

# Lotus World

The official magazine of Club Team Lotus and Lotus Cars Limited with a circulation approaching five thousand

## ROYAL TOUR

October saw Lotus Cars honoured by a visit from H.R.H. The Duke of Kent who had specifically made the request he visit our production factory.

Arriving at our Hethel Airfield in a Wessex helicopter of the Queen's Flight the Duke spent four hours discussing numerous Lotus projects with our Directors and engineering staff. When His Royal Highness departed he was driving our then secret Special Equipment Excel which he had been loaned for a week.

On the motor racing front our end of season results took a down

turn that was extremely disappointing for all of us. The beginning of October had seen us in the position to take second place from Ferrari in the Manufacturers' World Championship but a series of engine failures saw us finish the season in Australia down in fourth place. (Williams tied on points but took third place by reason of one more race win).

On the Club front the situation was very bright indeed with an impressively growing membership and with brand new Club offers for our members as well as some interesting social dates planned for the beginning of 1986.



H.R.H The Duke of Kent is welcomed on arrival at Lotus by the Group's Chairman, David Wickins, as he shakes hands with Chief Executive Michael Kimberley. Note the Royal Standard flying from the Wessex helicopter of the Queen's Flight which is flown exactly one minute after touchdown.

# Black under the mistletoe



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

## LOTUS NEWS... LOTUS NEWS... LOTUS NEWS...



### A MERRY CHRISTMAS TO ALL OUR READERS

As the festive season approaches we have been reflecting how both our Club and our magazine's popularity have grown in the past year the 1985 results far outstripping our previous years' progress.

For this we owe all members and readers a great debt of gratitude and so our Christmas greetings to everyone in 1985 are even more heartfelt. Now fast approaching a circulation of 5,000 copies per month (as proudly displayed on our magazine's front page) we hope that an increased advertising campaign for the magazine will see

extra pages added in the coming year.

Our rate of progress has only been beaten by Lotus Cars in their splendid sales figures and enormous increase in engineering contracts over the past year and we are pleased to say by our Team's Grand Prix successes. 1986 looks set to be an even more exciting year at Lotus and in sending you both Christmas greetings and the hope that next year will be a Happy and Peaceful one for everyone let us all toast the New Year together.



Lotus Cars' Managing Director, Michael Kimberley, shows Government Cabinet Minister Norman Tebbit, our new Excel SE at Motorfair. Mr Tebbit, recently appointed Chairman of the Conservative Party inaugurated October's London Show and made a particular point of visiting just a few selected British manufacturers' stands, taking great interest in our product range and overall display.

### Posters Come to an End

Publication of our goodies list in last month's issue reminded us that the posters we have advertised in previous issues are now out of stock. Lotus Cars tell us new ones are planned for the future and we shall publish details of these as soon as they are received.

### Gunnar's Car in Demand

The Lotus distributor, British & Guernsey Garages Limited invited both Club Team Lotus and the Gunnar Nilsson Suite over to the Channel Islands for displays organised in November. Regrettably the Club was unable to take part due to a clash of programme dates but Gunnar's Type 77 was despatched in the care of Joe Rochester of the Automobile Association (mentioned numerous times in Lotus World) and was accompanied by Beryl Marshall the Campaign Co-Ordinator. The Charing Cross Hospital has a Cancer Research Unit in the Channel Islands and Beryl reported prior to departure that their attendance was causing a lot of excitement amongst many Channel Island inhabitants.

### BY REQUEST

News just in that is guaranteed to please those many members who wanted race driver caps with braided peaks (similar to the ones worn on the winner's podium) is that these will be available in early December! So please state your preference (either "plain" or "braided") when you send in your order.

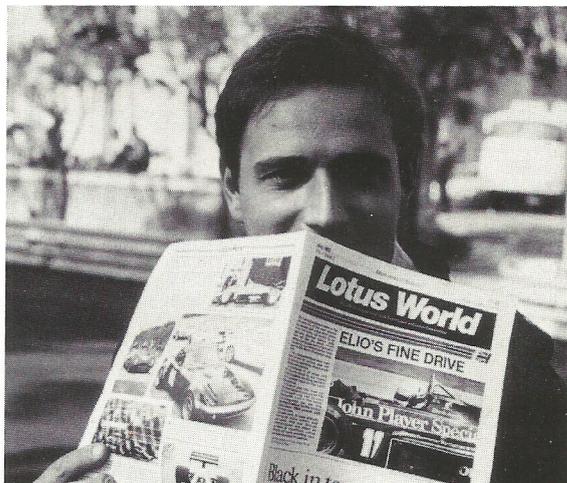
#### PRICES:

	U.K.	Europe	Worldwide
Members:	£6.95	£7.35	£7.75
Non-Members:	£7.65	£8.10	£8.55

### Titanic follow on

Michael Owens, one of our Club's enthusiastic American members, wrote to us following the piece on Michael Kimberley's connection with the Titanic. Michael belongs to the Titanic Historical Society (PO Box 53, Indian Orchard, Mass. 01151) whose interests although obviously centred on the Titanic disaster also includes the North Atlantic liners of the past. The Society's members were obviously very interested to read of Mr. Kimberley's connections with the liner through his grandfather's clocks and they have requested a few lines from the Lotus Cars Managing Director about his grandfather's business.

