

Lotus World

The official magazine of Club Team Lotus and Lotus Cars Limited



£30M ORDER BOOK

Announcing an impressive increase in business to shareholders at the Group's AGM on June 21 the Group's Chairman David Wickins said the Company was obviously heading in the right direction. Orders received in the previous two months alone had been worth over £12M and the last five months had seen the Group's order book soar to an impressive £30M from the £3M of the previous year.

Announcing the £12M worth of engineering contracts won within the last two months the Group's Chief Executive Michael Kimberley said that the company now had major contracts with the majority of manufacturers within the industry, worldwide. (Our report of the Group's AGM appears on page 3).

Just a few days earlier Lotus Cars' Open Day event had been judged an enormous success,

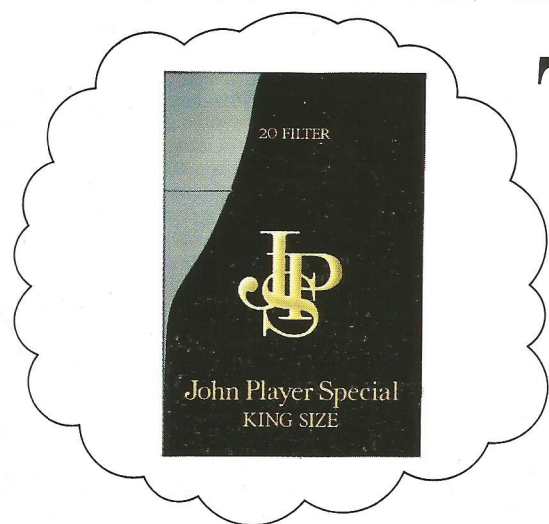
no doubt greatly assisted by the support of the local media. Fortunately the weatherman had smiled on the occasion in providing one of the few sunny days enjoyed this year. Visitors had come from all over the country and Europe, as well as one from Japan! (full report and pictures in this issue).

As this issue went to print our Club was in the final stages of preparation for the Lotus Brands Hatch weekend. Assisted by coverage in national newspapers and the motoring press immense interest had been generated and at the end of June our office alone had dealt with enquiries totalling over eight thousand tickets!

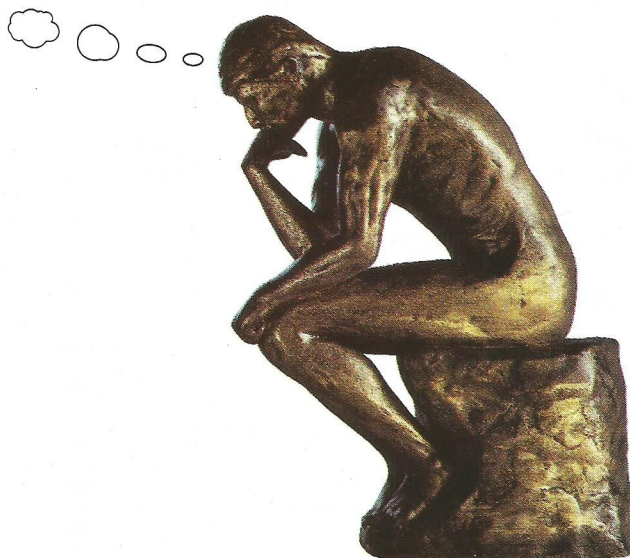
We were keeping our fingers crossed that the weatherman who had looked after us so well on Open Day had also marked our Brands weekend in his diary!



Ever popular at all Lotus Open Days, are the tours of our production factory.



Think Black



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

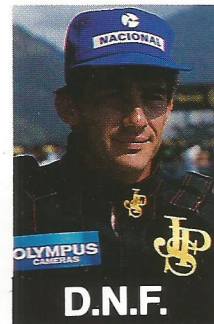
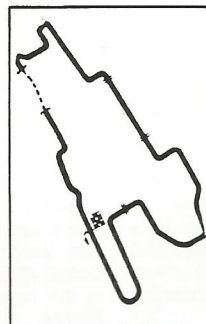
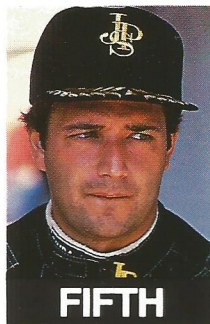


John Player Special

Report from Detroit

ROUND 6 JUNE 23rd

AYRTON: ANOTHER POLE!



Just four days separated the two North American races and with the venues relatively close together it was a trucking operation to move all the teams' cars and spares. The City of Detroit 1985 was a completely changed place from the previous year. Everyone had obviously got into the spirit of the thing and although the TV coverage might have led viewers to think attendance was rather sparse the reverse was true, with huge crowds thronging the circuit for all three days. Friday was declared "free prix" day so as to attract newcomers to the sport and as they also got the bonus of free grandstand seats thrown

in as well the circuit viewing areas were packed.

Saturday and Sunday were paying days but there seemed to be no lessening in attendance and it was reported that nearly 200,000 passed through the turnstiles over the weekend. In fact Peter Warr told us the race organisers felt sure that if they could employ a "window tax" (like Monaco) they would have made a substantially profitable race from all the high rise buildings in the area!

