

# Lotus World

The official newspaper of Club Team Lotus and Lotus Cars Limited



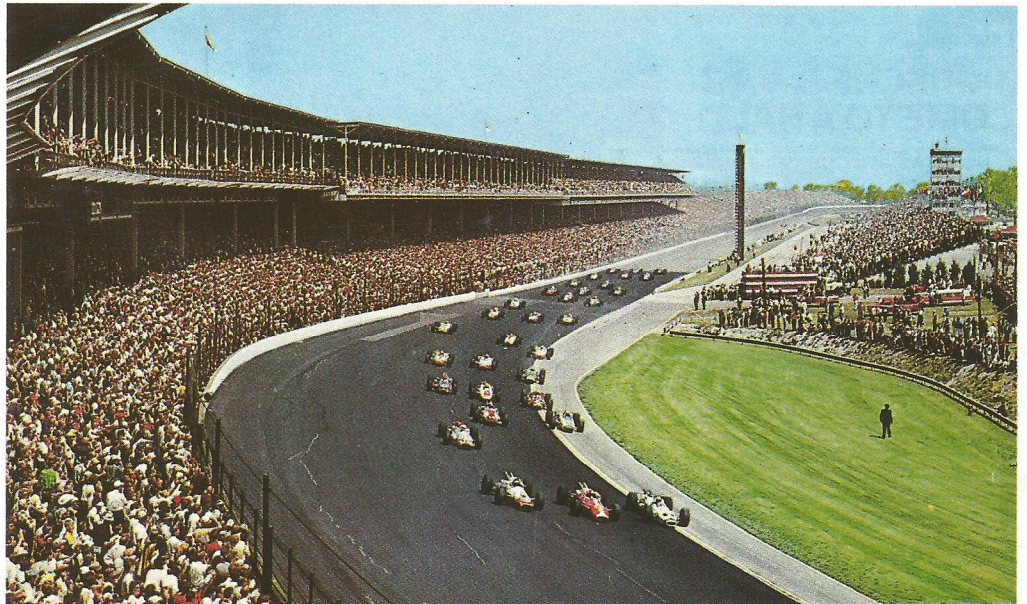
## RETURN TO INDY

Exciting news that was splashed across the world's press as this issue went to print was that Team Lotus would be back at Indy next year as well as taking part in all the 16 races making up the prestigious PPG CART/INDYCAR American series that boasts the world's richest motor racing prize fund of \$10 million.

The Team's name, Winkelmann Team Lotus, brings together two names that were closely linked in Formula 2 racing in the sixties, a liaison that was extremely successful.

Chief Designer Gerard Ducarouge will be in charge of design of the new cars and he has already completed general arrangement drawings.

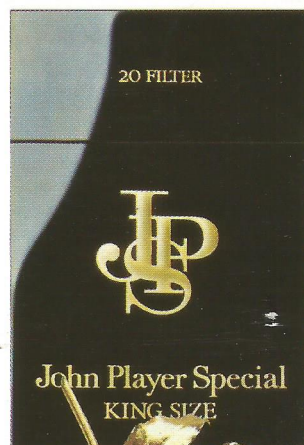
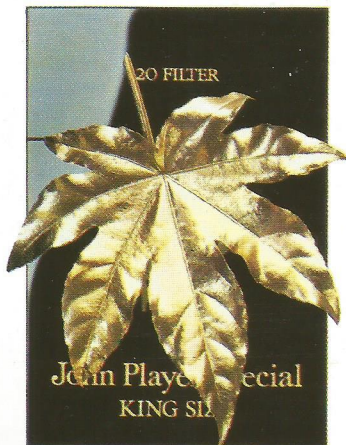
Managing Director and Team Manager Roy Winkelmann, who hails from Arizona, has had a long and distinguished career in the sport and will headquarter the new Team in the States, the cars being built at our Norfolk base. (more news in this issue).



The 1966 pace lap gets under way at the fabulous Indianapolis Oval with Jimmy Clark on front row (centre). The huge shunt that followed upset our lap charts and as a result Jimmy finished second.

Photo: Indy Motor Speedway Corp.

# Black in the beginning



JPS1BLW

MIDDLE TAR  
- As defined by H. M. Government

DANGER: Government Health WARNING:  
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

# WINKELMANN TEAM LOTUS

## OUR U.S. CHALLENGE...

Last month's announcement of the formation of Winkelmann Team Lotus marked a reunion of two of motor racing's most respected names, renewing an association that brought resounding successes to both parties in the late sixties in the intensely competitive arena of Formula 2.

The new Team has its sights set on the 1985 PPG CART/INDY car World Series (sponsored by the Automotive Finishes Group of PPG Industries) which comprises 16 events and is the world's richest

motor racing championship boasting a prize fund in excess of U.S. \$10 million. Contained within the Series is the world's biggest single sporting event, the Indianapolis 500, which even when we first went there over twenty years ago could claim an attendance of 350,000 spectators on race day alone!

Gerard Ducarouge, our Chief Engineer, is designing the all-new Winkelmann Lotus car, two of which will be entered in all events of the 1985 championship. This re-

newed involvement of Team Lotus in the American motor sport arena will mark the 20th anniversary of our last successful USA challenge, when we won the Indianapolis 500 with Jimmy Clark.

Peter Warr, General Manager and Director of Team Lotus International, commenting on this exciting new development said "We have been following the emergence of the PPG CART/INDY Car World Series with considerable interest. Although Team Lotus have been considering a challenge for some time, until now

the chemistry was not right. The opportunity to re-unite with Roy Winkelmann was just the motivation we needed, and we are confident the new team will generate the level of success that we previously experienced when Team Lotus and Winkelmann last worked together".

The new Team, whose headquarters will be in the USA, will present the new car, along with drivers and team sponsors, later this year and Lotus World will be publishing news and facts about the Team as details are announced.

## ANOTHER WORLD

A look at racing, American style...



The new team at their first CART race. Left to right Managing Director Roy Winkelmann, Peter Warr and Gerard Ducarouge seen at Meadowland Track, New York, July 1st.

The weekend prior to the Dallas Grand Prix saw Peter Warr and Gerard Ducarouge in New York attending the Meadowland PPG CART race in company with Roy Winkelmann and Ekrem Sami. Their arrival in 'Big Apple' was a damp affair coinciding with torrential storms that virtually stopped the City in its tracks, the busy tunnels leading to Manhattan Island being flooded as were the train subways, airports and roads.

The Meadowlands track is situated on recovered marshland, and is only twenty minutes ride from the City centre. It consists of a huge sports complex where the locals can watch anything from ice hockey to basketball in a year round programme that totals 358 sporting events!

### Old Boys

Peter Warr's first impression as he walked down the pit lane looking at the cars and crews was that he'd come to a Team Lotus Old Boy's convention as numerous faces from our past came into view. Hughie Absalom (from our sixties Indy team), Beaky Sims, Vic McCarthy (F.I. early seventies) Alan McCall (F.I. sixties), Mo Nunn, Vic Warren (Fittipaldi late seventies) and others gave our new Team members a cheery greeting, coupled with typic-

ally crisp comments!

Promotionally it was all American style and aimed principally at the spectators' and TV viewers' benefit, one excellent idea in particular being the T.V. camera carried on board Bobby Rahal's competing car so armchair viewers could duck the wreckage and change gears along with the driver.

For sheer professionalism among the 30 cars assembled one had to admire the Penske and Carl Haas teams, our old friend Mario Andretti driving the Newman-Haas, Budweiser Lola T800 for the latter. As a promotional exercise for British engineering it was an event sadly lost (as usual) on our own media people, 26 Cosworth engines sitting in the twenty-eight chassis' on the starting grid, 24 of these being March's from Bicester, 2 Lola's from Huntingdon, one of the latter sitting on pole with Mario (who won the race) on board, ex F.1 Tyrrell man Danny Sullivan being in the second Lola that took second place in the race.

### Chalk & Cheese

Like the Indy style racing of the past the comparisons between this category and Formula One are like chalk and cheese. When someone over there says they are in turbo problems they mean their one and only spare will be ready for use two

month's hence - in F.1 this comment would probably be applied to the next batch of 50 or more. Engine life over the pond is most impressive; one team had just used *one* engine for practice and a race, a test programme, another practice and race and one more practice session before changing it!