## ELIO LEAVES



The sad news received too late for inclusion in our last issue was that Elio had decided to leave us at the end of the season. Long-lasting contracts between race drivers and teams have always been rare within the sport and Elio completed his sixth season with Team Lotus this year. Undoubtedly a very gifted person in a number of ways (his performances on water skis, the football field, the tennis courts and the piano have already been well documented) he has seen a great number of major changes with the Team during his spell with us. When he first joined us in 1980 it was at the invitation of Colin Chapman in the role of number two driver to our World Champion Mario Andretti. In only his second Grand Prix with us he produced a highly impressive drive finishing second in the Brazilian Grand Prix. He continued to shine throughout that season gaining fourth place in Italy and the US

Grand Prix East and a sixth in Austria. It is as well to remember he was only 22 when he joined us but he had already been marked down as a highly skilled driver due to his 1979 season of drives with the Shadow Team. His first season with us was under the Essex banner but John Player were to return the following season and from then on Elio was to be a familiar figure in his black and gold overalls. His first Grand Prix win came in 1982 (that classic finish in Austria is still a fond memory of the Team's) and he has long been known for his very fast and consistent drives into the points so valuable to any Team.

He has served the Team extremely well through the years and both he and his lovely girlfriend, Ute, will be sorely missed.

Our sincere thanks to Elio for his splendid performances on our behalf and we wish him every success for the future.

### Renault's 1986 Programme

First stop for Peter Warr on his way to South Africa was in Paris, where he and officials of Renault finalised their Engine Development programme for next year.

Team Lotus has reason to be delighted with the outcome of the meeting as it looks certain that more assistance than was originally planned will be available for the coming year. With our excellent results of the current year, it goes without saying that we are Renault's most important racing team for next year.

### Overseas Grand Prix Trip

Tony Hammond, Secretary of the Kent Branch of Club Team Lotus, tells us he is planning a trip to an overseas Grand Prix next year for Club Members. He would like to hear from any members interested in going as quickly as possible as the earlier he can make bookings the

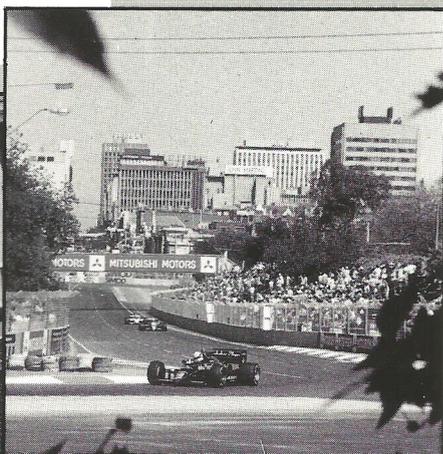
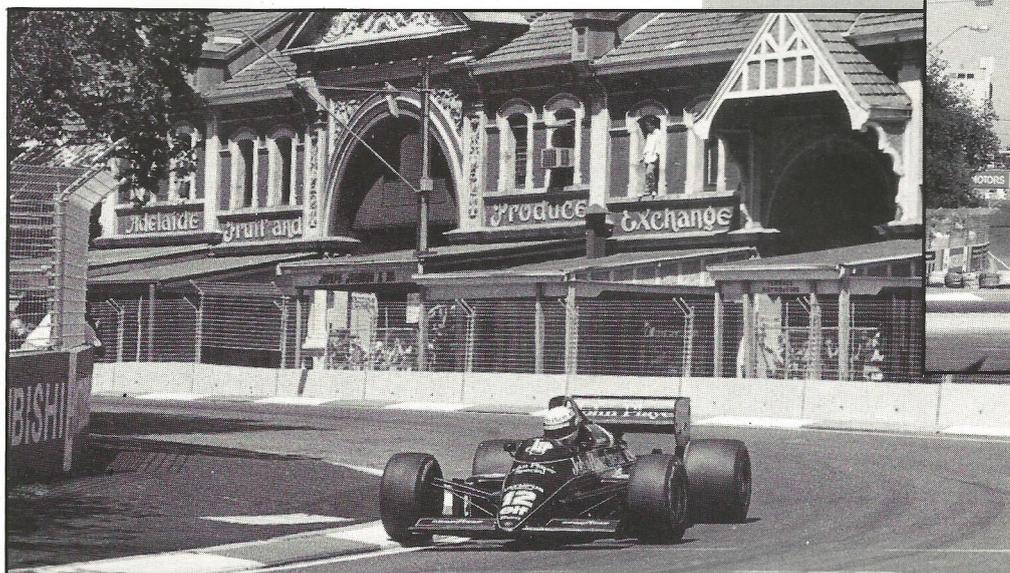
easier it is for him to arrange the best possible discount. Tony's deadline was the end of November but no doubt if you write to him within the next two weeks he will keep you informed of progress.

Those members living outside our Kent area can write to Tony care of our Club Office.

## EUROPA WANTED

A very good friend of Team Lotus who as part of the John Player Company was responsible for setting up the original Gold Leaf Team Lotus organisation back in 1967 is keen to purchase a Lotus to remind him of the good old days. He is looking for a pristine Series 2 Europa or a very beautiful Twin-Cam engined version and his objective is to have it painted in Gold Leaf Team Lotus colours as a mobile reminder of a notable event. Will anyone interested in selling their car please write or telephone the Club Team Lotus Office address as per the subscription panel and we will pass the news on.

# PRAISE'S GALORE TO AUSSIE RACE ORGANISERS



...the mixture of new and old buildings around the new Australian circuit is well portrayed by our two photographs. Here our No 12 car enters the chicane leading onto Dequetteville Terrace.

Certainly the organisers of the first Australian World Championship Grand Prix on November 3rd can now sit back and enjoy the praises and messages of warm thanks from all members of the F.1 motor racing community. As will have been seen quite clearly on the excellent TV coverage of the event the circuit is a truly magnificent addition to the circus's annual programme the other reassuring news being that the contract for the event extends for a possible total of seven years.