"There was enormous interest in the town this year; a lot of festive atmosphere in the evenings and crowds of people walking around the place—they all seemed to have grasped the fact that here

was a big international sporting event taking place in downtown Detroit. Also the City is re-developing what was once a very run down area in the City centre and this in turn seems to have opened up the City to visitors. (Regular readers will remember our mechanic Nigel Stepney was relieved of \$200 at knifepoint in his hotel last year).

Engine Programme

Renault were under pressure on engine rebuilds and wanted all engine units back in France as quickly as possible; as a result our crew took our Montreal race engines out on the night of the

race and these were flown back to France from Canada. With qualifying engines installed our cars were then made ready for the truck journey to Detroit. Even this exercise was impressive; thirteen huge American style trucks of North American Van Lines were contracted to carry out the task and on the Monday they were soon loaded and away heading for Motown.

Our crew of engineers and mechanics made the journey from Montreal by plane, arriving at Windsor, Ontario where with two other teams they boarded American style yellow school buses for the short journey through the tunnel.

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Our First International Success

Mention of Celebrity driver Peter Jopp's name immediately focuses the spotlight on events that were not only very important milestones in the history of the name Lotus but highly exciting ones at that. It was Peter, as "works" driver partnering Reg Bicknell in the 1956 Le Mans 24 hours who took Lotus' first class win in the French classic and as a result must surely have been the apple of Colin's eye! Driving a Climax 1100cc powered "works" version of the beautifully aerodynamic Lotus Eleven, the race was run on the same weekend as our Brands event twenty-nine years later! Peter was part of the three car works team of that year along with drivers Colin Chapman teamed with "Mac" Fraser (1500cc version) and Cliff

Allison and Keith Hall in the second 1100cc car. Colin and "Mac" went out just four hours from the end (engine failure) in a race run in atrocious weather conditions and the Allison/Hall car retired during Sunday morning's dawn after hitting a dog at high speed. It was left to Peter and Reg to take the honours and this they did in fine style finishing 7th overall and 1st in class at an average of 87.97mph for the 24 hours as well as taking 4th place in the Index of Performance.

Incidentally this event can fully justify the title of being the very first Team Lotus international motor racing success in our long history; not only that but the race also marked the very first occasion that one of our green cars carried the thin yellow line broken on the door section to include the neatly signwritten words "Team Lotus!"

That Le Mans success of Peter's also brought Colin the first of the prestigious Ferodo Trophies awarded again in later years for Lotus achievements and which was an award he coveted very highly.

Peter's first race had come four years earlier driving a Cooper F3

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nel under the Detroit river to their hotel in America. Once arrived our crew enjoyed Tuesday as a day off while they awaited the arrival of the trucks—as it turned out there was a further delay while the long convoy cleared customs, so a few more “free” hours were added as a bonus.

Once arrived at the track there followed the long job of unloading the cars and spares from the trucks and then the organisational task of sorting out the individual spares so that preparation of the cars could start first thing on the Wednesday. The two race tour also meant that gearboxes had to be stripped, checked and rebuilt at the track and for this reason our gearbox man Eric Crawley had been included in our crew. As the qualifying engines had been installed in Montreal we had made a good head start and our crew

was able to complete preparation with time to spare.

First inspection of the track showed it to be even bumpier than usual, and it could only be supposed that the harsh winters endured by this region of America were to blame. Apart from this aggravation the event held more attraction than previously and everything appeared to be in good shape.

Like Montreal it is a circuit only used once a year and the opening stages of practice gave no indication of what would transpire when the surface “rubbed in”. The opening laps were all slow as there was little grip to speak of but Ayrton took to the place immediately, even though he voiced detracting opinions of the condition of the track like the other drivers. Gradually whittling his lap times down he finally registered a 1.44.383, a time half a second quicker than anyone else. Our Brazilian ace had taken



From eighth position on the grid, Elio (see above as the field left the start line) was third by lap 11 and second by lap 20. Nine laps later he was into the pits.

up his customary place!

The question raised at Montreal of which tyres to use reared its head again here and it was decided to try both race and qualifiers in the afternoon session to follow. In the meantime though poor Elio had a huge shunt just as the morning session was nearing its end. It happened as he was going for a really quick time on qualifiers as a check to see if they were the way to go in the afternoon; flat in fifth gear through a blind corner our Italian came across Tambay who was doing a slow lap. The latter moved over as our car approached at lightning speed and left Elio with nowhere to go. Later Elio made it quite clear there was no blame to be attached to Patrick's manoeuvre—no warning flags were being waved and to Elio it was just one of those things. However Elio's car was very badly damaged; the impact tore all the front suspension off as the car rubbed itself down the concrete wall for nearly a hundred metres.

Elio's report on the car's condition when he returned to the pits was not a good one; also he had rushed back to jump into the spare car, which for this race was set up for Ayrton and had an EF15 race engine in place! The driver alterations were quickly made and Elio roared off to acclimatise himself as much as possible with his “new” car.

