



LOTUS TIMES

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No. 3

Club News

Winter is upon us once again. Recent snowfall has pretty well ended the Lotus season here in the area for the winter. Time to fettle away and whatever needs fettling.

Many thanks again to Ted and Barb Dobbie for hosting the Lotus Bonfire at their home this past September.

Just so you don't go into Lotus withdrawal we have the monthly meeting on the 3rd Wednesday of each and every month to catch up with each other. This month is our annual xmas party. Santa and Bob Herres from W.O. Stinson Fuels have been kind enough to see that we have plenty of gifts to steal from each other. We still meet at the Swan on the Rideau, 2730 River Rd., just outside Manotick Ontario on the 3rd Wednesday of each and every month. As always, owning or driving a Lotus is really optional in this season. Come on out and join the party, it's usually a good one! No shopping required!

Up & Coming ECLC Dates

Dec. 21

Xmas party -
Monthly meeting at
the Swan on the
Rideau

Jan. 18

Regular Monthly
meeting at the Swan
on the Rideau

Feb. 15

The day after
Valentines Day and
the Regular Monthly
meeting at the Swan
on the Rideau



Trevor Houghton-Berry appointed as Lotus Cars Head of Commercial Operations (press release - 27 Sept. 2005)

Lotus Cars, the sportscar division of Group Lotus plc, announces the appointment of Mr. Trevor Houghton-Berry as Lotus Cars



Head of Commercial Operations effective from 10 October 2005.

In the newly created role, Mr. Houghton-Berry will have overall responsibility for the Sales and Marketing activities for Lotus Cars in all the territories around the world where the brand is present.

Trevor is a British national and has extensive sales, marketing and management experience in the automotive industry, firstly with Citroen UK, and Mazda Cars UK and then with BMW (GB) Ltd, where he held the position of Rover Group Corporate Sales Director, before joining the Board of Directors of BMW (GB) Ltd. as General Manager - Mini UK in the summer of 2000.

Whilst at Mini UK, Trevor had principal managerial and operational responsibility for the new Mini from a year before its successful launch, leading the team responsible for the car's strategy, brand management, product and price positioning, and sales and marketing approach across the UK.

Following the successful launch of Mini, Trevor has spent the last 9 months as Group Head of Marketing for LVG Ltd., a company that has successfully established itself as the leading provider of Driving Instructor Training across the UK.

Clive Dopson, Managing Director for Lotus Cars, said, "I would like to welcome Trevor to Lotus. His experience in all key commercial areas of the car business will be extremely valuable to Lotus. Over the next few years, we will be launching a number of new products to the market- place,

including a new GT type car in the next few months and a new mid-engine supercar that will go into production at the end of 2007; and Trevor will lead the team that will introduce these future models."

Trevor is very excited about his new role at Lotus: "It's great to be joining the team at Lotus and I'm very much looking forward to having the opportunity to work with another famous and iconic British automotive brand. Lotus is one of the finest sportscar companies in the world and I'm really looking forward to helping the team develop the car sales organisation. We will be introducing the brand to new markets, growing the smaller markets and strengthening the mature markets. Over the next few months for example, we intend to launch into the Middle East, Canada and other key markets in Europe and Asia. Growing the penetration of the Lotus brand will be vital, as we prepare to launch a raft of stunning new models over the next few years"

Mr. Houghton-Berry (44) is a graduate from Durham University and holds a Diploma in Management Studies. He is married and has one child.

Lotus Exige "Espionage" makes fashionable entrance at Harrods Truly British Event (press release - 28 Sep 2005)

Lotus Cars, the sportscar manufacturer, and Gieves & Hawkes, the Savile Row tailor, have conspired to form two of the most fashionable accessories for the modern day spy. The collaboration of the British brands is part of Truly British at Harrods, which runs until 15 October, showcasing the best this country has to offer, revelling in the



fascinating melting pot of cultures that makes Britain Great.