As this issue went to print only skimpy reports were filtering through from our Team who were still 'down under' taking a well deserved rest and enjoying generous Australian hospitality at the end of a highly pressurized season.

## AYRTON'S LIMELIGHT

There was no doubt that Ayrton got his fair share of attention both in the lead-up period to the race and certainly during the event itself!

Dominating the news and sports headlines of the Australian media our Brazilian star took his seventh pole position of the season. Featured on a top rated Australian TV show on the Friday night he said he was confident of victory and as it turned out despite three enormous incidents in the race he very nearly did so. Three times he led the race his coming together with Mansell on

the third corner of the first lap sending the ex-Team Lotus driver into retirement but provided him with an enormous fund of stories for the press corps! As it turned out the Isle of Man resident had a serious gearbox malfunction even before this incident and he would have retired early regardless.

Later on in the race Ayrton was to fall victim to Rosberg suddenly backing off on his way to the pit lane while the two were embroiled in a close quarter duel. Unlike other drivers the Finn made no attempt to warn our man of his sudden slowing and instantly one JPS nose spoiler and numerous other bits and pieces went soaring into the sky. In between times Ayrton had two off-road excursions one of which saw him surviving a huge leap over the kerbing and another where he disappeared from the sight of the TV cameras in a huge cloud of dust. Amazingly the car survived all these moments engine failure later taking Ayrton out of a well deserved finish.

Elio's last race with the Team had a dismal ending when he received the indignity of a black flagged disqualification for jumping positions on the final parade lap after stalling on the dummy grid.

Just to add to the Team's disappointments at what overall was a really splendid end of season event, we tied on points with the Williams team in the Manufacturers' World Championship, our rivals being awarded third place due to winning one more Grand Prix than ourselves.

## Results

1st	Rosberg	4th	Capelli
2nd	Laffite	5th	Johansson
3rd	Streiff	6th	Berger

End of season Championship Data can be found on page 14 of this issue. A full report of the Australian Grand Prix together with the hospitality our Team enjoyed down under will be in our January issue.

Ayrton negotiates a corner with an example of Adelaide's attractively old architecture in the background... This shot was taken as he turned from East Terrace into Rundle Road.

## Left-Handed Stars

We received an enquiry from the Left-Handed Society recently asking us to confirm that both Elio and Ayrton are left-handed. Interestingly enough they are so there's another item for statistic collectors!

## PETER DAY'S INAUGURAL CLUB TEAM LOTUS CAMBRIDGE MEETING

Sunday, January 12th, 1986 at 12 noon

Come and meet Peter Day of Lotus Service Dealers Daytune of Cambridge at a Lotus question and answer get-together of Club members at the

**PRINCE ALBERT PUBLIC HOUSE**

Quy, Cambridgeshire  
(situated on the A1303 just off the A45)

### For owners of all Lotuses' old and new.

This informal gathering starts with a buffet lunch at 12 noon at £4.75 per head (if required) followed by question time and then a visit to Daytune's workshop nearby. If you wish to eat elsewhere Peter Day will take the chair at 1.30.

We would ask you to reply to the Club Team Lotus office before December 15th telling us you would like to have the buffet or if you wish only to attend the question and answer period. If you are eating with us please send us your cheque or credit card number and expiry date (see subscription panel for details.)

Please reply as quickly as possible so we can either arrange your buffet requirements or adequate seating for the second part of the programme.

**See you in Cambridge!**

## THE A1 A.G.M.

The A1 Lotus Car Club branch of Club Team Lotus will be holding their Annual General Meeting on December 4th. This will take place at their usual rendezvous of Deeping Stage, Market Deeping and their Secretary Val White tells us she is anxious as many members as possible attend as the formulation of a programme for 1986 is top of the Agenda.



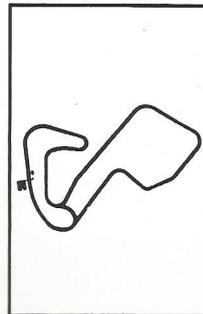
# John Player Special

Brands Hatch G.P. Report

ROUND 14

OCT 6th

# A FINE FINISH



A delighted Ayrton waves his second place trophy to the crowd as he is interviewed by our Brands Weekend commentator Brian Jones.

After all the 'bally-hoo' surrounding not one, but four date changes, the Grand Prix d'Europe at Brands Hatch finally came about on October 6th. And what an event it turned out to be. As one has now come to expect, John and Angela Webb put on a superb show over the three days that was guaranteed to keep the most critical spectator happy.

After the first pre race test at Brands Hatch we had gone to at the end of August, it was apparent we were not in what could be called satisfactory shape. Changes were made to the cars subsequently and in September we were back at the Kent circuit again, so as to "confirm and re confirm" as Peter Warr put it, the alterations that had been made. It was a very full day's period of testing. Elio had to stay at home for this one due to a severe ear

infection and we were fortunate in being allowed to have Derek Warwick on our strength for the occasion. With the disbandment of the Renault team within a matter of weeks and his previous experience with Renault engines Derek's presence and comments were of invaluable help to us and we were able to return home with most useful information.

"It was a very workmanlike test that Derek did for us" said Peter Warr later. "We were able to return to the factory with a lot of firm ideas and as a result it enabled us to set the cars up in better shape before practice started."

Ayrton had been present at the first August test but had snatched the time for a brief visit to Brazil over the second test not knowing of course at the time he made the arrangement, that Elio would be ill.

# CONTROVERSIAL STUFF!

(in the fullest sense of the word!)



