



The first words

It is still possible for me to actually find enough news items to present you several pages every month. This month you can read some Team Lotus news, about new model cars and more ideas about Lotus' new supercar.

And of course the Lotus Evora, in this issue some comments on the tyres and the expected convertible.

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

Ronald Ringma



Image : V Burlapp

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All previous issues of this newsletter are available as free downloads from my website.

News from Group Lotus

Read all about the news items in the press releases section of the website, please follow this link:
<http://www.lotusdriversguide.com/Press/index.php>

Recently we did see:

- Team Lotus and 2010 Formula 1
- Pirelli P Zero™ selected for the new Lotus Evora

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>.

Evora USA specifications

As you all know, the new Lotus Evora has already launched in Europe. The official release the U.S.A. has yet to take place. Normally the U.S. specifications would not be available until that time, but a three page tech sheet from Lotus with all the details was available on the Internet.

These three pages with specifications are now available by hyperlink from the website, in the Genealogy section on the Evora page.

The U.S. version of the new Lotus Evora will be powered by a Toyota V6 engine and output is rated at 276hp at 6400 rpm, while torque is 258 ft-lbs at 4700 rpm. The car will weight just over 3,000 lbs (3,047 to be exact) and thanks to a six-speed manual gearbox will be able to hit 60 mph in just 4.9 seconds. 100 mph will come in 12.3 seconds. There is no mention of an automatic transmission, but one is expected to be offered. A sports transmission with shorter gears is an option.



New ProActive issue

The official magazine of Lotus Engineering is called proActive. From the website I am are offering you links to these magazines, all in pdf format. I have permission to do this, please do not create your own hyperlinks without consulting the legal owners of the copyright!

In order to see these documents and download these, you will need a program like Acrobat Reader or similar software.

In the latest issue of ProActive you will find:

- Fit for Purpose - Redefining the city car
- London's Calling - Developing a zero emission taxi
- Q&A with BioMCN - Rob Voncken, CEO
- Launch Control - Behind the scenes on the Evora first drives

Evora convertible

Lotus has confirmed that the fixed roof version of the Evora will be joined by convertible in 2011.

It is suggested that the Evora convertible will have a removable fabric panel similar to the Elise. In this way there will be no need for a heavy (and expensive) electric folding mechanism. Without the extra weight, the convertible should be as sharp to drive as the hard-top. The chassis will be stiffened too, to compensate for

the absence of a roof and keep body flex to a minimum.

The car will have the same Toyota-derived 3.5-litre V6, with 276bhp. Performance will be equal with the 0-62mph sprint in around five seconds and a top speed of 160mph.

Rumours suggest that next to the new Evora convertible there will also be a powerful supercharged version of the fixed roof version, having close to 400bhp! With this engine the Evora should be able to keep pace with exotics like Lamborghini and Ferrari.

Team Lotus back on the F1 grid in 2010?

Is Team Lotus to return to Formula One racing? Sort of... It is the U.K. based Litespeed Formula 3 team that has unveiled their plans for the 2010 season.

Litespeed has announced that it will use the Team Lotus name for its attempt to enter Formula 1 next season. The owners Nino Judge and Steve Kenchington are both former Lotus engineers, and have received permission from name rights-holder David Hunt to use the Team lotus title for their F1 bid.

"Team Lotus is synonymous with great British engineering and F1 innovation, such as the Lotus 25 being the first monocoque chassis in F1 and the introduction of groundbreaking sponsorship, both of which easily demonstrate why ex-Lotus personnel would want to bring this championship-winning name back to the formula," said Judge.

"David Hunt has been the custodian of the name for so many years and we thank him for entrusting us not just with its safeguard but, more importantly, its development in the racing world of tomorrow."

The team has also announced that Mike Gascoyne (former Tyrrell, Jordan, Renault, Toyota and Force India technical boss) had begun design work via his MGI organisation. Gascoyne also welcomed the news that the project would use the Lotus title.