Creating the ultimate vehicle for the secret agent demands a flair for creativity and a passion for engineering the latest innovations, therefore making Lotus the perfect candidate. With proven experience from the Lotus Esprit, made famous for its starring role in a couple of the James Bond films such as the "The Spy Who Loved Me", the Lotus Design Team led by Chief Designer, Russell Carr, was able to develop the one-off Lotus Exige "Espionage."

Based on the standard 189 hp Lotus Exige, the coupé sportscar combines the elegant sophistication of the Gieves & Hawkes collection with the engineering ingenuity and style of the high performance trackcar-for-the-road. Complementing the Gieves & Hawkes-designed bespoke classic navy pin striped Spy Suit, the Lotus Exige features a navy exterior and a central white pinstripe flash. Inside the car, the design philosophy has been extended to the seat upholstery (squab and cushion), door inserts and dashboard, using the same Gieves & Hawkes pinstripe wool cloth used in the Spy Suit.

Silk, used in the lining of the suit has been used to clad the back of the seats. The interior also boasts tailor-made leather floormats with "eyelet" detailing, taking cues from the classic shoes worn by the ultimate English secret agent.

Commenting on the unique Lotus and Gieves & Hawkes partnership, Clive Dopson, Managing Director of Lotus Cars, explains, "In this

prestigious celebration of British lifestyle and culture, it has been an exciting opportunity to change the rules, combining the style and elegance of fashion with the interior design of a high performance sportscar. To be associated with a fashion collection such as Gieves & Hawkes, synonymous with a rich tailoring heritage, has provided a unique platform for the demonstration of the design qualities which make Lotus cars such an exciting and special driving experience."

The Lotus Exige "Espionage" and Gieves & Hawkes Spy Suit will be on display in The British Tailoring Room, on Ground at Harrods, until 15 October, 2005. Following the high level of interest, the one-off Lotus Exige "Espionage" is to be retailed at the on the road price of £39,995 following the event.

Group Lotus plc

The main operating subsidiary of Group Lotus plc is Lotus Cars Ltd. which has two operating divisions - Lotus Cars and Lotus Engineering.



Lotus Cars, based in Hethel, Norfolk, UK, builds and commercialises Lotus sports cars, Elise and Exige; produced sportscars for General Motors and manufactures the advanced composite front and rear crash structures for Aston Martin V12 Vanquish

Lotus Engineering is an internationally recognised automotive engineering consultant based in Hethel, Norfolk, UK. Its global facilities include those in Michigan, USA and Kuala Lumpur, Malaysia, and offices in Germany and China. It provides comprehensive and versatile consultancy services to many of the world's car manufacturers and tier one automotive suppliers, from initial concept and project design through development to full production prototype build

GROUP LOTUS PLC IS NAMED "WORLD CLASS MANUFACTURER" OF THE YEAR

The Manufacturer Magazine ranks Group Lotus Plc as No. 1

Group Lotus plc is celebrating after winning The Manufacturer Magazine's "World Class Manufacturer of the Year" 2005 Award last night (Wednesday 28th September 2005).

At a glittering ceremony held at the International Centre in Telford, Group Lotus plc beat the tough competition from fellow finalists JCB and E. C. De Witt to be crowned "World Class Manufacturer of the Year" by The Manufacturer Magazine. A total of 13 judges decided who would win this hotly contested award, with Group Lotus plc emerging victorious.

Clive Dopson, Managing Director of Lotus Cars, commented: "We are delighted to have won this highly regarded 'World Class Manufacturer of the Year' 2005 award. It is a real testament to our staff who has worked relentlessly to raise the standards of manufacturing, and we are committed to continually looking at ways to improve in the future to ensure we remain a 'World Class' Manufacturer."

