



LOTUS TIMES

July 2005

No. 1

Club News

Where has all the time gone? Our last issue was December 2003 so in case you were wondering if you hadn't paid your membership dues or the executive ran away to Argentina with the club's coffers, neither one is true. It's a simple case of the editor being far too busy and no one else stepping forward to take his place.

Membership dues have been suspended in the interim. Claude has kept careful records and will continue to do so.

On the other hand the editor had suffered all kinds of disasters including the loss of a hard drive with a failed back-up. That was in January of 2004. I just now have had the time and initiative to dig out the files because I didn't want to start all over again afresh. My most sincere apologies to those who have missed the newsletter and been dropped off the regular email notifications.

In the interim your editor has made some executive decisions and will now only email this newsletter. There will be no more printed and mailed issues unless someone is interested in assuming those duties. Sorry.

In the interim we have been meeting monthly on the 3rd Wednesday of each and every month to catch up with each other. There is the usual host of regular attendees and visits from other members as they see fit. The usual camaraderie and "joie de vivre" is always there. We are still meeting 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 purely optional.

Up & Coming ECLC Dates

- July 16
All British Car Day,
10-4 Lakeside
Gardens
- July. 20
Monthly meeting at
the Swan on the
Rideau
- July 30
The Gill Pig Roast &
Garage Tour, 5PM,
rain date Sunday.
- Aug. 17
Monthly meeting at
the Swan on the
Rideau



Welcome new member Steve LaDelpha (1972 Elan +2 130s) from Bedford, NS



Member Bruce Gill and his Red Turbo Esprit were seen tearing up the tarmac on Carling Avenue at the Ferrari & Exotic Car Parade June 5th. I really don't know how the organizers accomplished this but Carling Avenue was blocked off and cars were allowed to run at some speed. Ask Bruce.

VARAC Vintage Festival

John Buszard reports that Mosport was fun and the TVR went excellently (over 120 MPH on the back straight). He was very impressed with the Gagne's Mobile Palace and the quality of the refreshments and meals produced by the catering staff. Kiki 3 & 5 were racing and were fast until one of them lost a wheel. Lots of Sevens for the lapping.

Congratulations to members Ron & Sally Wanless in organizing another faultless VARAC Vintage Festival.

Rumours

Rumours persist that the Elise is coming to Canada. Some Canadian dealers are mentioning that they definitely have cars coming into their showrooms this November. These are "built special for

Canada" Elises, so they can be driven on the street here. Price? \$58-69K CDN depending on options. That would make it just in time for the winter driving season! The dealers continue to take and retain deposits.

USA Lotus dealers on the other hand can't get enough cars to fill the orders that they already have. The Elise continues to get rave reviews in the car magazines and is now being used as a benchmark for car handling comparisons.

Lotus Exige Lands in Canada!



Bounced out the USA as an illegal alien this Exige has found a home in Canada. Spotted recently at the Merrickville car show July 10, it is powered by a Honda motor. Member Jim Duncan says this Lotus will only see track days and special exhibits as it was imported as a race car only with no credentials for the road.



1st annual Ottawa All British Car Day
Saturday July 16th, 2005. 10am – 4 pm

A show dedicated to showcasing and celebrating the complete spectrum of British marques. British Car Clubs in the Ottawa Region have combined forces to create an annual event to showcase their cars, trucks and motorcycles. Our intention is to promote both a social occasion for British marque owners, as well as a community event for the enjoyment of the general public.

In the late summer of 2004, representatives from several of the Ottawa based British Car Clubs got together and started discussing the concept of holding an all-British car show in Ottawa. We realized there were already several car shows in Ottawa each year, but none which showcased only British cars. And so the All British Car Day concept was born.

The show is open to all British cars and motorcycles. There will be an entrance fee of \$20 for people showing their vehicles to cover our costs for the facility and the catering, but there will be no charge to the general public to come and view the cars.