"I am Norfolk born and bred," said Gascoyne. "For me to continue my F1 career under the banner of the Team Lotus name and help to bring it back to its deserving place in the world championship is a fantastic feeling and something that I am extremely proud to be doing."

This is what Lotus had to say about this subject:

10th June 2009

Team Lotus and 2010 Formula 1

Group Lotus plc and its subsidiary Lotus Cars Limited, the manufacturer of the iconic Lotus Elise and global high technology engineering consultancy, are not connected or affiliated to, nor in any other way associated with the newly announced "Team Lotus" that has submitted an entry for the 2010 Formula 1 championship. Group Lotus plc will take all necessary steps to protect its name, reputation and brand image.

Lotus will continue to focus on the tremendous worldwide opportunities that exist for its core businesses. Lotus Cars has recently launched the stunning new Evora 2+2 global sportscar to great acclaim and deliveries to the first customers are imminent. The company is pulling all stops to ensure production meets demand. Lotus Engineering, one of the market leaders in automotive green transport solutions, is currently working with many of the world's vehicle manufacturers on state of the art projects with plans of growth in its international targeted markets such as Malaysia, China, USA and India.

The rights to Team Lotus were sold to David Hunt in 1993 if I remember correctly. In those days we did see three entities, Group Lotus, Team Lotus and Classic Team Lotus. The latter having the rights to all Formula One cars except Type 107 and Type 109.

I do not know if it will be possible sell the rights and then try to stop the current owner using the name....

However I do understand that it will not be easy for Group Lotus to make it clear to the public that they are not the same entity as Team Lotus. And I wonder if it is allowed for the owner of Team lotus to create even the smallest impression as if you have anything to do with group Lotus.

If there is a reader who can clear this, please do send me a message!

And then there was the Fia press release....without Team Lotus!



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Press Release

2010 FIA Formula One World Championship Entry List

12/06/2009

Following the completion of the applications process for teams to compete in the 2010 FIA Formula One World Championship, the following teams have been confirmed.

TEAM	CONSTRUCTOR
SCUDERIA FERRARI MARLBORO	FERRARI
SCUDERIA TORO ROSSO	STR TBA
RED BULL RACING	RED BULL RACING TBA
AT&T WILLIAMS	WILLIAMS TOYOTA
FORCE INDIA F1 TEAM	FORCE INDIA MERCEDES
CAMPOS GRAND PRIX	CAMPOS COSWORTH
MANOR GRAND PRIX	MANOR COSWORTH
TEAM US F1	TEAM US F1 COSWORTH
VODAFONE McLAREN MERCEDES*	McLAREN MERCEDES
BMW SAUBER F1 TEAM*	BMW SAUBER
RENAULT F1 TEAM*	RENAULT
PANASONIC TOYOTA RACING*	TOYOTA
BRAWN GP FORMULA ONE TEAM*	BRAWN TBA

**These five teams have submitted conditional entries. The FIA has invited them to lift those conditions following further discussions to be concluded not later than close of business on Friday 19 June.*

The maximum number of cars permitted to enter the 2010 Championship has been increased to 26, two being entered by each competitor. Pending completion of the discussions referred to above, further due diligence is currently taking place on other potential entries.

Tesla's recalled

Tesla is recalling 345 of its Roadsters that are manufactured between March 2008 and April 2009. There seems to be an issue with the rear hub.

"The rear hub flange bolts on some of these vehicles may be under-torqued and may become loose," says the notification. And "a loose hub could lead to degradation in vehicle handling, and a rubbing noise from the rear of the vehicle". If it's not addressed properly, then, "The driver could lose control of the vehicle, which could lead to a crash."