Luke Bennett, Head of Manufacturing for Group Lotus Plc, added: "This is a fantastic achievement for Group Lotus plc and reflects the top quality workmanship we have at our manufacturing facilities. Each Lotus car is hand crafted, with only one robot in use at our factory in Hethel, Norfolk. We are extremely proud to use local, skilled technicians to produce our cars, and I feel this award highlights our ability to produce top quality world-class sportscars."

Lotus Elise Sports Racer - more than just a colour scheme (Press Release - Fri, 21 Oct 2005)

Harking back to some key Lotus sports and GT racer colour schemes (used on some versions of the Lotus Elite, Type 23, and Lotus Elan) from the 1950s and 1960s, Lotus introduces the limited edition Lotus Elise Sports Racer.

Two distinctly different vehicles have been produced. The first, in Ardent Red, features a single painted white stripe flanked by two thinner painted white stripes and has distinctive white wing mirrors. The interior of the car is also unique, with matching red stitching set against black leather trim.

The second car is Nightfall Blue and has twin painted white stripes



running the length of the vehicle. Again, this car features white wing mirrors and has a unique interior, subtly matching the exterior of the vehicle, with blue stitching on the leather.



Both the versions have a coloured (red or blue respectively) Elise logo stitched into the headrests and unique Elise Sports Racer decals positioned on the exterior of the car.

The Elise Sports Racer will be built in limited numbers with a total production run, across the two colours, of 199 units worldwide with each one given an individually numbered build plate.

Under the blue and red colour schemes, the Elise Sports Racers use some of the best sports and track specific components available including ultra-lightweight 7-twin spoke forged alloy wheels (saving a massive 1.2 kg of unsprung weight per corner), Advan Neova AD07 LTS tyres linked to sports suspension (uprated Eibach springs and stiffer Bilstein dampers), twin oil coolers

and switchable Lotus Traction Control (LTC).

The switchable engine-managed Lotus Traction Control System (LTC) is active above 8 km/h (5 mph) and works through the engine, reducing power when required to maintain traction. It operates much quicker than many brake based systems. A Torsen-type limited slip differential (LSD) is available as an option for tight low speed, high acceleration driving (such as auto tests).

Standard luxury kit includes a colour matched hardtop, central door locking, electric windows, interior stowage net, sound insulation pack, black soft-top with sound/thermal insulation and black full carpet set.

LED rear lights are fitted which are brighter and the brake lights illuminate 2 tenths of a second (0.2 seconds) quicker (or one Elise car length at 70km/h / 43 mph) and are 36% lighter (around 0.6 kg) than conventional filament bulbs.

The Proven and High Performing Engine and Gearbox With a VVTI-i engine (Variable Valve Timing and Lift-intelligent) producing a maximum power output of 141 kW (189 hp or 192 PS) and 181 Nm (133 lbft or 18.5 kgm) of torque, the Elise Sports Racer sprints to 100km/h in 5.2 seconds (60 mph in 4.9



seconds) and 160km/h (100 mph) in 13.0 seconds before reaching a certified top speed of 241km/h (150 mph).

This performance is achieved through a balance of environmental considerations with the fully Euro IV Emissions compliant engine helping the Elise to return 8.8 litres/100 km (32.1 mpg) on the combined cycle, as well as the very low figure of 208 g/km of CO₂ emissions.

Sometimes steel is lighter than Aluminium! A new lightweight pedal box The Lotus Elise Sports Racer uses a new lighter weight pedal box with forged steel pedal arms and extruded aluminium pads. This new unit, which is lighter than the previous extruded aluminium unit, has an electronic throttle for quicker and smoother engine response, reduced brake pedal ratio and improved pedal feel for the brake and throttle. All three pedals are better positioned for improved "heel and toe" brake and throttle control on downshifts. The cable-less throttle also ensures that emissions are managed more effectively and kept as low as possible under all operating conditions.

Air-conditioning is available as an option and weighs in at a featherweight 15 kg.

The Lotus Elise Sports Racer is available from Lotus dealers in November 2005 at a recommended retail price of £31,995 in the UK. Other world market prices will be issued shortly.