Friday Untimed

1st	AYRTON	1.44.383
2nd	Rosberg	1.44.899
3rd	Alboreto	1.45.508
4th	ELIO	1.45.565
5th	Boutsen	1.46.565
6th	Cheever	1.46.687

Friday Qualifying

Elio's efforts with the spare car in the afternoon session were really outstanding; without the benefit of qualifying boost he still registered eighth fastest time, an event that

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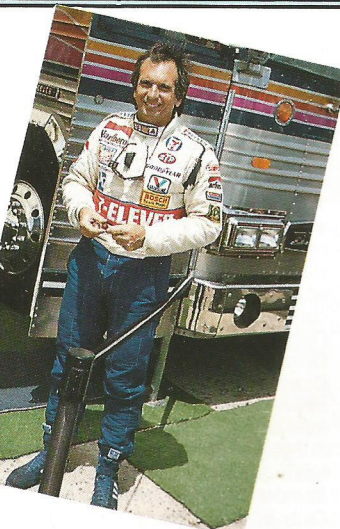
Line astern view of Ayrton leading the two Williams' cars in the opening stages. On lap 8 it was all over as our No. 12 car went into the pits. Ayrton took fastest lap of the race in his subsequent charge—despite two pit stops he got back to 4th place!

“TEAM LOTUS” OVERSEAS

Mike and Anne Murphy, the ex-Team Lotus hospitality crew, now work for the Electrolux Corporation in the States (see our June issue “Home from Home”). That they still have our Team very much in mind (they remain regular readers of Lotus World incidentally) was proved at Indy this year when Mike organised

this splendid re-union of ex-Team Lotus personalities during “Carburation Day” an event that is part of the lead up to the ‘500’ Classic.

We must make special mention of our 1978 World Champion Mario Andretti's effort in attending. He had around 20 engagements on the day ranging from press confer-



ences to a special lunch in his honour plus an important business dinner in the evening but still managed to slot in this “old boys” function.

The names and nicknames of those attending (together with the

period they worked for Team) are as follows: (Left to right) F1 mechanic John Waters (Angel) (early eighties), Geoff Ferris (Team Designer from the sixties under Maurice Phillippe's wing), “Beaky” (mechanic Dave Sims) from the sixties, Canadian Phil le Pan (Maple), early eighties. Behind Phil is F1 mechanic Tony Weston (of Trevor and Cecil fame) (late seventies), then David Fogden (Foggy of 1979-81 Essex days); standing behind our 1978 World Champion Mario is Hywel Absalom (Huey) from the sixties. Delectable Anne Murphy stands behind her husband and re-union organiser Mike (kneeling), (behind Anne, left) is F1 mechanic Neil Micklewright (late seventies), the handsome one with the moustache is mechanic Keith Leighton (early to mid seventies) then mechanic Eamon Fullalove (Chalky) from the mid to late sixties, Anne Bellamy, wife of our ex-designer Ralph Bellamy (beside

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later proved of great importance as the following day's running was to be washed out.

Ayrton put together a string of laps that as Peter Warr said later were quite remarkable. "When other drivers were in the 46's he was doing 44's, and when the quickest times came down to 44's he did a 42! By all accounts, from those enjoying an aerial view from the high rise buildings, it was a performance that had to be seen to be believed".

He retained his two second gap over everyone until virtually the end of qualifying sitting calmly in his car as he kept an eye on the others; then when Alboreto and Mansell each appeared to have a set of tyres left he went out for another go.

Yet again it was a performance not to be missed. Additionally his car lightly kissed the armco on the corner near the mobile home park and "rang" it like a bell, loud and clear to the amazement of the spectators. Out of the crashing noise of the engine and the dust and flurry of the car as it rushed past had come a loud and perfectly clear *ding*, like someone flicking an empty wine glass with their finger nail!

Like Monaco his effort was well rewarded—he now held first and second fastest times!

Friday Qualifying:

(times used for the grid)		
1st	AYRTON	1.42.051
2nd	Mansell	1.43.249
3rd	Alboreto	1.43.748
4th	Prost	1.44.088
5th	Rosberg	1.44.156
8th	ELIO	1.44.769

WASH OUT

Saturday saw a return of the English summer weather, torrential rain washing away the day's planned activities. Seven cars ventured out and only five registered times, the fastest, Berger, managing a 2.05 something. However on the Friday evening the bonus of poor weather the next day could not be guaranteed and our crew set about the

herculean task of rebuilding Elio's shunted 'race' car. To most people it must have seemed impossible to visualise anyone completing such a job in the field, but complete it our crew did, (albeit by 4am on Saturday morning) and when Elio gave it a shake down during a period of less than a torrential downpour he expressed himself perfectly happy with the car. "It was just a fantastic job", said Peter—"a huge credit to our crew".

As the wet weather continued discussions ensued as to whether we could pack up and let our crew have an early start to their race preparation. But the weather could have cleared within a short period of time and so we stayed on alert. As it turned out we only did two laps all day; then half an hour from the end of practice blue skies appeared. As the chequered flag went out marking the end of practice for the day, the track was still wet. Then out came the sun and within half an hour the track was bone dry!