For pit stops only 5 crew members "go over the wall" and then only when their car comes to rest. This usually means two concentrate on refuelling, one goes to the front wheels and one to the rear each having to deal with two wheels each. Drinks for the driver are on the end of long stalks handled from the pit although one team was seen to have one expert shot who could land a tin of Coke plumb in the driver's lap, from his position behind the wall although how the poor driver got the cap off with his Nomex gloves and then got the beverage to his lips over his helmet chin guard and under his vizor was not discovered.

### Stylish Trucks

The race car transporter fleet was as competitive in style as the cars were in racing with first one, then another team constructing their

piece of useful data connected with the race, information on the sponsors, media, team publicity and historical facts and figures.

### Wise Men

With rain in the offing just prior to the start the European drivers taking part were the only ones to have fitted wet tyres before the two lap parade and one lap warm up. As the parade got under way so others dived into their pits to change, forsaking their grid positions as this meant they had to go to the back of the grid. Then in the early stages of the race a big shunt brought the yellow lights on and under the no passing rule that results in a relatively *slow* procession the remaining cars requiring wet tyres dived into their pits. This might all sound chaotic in print but the end result was that the fast boys finished up at the back of the procession at the time the green light flashed on, which all made for great racing.

Although this race was a huge spectator attraction, the Dallas numbers were four times as great as those in New York, although it must be said the Texas event turned out to be best of the year for the paying

## Bombay in New York

Mike and Anne Murphy our hospitality crew for many years now run a similar facility for Mario Andretti's Electrolux sponsors complete with interior wood decor from Hawaii topped off by chandeliers! The Team's entourage totals four very large vehicles which carry a show car for permanent display in the paddock and includes amongst other things a tame 450lb Siberian

tiger called Bombay. Her two and a half week old offspring was also in attendance and was later seen going home in a plush carrying device marked "Cabin Luggage". It transpired that Bombay's owner has over 140 similar animals on his 3000 acre farm, five of them living in the house with him - it must be quite an event pushing their noses in the whoopsie!

latest truck slightly longer than the others. Strangely enough the American regulation width for trucks is slightly under European regulations so they can get longer but remain "thin". Biggest of the bunch at this event was the Forsythe Skoal Bandit team truck, but for sheer style Penske was again *number one* with a magnificent streamlined tractor complete with wind fairing that enclosed the gap between tractor and trailer.

Race organisation was most impressive, the four executives from our Team being given 5 Star V.I.P. treatment in the shape of go-anywhere passes, brochures listing every

viewers.

### Museum Visit

Any Team members' visit to New York would not be complete without a visit to the "Museum", the title for Kenny Szymanski's East 85th Street apartment, and Peter and Gerard duly went along to pay homage; the historical team exhibits on display usually create hours of chat and reminiscences! Kenny's Team service also extended itself to watching over Peter and Gerard's flight to Dallas - when their economy boarding passes were handed in at La Guardia airport they were returned marked as First Class!

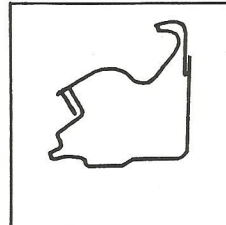
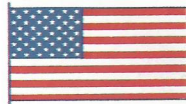


# John Player Special

## Report from JR' Sville

# BEST OF THE LOT

JULY 8  
USA  
DALLAS



WINNER  
FASTEST

Keke Rosberg

LAP: Niki Lauda 1.45.353 (82.830 mph)

The highly impressive outline of the City of Dallas that our crew saw as they drove in from the airport was tempered slightly when they arrived at the track. The State Fair Park in which the circuit was laid out is quite old, the numerous photographs of the circuit that had been studied in some depth by our engineers prior to arrival had given the impression of a track wider and with corners of larger radius than its counterpart in Detroit. High lap speeds were expected and with concrete walls bordering the track it was strongly imagined this would be a most dangerous event for anyone who put a wheel so much as an inch out of line, but as it turned out lap speeds were very similar to those at Detroit. A quick tour round the circuit in a rent-a-car on arrival emphasised that this new circuit was incredibly bumpy even though it had recently been resurfaced but there was no apparent reason for this built-in hazard.

### Body Mods

Much of the work in preparing the cars had been completed in Detroit. On arrival in Dallas, intensive modifications were made to the bodywork of our cars to improve cooling, the spare car having alterations made to the air to air inter-

difficult to imagine the incredible strains this imposed upon the drivers in their very hot cars although surprisingly no one suffered from exhaustion in the race itself.

### Extra Practice

As it was a completely new circuit unofficial running was scheduled for Thursday which also gave the organisers the opportunity to test their emergency systems as well as making last minute modifications to the track. For us it was important to get our drivers' impressions of what was required concerning gear ratios etc. Concern was expressed at the track layout whereby the entry to the hairpin narrowed to only single car width which made driving unduly hazardous. Also, the organisers had resorted to using piles of rubber tyres for protection in certain areas but this caused no problem in the race itself. Another item calling for maximum concentration was where the track suddenly went from tarmac to concrete surface which was yet another hazard to add to the list. That initial run around the circuit in the hire car led our engineers to venture they were quite confident that our cars would perform well and reliably all things considered. How right they were, as all three



Good heavens! Elio will have to move to a better home address after the honour of meeting Sue Ellen.

Goodyear tyres available ensuring they were all scrubbed-in so that whichever sets we chose for the race would have a full two days in which to cure properly. Only slight wing adjustment was called for, both cars again being quick, very quick, straight out of the box. Only Derek Warwick (and he was on full boost and qualifiers) headed Nigel, Elio, who also circulated extremely quickly, taking fourth spot.

1st.	Warwick	1.38.617
2nd.	NIGEL	1.39.531
3rd.	Prost	1.40.062
4th.	ELIO	1.40.379
5th.	Arnoux	1.40.437
6th.	Fabi	1.40.877

### Carnage

Friday saw a carnage of shunts, six cars being seriously damaged, the worst one from the British fans point of view happening to Martin Brundle who received injuries which it is estimated will keep him out of racing for two long months. Even Niki Lauda went off the road giving the wall a big thump in his first off road excursion we can remember for the last five years. Even more annoying for Niki was the fact this was the first race his personal doctor had missed for a long time having himself injured a hand and so the Austrian ace had to rely on local medics. Both Elio and Nigel also went astray, the damage to our Italian driver's

car being sufficient for it to be towed in. Nigel Mansell returned to the pits after one big thump (of which he was obviously unaware) and he reported the car was absolutely fantastic with no problems at all until someone asked him why one of his wheels was broken!

By 1pm the heat was unbelievable the tarmac being almost too hot to stand on. Elio could only manage ten laps before he had to return to the pits for a breather and at this stage it appeared there would be problems for the drivers in the race.

1st.	Lauda	1.36.317
2nd.	Prost	1.36.360
3rd.	Piquet	1.36.698
4th.	Warwick	1.36.750
5th.	NIGEL	1.37.334
7th.	ELIO	1.37.916

### Friday Qualifying

The decision was taken to try the new Goodyear rears ("C"s) which proved to be the best we had used to date. Nigel was easily the fastest in this session Elio taking second place in the car he had knocked a wheel off in the morning session even though he was held up by Arnoux during his last quick run. It must be said again that a remarkable job was completed by our race crew, Elio's men actually repairing his chassis in the period between the two sessions and accomplished in unbelievable heat. Our spare car had a misfire

continued on page 6 ▶

## HARDWORK

For all the prosperity displayed the hard worked mechanics toiled in less than ideal conditions. The State Fair Park arena, smaller than its counterpart in Detroit and nowhere as suave as the Long Beach building, cost \$2,500 a day just for air conditioning and subsequently this was not switched on until practice opened. The tyre depots were situated in an area normally used as cattle pens but the organisers provided each of the teams with buggies

so as to make the task of carrying gear such as unwieldy wheels much easier. The identical twins who looked after the garage area at Detroit were also on hand in Dallas. Their constant efforts to help any team in problems, however large or small, was again especially noteworthy apart from the fact you could have a long conversation with one only to find the problem you were talking about earlier had been with his twin!

coolers which were later found to make little improvement so normal radiators were re-fitted. Temperatures were incredibly high with track surfaces registering 150 degrees + and it is not

team cars ran without a falter throughout the four days and were so quick that final qualifying saw both our cars parked without turning a wheel in anger!