Elise and Exige 2006 Model Year

(Press Release - Thu, 3 Nov 2005)

Significant improvements made across the whole range

The new 2006 model year of the Lotus Elise and Lotus Exige ranges introduces new standard and optional equipment including lighter weight components, airbags, traction control and limited slip differential, enhanced trim, adjustable suspension and a new ProBax driver and passenger seat. A new range of colours has been added, ranging from standard solid shades to metallic and fashionable lifestyle colours. The total number of colours available is now 21, excluding the bespoke custom option.

"The Elise has been a huge success, and we are keen to open up more options to the customer, to offer them the choice of making their Elise more track or touring focussed, as well as even more individual to themselves" said Trevor Houghton-Berry, Lotus Cars Head of Commercial Operations.

The improvements for 2006 Model Year

The Elise and Exige ranges have been improved with more options at both ends of the user scales. Four equipment packs are now available, two containing touring options and two containing sports options.

The Lotus customer can now order a car that satisfies both their demands for enhanced trim and more luxury equipment with the Touring Packs or their track and race requirements with the Sport Packs. Touring and Sport Packs can be combined too.



Figure 1 - Faster Tail lights!

Light Emitting Diode (LED) rear lights with integrated reflectors are now standard. When compared to conventional filament bulb lights, the LED brake lights illuminate 0.2 seconds (two-tenths of a second) quicker, which is equivalent to one Elise length at approximately 70 km/h (approximately 43 mph). The LED rear lights are also 36% lighter (around 0.6 kg total) than the conventional filament bulb lights.

Other changes include a new window seal fitted around the door that reduces the wind-noise into the cabin substantially, and a non linear tachometer / rev-counter dial with the unit spacing between 3000 rpm and 10,000 rpm being greater than the spacing between 0 rpm and 3000 rpm.

For security, central locking is standard across the range.

The new light weight pedal box

A new light weight pedal box with steel pedal arms and extruded aluminium pads is introduced on the 2006 Model Year Elise and Exige. This new unit has an electronic (drive-by-wire) throttle for quicker and smoother, more linear engine response, reduced brake pedal ratio and improved pedal feel for the brake and throttle. All three pedals have less travel and are better positioned for easier "heel and toe"

brake and throttle control on downshifts.

Wheels and tyres

Lotus specific Yokohama Neova AD07 LTS tyres are now fitted to the Elise. These tyres have been extensively tested and developed by Lotus and Yokohama engineers and provide high levels of feed back to the driver. The Lotus Exige has the ultra high performance Yokohama Advan A048 LTS tyres.

ProBax Seats - Standard across the range

Lotus is the first car manufacturer in the world to introduce the "ProBax(tm)" seat. The 2006 Model Year Elise and Exige models both have seats designed by Lotus and specifically adapted and developed by NuBax, helping to significantly improve the postural position of the occupant's spine whilst seated. This not only results in an improved level of comfort, but also has significant medical benefits - maintaining a natural curvature of the spine, and markedly improving the body's blood flow. Increased blood flow has been shown to enhance response times, raise alertness levels and reduce the onset of muscle fatigue. Tests on Lotus seats, with the new ProBax(tm) technology, have shown an improvement in blood flow of up to thirty per cent over the pre-2006 Model Year Lotus seat.

Steve Swift, Head of Vehicle Engineering at Lotus, commented, "We carried out extensive tests with people of various shapes and sizes in Lotus seats with ProBax technology and the results are extremely good. The seat padding and "cushion" have been specifically designed by NuBax, enabling us to use less foam and remove the pre-existing lumber mechanism. This has helped reduce weight, vital for Lotus of course,



and increase the amount of useable space in the cockpit."

The seats are clad in cloth for the base and the sports pack Exige and Elise, and in leather for the Elise with the Touring Pack. The Touring Pack Exige is clad in a lightweight stain resistant suede-effect material.

