

Lotus World

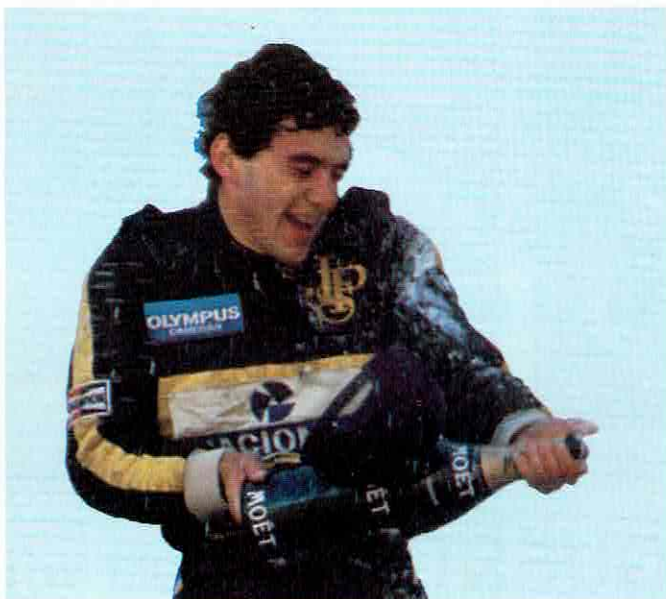
The official magazine of Club Team Lotus and Lotus Cars Limited



AYRTON'S SPA TRIUMPH!

Great news received as we went to print was Ayrton's impressive victory in the re-run Belgian Grand Prix on September 15th. Following another start in true Ayrton fashion he led virtually the whole race distance apart from a very few yards after his pit stop. It was a race, that like Portugal earlier in the year, was clearly stamped as Ayrton's all the way, our young Brazilian star finishing over 28 seconds ahead of second man. The points he received took him into third place in the World Championship, just one in front of his team-mate Elio (fourth). A full report of the race will appear in our next issue of Lotus World, the background stories of the events leading up to the race being guaranteed to make readers' hair stand on end!

Back home at Hethel, Lotus Cars' enormous expansion programme was in full swing and right on schedule. When completed it would provide an addi-



Hero of the Belgian Grand Prix, but particularly of our team, Ayrton enjoys standing on the podium once more.

tional fifty per cent of working area. As you will read in this issue Lotus Cars' Managing Director Michael Kimberley was already doubtful if the present expansion would fulfill the company's requirements over the next three years. "We may be forced to expand outside the company limits as they stand today", he said.

Looking to the 1986 season and in answer to various media reports our race Team Manager Peter Warr re-confirmed that Ayrton would be continuing with us as originally contracted. Regarding Elio's plans Peter made it clear the Team would like him to stay for his seventh season at Lotus. "We hope a solution can be worked out", said Peter.

The sad news they were withdrawing at the end of the current season was announced by the Renault team. At the same time they confirmed they would continue to supply engines to us for the next two years and continue an extensive research and development programme in parallel.



Think Black



MIDDLE TAR As defined by H. M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



John Player Special

Dutch GP Report

AYRTON THIRD

Like their counterparts with other teams our race crew looked decidedly tired when they arrived in Zandvoort for their third Grand Prix in three weeks. Remembering the atrociously long period of time it took FOCA to convince the governing body years ago that a two

week gap between races was the very minimum acceptable it is certainly strange to find the sport has reverted back to a sometimes hideously cramped calendar. Perhaps if the politicians were the ones that had to roll their sleeves up things might be a little different...



Ayrton chases race winner Niki Lauda. Later in the race there was every possibility our No. 12 car would take the lead (he was only 3 seconds behind the leader on lap 34) but then the water temperature soared...(see story).

THREE SURPRISES

We went to Holland confident that we would do well in light of the successful pre-race test session we had enjoyed in the preparation for the race. There were three surprises in store for us as practice opened. The first was that Friday's weather dawned warm and dry for a change. The second was that Piquet's Brabham was back in top

form so much so that Pirelli took their second pole position of the season. The third was Renault's success in producing more power from their qualifying engines. Ayrton fairly bubbled over this new injection of life. Unfortunately he admitted to making mistakes during his first day's qualifying runs and by the time he was ready to put things right on the Saturday the weatherman had turned his back on us and rain was falling!

SAD LOSSES

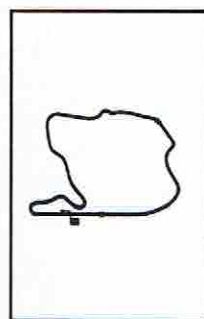
August brought the appalling news of the tragic loss of those two highly talented German racing drivers, Manfred Winkelhock and Stefan Bellof (last year's World Endurance Champion).