As a press release of 12 May 2009 says the company has delivered over 400 Roadsters thus far, this recall affects most of these! (By now the 500th delivery already took place)

According to Tesla, this has nothing to do with Tesla's power train or intellectual property, it's an issue with the Lotus assembly line that builds the Roadster. It has been mentioned that Lotus is also recalling vehicles. Tesla will be sending technicians to its customers homes to fix the problem, which just involves tightening the bolts on the car. It should take under two hours.



Here is some information that I did find on the website of the ODI (USA).

"The Office of Defects Investigation (ODI) is an office within the National Highway Traffic Safety Administration (NHTSA). ODI conducts defect investigations and administers safety recalls to support the NHTSA's mission to improve safety on our Nation's highways. NHTSA is authorized to order manufacturers to recall and repair vehicles or items of motor vehicle equipment when ODI investigations indicate that they contain serious safety defects in their design, construction, or performance. ODI also monitors the adequacy of manufacturers' recall campaigns. Before initiating an investigation, ODI carefully reviews the body of consumer complaints and other available data to determine whether a defect trend may exist."

Vehicle Make / Model: TESLA / ROADSTER	Model Year(s): 2008
Manufacturer: TESLA MOTORS NHTSA CAMPAIGN ID Number: 09V178000	Mfr's Report Date: MAY 22, 2009 NHTSA Action Number: N/A
Component: WHEELS:CAP/COVER/HUB	
Potential Number of Units Affected: 345	
Summary: TESLA MOTORS, INC. IS RECALLING 345 MY 2008 TESLA ROADSTER VEHICLES MANUFACTURED BETWEEN MARCH 2008 AND APRIL 22, 2009. THE REAR HUB FLANGE BOLTS ON SOME OF THESE VEHICLES MAY BE UNDER-TORQUED AND MAY BECOME LOOSE. A LOOSE HUB COULD LEAD TO DEGRADATION IN VEHICLE HANDLING, AND A RUBBING NOISE FROM THE REAR OF THE VEHICLE.	
Consequence: IF THE PROBLEM IS NOT ADDRESSED PROMPTLY, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD LEAD TO A CRASH.	
Remedy: TESLA WILL NOTIFY OWNERS AND REPAIR THE VEHICLES FREE OF CHARGE. THE SAFETY RECALL IS EXPECTED TO BEGIN DURING JUNE 2009. OWNERS MAY CONTACT TESLA TOLL-FREE AT 1-877-888-3752.	
Notes: OWNERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY 1-800-424-9153), OR GO TO HTTP://WWW.SAFERCAR.GOV .	

Again: Evora tyres

In Newsletter 19 I did announce that the Evora will have Pirelli tyres. Now it is official, as Group Lotus have announced this fact in their press release dated 18th June 2009:

Pirelli P Zero™ selected for the new Lotus Evora

Lotus Cars Limited is delighted to announce that it has selected Pirelli as the principal supplier of tyres for the stunning new Lotus Evora.

The Evora is the first all new Lotus to be released since the iconic Elise roadster in 1995. The recent launch at Loch Lomond in Scotland gave the press a perfect opportunity to drive the exhilarating Evora on the Pirelli P Zeros™, experiencing first hand how well the partnership between the car and tyres really works.

Since its introduction the Pirelli P Zero™ has become a reference point for many high performance vehicles as it provides cars with superior grip as well as sharper steering response and feel. The homologated size on the Lotus Evora is the 225/40ZR18 on the front and 255/35ZR19 on the rear.



The complete text is visible in the press releases section of the website, please follow this link:
<http://www.lotusdriversguide.com/Press/index.php>

Again: the new Esprit

The image that I did show you last month may be very close to the real thing, being a drawing made by the people who are going to produce the car in the future. But there are more ideas about the looks of Lotus' new supercar. Here is a prediction of what the car could look like from the spy shots of the test mule... no affiliation with lotus... just a what the car could potentially look like. Made by Beyond-Form,
<http://www.beyond-form.com>



I have added an older image of the Hot Wheels Designers Challenge model.

Have a look at the front and at the bottom of the Hot Wheels model and the same areas of the Beyond-form Esprit prediction....