Touring Packs

The Touring Pack includes electric windows, full leather interior for the Elise in a choice of colours (Black, Cream, Biscuit and Red) or Black suede effect interior with leather highlights for the Exige, full carpet set, high specification DAB Radio and CD/MP3 player, and sound and temperature insulation.

The Super Touring Pack includes the contents of the Touring Pack plus an upgraded interior trim with driver and passenger airbags, high specification leather covered steering wheel, front speakers located in the fascia top panel, engine start button, trinket tray stowage unit, cup holder, leather handbrake sleeve, leather handbrake gaiter and gear shift knob and embroidered logo premium floor mats.

Sports Packs

For both the Elise and the Exige, the Sports Pack includes twin oil coolers and switchable Lotus Traction Control (LTC) - see later for a full explanation of LTC.

In addition the Elise has sports suspension (uprated Bilstein dampers and stiffer Eibach Springs) and ultra light weight split-type 7-spoke forged (6J) alloys wheels for use with the Yokohama Neova AD07 LTS tyres.

The Exige with the Sports Pack already has the sports suspension so in addition, is equipped with sports seats and a T45 steel roll-over hoop and

harness bar for the aftermarket fitment of four point harnesses for track use only.

The Super Sports Pack includes the contents of the Sports Pack plus ultra lightweight forged split-type 7-spoke 6.5J alloy wheels (saving a massive 1.2 kg of unsprung weight per corner - compared to the already lightweight Elise and Exige cast wheels), track suspension with Eibachsprings and Bilstein one-way adjustable dampers - with a single adjuster for bump and rebound - and adjustable ride height), adjustable front anti-roll bar, double shear track control arm brace to help cope with the expected kerb abuse during hard track day driving.

In addition the Elise with the Super Sports Pack has ultra high performance Yokohama Advan A048 LTS tyres and a motorsport specification T45 roll-over hoop which when fitted with a Lotus Sport aftermarket 6-point roll-cage is FIA race approved.

Stand alone options

Lotus Traction Control and Limited Slip Differential

A switchable Lotus Traction Control System (LTC) is available for the first time on the Elise and Exige for 2006. The LTC works through the engine management system to reduce power when required to maintain traction.

Unlike many traction control systems, LTC has been tuned to complement the skills of the driver without taking over. The Lotus LTC is active above 5 mph (8 km/h) and operates much more quickly than many brake based systems. The system can be deactivated with an illuminated button which is located adjacent to the gear lever. A Torsen-type limited slip differential (LSD) is also available for



tight and twisty driving (such as in auto tests). The LSD is only available if LTC has been specified and is not available by itself.

Air-conditioning

Air-conditioning is available as a cost option (standard in some markets) and weighs in at a featherweight 15 kg (~33 lbs).

Body Coloured Hard Top

A hard top is available for the Elise for seasonal use.

The New Range of Colours

A new range of colours has been added, ranging from standard solid shades to metallic and fashionable lifestyle colours. New colours include a vivid aspen white, non metallic British Racing Green, a hot Chilli Red, a high metallic Solar Yellow and a harmonious Autumn Gold. The total number of colours now available is 21, excluding the bespoke custom colours.

Engine and Engineering Design

With a VVTl-i engine (Variable Valve Timing and Lift - Intelligent) producing a maximum power output of 192 PS (189 hp or 141kW) and 181Nm (133.5 lbft or 18.5 kgm) of torque, the Elise 111R sprints to 100km/h in 5.2 seconds (60 mph in 4.9 seconds) and 160km/h (100 mph) in 13.0 seconds before reaching a certified top speed of 241km/h (150 mph). The Lotus Exige has similar straight line performance to 100 km/h (60 mph), reaches 160 km/h (100 mph) in 13.2 seconds, before reaching a top speed of 237 km/h (147 mph) - slightly slower than the Elise due to the higher levels of aerodynamic downforce, giving phenomenal cornering power, with around 42 kg of downforce at 1690 km/h - the equivalent of the weight of a new-born rhinoceros!