Thursday saw us trying all the

◀ continued from page 4

for this session so was parked in the garage again and Nigel's second run was again quickest of all. His time of 1.37.041 was in stark contrast to the earlier estimations that pole time would be in the 1.32/33 bracket but obviously the incredibly bumpy track which was already breaking up in a number of places was the root cause. Only low boost could be utilised and race tyres were acting as qualifiers in the extreme conditions. The Good-year shod cars really came into their own in Dallas, the Michelins being quick in the morning but slow in the afternoon.

1st.	NIGEL	1.37.041
2nd.	ELIO	1.37.635
3rd.	Arnoux	1.37.785
4th.	Lauda	1.37.987
5th.	Senna	1.38.256
6th.	Warwick	1.38.285

off a corner on the opposite side to the one that had suffered the previous day but damage was quite severe with both the top rocker and bottom wishbone being badly bent as was the driveshaft, the C.V. joint being broken.

1st.	Warwick	1.38.785
2nd.	ELIO	1.39.474
3rd.	Senna	1.39.911
4th.	Fabi	1.40.316
5th.	NIGEL	1.40.358
6th.	Piquet	1.40.378

## Final Qualifying

During Friday's sessions of practice the afternoon times had been slower than the mornings due to the phenomenal increase in temperature and we felt certain that Saturday's running would follow suit. Derek Warwick put the cat amongst the pigeons by being quicker in his opening laps than he had

veins was very reminiscent of good times in the past.

*1st.	NIGEL	1.37.041
*2nd.	ELIO	1.37.635
3rd.	Warwick	1.37.708
*4th.	Arnoux	1.37.785
*5th.	Lauda	1.37.987
*6th.	Senna	1.38.256

\*From Friday's practice

## Rebuilt Circuit!

What with Can Am cars running, our own practice sessions and that for historic racing cars the circuit was now looking very sorry for itself and during the night mechanical diggers moved in to dig out whole areas of track prior to laying new concrete. All this effort was very commendable, apart from the fact that two areas failed to harden!

## Use Your Headlamps

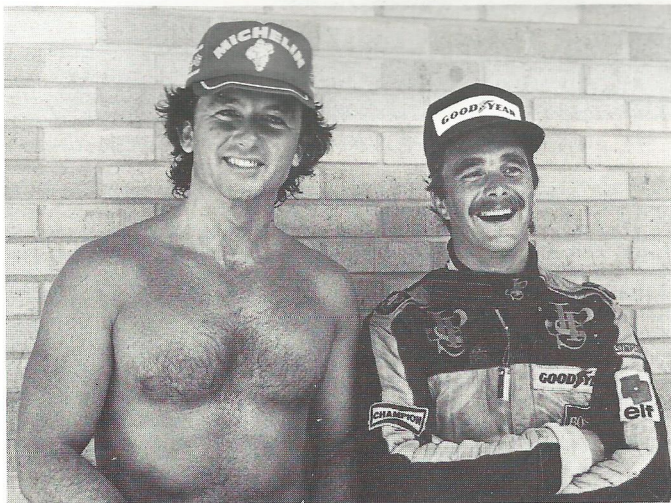
With the race start scheduled for 11 a.m., early morning warm up was *really* early morning and programmed for 7 a.m. As Peter Warr remarked it was the first time he had ever gone to a circuit to practice in the pitch dark, and when he got to the circuit he found preparation of the cars being completed by mechanics using torches! Then just to make everyone a little more tense came the announcement there would be a two hour delay due to the still wet concrete and so both drivers and mechanics disappeared to the garage area. As concrete could not now be used the organisers obtained supplies of asphalt and with only one hour to go the biggest hole on the circuit had still not been filled. Lovely little Jacques Laffite had arrived at the circuit in rather splendid pyjamas but his humorous attitude was not reflected by the other drivers who were now creating serious aggravation with the race organisers which only started to quieten down again when those sponsored by Marlboro realised the President of Philip Morris was present.

## Shock

Then came the shock announcement there would be no warm up period at all so now all the teams were engulfed in completing preparation for the race changing to new gears in gear-boxes and the many other bits and pieces that had to be attended to. By now the spectator attendance had swollen to 102,000 and as the majority of them were very butch Texans, many of them displaying their John Wayne style Colt 38's it seemed inappropriate the star drivers from Europe should be heard making remarks such as "we don't feel like racing today!"

## Nigel gets them going

With his adrenalin supply no doubt helped by his pole position Nigel became more and more irritated by the delay while the arguments continued and he returned to the pit road muttering language which was positively non-Mansell. Using very explanatory expletives he signalled for the car to be started and roared onto the track. Anyone who has been present at similar affairs will know that merely to start a race engine is sufficient to stop the political wrangling as the remaining drivers scatter in all directions to get to their cars. On this occasion it worked perfectly and before anyone knew what had happened cars were screaming down the pit road so as not to miss out on anything. When Nigel and, later, his compatriots returned to the grid area they did not slow down but blasted through in order to get another lap, scattering all the officials carrying banners and other explanatory boards. Immediately the red flags went out and with race start time already behind schedule they all formed up on the grid. Then came more confusion. Some said we would race, others said "no race."



We thought Nigel was muscular but this is ridiculous! 'Bobby Ewing' of the T.V. Soap Opera (Patrick Duffy in real life) enjoys a joke with our Nige. We don't like his hat of course.

## Saturday Morning

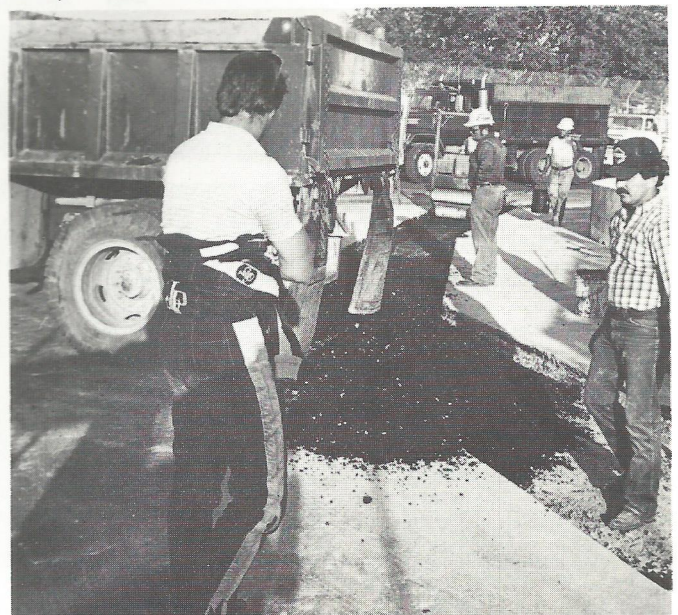
Nigel's opening performance, running with full fuel tanks, gave him 5th fastest time of the session. Meanwhile, Elio was also going very quickly (also with full fuel tanks) and after trying several Goodyear compounds came into the pits to have 25 gallons pumped out so he could concentrate on some faster runs. While this work was going on he jumped into the spare car, his first lap being a *slow* acclimatization period, his next lap fastest of the whole field! The anticlimax came on lap 3 when he failed to appear following a heavy thump of the wall in which a wheel was knocked off. Full marks to Elio that he'd knocked

been previously and we quickly prepared our two cars in case this was the order of things to come. As the minutes crept by however it soon became obvious that a driver would only better his previous times by way of a miracle and so the covers went back on our cars, both drivers ready to go out supposing such a miracle happened. Then just twenty minutes after practice had opened Renault pushed their cars away to commence race preparation and ten minutes after that Brabham did the same. So there we were with both our cars on the front row of the race grid without a wheel turning in anger during that final session. That extra special feeling that seeped through our

# DALLAS FAKE

A visit to the South Fork ranch that appears in the Dallas TV series was a big let down. Although on the goggle box it comes over as an impressive ranch with huge swimming pool and wide vistas it is, in fact, the size of a small three-bedroom house with a swimming pool no longer than 14 feet! Most of the filming takes place in California with the tear-jerking, highly

dramatic breakfast scenes by the swimming pool filmed at the much bigger pool in our crew's hotel. Alfa Romeo's sponsors organised a Dallas style party during the lead-up to the race its highlight being J.R.'s (Larry Hagman) turn-down of his invitation together with the strongly rumoured fee of \$70,000 that went with it.



Nigel watches the asphalt go into some very big holes as the start time for the race draws nearer and nearer.

# Lotus World

Other suggestions hinted there would be further delays and the net result was utter chaos.