It says a great deal for the safety record of present day racing that such terrible accidents, by their relative infrequency, seem even more shocking than those of years not so long ago when such tragedies occurred

more regularly. However such progress does little to lessen the grief and both drivers will be sorely missed within the sport.

Fuller obituaries of these two popular characters have already appeared in motoring magazines the world over and we send our deepest sympathy to both drivers' families, respective Teams and all their many friends.

ROUND 11 AUGUST 25th



FRIDAY PRACTICE

Both our race cars remained unchanged from Austria apart from Elio's (JPS 97T/3) having new suspension parts and gearbox to replace those damaged during the Zeltweg startline accident. The spare car which Elio had driven the previous weekend now had its standard type rear uprights fitted to replace the experimental versions tried at Osterreicherung. Incidentally the cars and team personnel had come straight to Holland from Austria and full race preparation had taken place in the now somewhat old garages.

As untimed practice started the weather had deteriorated, with low cloud and only spasmodic sunshine appearing through the gaps in the clouds and with a stiff south-westerly breeze helping the cars along the main straight. Both our cars were very quick in the morning session and the trap situated at the end of the straight was recording speeds of very nearly 200 mph. By the end of the one and a half hours of running Elio had recorded 1:14.692 and was 9th fastest of the session. Poor Ayrton became the victim of the race officials when after discovering he had a turbo fire which had also set his bodywork alight at the hairpin behind the pits he immediately turned into the access road back to the paddock. Mindful of past disasters incurred by sloppy fire marshalling his action was obviously a most sensible one but he soon found the desk-bound fraternity did not agree! The riot act was soon spelled out to him ("... Car No. 12 proceeded through the area allocated to credential pass holders into the paddock area. This action contravenes Art. 14 (A) ... We the stewards therefore issue a severe reprimand and a fine of \$5,000"). We were not amused to say the least!

As it was there was insufficient time to repair the car; the spare car was set up for Elio at this race and so our young Brazilian found his running at an end and his time

of 1:16.479 was rewarded with a lowly 19th fastest time.

Friday Untimed

1st	Prost	1:13.409
2nd	Lauda	1:13.514
3rd	Piquet	1:13.696
4th	Rosberg	1:13.712
9th	ELIO	1:14.692
19th	AYRTON	1:16.479

FRIDAY QUALIFYING

The first qualifying session opened at 13.00 hours. Elio was baulked on both runs—"I came across traffic twice on my first run, first the Zakspeed and then the Ram, both of them in the middle of the track. This left me with just one set of qualifying tyres with which to set a decent time. The car handled much better on my second attempt and we are fairly optimistic we can do better." His second time of 1:13.078 gave him 11th spot but again like Austria he was to be thwarted by the weather on the second day.

Ayrton did his first run as usual early on in the session and then sat out the remaining period in the pit garage waiting for a clear track. "I hadn't been able to use qualifying tyres this morning in untimed practice because of the fire. My first attempt was the first time I had had the chance to try the qualifying tyres and so I was still evaluating the set up". Just before the session ended Ayrton found the track clear and his second run of 1:11.837 was good enough to give him an overnight 4th spot. "I really don't think I could have driven any quicker—I was right on the limit. I made a couple of mistakes—just small ones—and one there was a touch of the kerb. There are just small adjustments to make for tomorrow and we shall try and improve our time." Like Elio, Ayrton was to be disappointed.

Friday Qualifying

1st	Piquet	1:11.074
2nd	Rosberg	1:11.647
3rd	Prost	1:11.801
4th	AYRTON	1:11.837
5th	Fabi	1:12.310
11th	ELIO	1:13.078

SATURDAY MORNING

The rain and the wind heralded the second day of practice. Although the rain stopped early in the first session and there were hopes for a dry track the rain returned and both Elio and Ayrton concentrated on achieving a good car balance and maximum grip in the conditions. Ayrton recorded 6th fastest time of the period and was 3rd of the Goodyear runners behind Prost (5th) and Mansell (4th). Heading the morning times were the Pirelli wet tyred Ligiers of De Cesaris and Laffite, Ghinzani's also Pirelli shod car taking third. Ayrton was philosophical. "We did some fifteen laps this morning and had a good wet weather test", he said. "Part of the test we ran on full tanks and I am happy with the balance considering the conditions. Whatever the weather tomorrow it will be the same for everybody—a wet Zandvoort is good for grip but always the circuit is hard on tyres." Ayrton's comments underlined the worry that every Goodyear runner was voicing; if the race was going to be wet the teams might even call for three sets of tyres.

Elio's morning practice had given him 12th best time only threequarters of a second slower than his team-mate.



Elio drove a fine race in Holland severely handicapped in the opening laps by a thump from an unidentified car that meant a pit stop for new tyres. Here he leads Surer, Johansson, Alboreto and Laffite in the early stages.