This performance is achieved without compromise to environmental considerations with the fully Euro IV Emissions Compliant engine helping the Elise to return 8.8 litres/100km (32.1 mpg) on the combined cycle, as well as the very low figure of 208 g/km of CO₂ emissions.

A minimum of one oil cooler is now standard for both the Elise and the Exige.

The 2006 Model Year cars are on sale from 01 November 2006

Specifications and prices of models and options to be listed.

Notes about the Lotus Elise:

Lotus cars are now sold in over 25 countries around the world through more than 150 dealers. ***Over the last two years, the company has entered important new markets including the USA, South Africa and Mexico, and will be entering further territories such as Canada and the Middle East within the next 12 months.*** Expansion of the sales territories is planned over the next few years as Lotus rolls out a new range of products including a GT type car and a new mid-engine supercar.

Around 25,000 Elise have been built by Lotus at its award winning manufacturing facilities at the Hethel headquarters in Norfolk, UK which brings the total number of Lotus cars built since Colin Chapman's first in 1948 to 75,000. Of this impressive tally, the last third of the volume is Elise and Exige from the last 10 years!

Even though Lotus is building more cars than ever before, a Lotus is still a rare and head-turning sight on the



roads, keeping the brand exclusive for those who have one aim: to drive, what is regarded by many, as the finest handling of cars in the world.

LOTUS ENGINEERING PROVIDES SOME FINE TUNING FOR CHEVY COBALT SS SUPERCHARGED TIME ATTACK WIN

Led by GM Performance Division and Chevrolet, with engineering collaboration from Lotus Engineering among others, the Chevy Cobalt SS Supercharged finished with the fastest time overall (1:51) and first in the Front Engine Front Drive (FF) Unlimited Class at the Toyo Tires Time Attack presented by Super Street and Eurotuner magazine on Nov. 8, 2005.

Lotus Engineering provided calibration and engineering support to help maximize the performance of the base supercharged 2.0L Ecotech engine in the Cobalt SS. It developed 283 HP at 6450 RPM and 243 ft-lb. of torque at 4200 RPM without the added nitrous oxide. Tim Holland, director of powertrain Engineering at Lotus USA office in Michigan said "Time Attack races have been traditionally dominated by the Japanese, so being a part of the first domestic team to win this particular event is rewarding."

The Chevy Cobalt SS fended off 50 other competitors such as the Nissan Skyline, Mitsubishi Lancer Evolution, Ford Mustang, and Dodge Neon.

The new Lotus Europa S - 'Business class by Lotus' (press release Tue, 6 Dec 2005)

The new Lotus Europa S, a Grand Tourer (GT) inspired two-seater will provide Lotus customers with a spectacular sportscar with significantly enhanced levels of touring and cruising capability. It will provide drivers with higher levels of practicality and refinement to complement the simplicity of the Lotus Elise and Exige models.



The Lotus Europa S follows the core Lotus philosophy of performance through light weight enabling this refined and very high performing GT car to weigh just 995 kg. This low weight has been obtained through the clever use of advanced and high tech materials including an extruded and bonded aluminium chassis, composite body panels and a very advanced composite energy absorbing front crash structure.

When compared to the award winning Lotus Elise, the Europa S has a larger boot / luggage compartment and easier cabin access, resulting from lower chassis sides and a higher roof line. Coupled with luxuries such as full leather interior, driver and passenger airbags and carpets all as standard, Lotus



has created a "Business Class" driving experience.

However, the Europa S is not a derivative of the Elise or the Exige and has been allocated a separate Lotus type number of Type 121 - the Elise and Exige are both Type 111.