## The Race

When the green light eventually flashed on, there started what everyone now agrees was the best race of 1984 so far. Poor Arnoux had an engine that was reluctant to fire up and so when the race warm up lap was completed he took his now rightful place at the back of the grid. From the flash of the green light he drove like a demon and it was amusing to see in one English newspaper his effort was described as "steadily driving through to second place!"

Poor Nigel! He drove superbly and led the race in handsome fashion until lap 36 of a race distance now shortened to 67 laps. On that lap soon after half distance he had found his rear tyres had gone right off, a problem we might have anticipated and corrected if we had had the morning warm-up.

Our programme had called for fuel to be cooled to +5 degrees but events had got out of hand in Elio's case and just prior to filling his car up at the start it was found it had been over-cooled to -5. As a consequence of this he had a misfire initially, the engine sounding terrible, but then it cleared itself and he steamed up to Nigel's exhaust pipe.

## Warning

Prior to the start Peter Warr had insisted that both drivers take as much care as possible of their gearboxes as first and second gears were used four times a lap on this circuit and we did not want a repeat of our Detroit problem.

The carnage of shunts continued as the race progressed dead cars being parked all around the circuit, Cecotto writing off his second chassis of the weekend. Enthusiastic Senna was rumoured to have hit walls five times all told. On one occasion when he did this in front of Nigel a piece of wheel over 8 inches long detached itself striking Nigel's helmet.

Bellof, as usual, was well worth the price of admission alone in his sideways circulation of the track but this culminated in another huge shunt and he was out. Piquet went backwards into the wall and retired. Derek Warwick finished up in a pile of tyres. Tambay threw an unusual fit of the wobbles when he returned to his pit after giving a wall a huge thump asking his Manager in a plaintiff voice "the rear wheel came off! Why?" The thump had been so great that top and bottom joints had been pulled right out. Derek Warwick's after race comments are worth recording; "the chassis was fantastic, the tyres were great, the engine was perfect - the only dismal failure was my brain".

## Another Thump

Nigel was the next driver to give the wall a thump and this

occurred on the last lap. As a result he lost all his gears and started to push his car home. It was only the incredible heat that eventually brought his gritty race long performance to an end when he collapsed. Peter Warr supported his effort to the hilt in suggesting the last lap had exceeded the two hour time limit (if his protest had been successful this would have elevated Nigel to fifth place) but careful study of the rules showed the result to be correct and Nigel finished up with only one World Championship point.

Elio put in another very fine and consistent drive, completed without striking either wall or other race cars and was duly rewarded with third place.

## Luck

And so the North American season was over. Peter Warr was back in the office on the Monday obviously happy at third and sixth places but even more happy that our total accident loss from three events was 12 outer wheel rims which compared well with some teams such as Ligier and Toleman who had each taken three cars and lost two in crashes.

Peter Warr was to accompany Nigel to Paris on July 17th to answer a summons from FISA in connection with Nigel's accident on the Detroit start line. Peter was taking a video taken from the Goodyear airship which showed the whole thing in plain view and which clearly showed the problem Nigel had been faced with.

## Dallas Doodlings

For a town known mainly throughout the world for its soap opera TV namesake our Team was taken aback by the

◀ continued from page 5

tinued when our association with John Player was renewed in June 1981.

## Comments

The London Evening Standard's view of the new logo was that it "had become a stylised version of the shape with Lotus skilfully interwound to capture the flavour of the founder's old monogram."

Lotus Chairman Mr. David Wickins was at pains to make it clear the change was not made with any intention of decrying Colin Chapman but the word Lotus was now much bigger and this meant the people in the factory would get the credit for the cars they were building.

## Continuation

Several Lotus owners, fearful supplies of the old style badge would disappear overnight, said they were keen to buy up stocks to use on the new cars they would buy in the years to come. To this suggestion may we put everyone's minds at rest by our assurance the original symbol will continue in production and will be seen and respected the world over where it is applied to our "Classic Lotus" Parts and service operations.

sheer magnitude of its local airport Dallas-Fort Worth. Conservative estimates calculated the total area of airport buildings and runways to be the same size as Norwich, the facility serving the twin cities of Dallas and Fort Worth and situated plumb in the middle of the County boundary line. In the vicinity of the airport an eight-lane Highway marks the County line and whereas at numerous American airports parallel runways are not unusual this one boasted two parallel runways one on each side of the Highway. At one time Peter Warr counted 12 aircraft taxiing around the perimeter having just landed or about to take off and colleague Gerard Ducarouge was visibly im-

pressed by a departure board that showed 22 aircraft departures over a seven minute period! To get from the terminal to the hire car facility was a four mile journey.

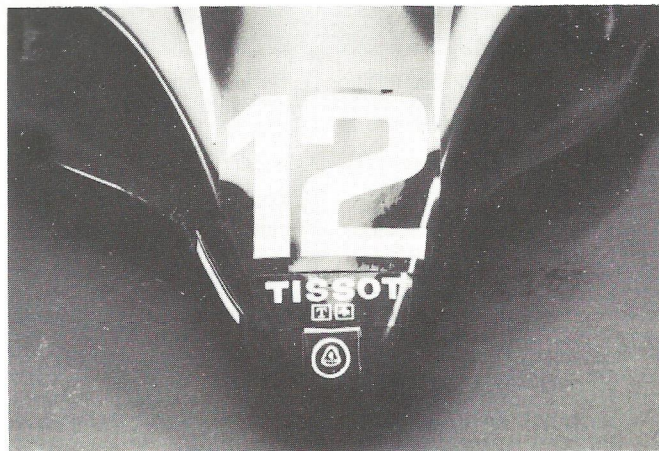
## Stunning Outline

The first trip into Dallas is a memorable event as the outline of buildings that first meets the eye can only be described as incredible. Even more staggering is the temperature which is roughly similar to that of Rio de Janeiro but so far inland not to have the advantage of the sea breezes of the Latin American City. The wind blows literally burning hot and it is genuinely difficult to breathe.

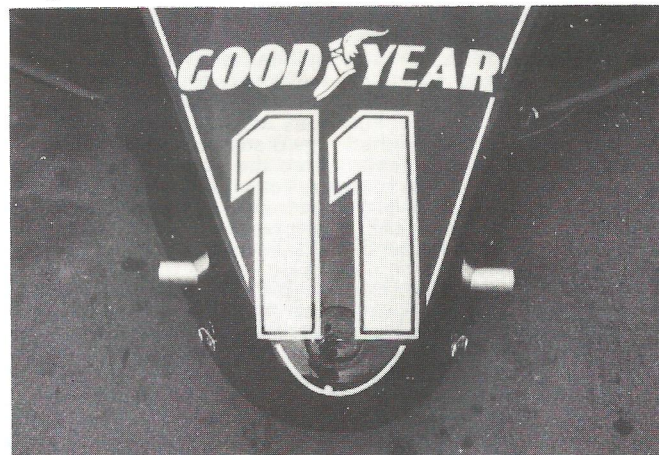
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The Type 72 had its Lotus badge replaced by the JPS logo at Colin's instruction.



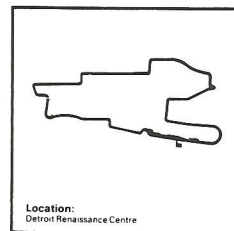
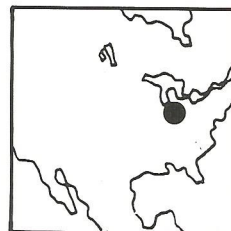
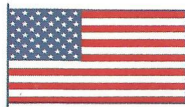
Our model of the Type 88 used for both wind tunnel and sponsor display layouts is seen here (in Essex days) complete with Lotus badge.



The nose of the Type 88 (seen in JPS livery in 1981) lost its Lotus badge but still carried the indentation designed for it.

Report from Detroit

JUNE 24  
USA  
DETROIT



# HALF WAY

WINNER Nelson Piquet  
FASTEST LAP: Derek Warwick 1.46.221 (84.729 mph)



*Elio has finished every race this year, scoring points in all but one. In Detroit he narrowly missed second place when 2nd and 3rd gears failed and as a result of his efforts to finish richly deserved his hard earned four points.*

Following only a week after the Canadian Grand Prix, the notoriously bumpy twisting track of the American motor industry's city of Detroit saw our cars in the headlines twice but for quite different reasons. Firstly Nigel held pole position for three out of four sessions only dropping to the second row of the race grid for a reason completely beyond his control. Then the start line mix up saw Nigel back in the headlines again, but this time with embarrassment when his enthusiastic dive to the front as the green light flashed caused mayhem and severe damage to several cars.