WARM UP

Clear blue skies and the warmest day our Team had enjoyed in Detroit so far dawned on race day but it was extremely windy. In warm up Ayrton kept his number one position on the timesheet, Elio taking third with his recently rebuilt car. Again tyres were a difficult choice as due to Saturday's weather no one had had the opportunity of trying their race set up. Goodyear had brought A, B and C compounds uprated so that the current C's were the equivalent of the A's of the previous year (which had been the quickest in 1984). They knew the current cars were using roughly one compound harder than in 1984 so they had backed up from the race tyre of the year before.—"It has always been the story", said Peter later, "that the harder tyre gets better as the race unfolds—remember Watson's charge from the back of the grid?"

"We ran B's first and A's second in the morning warm up and we got caught out as each lap the circuit was quicker and both drivers said the "A's" were better as a result. We were not the only ones

to make the mistake—everyone except McLarens (who ran with B front and A rear)—chose A except for Rosberg!"

THE RACE

When the race started it was obvious Keke was in good shape—he charged up from fifth on the grid to third, then second and soon started pushing Ayrton for the lead. Then our No. 12 car dived for the pits and Keke disappeared into the distance. It was still too early in the race to realise everything hinged on the tyres—Ayrton's required change could have been for a variety of reasons and the crew went through their lightning routine of replacing the A's with a similar set. All the time Ayrton was talking down the wire asking for 'B's but by the time the message finally got through the change had been completed and he was back in the race. As Peter said later it would have produced a huge drama taking off the new set and replacing them with a new set of "B's"; now back on the track Ayrton found he could only successfully race a Cosworth Tyrrell and not many laps passed before Peter called him back in for a set of "B's".

On lap 29 (of the 63 lap race) Elio, still in a secure second place, encountered misfortune outside his control when Berger drove across the front of him when being lapped and took the front wings off our car. Diving into the pits, second place now gone, he had his car's nose replaced and while that was going on, a new set of "B" compound tyres. The delay was a great disappointment to us as up until then Elio's decision to have steel brakes fitted had proved to be of great merit as all the drivers with the carbon fibre equivalent were now in some considerable trouble.

By lap 35 Ayrton had charged back to fifth, and Elio was sixth. Lap 46 and Ayrton was set to catch Alboreto for third place. By lap 50

he was right up with the red car and ready to strike. Alboreto baulked him for a lap and Ayrton made to take a wide line at the corner behind the pits (where he had "dinged" the armco in practice) so he could slingshot his car up the inside of the Ferrari along the next very short straight. But the road surface on the outside of the corner was now very badly broken up and although he turned the steering wheel nothing happened on the marbles and he went straight into the wall where Mansell, Tambay and Prost had already been taken out. It was another huge disappointment for us. Ayrton's rate of progress up until then was such that he was definitely catching Johansson (who was then close to Rosberg) and the latter's car was destined to make another stop!

Elio was now soldiering on in reasonable shape for a third or fourth place. It was then that our crew felt water on their faces which they took to be spray from the very choppy river conditions nearby. It was two laps before they realised it was only felt when Elio went past and at the same time they realised he was slowing.

Then with just four laps to go more drama. The water spray stopped!

By this time Elio's car was bone dry and with the red light on denoting no oil pressure the engine was seriously overheating. Doing all he could to nurse the car home he eventually crossed the line with no oil left and a seriously deranged engine. He was lucky, but it all seemed to be huge effort for just 2 points! We had gone to North America in good shape, qualified well and yet we were now to return home with a total of just four points. Ferrari had set off trailing us but had collected 25 points, a 21 point turn round in just two races.

1st	Rosberg	4th	Bellof
2nd	Johansson	5th	ELIO
3rd	Alboreto	6th	Piquet

OUR FIRST INTERNATIONAL SUCCESS

(Continued from page 4)

car. When asked the result, came a typical Peter Jopp answer; "I decided to go on racing!"

His first Lotus drive was in the 1955 Le Mans famed now for the most dreadful accident in the history of the sport. Peter was in a Mark 9 as reserve driver to Colin and Ron Flockhart. Team manager (as in 1956) was the famous figure of John Eason-Gibson (Editor of the then four language publication Autocourse) with preparation of the car in the capable hands of Mike Costin (the Cos of Cosworth).

The car was disqualified at quarter distance for Colins somewhat innocent infringement of reversing out of a sand bank.

Peter went on to race Lotus Fifteens and then an Elite (Type 14).

His last race in a Lotus was in 1963, but his last season was 1982 when he competed in fourteen races of the "Metro Challenge". It is a driving career that has spanned thirty very full years of competition, for twelve of which (1954-1965) he was a driver for factory teams. Peter is now a full Board Director of the B.R.D.C., having previously been a Chairman of the BRSCC.

Peter has another particular Lotus honour of note. He was a founder member of the original Club for Lotus owners formed by the factory thirty years ago in November 1955. The Club's first racing event was at Brands Hatch a few months later, so with Peter competing at our 1985 event you can't say he's not consistent!