SATURDAY UNTIMED

1st	De Cesaris	1.25.057
2nd	Laffite	1.26.534
3rd	Ghinzani	1.27.774
4th	Mansell	1.28.675
6th	AYRTON	1.29.150
12th	ELIO	1.29.900

SATURDAY QUALIFYING

The session opened with a track even more wet than the morning session. All 26 cars entered for the race had qualified under the previous lap record during Friday's

timed session but now only 12 drivers ventured out onto the streaming track and Ayrton elected to sit it out.

Elio did a ten lap stint and recorded 3rd fastest time behind Laffite and Prost with a 1.30.123 compared to the leading Frenchman's time of 1.28.393. "I have a good wet weather set up which we achieved on full tanks", he said later. "Zandvoort is very abrasive and I have been trying different lines around the corners in the wet conditions to try and find a drier line with more grip. I think we are in good shape if it is a wet race—however we are a little unsure about wet weather tyre wear. Fuel consumption isn't a problem here if it is wet because we use less turbo boost in the wet conditions to prevent excessive wheelspin. If the weather is better tomorrow we shall still be OK as we already had something up our sleeves to improve on the grid positions this afternoon supposing it had been dry."

Fastest qualifying time was some 9 seconds slower than the slowest time in Friday's qualifying period. Obviously no one had improved their times and once again the grid positions were taken from the first day's running.

SATURDAY QUALIFYING

1st	Laffite	1.28.393
2nd	Prost	1.29.507
3rd	ELIO	1.30.123
4th	Brundle	1.32.003
5th	Johansson	1.32.544
6th	Cheever	1.32.572

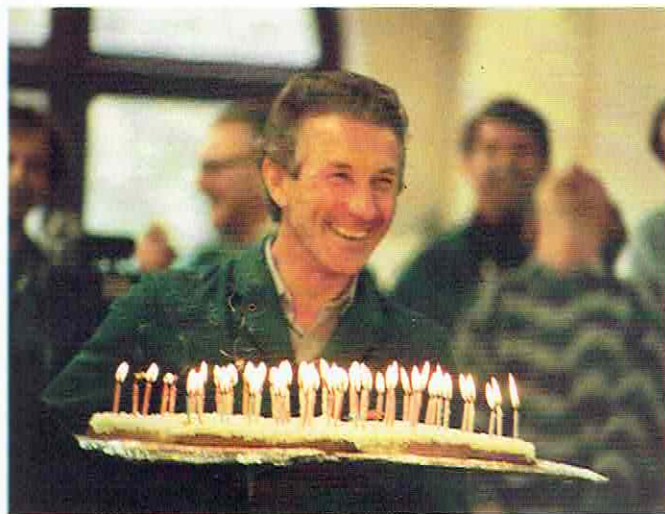
(Start grid taken from Friday's times)

THE RACE

While it continued to be windy on race day the rain had disappeared. By the time of the race the weather was perfect for the spectators with frequent sunny spells

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MANY HAPPY RETURNS!



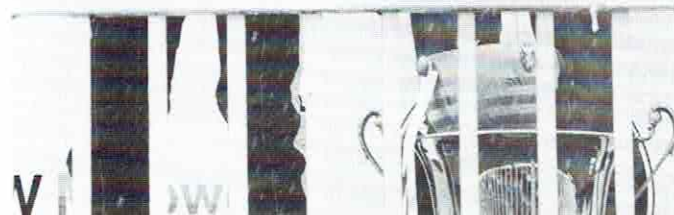
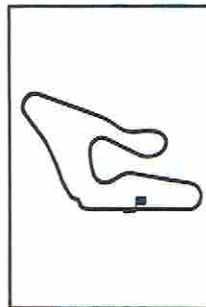
Chief Mechanic Bob Dance enjoyed his fiftieth birthday recently, even though he has been forty seven for the past five years. Above he is seen with the "Team" cake that was presented by Peter Warr after expert culinary work by Yvonne, Peter's wife. Peter also dangled a fifty pound note in front of Bob, which he said would be his if he blew all fifty candles out (regulations banned the help of fire extinguishers or water hose) Bob had extinguished around forty of the blessed things when the first twenty exploded into life again—which all goes to prove you can't get money out of 'PEW' that easily. The presentation was enlivened by a stripping nun who gave Bob a birthday kiss, followed by Bob's quiet comment 'You don't get enough time to see to anything properly here.' Arrival at Monaco saw a good friend of the Team lads, David Thieme of Essex days appear out of the magnetite blue complete with another excellent cake (right) inscribed "Joyeux Fiftieth Anniversaire to Dad". It was a touch typical of David and perfectly echoed everyone's enjoyment of Bob's special occasion. Many happy returns!



Austrian GP Report

Points Reward

ROUND 10 AUGUST 18th



A picture we always enjoy printing! Ayrton does his stuff on the podium in Austria.