A full-blooded fight for the lead in the opening laps of the Grand Prix d' Europe provided great excitement. Our picture shows the leading cars on their first race exit from Druids, Ayrton holding the lead from Rosberg immediately behind him as Mansell goes wide the latter leaving the corner with two wheels well on the grass! It was not an error on Nigel's part incidentally — his team-mate had given him a thump a second earlier.



Shortly after this picture was taken Keke (No. 6) overcooked his attempt to pass Ayrton and spun off taking poor Piquet (here seen between the two cars at the rear) with him. Later, one lap down, the Finn indulged in some severe baulking of our Brazilian allowing his team mate Mansell to take the lead. For a driver renowned for his he-man style of driving it was an uncharacteristic act that did him no justice (except perhaps in the eyes of Nigel Mansell)

## FIRST PRACTICE

Immediately Ayrton opened the running he returned to the pits fully satisfied with the way the cars were set up. He had done the majority of the driving at the first disappointing test at Brands but now he felt the car was in the shape required for this demanding circuit. "It feels very good indeed" he said, "and my qualifying car is really good." Just to be absolutely sure the new spec was an advantage we had left the spare car in its original configuration; after trying it Ayrton was reminded of the deficiencies of the original test and as a result part of the job list for the first evening was to change the car to the latest spec.

## ELIO'S SHUNT

Elio was similarly happy and was confident of the outcome of qualifying. However, fate took a hand in the first session when he went off the road in a big way. The 'line' around the track was dry but the

then he paid a quick return to the circuit doctor to obtain approval to continue driving. The achievement of getting the car running again was missed by the majority, as the magazines proved when they later reported he had gone out again in the spare car. Ayrton meanwhile had been busily engaged in running and as we have almost come to expect nowadays, he finished the session in pole position.

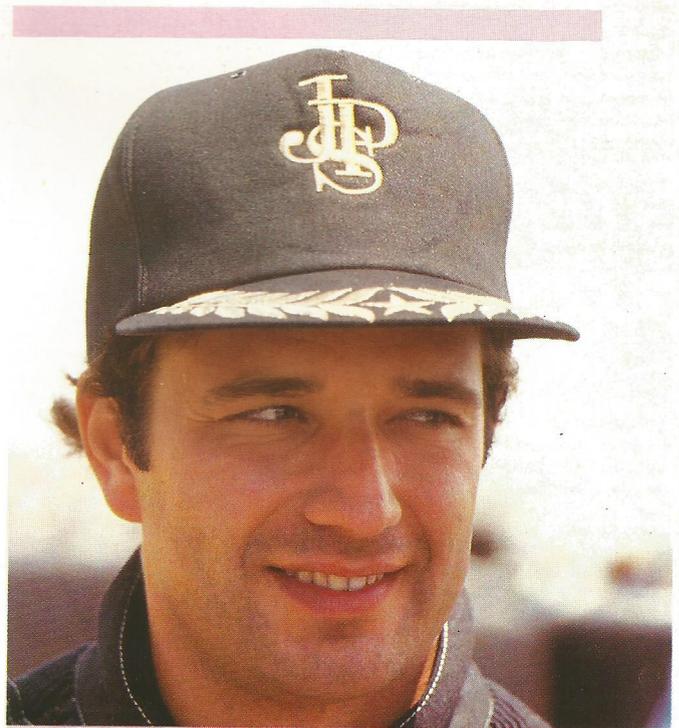
### Friday Untimed

1st	AYRTON	1.09.664
2nd	Piquet	1.11.131
3rd	Rosberg	1.11.140
4th	Prost	1.11.286
5th	Mansell	1.11.618
21st	ELIO	1.15.514

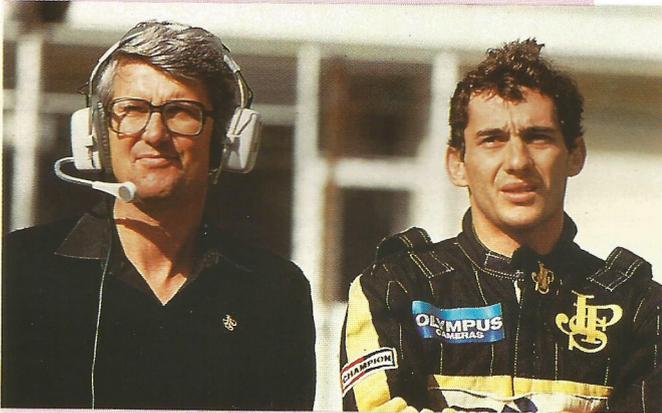
\* By his 30th lap Ayrton had broken the 1.10 barrier at Brands by recording a time of 1.09.664 (135.19 mph).

## FRIDAY QUALIFYING

Elio was out and about again but was obviously not feeling perfectly fit. He tried both qualifying and race tyres and considering his physical



*This excellent LAT study of Elio is one of the best we have seen for a long time and graced the John Player Special hospitality suite at Brands Hatch. Sadly it appeared at the same time the news was announced this popular and talented driver would be leaving our Team.*



*Team Manager Peter Warr and Ayrton seen standing on the pit wall during official qualifying watching other drivers' qualifying laps on the huge Starvision television screen.*

surfaces outside this were damp and Elio strayed onto one such area shortly after he had begun to push along and was into the 1.15's. The car spun through 90° and carried on down the road sideways until the wheels felt some grip again, and the vehicle then accelerated hard off the circuit and head long into the armco. "The contact was made at very high speed" said Peter Warr. "It was a replica of the Cecotto accident last year, but of course Elio was going a lot lot quicker. It certainly showed that all our work on the chassis last winter had paid dividends." As you will remember we did a lot of work on the Indy chassis and then transferred our attention to the Formula 1 tub for the compulsory "crunch test" (described in our March issue). Elio was equally impressed with the strength of the car. In fact, he went so far as to express the feeling that in any other car he would have broken both legs. As it was, his only injury was whiplash of the neck. The car's nose box did exactly the job it was supposed to do and amazingly the car was repaired and running again *before the end of the session!* Elio meanwhile was sent off for a medical inspection and later had some treatment from the Renault masseur;

condition turned in an admirable 15th fastest time.