CHAMPIONSHIP DATA AS OF DETROIT

World Championship Manufacturers					
1st	Ferrari	47	4th	Williams	17
2nd	JPS LOTUS	33	5th	Renault	12
3rd	McLaren	25	6th	Arrows	6
World Championship Drivers					
1st	Alboreto	31	4th	Johansson	13
2nd	ELIO	24	5th	Rosberg	12
3rd	Prost	22	6th	Tambay	10
1985 World Championship Races:		16	Events to date:		6
Total Victories Since 1960:					
	LOTUS	74		Tyrrell	23
	Ferrari	61		Brabham	21 (Bernie)
	McLaren	44		Williams	19
1985 Winners					
Constructors		Drivers			
1st	JPS LOTUS	2	1st	Prost	2
	McLaren	2	2nd	ELIO	1
3rd	Ferrari	1		AYRTON	1
	Williams	1		Alboreto	1
				Rosberg	1
Tyre Battle:		Goodyear: 6	Pirelli: —		
Pole Position:					
1st	AYRTON	4	Fastest Laps:		
2nd	ELIO	1	1st	AYRTON	3
	Alboreto	1	2nd	Alboreto	2
			3rd	Prost	1

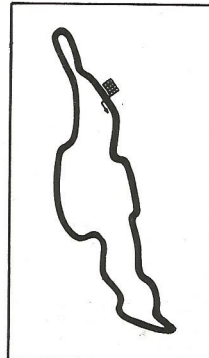


John Player Special

Report from Montreal

ROUND 5 JUNE 16th

JUST TWO POINTS...



After the debacle and postponement of Spa, Round 5 centred on the island circuit "Gilles Villeneuve" in Montreal.

From Spa our next appointment was at Silverstone. Here our test crew had gone pre Grand Prix testing and where Ayrton once again put his name in lights by getting well inside the 1983 pole time of Rene Arnoux. After his car had come to a halt and he had had a few moments to mull over his time, he said "You know this is the first time since my F3 days in 1983 that I have really had to drive quickly here—in the last two years I have only done shake down runs".

By Saturday June 8th, our transatlantic package was complete and our transporter was ready to trundle out of our Headquarters en route to Heathrow and the Flying Tiger freight aircraft waiting to make the trip to Montreal. Three cars were in our shipment (chassis 97T/1 is now our R & D car) and it was easy to lose sight of them amongst the numerous packing cases and crates containing our 7000 kilos of spares.

For Manager Peter Warr and our Team's engineers there were many aspects of the forthcoming race to discuss on the flight out. As Peter said later, "Montreal is traditionally one of the hardest circuits on fuel consumption and brakes. It's a strange place because although it is on a tiny island it is quite fast in certain sections and the track is

broken up by a series of 'S' bends which are really slightly well developed chicanes. It is a circuit where you need to have a nice rhythm and a car you are able to throw about a bit, so all in all the place has its own particular set of problems to contend with".

GOOD SHAPE

Because of Spa's non event we arrived in very good shape. The cars hadn't raced and so our crew had an easier time than usual during the preparation days of Wednesday and Thursday.

Friday morning saw us programmed to test tyres and to make our initial assumptions as to what our race set up might be. Weatherwise it seemed as if our English "summer" had also been crated up

and flown over with the spares as it was dull, with low cloud and the threat of rain to come. Also very cool it posed the additional problem of getting the tyres up to temperature.

First running certainly indicated that our cars were highly competitive. However, the biggest question mark concerned the best tyres to use in qualifying—the "Q" tyres only gave one lap of useful life and on this circuit where baulking is an ever present hazard (especially at the chicanes) it was obviously more advantageous to use tyres with greater life expectancy. In the qualifying session Elio was baulked on his first run and then got caught out on his second attempt when drizzle started to fall. As a result he was left with his sixth fastest time of 1.26.895 from his first run. Also, as he remarked later, he had chosen the wrong tyres. "Tomorrow I'm on race tyres" he said.

Ayrton meanwhile had settled down quickly, although was frank enough to admit he was not flat through the series of blind corners after the pits. "I know the car can do it" he said, "but for the moment I can't!" Nevertheless, he was on the front row just over $\frac{2}{10}$ ths off Alboreto's time for pole position.

Mechanically all was well, both cars running through the two sessions without a problem.