Although the journey to Zeltweg for the members of our crew who fly and those that drive by road is a long and tedious affair, the place holds some very good memories for us and once arrived there is always the tremendous Austrian hospitality to enjoy. Elio's great victory there back in 1982 is still something to relish; however last year's result when both our drivers' engines called it a day early on in the race was a more sombre memory and this year we obviously hoped for better things.

FRIDAY'S PRACTICE

The Goodyear pre-race testing calendar had posed a problem. The Zeltweg test dates in July coincided with those of the similar programme at Nurburgring. We plumped for the German track and the penalty of not going to Zeltweg became clear as soon as practice opened. Untimed practice in the

morning proved a portent of the difficulties our team were to experience throughout the whole of the race weekend. The time sheet showed Elio in 7th place and Ayrton 16th, both drivers complaining of handling difficulties.

Unofficial

1st	Prost	1.26.183
2nd	Rosberg	1.26.844
3rd	Lauda	1.28.161
4th	Fabi	1.28.328
7th	ELIO	1.29.195
16th	AYRTON	1.30.986

FRIDAY QUALIFYING

The afternoon's timed session only emphasised the problems we had discovered earlier in the day. "My last qualifying run was going really well" said Elio "but then my rear tyres blistered two corners before the start/finish line spoiling my run. The car is still a bit unbalanced at the moment and now we will have to spend tonight improv-

ing it for Saturday."

Ayrton's qualifying session found both his race car and the spare car "extremely difficult to drive". Both cars had already suffered engine trouble in the morning and in Ayrton's case this meant he had got virtually no running in at all. Now he was finding the car very difficult over the bumps (in fact he was suffering concussion from his car's leaping characteristics over the poorer parts of the track's surface). "I'm experiencing both over-steer and under-steer problems in the corners and the car is generally unbalanced especially over the bumps" he said. Like Elio he looked forward to rectification work in the evening proving successful and the opportunity of improving his lap times the following day. Ayrton's only consolation was that he had now moved up six places on the time sheet.

Friday Qualifying

1st	Prost	1.25.490
2nd	Lauda	1.26.250
3rd	Rosberg	1.26.333
4th	Mansell	1.26.453
7th	ELIO	1.26.799
10th	AYRTON	1.28.123

SATURDAY MORNING

The situation brightened considerably in the morning practice. The improved performance of both cars allowed Ayrton to take 3rd fastest time of the session whilst Elio concentrated on achieving a good balance for his car in preparation for the afternoon's all important qualifying period.

However, like many of the other Grand Prix' held this year, the forecast of bad weather just around the corner (or just over the mountains whichever way you looked at it) was causing some concern, with thunderstorms expected to arrive later in the afternoon.

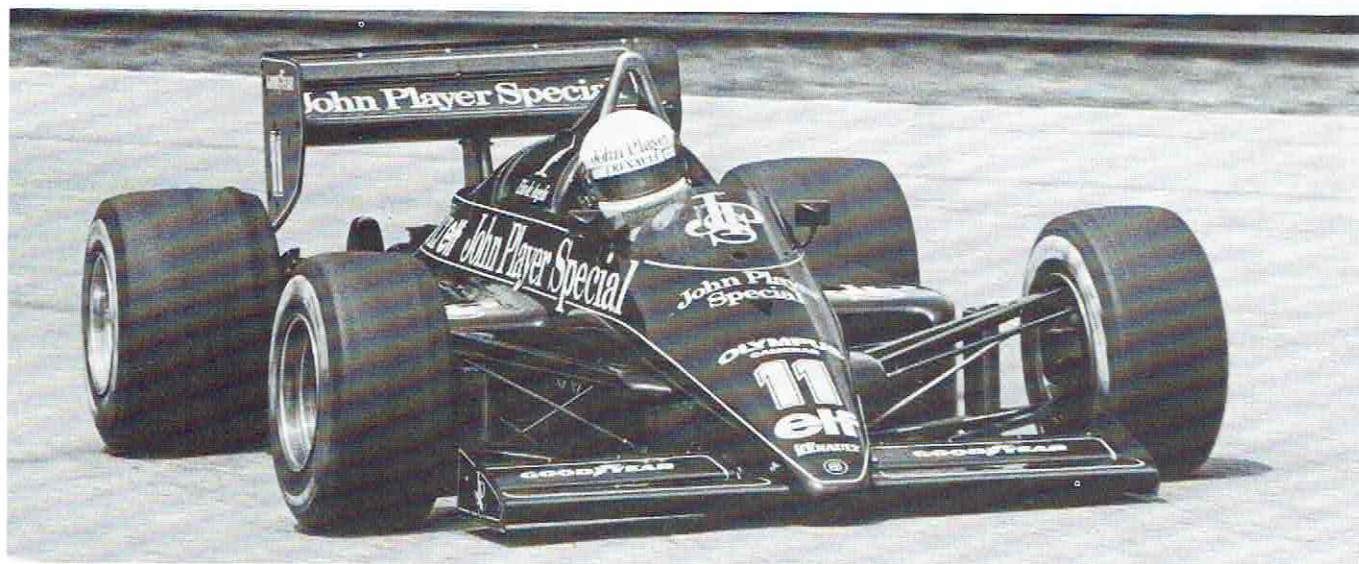
Untimed Session

1st	Lauda	1.27.238
2nd	Piquet	1.27.720
3rd	AYRTON	1.28.152
4th	Mansell	1.28.468
5th	Rosberg	1.29.135
14th	ELIO	1.30.527