Model Cars

SMTS has released a 1:43 model of Jim Clark's **Lotus 43** which he raced during the 1966 Formula One season.



Another new **SMTS** model is the 1:43 copy of Jim Clark's **Lotus 49** which he raced during the 1968 Tasman Championship, which took place in Australia and New Zealand prior to that year's Formula One World Championship.



It seems that the name Jim Clark is going to play an important role in this issue of the newsletter.

Here is another new miniature of one of Jimmy's cars, the **Type 25** Jim Clark 1968-2008 commemorative model. Made by **Brumm** in a run that will be limited to 500 pieces, scale 1/43rd.

This is the car Jim Clark did drive winning the British GP in 1964, after starting from pole position.

New from **Spark** is this 1/43rd resin model of the **Lotus Carlton/Omega**.

It should (soon) be available in the specialists shops.

This was the fastest production car of its era with a 3.6 litre twin Garrett turbo producing 382 bhp, top speed 177 mph, with a 0-60 time of 5.2 seconds.





Another new **Hot Wheels** (version of an existing) model, also from the 2009 Faster Than Ever 10 car series , is this **Sport Elise**.

Hot Wheels has released an other version of the model that we first knew as the Designers Challenge model. This time it is called **Lotus Concept**. This is from the 2009 Faster Than Ever 10 car series 8/10 collector #2009-134. The car is Green with a tinted windshield. This has a black interior with Faster Than Ever O/5 (open hole) wheels.



This is a new model announced by **Model Factory Hiro**. 1/20th scale, full detail resin and metal multimedia model kit of the **Lotus 49B** High Wing car.

It is possible to create several versions including the 1968 #8 British GP G.Hill, 1968 #3 German GP G Hill, #22 Rob Walker 1968 British GP driver J.Siffert and #16 US GP J.Siffert.

This is a high detail model for the experienced builder. Please see the model car section of the website for more images.



Model Factory Hiro has also announced another new multi media kit; the **Lotus Type 77** in 1/20th scale. For this model you will have to wait a bit longer, but here is a first impression.

Lotus Challenge Series

The Lotus Challenge Series (USA) is in its second year now. When the S2 Lotus came to the United States in 2004, Jim Navarro immediately bought one and drove it straight to the track. He was the only one tracking his Lotus. It seemed as though no organization had taken it upon themselves to put together a series. After much deliberation, he asked his friends, Jack Fried and Rob Bonanno, to help with the logistics of the series. Their dedication and hard work made the series what it is today.



In 2009, Tom Hughes became a partner in the Lotus challenge series to help grow the series and apply his extensive knowledge in racing.

The first year was a success in offering a competitive series where Lotus owners could show off their cars and driving ability. The success of this series is attributed to the great group of participants who endured the challenges of a first year series.

In 2009 there will be 10 West Coast events including three new events, a SCCA school , Infineon and Laguna Seca track events. In addition, the organisation is also working on a schedule of 4 events to be held in the South for 2009.

Lotus Cars USA Inc. Is now the title sponsor of the Lotus Challenge Series. Lotus Cars spokesman Kevin Smith would not say how much money the company is giving the race series, but said it will go toward areas such as logistics support, track rentals and awards.

"We have an increasing number of some of our most enthusiastic and loyal Lotus customers participating in the Lotus Challenge Series, and this is one of our ways of showing them how much we appreciate them," Smith said.

The Lotus Challenge Series offers owners a chance to compete and improve their driving skills. The series is comprised of several classes which cover street cars such as the Elise and the Exige as well as track-only vehicles such as the Exige Cup Car 255 and the 2-Eleven.

For more information, visit www.lotuschallengeseries.com.