The new mid-engined coupe will deliver high levels of performance from a high torque (263 Nm or 194 lbft at 4200 rpm) 2.0-litre turbo engine producing 149 kW (200 hp or 203 PS) at 5400rpm. The Lotus Europa S achieves around 90% of its maximum torque at only 2000 rpm to give "super car" levels of acceleration from low engine speeds, propelling the car from 0-96 km/h (60 mph) in around 5.5 seconds, and 160 km/h (100 mph) in around 14 seconds. Maximum speed is approximately 225 km/h (140 mph). Being a Lotus, the Europa S has a phenomenal power to weight ratio of 201 hp / tonne (204 PS / tonne or 6.68 kg / kW).

Tony Shute, Head of Product for at Lotus Cars explains the concept behind the new product: "The Lotus

Europa S has allowed Lotus to exploit its extensive capabilities in developing a sophisticated GT car which successfully complements the range of existing cars. The 'Grand Tourer' concept underpinning the Europa S provides the driver with a refined environment, incorporating innovative styling features which do not compromise the superior performance and handling that is synonymous with the Lotus marque."

Describing the Lotus Europa S, Russell Carr, Chief of Design for Lotus says: "The form of a design should reflect the



spirit of the car, and the Lotus Europa S is no different. Where the rebellious track-focused personality of the Exige is characterised by shrink-wrapped athletic forms communicating agility and power, the Europa S has a more fluid, understated language reflecting its more sophisticated persona."

The introduction of a GT car represents both an important and unique addition to the Lotus product range, as Clive Dopson, Managing Director of Lotus Cars, explains: "The launch of the



Europa S re-affirms our position as an innovative player in the highly competitive sportscar marketplace. It allows Lotus to extend its product appeal beyond our traditional customer base, and provides yet another demonstration of the key Lotus brand attributes and high levels of quality for which we are particularly proud."

Production of the Lotus Europa S is scheduled to commence in July 2006 at the award winning and world leading Lotus manufacturing facility at the Lotus Headquarters in Hethel, Norfolk, UK. The Europa S will be sold in all markets where the Lotus brand is present, ***except for the USA and Canada.***

Final pricing and full specifications will be announced closer to the on-sale date, but the price is expected to be the region of £33000 (49000 Euros) depending on individual market taxation.

Predicted Performance figures:

Target acceleration:

0 to 96 km/h (60 mph):

5.5 seconds (approximately)

0 to 160 km/h (100 mph):

14.0 seconds (approximately)

Maximum speed: 225 km/h
(140mph) (approximately)

Lotus GTS Reaction;

Since its announcement the Europa S has been generally derided for looking nothing like the attractive car that it is named after. More recently it is being called the Lotus GTS.

Once again Lotus has failed to keep its promise that all future models will be available in USA and Canadian market. Lotus CEO Kim Ogaard-Nielsen had this to say about the new Lotus "At the LOG I said that we would be aligned



from the end of next year (2006) as I was aware of this last oddity in our line-up. (The car is really good looking and drives well too.) The problem is that we will have to go for an alternative engine if we are to bring this car to the US. This does not rule out bringing the car to the US BUT a decision to this has not yet been made and for that sake is not in our current product plan. Some of the decisions were made before my time and unfortunately not possible to "rewind".

Moving forward however we will be aligned, as I promised!"

Good looking? Perhaps to Ray Charles.

International online response so far to the car is; that it is a letdown. Many had hoped that following the adverse comments about it earlier elsewhere online then they had suddenly seen the light and killed it at birth before this goes any further.



Many really fear for the future of Lotus if this is all they can come up with - essentially an overweight, detuned, re-engined S2 Elise with a derivative boy racer inspired body kit gaining only a slightly more accessible trunk. (and that is being kind!)

Bring back the M250!