Spot on 1 o'clock when qualifying started Ayrton was sitting at the pit lane exit quite confident he was about to improve his position. Frustratingly just 600 metres into



This study was taken in practice...by the time the flag had fallen Gerard had cheered up!



A classic shot of oversteer and Elio's touch of correction. Note the blistering right rear tyre.

his first flying qualifying lap a turbo expired. Then as he returned to the pits it started to rain. Elio meanwhile, had been quite confident that the rain would hold off. It was now painfully obvious that he had been wrong in making this assumption but of course it was now too late. On top of this he had arrived at Zeltweg in less than the best of health and in fact he was to be below par with a virus infection throughout the weekend.

Now the rain was set to last throughout the afternoon and both our drivers chances of improving their times had gone.

Saturday Qualifying

1st	Mansell	1.26.052
2nd	Piquet	1.26.404
3rd	Lauda	1.26.727
4th	Rosberg	1.26.762
5th	Tambay	1.27.502
6th	Alboreto	1.27.516

*Elio did not register a time and Ayrton's short spell on a dry track saw no time recorded on the sheets.

THE RACE

Race day weather was initially warm and dry although by the time of the Grand Prix it was cool and overcast, but at least it didn't rain. In the warm-up both our cars showed another positive improvement with Elio running second behind Prost, Ayrton taking fifth place between Rosberg and Tambay.

Zeltweg is famous for its spectator enthusiasm, particularly directed at their own drivers. No doubt helped by liberal quantities of beer it has always seemed to those workers trying to sleep there are at least three million spectators continuing to chant throughout the whole of the night "Niiiki, Niiiki, NIKI LAUDA!" Unfortunately for the chanters this year a full gale of wind and rain had attacked the area during the night and they were now busy retrieving their camping equipment from great lakes of water.

The start grid was saddened by the sight of the RAM team wearing black armbands in memory of Manfred Winkelhock's tragic accident. When the green light flashed it triggered off a 'kerfuffle' that instantly caused extensive

damage to Elio's car as well as those of Alboreto, Fabi, Tolman and Berger's Arrows. To the annoyance of the crowd (Niki was by this time miles out in the lead!) the race was stopped and the race officials and the workers got together for an urgent discussion.

Elio's car was far too damaged to continue having suffered a thump to the rear suspension, a broken gearbox case and a bent front track rod. Immediately the spare car (in this race set up for Ayrton) was prepared. This meant that he had to drive the race in a completely strange car having had only the warm up lap in which to acclimatise himself.

For the second green light both cars got away safely, Elio holding 5th and Ayrton 10th as they came round to complete their first lap. Elio moved up to 4th on lap 4 but dropped behind the charging Mansell on lap 18 (of the 52 lap race) after his enthusiastic but vain

attempt to keep the Englishman at bay for 3 laps.

Then Ayrton passed our Italian driver as the latter's tyres deteriorated and soon Elio was into the pits (lap 30) for a change. It was a quick stop but it meant he was relegated to 6th place. Ayrton continued to fly and was into 2nd place on lap 40, as Niki retired, and this position he was to hold until the flag fell.

Elio was initially lapped by the leading cars but unlapped himself as his pace quickened and commendably took 5th place.

After the race Elio said "The spare car was totally different from my race car. It was much more difficult to drive as it both over and understeered but somehow I managed to get to the finish and qualify for points." Naturally the handicap Elio had endured in the spare car was confirmed by Ayrton who had suffered problems with it in practice.

Ayrton too had his problems. "My car became more and more difficult as the race progressed" he said later. "As the fuel load got lighter so the car began to bounce around the track. There was also very bad vibration from the engine and occasionally I had to rest my hands from the steering wheel. It was a tremendous relief to finish in the points and now I am looking forward to another good finish in Holland."

No one in their right mind would ever predict the eventual outcome of a weekend in motor racing. In Zeltweg we had had a bad start until our engineers had retrieved the situation and our two drivers had put 2nd and 5th places in the record books and put 8 invaluable World Championship points into the kitty.

Results

1st	Prost	4th	Johannson
2nd	AYRTON	5th	ELIO
3rd	Alboreto	6th	Surer

NEW KENT VENUE

Kent's Club area Secretary, Tony Hammond, has now changed the venue for branch monthly meetings which are on the third Tuesday of every month. They now meet at the George Inn, Trottscliffe which is situated just a few miles from Wrotham in the direction of Maidstone. Although primarily organised for Club members living in Kent, all members are very welcome to attend their meetings.