## Four Days

Only four days separated the chequered flag in Canada from the serious business of Detroit the cars being trucked the 800 miles between the two cities. The Renaissance Centre around

which the circuit twists stands out both for its ultra modern architectural features and interior styles and the fact that it towers over an exceedingly seedy area that no self respecting person would venture into on foot without Starsky and Hutch as companions. Unlike many other American conference/hotel/business centres there was little attempt at security and the numerous walkways taking you to the many very large shops, restaurants and bars in the massive complex were a first class bonus to drug pushers and muggers. When you bear in mind that the trap of getting lost in the vast building was a very easy one to fall into and that it could take you up to forty minutes to locate yourself again any venture off the route from the hotel room to circuit was one fraught with not inconsiderable danger (as Nigel Stepney found to his cost - see story).

*Goodyear Tyre and Rubber Co., recently invited top Motor Industry Management to a three day event at Silverstone to assess the NCT range of Goodyear tyres. Nigel Mansell, John Watson and Keke Rosberg were there to drive the invited guests around the circuit at high speed, Lotus Cars providing a Turbo and an Excel. However a minor international incident occurred when Goodyear could not get John Watson out of the Excel on the day it was Keke's turn to drive the car. A panic phone call to Lotus Cars to help out meant that a second Excel had to be delivered to the circuit for the two remaining days. Our cars behaved perfectly throughout the event despite being pushed to their limits mile after mile after mile.*

## Preparation

The trucks carrying the race cars and spares off loaded their cargoes in Detroit on the Tuesday afternoon, preparation time for several teams already being at a premium. For instance Renault had eleven engines needing repair after Montreal and whether or not their re-programming of work schedules as a result of this quite major hiccup would be successful until Dallas.

On our side of the fence Nigel's gearbox damage was found to be really extensive, so bad in fact as to be written off. Even more attention than usual was now focussed on brakes, transmissions and cooling systems as Detroit is extremely bumpy and with rapid bursts of acceleration quickly followed by heavy breaking the combination of forces can very quickly catch out a car prepared with less than 101% attention to detail. It's a circuit that resembles Monaco in many ways but has considerably bigger bumps combined with drain hole covers that seem to get higher as the years go by. Parts of the circuit are also car parks the rest of the year and the large concrete blocks lifted into position by cranes in order to define the circuit also tend to crumble at the edges depositing lots of dust and cement clippings, that devoid of any traffic until the Grand Prix cars are let loose, makes initial running a dirty and dodgy business.

## Driver Complaints

Obviously the drivers had a moan about the whole thing as they were well entitled to, Nigel estimating he was covering an extra fifty yards per lap in his chosen line taken in order to avoid all the horrible bits.

By Thursday night we were all

ready to do battle and when running opened the next morning we were delighted to find we were really quick, our suspension and aerodynamic settings being one hundred per cent effective. In Montreal we had used fuel that Elf had flown out specially but now we tried Union 76 106 Octane Avgas in Nigel's car (which had a brand new engine) and while Elio came in to complain of a marked lack of power with poor response to match, Nigel reported everything was just to his taste.

### First Session

1st.	NIGEL	1.45.156
2nd.	Piquet	1.45.460
3rd.	Prost	1.45.731
4th.	Lauda	1.46.647
5th.	Bellof	1.47.260
9th.	ELIO	1.47.826

## Traffic Helps

Although our race reports carry frequent complaints about the presence of too much traffic, here in Detroit the reverse was true; in between the two days of practice came two training periods for Trans Am cars and one for Renault saloons and the presence of all these cars certainly cleaned the track. So much so that Nigel's full tank runs on the second day were as fast as his previous day's best.

It was interesting to find that the harder the tyre compound and the longer a car stayed out found a car's speed getting quicker and quicker and Nigel made full use of this, having only one huge moment when the car got away from him over a bump when avoiding another car; the only damage sustained was a broken rear wheel.

### 1st Qualifying

1st.	NIGEL	1.45.130
2nd.	Lauda	1.45.238
3rd.	Piquet	1.45.407
4th.	Prost	1.45.717
5th.	Tambay	1.46.426
10th.	ELIO	1.47.316



## JET SET GLAMOUR . . . .



The 'Grinder Bar' in the Renaissance Building situated en route from circuit to hotel proved very popular with the workers particularly as pitchers of good quality brew could be quaffed. Like all quaffers Nigel Stepney paid a visit to the men's rest room and whilst so absorbed experienced the very unpleasant sensation of having a gun stuck in his back. Six foot tall stockily built Nigel fortunately accepted the gunman's statement "if you look round it'll be the last thing you see" and was then quietly relieved twice, the second function costing him \$200.

The Ligier hospitality girl on one of her frequent trips to a nearby supermarket for more stocks of food and drink was similarly held up, this time in the car park, and forced to hand over her stocks of food, drink and remaining cash.



Volvo driver 'Duck' Martin tore a ligament in his leg when climbing over the armco in Monaco whilst carrying equipment to the pits and was out of action for the race, being stretchered to our hospitality unit to watch the T.V. coverage of the race complete with ice pack, pills and lotions. He still retained the job of driving home as Bob Dance thought the stabs of pain caused by the jolting would ensure he stayed awake! Although advised by his doctor to rest 'Duck' felt three Grand Prix' would be excellent convalescence and he duly clambered on board the Canadian bound plane.

Sunday Times and Grand Prix International journalist Keith Botsford found his hotel cleared of just about everything that could be moved . . . what was highly disturbing on this particular occasion was that Keith was asleep in the room when it happened.

Peter Warr's excursion outside the race circus area in order to collect replacement shoes for our crew (the torrential rain in Monaco had caused their original issue to disintegrate) coincided with the huge crowd pulling baseball contest between the Detroit Tigers and New York Yankees. Such events regularly draw up to 80,000 spectators and finding the freeway near the stadium closed Peter took to side streets that became increasingly seedier the further he went. At one traffic light stop he found he had German war helmeted bruisers congregated on the street corner alongside him quite obviously just about to do battle with a rival gang opposite.

## Saturday

Again Nigel held everyone at bay and as already mentioned he took a blistering 4 seconds off his previous best time taking every advantage of the cleaner track. Shunts at Detroit are long and exasperating affairs for everyone except the poor unfortunates sitting in the remains of their cars, as there is no crane service available and wreckage has to be got back to the pits using the circuit. Elio was now finding his car and the track better all round and chopped just under five seconds off his previous best time and ended up fourth fastest.

1st.	NIGEL	1.41.338
2nd.	Piquet	1.42.032
3rd.	Prost	1.42.140
4th.	ELIO	1.42.651
5th.	Alboreto	1.42.860
6th.	Senna	1.43.136

## Final Qualifying

The first 10 minutes of last year's Detroit final qualifying period had seen fastest time of all put up, so spot on 13.10 hours when running commenced Elio was away and out of sight, returning a time that was fastest to date. Piquet was in second place initially but his second run saw him displace our man, Prost then squeezing into second slot. Shunts followed and the lack of cranes caused interruptions that upset everyone's planned schedules, especially the poor mechanics on the teams that had badly bent cars returned to them. Nigel at this stage was third overall and on his second run was putting in a real flyer when Bellof came horribly unstuck, the resulting area of wreckage causing the organisers to instantly order black and red flags all round the circuit which cancelled out poor Nigel's effort in a flash. His previous best time was the one to stand and he had to settle for second row on the grid.

1st.	Piquet	1.40.980
2nd.	Prost	1.41.640
3rd.	NIGEL	1.42.172
4th.	Alboreto	1.42.246
5th.	ELIO	1.42.434
6th.	Warwick	1.42.637

## Warm Up

Race day was as hot and humid as the weather in practice and it was nice to see Goodyear tyres on the first four cars in the 9.15 - 9.45 warm up. Both our cars performed well and for a nice change there was no call for engine replacements, but Elio was again put into the spare car for the race as his race car engine had a misfire. Peter Warr always insists our crew stand well back from the action at the start of a race to avoid unnecessary injury in the event of an incident (one of which was about to unfold!) so we have only T.V. video's as eye witness evidence. Suffice it to say it was a big accident and one that caused a lot of mechanical damage all round, one Arrows actually disappearing from the track never to be seen again that day. Alboreto's badly broken Ferrari amazingly carried on for three corners until it spun to a halt and after a long delay of

1 minute 40 seconds before the red flag was shown (the race leaders were fast approaching the area of devastation) the teams most affected hurriedly prepared their spare cars for the next bout.