Ayrton's performance was quite staggering. "My car was the best it has been all season" he said, after recording the fastest official practice time ever recorded at Brands Hatch in qualifying. His time of 1.8.02 was nearly 2 seconds faster than Piquet's pole position time in the 1984 British Grand Prix and it gave him an average speed of 138 mph. "The lap was quick, but safe, although I am sure I can go a bit quicker if it is dry tomorrow." Earlier in the session Rosberg had taken fastest time but Ayrton had again responded with an even quicker performance and then Piquet on his final qualifying attempt managed to take second spot away from the Finn. However, it was a time still over a full second slower than our Brazilian ace.

### Friday Qualifying

1st	AYRTON	1.08.020
2nd	Piquet	1.09.204
3rd	Rosberg	1.09.277
4th	Surer	1.09.762
5th	Prost	1.10.345
15th	ELIO	1.11.530

\* Ayrton deservedly won the Daily Mail award of 100 bottles of champagne for his performance.

## SATURDAY MORNING

Perhaps understandable remembering the force of the impact, Elio's condition was little improved on the Saturday and he reported that his neck and back were still very sore indeed.

As usual the Team started the day's proceedings with full tank running. Tyre wear was marginal here — the soft Goodyear race compound couldn't really be worn on all four corners and the harder one was positively slower. As a result, our engineers were trying to find a bal-

ance that would keep the drivers happy and provide us with protection against excessive tyre wear. Consequently we ran with 3 C's and a B on the left rear. As it turned out this was a pretty popular choice down the pit lane apart from Prost who had B's down the left hand side and C's on the right.

Our cars were fast in this session and therefore confirmed that our tyre choice was right. Ayrton opened proceedings driving his spare car and apart from a short stop to bleed the brakes his two cars

■ *Continued overleaf (page 6)*

## BODY WARMERS!



In answer to numerous requests from Club members our new clothing suppliers have produced the bodywarmer seen above which carries on the Club's theme of black with yellow embroidery.

This his-and-hers item will provide ideal wear. It is filled with 135g polyester thermal insulation.

### PRICES:

	U.K.	Europe	Worldwide
Members:	£31.70	£33.35	£35.35
Non-Members:	£34.90	£36.90	£38.90

ran throughout the session without a problem. A third of the way through Elio was stopped for half an hour by a split drive shaft joint boot which had to be replaced by our mechanics.

## Saturday Untimed

1st	Prost	1.10.447
2nd	AYRTON	1.10.526
3rd	Rosberg	1.10.595
4th	Piquet	1.10.599
5th	Streiff	1.11.676
9th	ELIO	1.12.773

## SATURDAY QUALIFYING

As Peter Warr described it later "There was just a fantastic ding-dong battle in what I would call the old style of qualifying, in which someone goes out and sets the fastest time and then someone else goes out and replies to it followed by someone else then knocking the others off their perch and then a short wait before someone else goes out and takes the others. Progressively Ayrton, then Piquet, then Rosberg and then Ayrton again all had a go. Ayrton on his first run in reply to Piquet's 7.4 did a 7.7. We'd seen on the big television screen that Ayrton had been baulked; well not baulked but forced to change his line to pass slower cars at two corners — one coming down the hill away from Druids and the other at Stirlings. When he stopped he had a quiet think about it and said he had been blocked and that given a clear lap he could do a 7.1! Then he put on another set of tyres and went out and did a 7.1. It was a blistering lap! I think at this stage both Rosberg and Piquet said to themselves we have gone as fast as we can go and there is no way we are going to be as fast as Senna."

Elio, still feeling the effects of the previous day's shunt, was progressing well — his improvement to 9th on the grid by the end of the session, having been 15th the previous day, was highly commendable. "I had a little understeer and a lot of traffic but we shall have to see what we can do in the race" he said later.

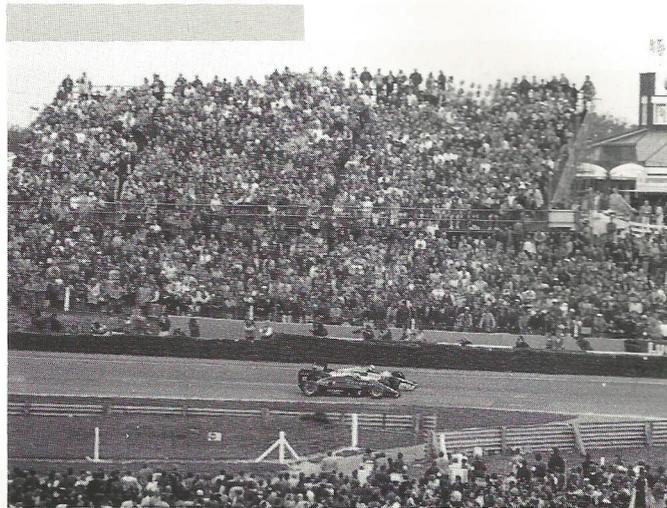
Ayrton's performance had stunned everyone. His time was over  $\frac{3}{10}$ ths faster than Piquet and was the first 140+ lap of the Kent circuit. It was his 6th pole position of the year but he still felt he could have improved on it... "I have made two small mistakes which probably cost me  $\frac{3}{10}$ ths — we could have been in the 6's..."