TITANIC TIMER

Media coverage surrounding the liner Titanic's last resting place recently brought to light a Lotus connection with the tragic ship. Lotus Managing Director Michael Kimberley's family background includes a Grandfather who owned a successful clock and watchmaking business in Coventry. Several of his clocks were fittings on the huge liner so Michael has been following the recent surveys with more than passing interest.

HLR WINE

We thought the presentation of specially brewed HLR wine given to those members finishing in the Historic race at our Brands weekend was a very novel gift. HLR member John Marshall who lives in Bristol has a small vineyard near Bath, growing Mueller Thurgau grapes. John's vineyard extends just over an acre and he produces a remarkable 2,500 bottles annually. This is John's first year in the wine growing business, although the vineyard has been established now for 10 years. John tells us there are over 300 thriving vineyards in England, offering a total of 1,000 acres in all and he quickly listed seven such vineyards around the Ketteringham Hall area. John's involvement with Lotus goes back many years and, in fact, started with what he calls a "dead crib" of a Lotus Mark 6 powered by an 1172 Ford engine.

John is very pleased with the progress he has made with his wine business so far and anyone who would like to sample what I am told is quite delicious beverage should contact him at 22 Kingsdown House, Kingsdown Parade, Bristol.

WANTED! CLUB AREA SECRETARIES

Our Club now boasts successful branches operating both in this country and abroad and we are anxious to expand these facilities so that our increasing membership can enjoy social events near to home.

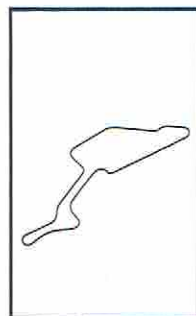
Those members who would like to inaugurate such a facility in their own area are invited to contact us. By return we shall supply guidelines and details of our support in such a venture. We know from our own experience the initial work required is not without some headaches, but the end result can be extremely gratifying as well as a lot of fun!

Those interested should write to: Club Team Lotus, Ketteringham Hall, Wymondham, Norfolk, NR18 9RS.

German GP Report

ROUND 9 AUGUST 4th

Dull with rain...



Although the new style Nurburgring circuit is generally accepted as dull and featureless the month in which this year's event took place could hardly be similarly termed. With three World Championship races scheduled to be run in the same number of weeks, it was a repeat of June's programme and the advance planning essential to ensure every eventuality was covered was one guaranteed to give a severe headache to the most hardened of team staff. Fresh from the end of July Zandvoort test and Ayrton's demonstration run at our Club's Brands weekend our Team left Ketteringham Hall on schedule complete with our three current cars, en route for a circuit quite unable to pump the adrenalin of the most impressionable enthusiast. What makes the Eifel trip even sadder is the fact the old circuit is still there lying just a short distance away from the acres of new concrete.

With our cars continuing to run their laurel wreathed TL logo display the limelight in practice centred on Ayrton's team of last season; Fabi's performance in taking pole position certainly put the cat amongst the pigeons and the fact his tyres were Pirelli reminded us of Elio's pole time at Brands in 1983, the last time this rubber had taken the coveted spot.

Our own participation in Friday morning's unofficial practice saw Ayrton and Elio with times only 1/2 tenths apart, the former being slightly quicker than his team-mate in recording 1.20.548. Nearly another two seconds were to be chopped off this time in the session to follow with last year's pole of 1.18.871 (recorded by Nelson Piquet) due to take quite a beating. At the end of Friday morning's session we were third and fourth behind Fabi and that old fox Niki Lauda.

FRIDAY QUALIFYING

Both our cars ran into mechanical problems early on in the afternoon session. Fortunately Ayrton's almost uncanny ability to put in a scorching time at the drop of a hat prevented him dropping lower than 5th on the scoresheet. He had gone out early on in the session completing only two laps on qualifiers and recording, initially, fastest time of the session with a 1.18.792. Ayrton did not see this as something to write home about. "My run was okay but nothing really special", he said reflectively "I'm not really at my best on the



Yet another brilliant start by Ayrton in the German Grand Prix saw him leap from 5th place on the grid to lead by the first corner! Elio jumped two places and is seen here in 5th place as the race gets under way.

first flying lap".

Sadly that time turned out to be the best the fates would allow him. Waiting until almost the end of the session in order to put his name on pole position, his engine (in chassis JPS 97T/4) refused to run properly at warm up, coughing and banging with a misfire ailment that could not be cured in time. Although subjected to frenzied attention by our Renault engineers the unit refused to run cleanly; finally our Brazilian hiccupped his way out of pit lane giving loud bursts on the throttle in attempts to "clean" it but as the engine revs lowered so the unit's bark died away.