## Broken Wheel

Fortunately Nigel's car was mechanically undamaged apart from a broken wheel and Nigel reported it felt fine. Mayhem ensued as the T.V. advertising people, the satellite programmers, Ferrari's team manager and other interested parties shouted to anyone that would listen the race had to get under way again as soon as possible, but when rumours suggested the customary warm up lap would be deleted as a result Peter Warr finally stepped in to protest and won the day. In reply to a final piece of advice to Nigel "to be careful next time", Nigel's comment was "don't worry - they'll both be looking for me coming through the middle so I'm going up their left!"

## Gearbox Failure

As it was Nigel's drive was a highly competent one but sadly it was all to end as he got right up to race leader Piquet when second gear quit. Then as he struggled to carry on, a pinion bearing went, the crown wheel and pinion followed and all forward motion was finally lost.

Elio had emerged unmarked from the start line fracas and running on moderate boost (high boost merely made traction virtually vanish over the many bumps) was soon embroiled in a battle with Warwick, Alboreto and the McLarens.

## Attrition

The very high rate of attrition caused our crew to wonder if *anything* would be left running at the scheduled race distance and Niki Lauda who had retired and changed into normal clothes was actually seen changing back into overalls at three quarter distance!

With more shunts and tyre changes consistently altering the running order Elio kept everything under control and then started to catch Piquet. Just as it appeared possible he was in with a chance (Piquet was surprisingly on soft Michelins) our Italian was seen to slow and our crew's attempts to sniff the air as he passed each lap to check if his gearbox was emitting tell tale smells of burning were thwarted! The whole atmosphere around the circuit was filled with such smells!

Poor Elio had indeed got gearbox problems both 2nd and 3rd gears having failed and he struggled to keep ahead of a highly charged Brundle who was fast catching both him and the race leader. Eventually the Tyrrell got past but Elio held onto a well deserved third place which also gave him (and us) an uplift into 3rd place in both the Drivers' and Manufacturers' World Championships. It was all over!

# INSIDE LOTUS... INSIDE LOTUS...

## MARLEY VEHICLE LEASING LIMITED

We recently sent a demonstration Turbo and an Excel for driving assessment by Directors and Senior Management throughout British Industry responsible for the purchase of executive cars for their companies. Our two vehicles were in constant demand for the full eight hours of running on each of the four days and both ran smoothly throughout the exercise. The Excel, not surprisingly, created something of a stir in that the Senior Buyers suddenly realised it was the perfect solution to solving some of their problems of buying up-market motor cars that offered a lot more by way of excitement, overall performance and exclusivity than the other products available in the same price range.

## DONINGTON PRESS DAY

At the same time as the Goodyear three day event (reported on page 8) we were present at the Donington Race Circuit with another Turbo and Excel for the Press to enjoy their personal driving impressions of the circuit. 137 National and Provincial Press turned up and our two cars commenced work at 0900 hours and did not stop, even through the lunch break, until half an hour after the event should have closed and as a result we enjoyed some effective Press coverage.

## CAPITAL RADIO

A competition run by Capital Radio in London saw the lucky winner being driven to work each day in one of the cars taking part. Our Turbo exercise went like a dream despite the London rail strike which meant terrible traffic congestion and also meant some technical problems with the radio signal transmitted from the car but the overall effect we were told by the Producer was first class. For

your information, in order to get a radio signal from the Turbo our Engineering Department fabricated a steel roof panel to replace the normal glass sunroof, and this did the trick.

## FACTORY HOLIDAY

**Lotus Cars shutdown this year is from noon Friday August 10th, re-opening Monday, August 27th.**

## PRESS COVERAGE

We have been receiving an enormous amount of indepth road tests on our product range over the past two months, in particular the June issue of PERFORMANCE CAR featuring a head on confrontation between Excel and the Porsche 944, in which the Excel came out ahead.

The June issue of FAST LANE featured our Turbo on the front cover with a full indepth six page colour road test. The July issue of FAST LANE also carried a four page colour feature on the Excel and the TVR Tasmin.

CAR MAGAZINE July issue had a colour feature comparing the virtues of our Turbo vs. an Audi Quattro vs. a Jaguar XJS-C from which we emerged with flying colours.

Last month's issue of EXECUTIVE CAR carried a four page colour feature on the Lotus Excel which was very favourable to the product. They also carried an interesting article on Owner Profiles, one of which was the owner of a Turbo who reported in the magazine his enjoyment and total satisfaction with his motor car.

CAR CHOICE magazine carried an extensive colour feature on the Lotus Turbo, again showing the product in a favourable light.

CLASSIC AND THOROUGH-BRED SPORTS CARS magazine included driving impressions of our Lotus Excel.

In July we had a very important visit from a prestigious colour



"I don't know the fellow in the robes or the girl with the yellow eye shadow, but the one in the middle is Bob Dance." Extracts from the three main pages in The Gazette World, Montreal of June 14th.

magazine in France called ECHAPPEMENT. They were here for a feature article in colour on Lotus Cars and the factory complex.

We also had a Press Visit from the Motoring Press Agency and the Institute of Advanced Motorists Magazine in July for features and walkabout reports on Lotus Cars.

## HIGH MILEAGE

New member, R.V. Boyle, of Appledoor in North Devon owns a 1973 Lotus Europa Special which has covered an impressive total of 122,000 miles, Mr. Boyle doing 98,00 of these since he bought the car in 1975.

## TV Commercials

Polaroid Cameras are working on a TV Commercial for the Middle East which will feature a Lotus Turbo Esprit on location in Portugal.

◀ continued from page 7

## Wobbly Di

Di, our hospitality girl had wobbly knees after an invitation to watch filming of the next episode of Dallas at which she was introduced to J.R. and Sue Ellen.

The race organisers provided special marquees for the use of sponsors as hospitality suites which had see-through walls complete with air conditioning so guests could watch the racing in comfort. These cost \$25,000 each and the organiser was bemoaning the fact he could have got rid of another 70!

Our race crew was back in the factory on the Tuesday following the race and were then scheduled to go off for a test session in Austria. Following the JPS British Grand Prix would come a test at Zandvoort.

## No Bonus

JPS Lotus enthusiasts were hoping the Piquet and Tyrrell protests if upheld would see us with additional points but it appeared that if they lost their cases it would merely mean a deletion of their own points without adding any to the other drivers in the first six.

## Mills Marketing/ Permabond/Racal

Lotus has generated good copy on the new NC Machine installed by Mills Marketing Limited and Permabond our adhesive suppliers. Admittedly the magazines that these specialist articles appear in are Industry orientated rather than for general public consumption but are nevertheless very important to Lotus Cars.

Racal Recorders recently visited here and we have had both editorial and pictorial coverage in trade and local Press.

## FINANCIAL TIMES

A Financial Times feature writer visited us recently to look at the recently installed Engine Test Cells (July issue) and this resulted in some useful copy on their technology page.

Peter Warr's concern about the gearboxes was also connected with his suspicion there would be a first lap incident and a race restart thereby putting more pressure on the units.

Dallas' top hotel is a multitude of towers the outline of which resembles the State of Texas and, like its counterparts, its whole exterior surface is made up of mirrored glass to counteract the sun's rays.

Our crew's hotel, the Anatole Loewes, was also a most impressive building particularly as the walk from check-in to Peter Warr's room he estimated at around half a mile! The 1700 room hotel boasted 18 restaurants and a nice little gesture by the architects had produced an indoor air-conditioned square roofed by glass into which faced numerous hotel rooms complete with balconies. Ever mindful, as Americans are, of future prosperity the top of the square was arranged so that it could be lifted off by helicopter when they added more floors!