## Race Grid Positions

1st	AYRTON	1.07.169
2nd	Piquet	1.07.482
3rd	Mansell	1.08.059
4th	Rosberg	1.08.197
5th	Streiff	1.09.080
9th	ELIO	1.10.014

## THE RACE

Ayrton's premonition following the previous day's timed session seems ironic looking back on it. "The Williams' cars looked strong — I shall have to go hard from the start" he said. He had been second in the warm up session behind Nelson Piquet and was just in front of Prost with Keke in 4th position and Mansell 9th.



The huge rush to Paddock Bend when the green light flashed is well portrayed in this picture. Here Ayrton keeps to his chosen line as Mansell attempts to get past. Note the huge gap between the two adversaries and the rest of the field after just mere seconds have elapsed.

To take pole position at Brands is hardly a bonus when the green light flashes on. You start from the most difficult side of the road and Ayrton was determined not to let anyone get the drop on him. As it was both he and Mansell got away well with the latter trying to take him on the outside going into Paddock (see our picture) but he felt it was a straight case of neck and neck and he held his line and didn't back off. As a result both ran wide and then found themselves at Druids where Mansell was then thumped by his teammate (!) and promptly found himself with two wheels off the track as he exited the corner. As a result Rosberg got through and from then on it was a real 'humdinger' of a race as Rosberg tried all that he knew to get past our Brazilian. Each time they got to the end of Cooper Straight, Rosberg made the move to pass, but each time he failed until his impatience finally got the better of him. In an adventurous move he made another attempt (lap 5) and over cooked it, spinning and taking Nelson out of the race as he did so. Later the Finn was to say Ayrton was holding him up, but this is rather unfair as our Brazilian driver's line around the circuit is rather different from the usual one.

The Finn lost a lap in returning to the pits and then unfortunately he rejoined the race immediately in front of the flying Ayrton. Immediately Keke started holding our driver up — there is no fantasy in this statement as it was painfully obvious to those who were there. All the time this was going on Mansell was rapidly catching up the leading duo and on Cooper Straight he saw his chance and dived for the gap, passing both Keke and Ayrton in one move. It was an event that even upset the usually cool Ayrton and the next time as he swooped down the dip at Paddock and up the hill at Druids he could be seen gesticulating at the Finn's car that was still in

Background picture: Elio had a disappointing race being passed by Rosberg and Prost while suffering from engine pick-up problems but kept going to the end taking a well deserved fifth place.

the Championship. For sure I am going to try and take it away from him next year..."

Elio was disappointed at the flag fall. "My car was handling very well indeed — better than in all the practice sessions, but the engine was slow to pick up and I was down on power most of the way."

## Race Results

1st	Mansell
2nd	AYRTON
3rd	Rosberg
4th	Prost
5th	ELIO
6th	Boutsen

## Brands Banter

It was good to see that ever-green character Laffite running in a strong 3rd place until just 20 laps from the finish when he slowed with an engine problem. He not only set the fastest lap of the race, but it was also a new lap record for Brands Hatch.

Our brand new transporter was at Brands purely in a display capacity and parked along side our old faithful which is destined for our test programme work next year. It really is an impressive vehicle and we shall describe it in detail in a future issue.

The strength of our cars' nose box was very impressive. Although having to stand being smashed into a concrete wall at 10m per second, its quite obvious strength under much quicker conditions was plain for all the see.

Ayrton's Race Engineer, Steve Hallam's report of his driver's final qualifying lap was impressive. Ayrton had quietly remarked that he thought a 7.1 would be the quick one and when he went out initially and registered a 7.7 a small amount of doubt crept into our crews' minds. Then coming into the pits he sat quietly in his car until he signalled that he wanted to go out again. His next time? 7.1 of course!

Our Club stand at Brands Hatch remained busy from beginning to end of the weekend. Old and new friends came to visit us and our staff were kept busy from early in the morning until late at night.

Peter Warr was very grateful to the Renault organisation for allowing Derek Warwick to drive Elio's car in the Brands test at the end of September. It is always interesting to get another driver's view point of your car's capability and in this instance it was even more useful due to Derek's Renault engine experience. Also there was no confliction with sponsors and the Englishman covered 120 very useful laps for us during the course of the day.

Comments were made in the press suggesting that Peter Warr had protested Mansell's passing procedure under the yellow flag regulation. "I don't want to make an issue out of it" said Peter later, back at the office; "I'm fighting a crusade, but it's not against Mansell — it's against the officials who turn up once a year and wag their fingers at you pointing to such regulations as "You must not pass under the yellow flag and offenders will be treated mercilessly." Then when it happens before your very eyes nobody takes any notice of it at all! All I did was have a quiet word with them all afterwards."

## MAXIMUM SPEEDS

The digital display of speeds registered at the start/finish line at Brands provided a lot of interest. Quickest of all was Mansell with a 191.464 (308.131 kmph), his team mate Rosberg taking second fastest time with 190.270 mph (306.209 kmph). The Honda's superiority can be seen by third fastest time also being held by Rosberg with a 189.357 mph (304.740 kmph) registered on the Friday. Fourth fastest was our own Ayrton with 189.037 mph (304.225 kmph) marginally ahead of Derek Warwick (188.930 mph or 304.054 kmph). Slowest car of the lot registered a mere 167.102 mph (268.924 kmph), a difference of nearly 25 mph between slowest and fastest cars. It still seems a very high speed to be approaching Paddock!

front of him. There was never any hint from Ayrton after the race that this manoeuvre had had any serious influence on the result — as he said at the prizegiving "Mansell deserved to win but he didn't need his team mate's help to do so". The power of the Honda engines was just phenomenal throughout the race and Ayrton put up a quite remarkable performance in finishing second.