He *did* complete one lap but then returned to the pits shaking his head as frustration settled on the team. Eventually the problem was found to be caused by the remains of a rubber washer that is normally sited in the fuel pipe union leading from the petrol tank, which had blocked the mechanical fuel pump. "We shall have to see what we can do tomorrow", said a calm but obviously very disappointed Ayrton.

Elio was held up on his first run by numerous slower cars that had invaded the track—at one part of the circuit he thought he had flat spotted his tyres under braking. "I was squeezing through one bunch and locked up for an instant" he reported. Apart from this he was also as confident as Ayrton he

would put in a better time later; he reported the engine and chassis were just perfect but like his Brazilian team-mate he was also to be frustrated mechanically in his later attempt to improve his time. Unknown to him his engine crew had made alterations to the engine electronic management settings and as a result the unit's power output had dwindled away. "A great pity", said an inwardly seething Elio, "I was sure to be in the 18's".

Friday Qualifying

1st	Fabi	1.17.429
2nd	Johansson	1.18.616
3rd	Prost	1.18.725
4th	Rosberg	1.18.781
5th	AYRTON	1.18.792
7th	ELIO	1.19.120

SATURDAY

Fabi's pole time was still the subject of much discussion as Saturday dawned. All credit to him Ayrton was also delighted at his old team's spot in the limelight. "It was always a good car", he said, "and it is nice to see them do well"—then he added "but I shall be fastest myself at the end of the day!"

This comment he had made on the Friday. For Saturday he had the weatherman determined to thwart him! The first session was damp throughout so nothing extraordinary could be attempted. Our cars continued to run in preparation for what might be a damp race (as

forecast) Elio doing most of his running in our spare car, chassis stroke 2. Then with just moments to go before the session ended he coasted to a halt in front of our pit with a broken crown wheel and pinion. Times for this session saw our old friend Jacques Laffite in first place and his time of 1.21.204 fractionally ahead of Ayrton's 1.21.226 with Prost (1.21.431) third and Alboreto (1.21.869) fourth.

By the time of final qualifying it was raining quite hard and so any chance of improvement had gone literally down the drain.

With the memory of Portugal still clear enough in our crew's minds to quell any frustration of the wet conditions, both Ayrton and Elio excelled—Ayrton was quickest of all until near the end of the hour when he decided to concentrate on setting his car up for what was now hoped would be a wet race. In those final minutes the track was visibly drying and Elio (using slicks) fairly scorched round to pip his team-mate for fastest time of the session. Our Italian's 1.29.714 was over 2 1/2 seconds quicker than second man Eddie Cheever, Ayrton's 1.36.471 in the rain being quickest in these conditions. At times during practice our drivers had been evaluating on-board radio communication with the pit crew and initial impressions indicated only minimum development remained before the system could be adopted permanently.

Saturday's Times

1st	ELIO	1.29.714
2nd	Cheever	1.32.376
3rd	Tambay	1.33.373
4th	AYRTON	1.36.471
5th	Surer	1.38.330
6th	Rosberg	1.39.547

(Race grid times were taken from Friday's official practice).

THE RACE

Surprisingly race day dawned dry, but dull and cool. Warm-up saw Keke as leader (1.23.116) but with Ayrton's 1.23.398 (3rd) and Elio's 1.23.701 (fourth) things were definitely shaping up for us. In last month's issue we used photographic evidence of Ayrton's incredible start in the British GP; well his German performance was equally stunning and by the first corner he was into 1st place! By the end of the lap Keke was back in front and this is how the race order stayed until lap 15. After dropping back from the Finn in the initial stages Ayrton increased his pace, interrupted only briefly by a backmarker and then closed on the leading car.

In a perfectly neat and quick manoeuvre the Brazilian nipped through on the inside of Keke at

the Dunlop hairpin and then proceeded to draw away. Sadly his performance ended on lap 27 of the 67 lap race when a CV joint failed; the long investigation as to why this most unusual failure (for us) came about is still continuing as we go to print.

Elio meanwhile was also more than holding his own. From 7th on the grid he was 4th on lap one and held his position just behind Alboreto in what was the second race of the event. To indicate the closeness of the battle by lap 17 he was still just .4 behind the Ferrari with Prost in close contention. As Ayrton went out so this group of three moved nearer to the leader and all the signs were there for a long fight to the end. Then on lap 40 our man was out trailing a huge cloud of smoke heralding an enormous engine failure. It had been one of Elio's most outstanding drives, and as he said back at the pits "More than a shame; this was my race to stay in touch with the World Championship".