## Ronnie's Arrival

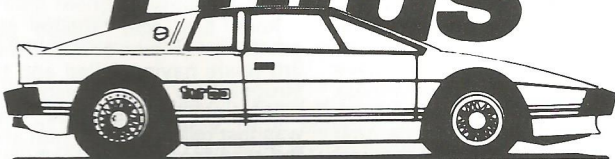
The hotel made the special request that all race personnel leave their rooms by lunchtime

continued on page 15 ▶

## Automobile Workshop

Lancaster Mews, Off Richmond Hill, Richmond, Surrey.  
TELEPHONE: (01-940) 9252

# Lotus



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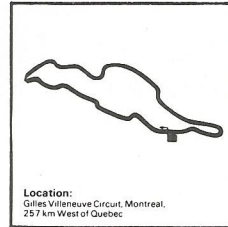
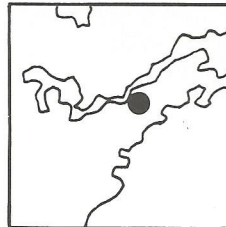
Report from Montreal

# A BIT OF LUCK HELPS!

JUNE 17  
CANADA MONTREAL



**WINNER**  
**FASTEST LAP:** Nelson Piquet 1.28.763 (111.137 mph)



Location:  
Gilles Villeneuve Circuit, Montreal,  
257 km West of Quebec

The 7th round in the 1984 World Championship saw us suffering from a spate of engine problems five of our engines having to be replaced during the three day period, our colleagues at Renault having a total of eleven engines rendered hors d'combat from the three Renault engined teams. The Canadian Grand Prix circuit of Montreal is known for its high fuel consumption characteristic and with the turbo cars of today going almost to the limit of their fuel tank capacities at most circuits it was apparent to us before we went that our race boost would not be used to its maximum. As it was both cars suffered from a loss of power during the race itself but perhaps this malady ensured we reached the all important finishing line to take 4th and 6th places, Nigel only losing his hard earned fifth place on the last lap.

Following Monaco our Volvo transporter had returned directly to the factory so that the cars could be prepared for departure to London Airport on the following Friday/Saturday. Our test transporter "JAH1L" went straight to Brands Hatch where pre JPS British Grand Prix testing was scheduled for the Wednesday and Thursday. For this we used chassis/1 Nigel taking and holding onto pole position throughout the two days of running completing 100 laps in all. Elio arrived at lunchtime on the second day and put in 30 laps for the Goodyear tyre testing programme and delightfully tucked second fastest time under his belt.

## Engine Troubles

On the first day of practice at Montreal Patrick Tambay did 3 laps to see how his leg, fractured at Monaco, would stand up to the pounding received in a race car but decided he would give it a rest and try again in Detroit. His team mate Derek Warwick had four engine failures during the three days the Ligier team being fortunate enough only to lose two, our own total, if you include one engine change just to be safe and sure, coming to six.

## Pole for Nigel

The opening unofficial session saw Nigel in good shape putting in fastest time of all 7/10ths of a second quicker than Prost, with Elio registering a confident 5th

fastest. Later on in the same session Nigel had a pinion bearing failure which called for a whole rear end change

1st.	NIGEL	1.27.841
2nd.	Prost	1.28.505
3rd.	Piquet	1.29.230
4th.	Lauda	1.29.654
5th.	ELIO	1.29.914
6th.	Senna	1.30.633

## Elio Second

The work entailed on "No 12" meant Nigel was late going out for the afternoon official session and by this time a lot of oil had been spilt by Prost who had had a monumental engine failure, and our driver could only register 5th place. Then on his second qualifying run a turbo failed so that was the end of the day for him. Elio, on the other hand, had been more fortunate mechanically and was able to concentrate on putting up a fast time which he did very competently by taking second place on the first official grid of the two days.

1st.	Prost	1.26.477
2nd.	ELIO	1.27.139
3rd.	Piquet	1.27.154
4th.	Arnoux	1.27.917
5th.	NIGEL	1.28.277
6th.	Lauda	1.28.548

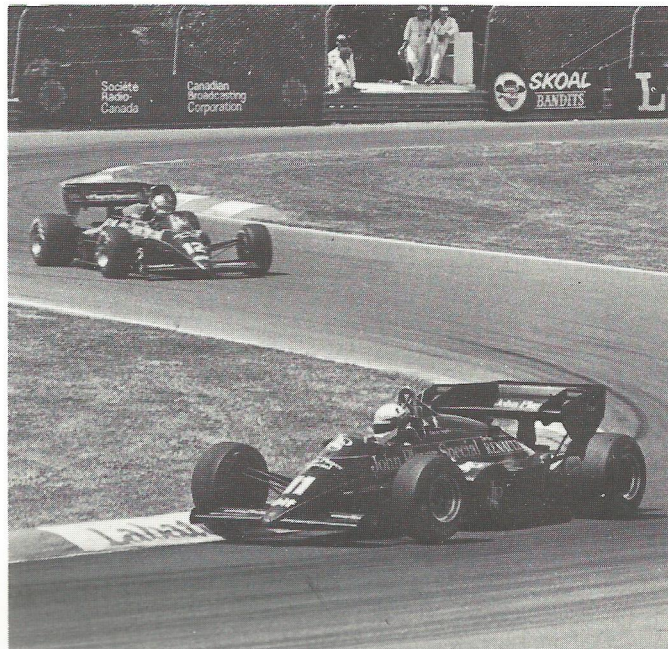
## Saturday

In the morning practice session it was now Elio's turn to suffer from engine failure, our Italian parking out on the circuit and running back to the pits where the spare car had been made ready for him. In this he was fastest of all initially by a clear margin of 1 1/2 seconds but by now Nigel had also suffered another engine failure and the spare car returned to the pits where it was hastily converted for him to run also. The excellent standard of preparation put in by our crew on all the Team cars has paid dividends this year, our spare car accumulating 5 World Championship points so far. Elio held onto pole .8 of a second quicker than Lauda, Nigel dropping to 7th.

1st.	ELIO	1.26.686
2nd.	Lauda	1.27.453
3rd.	Alboreto	1.27.495
4th.	Prost	1.27.551
5th.	Warwick	1.28.121
7th.	NIGEL	1.28.717

## Qualifying

In between the two practice sessions the engine in Nigel's car was changed in a remarkable time of only 1 hour 40 minutes



but it again made him late going out for the final one hour session of official qualifying and in fact only joined it 30 minutes after the session had opened. Elio retained the spare car and took 3rd fastest time which was quicker than his previous attempt but increased quantities of oil had been dropped all round the circuit by numerous cars in this session and although Nigel was able to improve on his previous best time this only qualified him for 7th position on the grid and on his second run he had another turbo failure. Elio's performance in getting into 3rd position was even more commendable as on his all-cando qualifying run he missed a gear which cost him valuable fractions of time.

1st.	Piquet	1.25.442
2nd.	Prost	1.26.198
3rd.	ELIO	1.26.306
4th.	Warwick	1.26.420
5th.	Arnoux	1.26.549
7th.	NIGEL	1.27.246

## Hectic Work

The night before the race there were two engine changes but more hard work lay in store for the crew following the 1/2 hour race warm up the next morning.

Almost as soon as running started Nigel returned to the pits with his brand new engine blown up. He was almost immediately followed in by Elio who reported he could hear a funny noise and that the engine had generally "gone off" which together with the tell-tale specs of aluminium on the spark plugs appeared to suggest his engine was about to go the same way as Nigel's both engines suffering from detonation.

Numerous photographs from race circuits around the world this year have been reminiscent of our record breaking year of 1978, none more so than this one of Elio leading Nigel in Montreal.

In a flash our crew had a whole new programme to complete in double quick time in which the spare car was prepared for Elio to use, Nigel's being selected for an engine change which we initially presumed would take very much longer than previously as with all the sick engines that were flowing through the system the ones at the tail end of the line were not "dressed" (see "Afterthoughts" for our crews remarkable effort). This meant that Nigel was again late getting onto the track and only just made it before the start of the race warm up lap.

## The Race

Elio made a really superb start but both cars were down on power from the time the green light flashed on Elio only managing to pull 10,000 rpm instead of the customary 10,500/10,600. He could have resorted to increasing his boost but as this circuit is notorious for its high fuel consumption he had to bear this fact in mind and forgo the pleasure - also increased boost was inclined to make engine pick-up more sluggish than usual. As a result of this handicap affecting our two cars both drivers settled for finishing but "amused" themselves with what was termed a ding-dong battle by onlookers which caused tense moments for our hard worked crew and terse

continued on page 15 ▶

◀ continued from page 11

comments when the race was over.

Then just 6 laps from the end Nigel came past the pits apparently with no drive to his rear wheels. Second gear had broken and he spent some time trying to discover the correct movement to make with his gear lever in order to find anything in the box at all. Our pit crew meanwhile was frantically hanging out pit boards warning him of Arnoux's rapid progress from behind but there was nothing our driver could do about the impending danger as to change into another gear was a rather hit-or-miss situation and he considered himself lucky if he found anything at all!