Your entrance fee automatically gets you lunch tickets for 2 people, and entry in the door prize draws, which will occur throughout the day.

The park will be open by 10:00 am for arriving vehicles. We will be parking

vehicles as they arrive, but in no special order by marque or by year. If you want to park your cars together as a club or with a group of similar marques together, please stage them outside of the park entrance and come onto the show field as a group.

There will be a catered lunch for all participants (included in registration fee). We will also have door prizes and prizes for the winning cars.

We will also have the Canadian Tire Cobra and the Royal LePage Mini on display. Anyone can fill in a ballot to win these cars. The draw for the Cobra will be on July 30 at the Canadian Tire Charity Car and Truck Show the contest closing date for the Mini is August 31.

Evening Social Gathering - The car show will be over at 4:00 pm, but we are also planning some evening festivities for any of the participants and their families who are interested in moving to another location for dinner and some social fun with the members of the other clubs. We will be moving the fun to Villa Lucia at 3430 Carling Avenue - They will be open for drinks at 4:30 pm and dinner starts after 5:00 pm. We hope you will stay on and join us for this fun evening after a great show.

You're Invited!

The Gill's invite you to their annual Pig Roast & Garage Tour is on Sat, July 30th!! 5pm, (rain date Sunday.)

They won't be actually roasting a pig but it's a very, very big BBQ. Everyone is invited; please bring your friends, a chair, your own beverages and something to share (salad or desert) Also, RSVP to either Bruce



Gilljd@agr.gc.ca 613 759-1890 or
Jocelyn Gillbd@inspection.gc.ca 613
759-1842 to let them know you're
coming.

New Lotus CEO



Kim Ogaard-Nielsen is appointed as CEO of Group Lotus plc. Group Lotus plc, announces the appointment of Mr. Kim Ogaard-Nielsen, as Chief

Executive Officer on the 30th November 2004.

Mr. Ogaard-Nielsen (46) is a Danish national and has extensive managerial and international experience from a variety of industries. His early career was within the transport sector and included assignments in Denmark, Hong Kong, Japan, and Switzerland for A.P.Moller/Maersk and later Norasia Lines. Later he co-founded an IT-based consulting and outsourcing business, IBIS Corporation, which primarily focused on business process re-engineering and improvement through the application of web-based technology solutions.

Kim is looking forward to his new role: "We are facing tough challenges over the next few months and I am looking forward to working with my colleagues to tackle these global issues and to drive the business forward. We are fortunate to have a brand that is world renowned

for producing great cars and providing innovative engineering services; couple this with our passionate staff and we have the ingredients for a company that has a bright future."



20,000th Lotus Elise Drives Off the Production Line

December 20th, 2004. Production of the Elise reaches landmark figure, making it the most popular Lotus ever. It was only in 1991 that Lotus produced it's 50,000 car in TOTAL car production.

Renaud Gasc appointed



as General Manager Europe of Lotus Cars. Lotus Cars, the sportscar division of Group Lotus plc, announces the appointment of Mr.

Renaud Gasc as General Manager for Europe.

Mr. Gasc (38) is a French national and has extensive international management experience in the automotive industry, firstly with car manufacturer Peugeot, then with car retailer Inchcape and then



with Ferrari - Belgium, where he held the position of Managing Director.

Fluent in English and French, Mr Gasc is a graduate in Business Management. He is married with a daughter.

Clive Dopson, Managing Director for Lotus Cars said; "I would like to welcome Renaud to the Lotus family and look forward to his contribution in building the Lotus business throughout Europe. I would also like to thank Chris Arnold, who took on the temporary role of General Manager for Europe over the last 6 months, which he did in addition to heading up Lotus Sport, our performance division. Chris will continue to develop Lotus Sport and deliver more fine and specialist cars along similar lines to the supercharged Lotus Sport Exige 240R and the pure bred sports racer, the Lotus Sport Exige; both of which have already reached legend status."