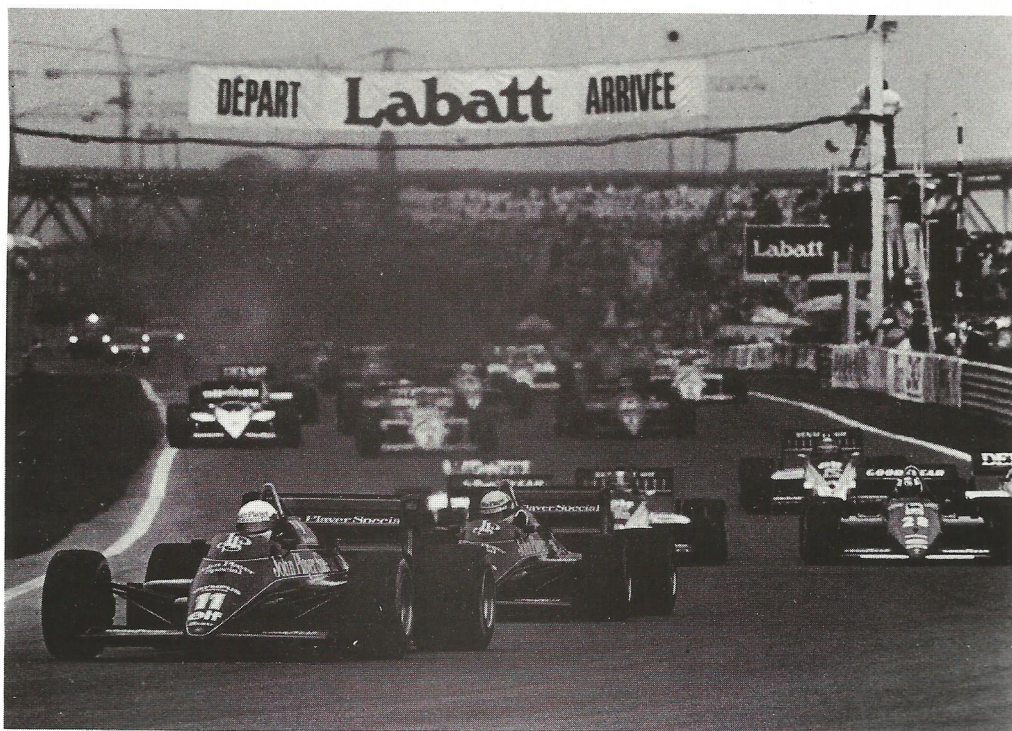
Friday Qualifying

1st	Alboreto	1.25.127
2nd	AYRTON	1.25.399
3rd	Prost	1.25.977
4th	Rosberg	1.26.255
5th	Warwick	1.26.801
6th	ELIO	1.26.895

SUNSHINE!

Saturday brought the welcoming warmth of glorious sunshine and clear blue skies.

First running saw us, as usual, with full fuel tanks so as to accumulate race specification data as



Fabulous start to a disappointing race.

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quickly as possible. Still the question mark hung over the selection of tyres; were the qualifiers quicker than the race tyres? As Peter Warr said later, "You get these problems at circuits that are not used for a whole year—then everyone arrives and the place "rubbers in" and the situation changes by the minute."

We were very quick in the morning; we had qualifiers to try and had some left over from the previous day. As a result we were front runners in the ninety minute official session.

In the afternoon session Elio went out very early and put together a really great lap that saw him leapfrog the people who had been quicker the previous day. Ayrton followed, initially taking third fastest time and a little later he improved on this to take second fastest. Then Elio went out again, and was the first to break the "24s" barrier. All this action could be appreciated to the full by our race crew as there was live television coverage of the session relayed to the pits that followed each car round for virtually the whole of each lap. Watching our two drivers' efforts it was obvious that Ayrton was pushing very hard indeed so as to nibble away at Elio's best time; but he didn't succeed and he was frank enough to say later that he knew he had overdriven and pushed too hard and had been a little excessive with the sideways stuff.

Alboreto had a large turbo fire interrupt his attempt which left him stranded at the other end of the circuit; he got back to the pits but his best set of tyres were still on his parked car and he only had the spare car to use which had earlier been set up for his team mate Johansson. He had a go nevertheless, but realised it was a hopeless task and returned to the pits. The end result of all this activity was that our two black and gold cars were on the front row with the two red cars immediately behind them. With Elio's consistent finishing

record things definitely looked good for the race.

Grid Positions

1st	ELIO	1.24.567
2nd	AYRTON	1.24.816
3rd	Alboreto	1.25.127*
4th	Johansson	1.25.170
5th	Frost	1.25.557
6th	Warwick	1.25.662

*Friday's time

WARM UP

Due to the postponement of the Spa race we had the advantage of sufficient EF15 engines on hand to instal them in all three cars. In the pre-race warm up both drivers initially professed themselves satisfied with their cars. Lauda (17th on the grid after practice) was fastest of all, Elio taking a relaxed fifth and Ayrton seventh, Alboreto being sandwiched neatly in between our two cars.

Then Ayrton reported his water temperature was climbing; this was uncharacteristic in view of the cool, overcast weather conditions that had returned. A swift examination soon discovered that water was leaking from somewhere and as the source couldn't be traced the decision was made to change the unit. At Montreal such a task is not a comfortable one—this time it had to be done on the open pit road in poor weather, surrounded by crowds of onlookers and with all the bits that suddenly become vital situated nearly a mile away. It all produced a lot of unwanted drama and additionally it meant our No 12 car was going to start the race with a new and untested engine.

The spare car that had been Elio's at this meeting was now made ready for Ayrton's possible use, and the latter's race car and new engine did not start up until almost four minutes to go to the pit road opening. It was important to get him out as soon as possible so as to get two or three warm up laps under his belt and to check everything was working properly before the start of the race. Both



Ayrton and Elio answer questions put to them by Anthony Marsh at a press conference in Montreal.

Ayrton and Elio returned to the grid reporting they were content; then a small splice separation on Elio right rear tyre was found. The Goodyear engineers were in two minds as to what to do but our own Goodyear man, David Baird, decided it was best that a change be made. This meant that Elio would now start the race with a stone cold brand new right tyre that had not even completed a warm-up lap.

THE RACE

Both drivers made superb starts, Ayrton slotting in behind Elio as the two cars began to open up a gap on those behind. Then at six laps Ayrton came storming into the pits reporting he had no boost

pressure registered. A quick examination showed that the clamp holding a turbo onto the exhaust primary system had broken and allowed the turbo to fall away from the exhaust.