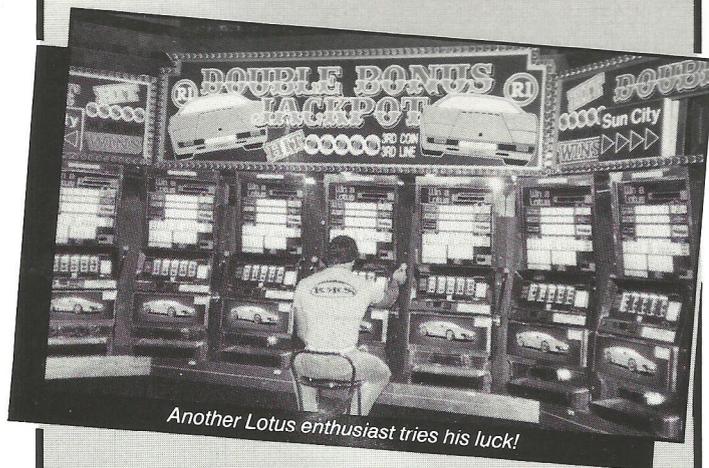
Elio had made a very good start and was up to 5th place at the end of the first lap and then into 3rd behind his team mate by only lap 9. Our cars maintained that order until lap 20, when first Surer's Brabham and then Laffite's Ligier, both Pirelli tyre cars, passed Elio. Then they were past Ayrton as well by the halfway stage leaving our cars in 4th and 5th positions. However by the end of the race, which after all is all that matters, Ayrton was 2nd and Elio was deservedly holding 5th place.

"It was a very hard race" said Ayrton, "I don't think Rosberg had to block me when he came out of the pits after changing his tyre — Mansell deserved to win this one. I was pushed a little harder than I wanted in the early laps and had to conserve my tyres. Second place is good; I am happy for Nigel winning his first race and for Prost winning

South African G.P. Report

# UPS AND DOWNS IN SOUTH AFRICA

## WILD WIN!



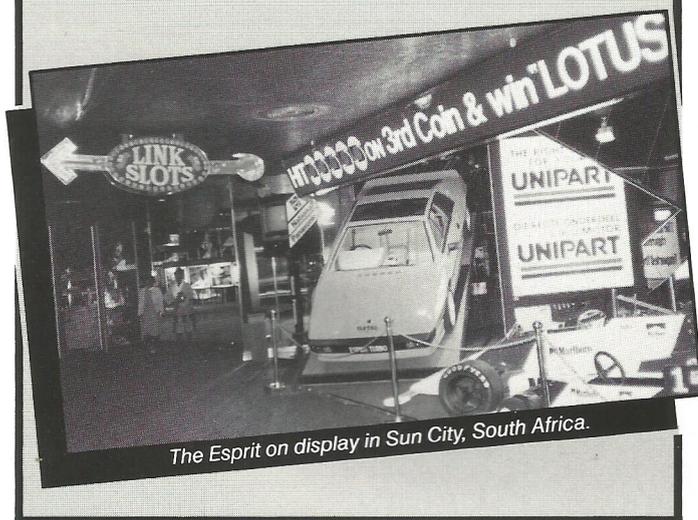
Another Lotus enthusiast tries his luck!

When Lotus Cars Export Sales Manager Mike Bishop brought these photos back from Sun City in South Africa we must admit we had a chuckle! Win an Esprit on a slot machine.....just pull the other one.

But lo and behold shortly after his return an extract from the Johannesburg newspaper The Star dropped on our desk; there in bold lettering on the front page ran the headline "A Wild Win on the Coast!"

The story ran that Mrs. Eleanor Barregar of Southbroom S.A., had won our R97000 Esprit at the Wild Coast Casino. "Just before we were planning to

leave for home I borrowed R20 from my husband, Jack, to play the gambling machines", she said later, presumably still suffering from shock. "I asked him to wait in the car while I tried to win the Lotus Esprit. I was down to my last 20c pieces when the machine started flashing "Congratulations you have won the jackpot". At first Mrs. Barregar thought it was a joke but when the crowd rushed up to her the reality dawned. When she went out to tell her husband he refused to believe her. "I said, Jack I've won the Lotus Esprit, to which he replied, that's very nice darling, let's go home now".



The Esprit on display in Sun City, South Africa.

Like Brands before it, the South African Grand Prix date had been a matter for conjecture but for different reasons. Once again sport had been dragged into the political arena and for a time it had certainly looked like the race would be cancelled. Then came the news that both Ayrton and Nelson Piquet's Brazilian licences would be withdrawn but in the end the race went ahead and licences restored, the starting grid losing the complete Renault and Ligier teams for political consideration and Ram and Zakspeed for financial reasons. It is interesting to reflect that this year we received a great number of letters from people around the world suggesting, in some cases quite strongly, that none of the teams should take part. The reasons given took the usual theme but we found this a surprising attitude to take as the South African problem has been with us for a very long time indeed, and teams have now been attending the race for the past 25 years without such comment.

Our first South African race win came in 1961 when Jimmy drove our 1½ litre Type 21 at East London. Jimmy in fact won the race 4 times in all ('61, '62, '65, and '68,) the latter sadly being the last of his career. As a result the older members of our Team had plenty of memories flooding back as departure time drew near.