### Elio's Excursion

Elio had a moment all to himself when braking late trying to avoid being passed by another car. Instantly he realised that if he spun on the track at that spot there was every likelihood he would collect someone else

and so he took to the grass and short cut the corner but unfortunately very nearly took Lauda off with him when he regained the circuit. Surprisingly, at the post race examination, no chassis damage of any kind was found on the car.

And so the race finished poor Nigel being passed by the Ferrari on the very last lap and he only scored one point for his effort. Piquet's flyaway performance also included taking fastest lap (on his 59th) the German engine proving to be horrendously powerful and sadly reliable with it! In practice Elio had found there was no way he could stay with the flying Brazilian except by a huge increase in boost and switching off the rev limiter. As an indication of his car's speed Piquet was a clear 15 kilometres an hour quicker than everyone else at the speed trap sited in front of the pits.

1st. Piquet 4th. ELIO  
2nd. Lauda 5th. Arnoux  
3rd. Prost 6th. NIGEL

Fastest lap: Piquet 1.28.763



American Airlines President Robert L. Crandall and his wife Jan were among our VIP guests at Monaco. Here they are seen talking to Hazel and Peter Warr during a break in practice. Their enthusiastic interest in our Team was greatly aided by our tyre man Kenny Szymanski, whose full time occupation is Senior Cabin Steward with American Airlines and his "upgrading" to Senior Airstewardess must now be in the offing after his "Miss Lena" performance! (see July issue).

### MONTREAL AFTERTHOUGHTS

The race organisers could be well pleased with their event. Fortunately, the weather remained sunny and warm throughout the three days, the race being run in high temperatures watched by a large crowd.

The pre-race engine change by our crew was a real classic. It was completed out in the open using a piece of spare road surrounded by onlookers and took them only 1 hour 40 minutes. Fantastic!

Elio's drive in the race (the spare car) was in chassis JPS

95T/4. He has now completed every race this year, only missing a point's score in one of them.

Nigel's gearbox failure was a big one. It had obviously suffered a massive "hurry up" when it initially stripped second gear, breaking the carrier, the numerous bits and pieces that broke off also causing the oil pump to fail, both the pump and gearbox casings cracking under the strain. The cracks were in the lower part of the cases thereby draining most of their oil so Nigel was lucky to get to the finish.

### MONACO DOGGERAL

Whilst on the subject of the Monaco Grand Prix, Michael Owens from Austin in Texas put poetic pen to paper and sent us this commemorative piece to mark Nigel's first experience of leading a World Championship Grand Prix:

*At the stormy and rainy Monaco race, Nigel got the chance to set the pace. He led the pack for several laps. But racing in the wet is like shooting craps. Altho' it rained on Nigel's parade He will win one soon, he's got it made.*

◀ continued from page 10

on the Monday as they were then preparing for a visit by President Reagan himself. The mechanical highlight of this visit, to our minds, was that the Presidential limmo would be able to enter the main hotel building and then park inside the Presidential lift so that Ronnie would only have to alight from his car when the lift, complete with limmo, arrived at his floor! As Dallas' only mark in world history so far has been the sombre event of President Kennedy's assassination, no doubt the planners had this in mind when designing the hotel.

### JFK Memorial

The memory of President Kennedy is still very much alive in Peter Warr's mind as it is in so many thousands of others and

his trip to Dallas could not be made without visiting the spot where the assassination had taken place. Everywhere in this area of tragedy that took place 21 years ago is exactly the same as depicted in the media coverage of the time (and many times since) except that the Depository from where the shots came has now gone. But bearing in mind the excessive opulence of Dallas and its surroundings the President's Memorial has no 'airs or graces' and can only be described as less than impressive, which merely confirmed to Peter's mind it was a sobering event the local population would prefer to forget.

Both Rosberg and Laffite had cool fluid pumped through their balaclavas in order to reduce their chances of total exhaustion in the race.



Mick Lloyd (left) of our Composite Department who joined us from Lotus Cars, enjoys a joke with Clive Hicks who is the race crew's tyre man and Karl Jokot (Composites) during preparation for the German G.P. Mick first joined Lotus Cars advance party as a laminator when it arrived at Hethel in 1964 and had been involved with many of Lotus' research and development exercises before he joined our Team in February 1979.

### STOLEN ESPRIT

Detective Sergeant Haddow of Uckfield, Sussex Police requested we circulate information relating to a white Lotus Esprit that was stolen from Wadhurst Railway Station on May 14th and of which no trace has since been found. The registration of the car is RNG 574W, Chassis No. SCC 079912BHD10987 and the engine number is CD912810219186. If you have any information relating to this car since it disappeared please telephone Det. Sgt. Haddow at Uckfield (0825) 2241. He is particularly keen to trace this car - he is the proud owner of a Sunbeam Lotus!

### SUBSCRIPTIONS

Send us your name, full address and postcode (and supposing you own a Lotus, it's Type number or name i.e. Elite Series I or Type 14) and send to us with your cheque or credit card number. If it is by credit card you wish to pay please include it's expiry date (Access, American Express, Barclaycard, Diners, Visa). UK Subscriptions are £15.00, Overseas £18.00 (for 12 issues). Remember your subscription brings you free membership of Club Team Lotus and enables you to take advantage of our special offers.

Send to: Club Team Lotus, Ketteringham Hall, Wymondham, Norfolk NR18 9RS. Tel: 0603 (Norwich) 811662.



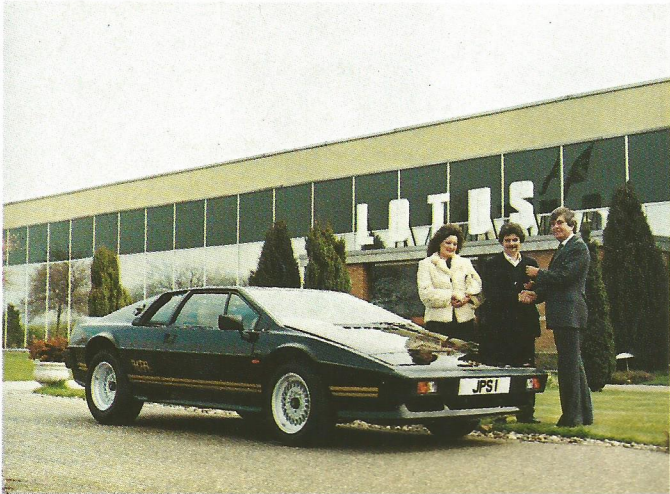
## SIR GEOFFREY CALLS IN

The 25th anniversary of Caterham Cars, manufacturers of the much-loved Super Seven, was marked recently by the visit of Sir Geoffrey Howe. As ex-Chancellor and current Foreign Secretary, Sir Geoffrey was interested to hear of Caterham's success with exports to Switzerland and Germany.

Euro MP James Moorehouse has undertaken to take up the company's difficulties in other European markets such as Holland and Belgium, where local laws act against the interests of specialist manufacturers.

Caterham Cars were appointed as the first 'Lotus Centre' in 1959 by the late Colin Chapman. Caterham have now had a quarter of a century's association with Lotus and are the only survivor of the original agents.

Sir Geoffrey, pictured here with Graham Nearn, Managing Director of Caterham Cars, is MP for East Surrey.



Mike Gee, John Player Area Sales Manager, hands over the Turbo Esprit that was first prize in the John Player competition to lucky winners Mr. and Mrs. P.J. Ransom from Southend-on-Sea.



Lotus Cars' Managing Director Michael Kimberley is seen congratulating the members of our work staff who took the first three places in our in-house 'Design-the-New Badge' competition. Mike is seen shaking hands with Ron Robinson whose design will now feature on our products worldwide. Second place was taken by Andrew Dibben (far left) and third prize went to Derek Smith (far right). The prizes were cheques for £250, £100 and £50.



# Club Team



# Lotus

HETHEL · NORFOLK · ENGLAND

After Derek Warwick's Monaco accident we heard rumours from those members of the media who specialise in snoop-ing on celebrities it was the high life he enjoyed when out of the cockpit that was principally to blame. We found this very hard to believe until this photograph arrived on our desk. Thank you David J. Martin of Rougier Press!

The new Club decal (same size as our previous oblong version) which is the first of a new line of Club stickers, is available at the usual price.