The Lotus Sport Exige GT3 (press release - Fri, 16 Dec 2005)

Lotus Sport Exige GT3 undertakes testing for FIA GT3 European Championship

A prototype of the Lotus Sport Exige GT3 race car was unveiled at the annual FIA GT Championship presentation ceremony outside the world famous Casino in Monte Carlo, Monaco on 02 December, 2005. The following day (03 December 2005), the first test for the car took place at the high speed Paul Ricard High Tech Test Track in Southern France under FIA supervision, the first stage in the Lotus Sport Exige GT3 becoming eligible for FIA GT3 competition. This latest FIA series, which will start in 2006, is for race cars that have an equal power to weight, and that have a direct lineage to their road going versions.

The Lotus Sport Exige GT3 entrant has been developed by Lotus Sport, the performance arm of Lotus Cars and is a derivative of the standard Lotus Exige coupé model. Weighing in at approximately 750 kg, it stays true to the "performance through light weight" core Lotus philosophy. The car uses a race prepared 1.8 2ZZ-GE VVTL-i engine with a Roots type supercharger and air to air intercooler which utilises the Lotus T4e Engine Control Unit to produce 285 hp (289 PS) at 7,800 rpm. This gives an impressive power to weight ratio of 380 hp / tonne or 2.6 kg / PS.

Following a brief shakedown programme at the Lotus Test Track at Hethel, factory test driver Gavan Kershaw

carried out final chassis set up work on wet tyres in the morning session at the Paul Ricard official FIA test. This was followed by an outing on slick tyres on a drying track by FIA nominated test driver Christophe Bouchut.

Commenting on the encouraging test session, Chris Arnold, General Manager of Lotus Sport, explained: "We were delighted to attend the official FIA test session. Considering the car was still on the drawing board two months ago it's a fantastic achievement by the team to complete the build in such a short time. We knew this test would be a first shakedown for the car on slicks and I'm very pleased with the results. Our winter development programme starts with a wind tunnel test just before Christmas followed by further work in preparation for the next FIA test in March."



The FIA has announced a five race European championship for the new GT3 class with rounds in the UK, Germany, Belgium, France and Italy. Various national GT Championships are also considering amending their regulations to include a GT3 class.

Basic prototype specification

Like the standard Exige, the Lotus Sport Exige GT3 comes complete with the award-winning light weight bonded aluminium chassis. This is complemented by low weight 5-spoke forged alloy wheels, carbon body panels, and a revised high downforce aerodynamic package incorporating a race front splitter and adjustable carbon fibre rear wing.

An FIA 6-point roll cage, ignition kill switches, and uprated braking and suspension systems including Öhlins 3-way adjustable dampers also feature on the new race car. A 6-speed sequential transmission system and full data logging system have been fitted to the single-seater prototype vehicle.

Availability, full specification, and price of the Lotus Sport Exige GT3 will be announced in early 2006.

Lotus Values – For insurance purposes we need our cars appraised by someone knowledgeable in the art of vehicle appraisals. LOTUS value guides can be found in British magazines available locally at larger newsstands.

Not many list LOTUS values. The only North American industry publication that we have found to date that lists all LOTUS car values, vintage and modern, is the Black Book CPI (Cars of Particular Interest) Collectible Vehicle Value Guide that is published bi-monthly. We have subscribed to this publication and, as a service to club members, will provide you with the information that it contains on your car(s). Call or email Harald.

Three Englishmen

Three Englishmen were touring the countryside in a convertible sports car. The engine was noisy, the top was down and the wind was blowing in their ears.

As they passed through a small town, one said, "I say, isn't this Wembley?"

Another one said, "No, it's Thursday."

"So am I," said the third one, "lets stop and have a pint of ale."

Definition:

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty suspension bolts last tightened 40 years ago by someone in Abingdon, Oxfordshire, and rounds them off.

LotusTimes is the unofficial newsletter of the Eastern Canada Lotus Club (ECLC) and may be published anytime between January and December. The opinions within may not necessarily represent the views of its members, directors or anyone else living or deceased and knowing Lotus now offers traction control (UGH!) and the Exige generates the downforce equivalent to the weight of a baby Rihno.

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