Results:

1st	Alboreto	4th	Boutsen
2nd	Prost	5th	Lauda
3rd	Laffite	6th	Mansell

CHAMPIONSHIP DATA AFTER SPA

World Championship Manufacturers

1st	McLaren	83	4th	Williams	34
2nd	Ferrari	77	5th	Brabham	26
3rd	LOTUS	63	6th	Renault	16

World Championship Drivers

1st	Prost	69	4th	ELIO	31
2nd	Alboreto	53	5th	Johansson	21
3rd	AYRTON	32		Rosberg	21
				Piquet	21

1985 World Championship

Races:	16	Events to date:	13
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Total Victories Since 1960:

LOTUS	75	Tyrrell	23
Ferrari	62	Brabham	22 (Bernie)
McLaren	47	Williams	19

1985 Winners

Constructors		Drivers		
1st	McLaren	1st	Prost	4
2nd	JPS LOTUS	2nd	AYRTON	2
3rd	Ferrari		Alboreto	2
4th	Williams		Lauda	2
	Brabham	3rd	ELIO	1
			Piquet	1
			Rosberg	1

Tyre Battle: Goodyear:	12	Pirelli:	1
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Pole Position:

1st	AYRTON	5	Fastest Lap:	1st	Prost	5
2nd	Rosberg	2		2nd	AYRTON	3
	Prost	2		3rd	Alboreto	2
3rd	ELIO	1		4th	Rosberg	1
	Alboreto	1			Lauda	1
	Fabi	1			Mansell	1
	Piquet	1				



Our old friend Jabby Crombac's magazine Sport Auto organised a race for the Grand Prix drivers' ladies at Nürburg. Here Elio gives Ute advice on the start line - no doubt he much enjoyed his Manager role for a brief spell! Ute finished commendably in third place.



Our Chief Engineer Gerard Ducarouge confers with Elio during practice.

Lotus World

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DATE CHANGE

Please note that the date of the South African Grand Prix has been brought forward a month, instead of November 16 as originally scheduled it will now be run on October 19, although political moves as we go to print would indicate the race may be cancelled.



Reg Moore who retired last month after seventeen years' service with Lotus Security receives a warm handshake from Group Lotus Deputy Chairman Alan Curtis watched by a large gathering of Lotus staff no doubt almost as sad as Reg at his leaving the company. (An appreciation of Reg's contribution to Lotus is on page 7).



The Austrian Grand Prix produced this excellent presentation of three Lotus all of them owned by members of the race organising staff.

From left to right is the Eclat of H. Matzer, in charge of transport, G. Rupp (in charge of vending areas) and our good friend and Honorary Club member Ernest Huppert who keeps us in close touch with the part he plays in organising various Grand Prix'.

Photo: Ernie Huppert



Team's Cricket Captain Tony Jones, our Works Supervisor, returns to the pavilion with a facial expression little different to that he displays at work. His elapsed innings time was more impressive than his batting; he took 50 minutes to score 5 before being caught by Larry Allison (Tool Room). Tony no doubt wished his transfer from Lotus Cars had never taken place.

Photos: Steve Hallam

The cricket enthusiasts on our Team accepted a challenge from staff at Lotus Cars last month and have been trying to live down the embarrassing result ever since! Our Team's first innings total of 105 runs was easily overtaken by "Cars" (captained by Andy Gardner of Fabrication) after only seventy five minutes and with just two wickets to Team's credit! No doubt Chris Sprake (Engineering) with his 68 not out helped "Cars" very considerably. Here Manning Buckle ("Tricky Dicky" of Team accounts fame) prepares to hit bowler Colin Gething (After Sales Manager) for six; he scored 1 as it turned out. Left to right Andy Gardner, wicket keeper Reg Iveny (Process Manager) and Les Cook (Fettling) can be seen waiting to pounce. Interviewed later Manning said "it was one of my longest spells at the wicket and it gave me the opportunity to get to know our adversaries in the field". (His limelight lasted twenty minutes).



SPECIAL OFFER



As a result of the JPS Watch Collection advertisement that appeared in our August issue we have been inundated with requests from readers both home and abroad. We are therefore pleased to announce we have negotiated an arrangement with Stelux-Clewley and can supply the (left) ladies' and gentleman's watches at the special prices listed below. These include postage and packing charges plus VAT, and are guaranteed to remain without alteration until November 30th 1985.

	UK	Europe	Worldwide
Members	£24.95	£25.40	£25.95
Non-Members	£26.45	£26.90	£27.45

All you have to do is send us your name and address, type of watch required (ladies/gentlemen) and your payment by cheque or credit card (see Subscriptions panel) to:

**Club Team Lotus,
Ketteringham Hall,
Wymondham,
Norfolk, NR18 9RS.**



Di Spire's birthday took place at the Austrian G.P., our race crew arranging the production of an over large cake and an equally enormous birthday card to celebrate the occasion. Our two drivers made the presentation and Ayrton is seen here with the card drawn by Tony Jardine of C.S.S. depicting an 'all-legs' Di complete with race car and caricature of the drivers which was signed by everyone on the Team.

Photo: Franco Lini