Renaud Gasc is looking forward to his new challenges, "Mainland Europe is an important market for Lotus and within this territory of 16 countries, we currently sell the multi-award winning Lotus Elise and class leading Lotus Exige.

"I am also looking to build upon the successes of Lotus within the more mature markets within Europe. We have a number of new and exciting products that will be launched over the next few years, including a new mid-engine supercar for the end of 2007. Therefore, we need to strengthen customer service, aftersales support and marketing activities with the help of our dealer network as Lotus embarks upon its planned growth."

Renaud Gasc joined Lotus on 04 July 2005 and will be responsible for all mainland Europe markets, (not including UK and Ireland).

The Lotus "Circuit Car"

The all new lightweight and high performance track day Lotus The new Lotus "Circuit Car" was announced yesterday (Saturday, 11 June, 2005) by Kim Ogaard-Nielsen, CEO of Group Lotus, to privileged Lotus Club International members at the annual Lotus Club International Gala Dinner held at Norwich City Football Club. Based on the Lotus Elise Aluminium chassis, and weighing in at approximately 600kg, the single-seater car (with an option of two seats) has been designed and engineered solely for Track Day and Club Racing.



The lightweight composite bodywork of the visually dramatic open-topped circuit car combines high downforce from cleverly engineered aerodynamics.

Part of its phenomenal performance is from a supercharged VVTL-i (Variable Valve Timing with Lift - intelligent) engine, and is estimated to achieve the 0 - 100 mph (160 km/h) sprint in a staggering 9.0 seconds. This exciting combination has allowed for a dynamic racing package producing higher performance to that of existing Elise-



based products. An entry-level naturally-aspirated VVTl-i engine will also be available, powering the car from 0 - 62 mph in under 4 seconds.

Tony Shute, Head of Product

Development at Lotus Cars, explains what makes the Lotus "Circuit Car" a leading high performance track car: "The new product has allowed Lotus to once again apply its key "performance through lightweight" philosophy. This is in order to achieve an innovative product for the track day and club racing Lotus enthusiast whilst staying true to the key design attributes of the Elise and Exige products. They are considered to be amongst the finest existing road and track day cars by thousands of owners around the world, and the "Circuit Car" will build on this formidable reputation, helping to further underline Lotus as the ultimate driver's choice."

The introduction of the new Lotus "Circuit Car" will generate additional exposure of the Lotus brand and provide Lotus with entry to further key market sectors, as Clive Dopson, Managing Director of Lotus Cars, explains "The introduction of this new model plays a key role in developing and enhancing the presence of Lotus Cars on the track, whilst providing the driver of today with a pure circuit car which thrives on the essential values of the Lotus brand. In addition, it will be yet another example of a high quality product to be built at our world class production facilities at Hethel."

The Lotus "Circuit Car" is due to go into production at the Group Lotus Headquarters in Hethel, Norfolk, in

December 2005, with scheduled volume of approximately 100 units per annum.

Full specifications and price will be announced closer to the production date.

Predicted Performance figures: Naturally Aspirated VVTl-i Engine:

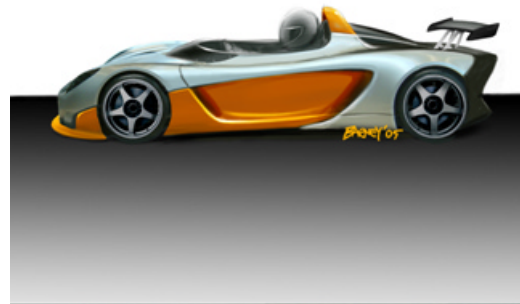
0 to 60 mph 4 seconds (approx.)

0 to 100 mph < 11 seconds

Supercharged VVTl-i Engine:

0 to 60 mph 3.5 seconds (approx.)

0 to 100 mph < 9.0 seconds ENDS.



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 Freise.

Lotus Times is the official 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 that Lotus produced it's 50,000 car in 1991. It was a Lotus M-100 Elan.

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