In demonstrating the problem he faced, Ayrton kept the engine revving which ensured the temperature in the offending area was around 1000°C when the mechanics had to set about rectifying the breakage!

While all this was going on Elio was still holding his lead with a commanding smooth drive but with Alboreto edging closer and closer. Then, using his Ferrari engine's extra power he got past at the pits hairpin on lap 16 (of the 70

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Telex from Austria!

Immediately our June issue of Lotus World containing the 'Home from Home' article arrived in the Grand Prix organiser's office in Zeltweg, we received the following telex: "What Interpol, the FBI, KGB and CIA failed to do JPS Team Lotus successfully accomplished. Now I know who took our 'flower bowl'. Our invoice follows. Did you

know the FOCA money was hidden inside?"

Tell Di we are organising birthday celebrations for her here this year. This does not include husband Stuart whose tea making ability does not match up with the Murphys. "Until the sun loses its glory" (apologies to Vera Lynn).

Sincerely,
Ernest Huppert, Austrian GP Office.

CONCOURS AWARDS Continued from page 7

Cortinas, +2's and Caterham Seven up to the present day. Vic Thomas kindly brought his Eleven along for the benefit of the spectators; in his role as one of the Judges he did not enter the Concours.

The ever popular Elans were more evident numerically than any other type with examples of all Series included within the nineteen that attended.

Of prime importance to the Judges was originality combined with the fact that cars had been driven to the event. Several exhibits were found to be very close in the Judges assessments after their first viewing and three tours were required before the final positions were agreed.

Mrs. Hazel Chapman, President of our Club, presented the awards at the end of the day. It is an event that our President always enjoys and on this occasion had Anglia TV's personality Graham Bell's assistance with the microphone.

Winners of the ten awards were as follows:

Historic Lotus:

Winner: Peter Harris (Cambridge) 1967 Lotus Seven
Runner Up: Clive Ridge (Colne, Lancs) 1963 Elite (Type 14)
Highly Commended: George Rance (Wantage, Oxon) 1962 Elite (Type 14)

Post Historic Lotus

Winner: Anthony Booth (Reading) 1972 Europa T.C.
Runner Up: Charles Butler (Colchester) 1971 Europa S.2
Highly Commended: Martin Hutter (Cambridge) 1966 Elan DHC S3

Modern Lotus:

Winner: Nick Rouse (Bucks) 1977 Esprit S.1
Runner Up: Richard Scargill (W. Yorkshire) 1976 Esprit S.1
Highly Commended: Herbert Dempsey (Hull) 1976 Elite
Special Award: H.J. Estall (Dulwich) 1973 Elan +2



This picture, taken at the well known Hotel La Source on the Spa Francorchamps circuit shows the late Nigel Moore (left) with his friend Bill Allen. Both were relaxing before practice started; as Bill remembers if it had been after practice there would have been more glasses on the table! Both shared the driving of a Lotus Cortina in the Spa 24 hour Saloon Car race mentioned in our write-up on Bill. It is Nigel's Mark 3 Lotus that will open the Grand Prix circuit programme on July 28th, appropriately driven by Bill who is now responsible for the Nigel Moore's Collection. (see "One of the Elite" on page 15).

OPEN DAY SUCCESS (Cont.)

Group Lotus Chairman David Wickins, was also most impressed with the day's attractions and stayed throughout the event making frequent checks to ensure there were no hitches in the organisation.

The Royal Navy's "road going submarine" was a huge draw for countless spectators, as were the Hawk and Canberra aircraft simulators and Jet ranger four seat helicopter that gave visitors an aerial view of our factory. Ken Wallis' famous Bond 007 style auto-gyro gave two exciting displays and Brian Lecomber's Toyota sponsored Pitts Special provided a breath taking aerobatic programme. The auto-gyro programme included some spectacular action by two intrepid Lotus employees John Catchpole (stores) and Brian Harris (assembly line) who suitably clothed and

hooded acted the part of terrorists. Dashing from our Social Club "hideout" both fired shots at the approaching Ken Wallis and then leapt into a "banger" purchased specially for the occasion.

ROCKETS

With answering rockets and machine gun fire the Bond 007 machine then proceeded to "blow up" the terrorist's in no uncertain way—the resulting explosions actually blowing our two men clear out of the car! Fortunately our Health and Safety inspector had sensibly insisted both were wearing protective goggles and ear protectors before they took part.

The local media gave unlimited encouragement and support to ensure a splendid attendance. Eastern Counties Newspapers gave free advertising space for the week leading up to the event, and their afternoon edition of the Evening News carried an all colour 4 page insert of the day's attrac-

tions.

Local Radios' Norfolk and Broadland provided regular news items on the run-in to the big day culminating in an impressive six hours live broadcasting on the day. Anglia TV ran their "Patrick's Pantry" show from "on site" and BBC Radio Norfolk's Breakfast Show was broadcast from the VIP Lotus marquee from 7.00 to 11.00am. Anglia TV personality Graham Bell generously gave his time and produced the day's superb commentary, and was kept busy throughout the event ensuring everyone was kept informed of the day's many attractions.