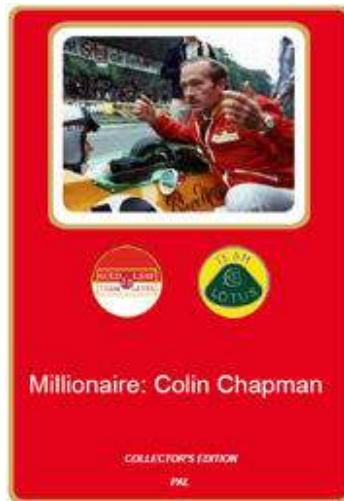
Books and videos

New from Classic Team Lotus: DVD, "**Millionaire: Colin Chapman**". A fascinating documentary that gives a rare insight of Colin Chapman and Team Lotus in 1968, the year when Chapman and team were struggling to cope with the loss of Jim Clark at Hockenheim and Mike Spence at Indianapolis.

Graham Hill stepped into the breach, fulfilling the role of lead driver at this most difficult time, and going on to win the Championship, the third for Team Lotus.

Filmed in an era when 'Millionaire' meant much more than today, renowned producer John Gau captured much of Colin Chapman's energy and business approach, at around the time that Lotus Cars became a publicly owned company.

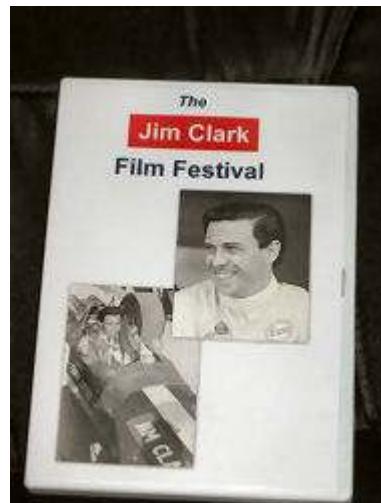
This collector's edition, the second in the Classic Team Lotus series, includes additional chapters featuring reminiscences of Jim Endruweit, Bob Dance and Bob Sparshott along with a detailed look at 49B/R10 with Clive Chapman.



Available at <http://www.classicteamlotus.co.uk/>

I have had a chance to see and enjoy the DVD '**the Jim Clark Film Festival'**. The inaugural Jim Clark Film Festival was held in February 2008. Besides screening some 3 hours of rare footage of Jim in action, his friends and colleagues gathered to air there recollections. This DVD covers stories by the people who have been there, when it all happened. We see and hear people like Ian Scott-Watson, Sir John Withmore, Jack Sears, Bob Dance, Len Terry, Bob Sparshott, Peter Darley and Jim Endruweit.

This is unique material for those who are really interested in Lotus' history! Where else can one get these stories direct from the people who have been there? I have enjoyed looking at this DVD and I am sure I will look at it again and again in the future.



Available at <http://www.jimclarkfilmfestival.com>

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>.

July 12, The Jim Clark Film Festival

At the Volunteer Hall in Duns (Langtongate, Duns TD11 3AF, Tel: 01361 884 935) on Sunday July 12th 2009.

The event will start at 2pm and conclude at 5.30pm, with Film Session 1 running from 2pm to 3.30pm, followed by a half hour break for tea/coffee and cakes, with Film Session 2 running from 4pm to 5.30pm. More information: <http://www.jimclarkfilmfestival.com/>

September 18 – 20, The **Lotus Club Luxembourg** will host an International Meeting for its members and members of other Lotus Clubs in Europe. The meeting will take place in and around Bourscheid Plage in northern Luxembourg and a simple “non-competitive” road book will be used to drive from place to place. More information: email: jean-pierre.schock@internet.lu

September 25 – 27, Spa Six Hours 2009

- 600 Historic racing cars including Formula 1, sport-prototype, touring and GT from 1920 to 1970
- 15 Sprint & endurance races on one of the most exciting race circuits
- More than 1000 drivers from Europe and the USA
- Auto jumble
- Automobilia, old books & spare parts
- Classic Car Market, buy or sell your classic car

More information: www.roadbook.be/spasixhours/en/index.html

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.

