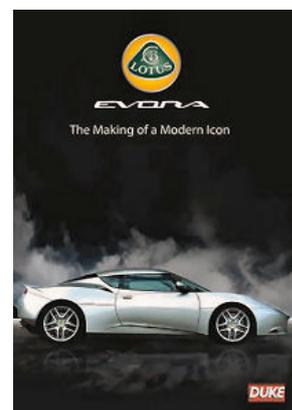
More news:

SMTS have announced a **Lotus Mk VI** model, scale 1/43, it will be available as a kit or as a ready built model. And also a **Lotus Type 63 AWD** model, scale 1/43, it will be available as a kit or as a ready built model.

Further more, also a **Type 64 Indy car**, scale 1/43, it will be available as a kit or as a ready built model.

Books and videos

Expected soon: Evora, the making of a modern icon. DVD by Duke, 85 minutes.

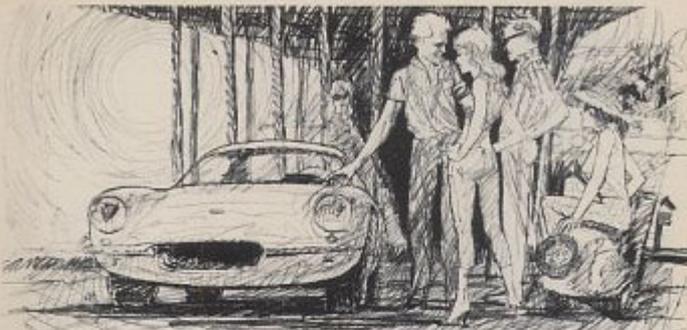


Events

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.



IT DOESN'T HYPNOTIZE GIRLS

Part of the pleasure in owning a tidy and rapid motor car comes from those lovely creatures who frequently stop to ogle and chat. () Such experiences might easily lead one to believe that spirited outlets hold some deep irresistible attraction for equally spirited females. Nothing could be farther from the truth. Women are not attracted by machines. Women are attracted by men. Matter of fact, women in general have quite a possessive attitude about men and they often see motor cars as troublesome competitors in their quest for masculine attention. () If you have any doubts about this, we suggest that you acquire a Lotus and do a bit of research on your own. In the process you will also find that Lotus cars are genuinely built for men. Derived directly from Colin Chapman's rather successful racing machines, these cars corner, handle, and brake better than any other car in the world regardless of price or optional preparation. () The 1216cc. Coventry Climax SOHC engine has been race proven in every type of road competition. Whether your cup runneth to full race competition or simply fast and fanatic touring, you'll find the Lotus Elite GT Coupe a stimulating and responsive vehicle. We might also add, the Elite really is quite attractive and it costs less than a mink coat.

If you live in the Pacific Southwest we will be pleased to arrange for you to examine and drive the Elite. For those in more remote areas we can supply information through correspondence and put you in touch with owners in your area. Exclusive agents for Lotus cars in Southern California, Arizona and Utah.

BOB CHALLMAN Eagle Shrine Espresso SHOWROOMS AND SERVICE FACILITIES 2301 SEPULVEDA BOULVARD MANHATTAN BEACH, CALIFORNIA FRONTIER 68833

Specifications
Dimensions: Wheelbase 88", Length 130", Width 53", Height 46", Weight 1,376 lbs.
Engine: Four-cylinder, overhead-cam Coventry Climax, 1216cc, 79 bhp @ 6300 rpm, Twin S.U. carburetors.
Fuel consumption: Range, 30-45 mpg.
Transmission: Four speed, synchromesh on top three. 2nd Four speed synchromesh optionally available. Top speed: 120 m.p.h.
Suspension: Front, independent by coil-spring-leaf-spring units and transverse wishbones incorporating anti-roll bar. Rear, independent by Chapman strut system with long coil spring damper units, double articulated drive shafts and trailing arms.
Steering: Rack & pinion, (2.5 lock to lock), your choice right or left side.
Brakes: Driving hydraulic, 9 1/2" discs, outboard front and inboard rear. Handbrake, on rear.
Price: \$4,780 P.O.E.

LOTUS ELITE



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.