JPS ROADSHOW

Our Team sponsors' "John Player Roadshow" provided one of the most impressive displays and we have heard since they enjoyed a most successful day. Team co-sponsors, Olympus, generously donated one of their Trip Auto Focus 35mm cameras complete with built in flash gun for the programme raffle that was drawn by Mrs Hazel Chapman.

The Fun Day organisers, Lotus Cars, Watton, Wymondham and Attleborough Round Table and Radio Norfolk will shortly provide details of the total monies raised. The Charities to benefit are the Gunnar Nilsson Campaign, the British Heart Foundation, BBC Radio Norfolk's Help Line and Wayland Hospital Amputee Rehabilitation Fund. We will publish details of the amount raised in a future edition of Lotus World.

In preparation for what promised to be a very noisy day, Lotus Car's Geoff Nunn (temporarily out of retirement!) had either hand delivered letters, or spoken personally to local residents with a warning of the aircraft programme and a reminder about children, livestock and pets on the day. This advance preparation was certainly well received and not one complaint was made. In fact one onlooker in nearby Wymondham reported spontaneous applause from residents as clouds of red, white and blue smoke from the Red Arrows slowly obliterated the town's main street!

GROUPS' ORDERS TOTAL £30 MILLION...

(Continued from page 3)



The stream of visitors touring the Lotus factory during our Family Fun event continued throughout the day.

six hundred people; there were presently forty vacancies for technicians, and training programmes for another three to four hundred would start as of the end of 1986. Work on the 87,000 square feet extension to the factory was now well under way; it would provide space already needed to cope with the increase in engineering consultancy business together with production of the new car. The latter was scheduled to appear at the 1986 British Motor Show and production would commence in mid 1987.

TEAM'S PART

At the extraordinary general meeting an important new five year agreement between Team and Group was announced. Shareholders approved a promotional sponsorship payment of £100,000 per annum for the years 1985, 6 and 7. This agreement formalised the continuing close relationship which included close co-operation in P.R. with the exchange of technical know how between the companies.

Mr. Wickins went on to praise former Chairman Fred Bushell, who as announced in Lotus World previously, was now leaving the Group Lotus Board in order to concentrate on his Team Lotus

interests. "If it had not been for his unstinting efforts over many years this Company would not be here today", he said. "I should like to congratulate Fred most heartily on Team's recent successes and say how much we are looking forward to a continuation of these during the remainder of the season's events".

The shareholders approved a compensatory payment of £47,000 to be made to Mr. Bushell; further tributes reminding everyone of his considerable achievements during twenty-five years with Lotus were applauded by those present. Mr. Peter Kirwan-Taylor's retirement from the Board, also reported recently in Lotus World, was confirmed, together with his compensation payment amounting to £7,500.

RIGHTS ISSUE

Mr. Wickins also made it clear he regarded a future rights issue, to secure the additional finance required for products presently in the pipeline, as a matter of some importance. It would provide the Company with the security he considered so essential; it would see an end to borrowing as well as ensuring that Lotus would not again find itself back in the problems of recent memory.

Ayrton: Another Pole

lap race) but Elio tucked in behind the red car and stayed with him.

Although Johannson in the second Ferrari was next man up, Elio's position at first seemed a sure bet for a long time to come; in fact at 51 laps Elio was still just 1.4 seconds behind the leading car.

Then Johannson powered past our No. 11 car at the same spot on the circuit where Alboreto had previously made the same move. In making the effort to stay with the car that had just passed him, Elio had to push so hard that he was soon having to cope with ruined tyres; as a result the car became very loose as it slid around with lots of wheelspin and he quickly decided it was best to ease off. Unfortunately he was now in so much trouble with his handling that he also lost third place to Prost just nine laps from home, and then slipped to fifth as Rosberg powered past with only three laps to go.

As it transpired Prost was having a late charge through the field after being re-assured by his on-board computer he had plenty of fuel left and Keke was doing the same after two pit stops; one for a boost adjustment and another for a quick change of tyres.

And so the race finished, Elio still retaining his hard won reputation for consistency but sadly, this

time, down in fifth place. From an all black and gold front row we had just two points as our reward.

1st Alboreto	4th Rosberg
2nd Johannson	5th ELIO
3rd Prost	6th Mansell

AYRTON'S RACE

Returning to the track after losing five laps as a result of his pit stop, Ayrton rejoined the race just in front of the battling duo of Alboreto and Elio. Peter Warr tried to signal him about the battle going on behind in the hope he could help Elio's attempt to regain the lead; but instead of getting swallowed up by the two leading cars our Brazilian soon found his car was now just to his liking and promptly started leaving them behind!

In the course of doing this he latched onto Rosberg and the two then had an amazing ding dong "battle" with each other which lasted for the remainder of the race. As he was five laps adrift Ayrton turned up the boost so as to see just what the car would do if really pressed. The end result was that he took 60 seconds off Alboreto in just thirty laps, a performance that pointed to what might have been a fabulous race win for us if only the engine problem hadn't struck him at the offset. This is further borne out by his repeated breaking of the circuit lap record which he finally left at 1.27.445 (112.817 mph).

SUBSCRIPTIONS

Send us your name, full address and postcode (and supposing you own a Lotus, its Type number or name i.e. Elite Series I or Type 14) together with your cheque or credit card number. If it is by credit card you wish to pay please include its 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.

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