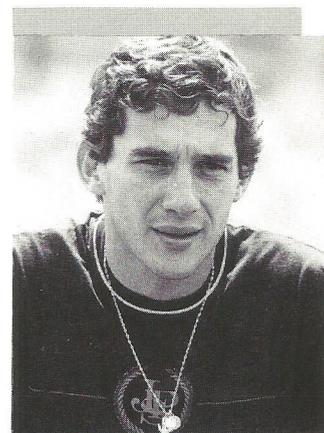
### Heavy Pressure

The closely cramped calendar dates of the current season have been a headache for everyone this year, but for sheer distance travelled. October must be granted 'pig status'! The month had opened with hectic preparation for the Grand Prix d'Europe at Brands Hatch. With the race over it was then a period of frenzied work to get the cars prepared for the following weekend's departure to South Africa. Then when the heat and Rosberg's dust cloud of sand had subsided at Kyalami, it was a white knuckle job to strip the cars down and prepare them for the long haul flight to Australia. By the end of the 31 day month the pressure had hardly relaxed at all and from Ketteringham Hall to around the other side of the world the scene would remain virtually the same, merely the surroundings changing. Certainly as we write this, if our increase in mail from both Australia and New Zealand is anything to go by our crew was in for a warm welcome; it would be one they could enjoy to the full as

the Adelaide race would mark a brief end to the season's pressure before our crowded programme of winter testing opened.

### FIRST PRACTICE

Both Elio and Ayrton made the same comment at the end of the first days practice. Both were happy with the way the cars were handling but both had suffered engine misfire problems and had recorded times less than 1/100th of a second apart. However, this was of little consequence as together they were nearly 1½ seconds slower than the provisional pole man Rosberg, the sheer power output of the Honda engine being in its element on this high altitude circuit.

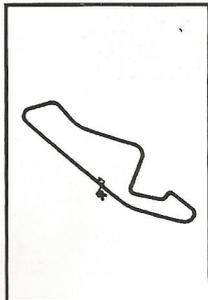


Ayrton was out of the race by only lap 9 with engine failure. It had lost its edge at the start and Ayrton knew it was only a matter of time before it failed completely.

One has only to look at the maximum speed data recorded here to realise the uphill fight that our two drivers were having to cope with. In the first session Piquet's car had registered over 209 mph (336.355 kmph) the second, third and fourth men — Surer Mansell and Rosberg — recording 203.586 mph (327.639 kph) 202.872 mph (326.490 kph) and 202.807 mph (326.386 kmph) respectively. Next up in 5th place came Ayrton with the only other time to break the magic 200 mph barrier (201.523 mph) but sadly this was a long way off the speeds of those in front of him and one can only marvel at the Brazilian's expertise in doing so well in over-all times around the circuit. He was in fact to get an increase in power for the final day of practice on Friday, but this was of comparatively little help against the "horsepower boys" in front of him.

## ROUND 15

## OCT 19th



### THE RACE

### THE START

Race day dawned as the hottest so far. In the morning warm up Piquet took pole with a 1.06.856, Ayrton recording 1.08.296 for second fastest time on full tanks whereas his Brazilian compatriot did his time in the spare car with a light fuel load after discarding his race car.

Ayrton's worry during this period was a high water temperature reading which continued to climb throughout the half hour of running. For the race he had B compounds all round except for a right front

Elio made an excellent start but Ayrton was uncharacteristically slow getting off the line when his engine died soon after the green light making it necessary for him to dip the clutch. Sadly the first corner claimed three cars, amusingly two of them being the Alfa Romeo entries which left their two aggrieved drivers standing together to argue out the reasons!

The first three laps saw Elio holding 3rd place, Ayrton being behind him for two and then dropping to 5th as Rosberg

#### Thursday Untimed

1st	Rosberg	1.04.875
2nd	Prost	1.05.059
3rd	Mansell	1.05.231
4th	Piquet	1.05.382
5th	ELIO	1.05.924
10th	AYRTON	1.07.187

#### Friday Untimed

1st	Fabi	1.05.002
2nd	Piquet	1.05.092
3rd	AYRTON	1.05.605
4th	Ghinzani	1.05.972
5th	ELIO	1.06.152
6th	Lauda	1.06.325

### THURSDAY QUALIFYING

Elio made it quite clear he was pleased with the handling of the his car, his only complaint being that his engine was down on power. However, no doubt confident in his ability to run very quick and consistently in race conditions he held high hopes for finishing well in the event itself. His second qualifying run was an improvement on his first but he reported he had been held up by Brundle and so would have to rely on Saturday's opportunity to get further up the grid. Ayrton was also blocked on his first qualifying run (it is not often that Ayrton complains about blockages so this one must have been a serious event!) "Although my car was quicker on the straight on my second attempt, the engine started to misfire through the first corners" he reported. He had moved up from 10th to 4th on the score sheet and like Elio, obviously looked forward to the next day's opportunity of improving his start grid position.

#### Thursday Qualifying

1st	Rosberg	1.03.073
2nd	Mansell	1.03.188
3rd	Piquet	1.03.844
4th	AYRTON	1.04.517
5th	ELIO	1.04.611
6th	Boutsen	1.05.079

### FRIDAY UNTIMED

Again the weather dawned fine and clear the temperature being slightly lower the previous day. 20 of the 21 starters for the race improved on their previous best times but the top three positions remained the property of Mansell, Rosberg and Piquet, Ayrton and Elio continuing to be handicapped by their lack of power. What was incredible was to find the previously all powerful, highly competitive Ferraris down in 12th and 15th positions (out of only a 21 car grid remember) in the first session, positions which became worse in qualifying as they slipped to 15th and 18th! Whilst envying the fly on the wall in the telephone booth being used for those hair-raising calls back to Maranello, the more awe-inspiring conjecture would be whose head or heads would roll as a result.

### FRIDAY QUALIFYING

The 2.55 mile circuit incorporates that well known and very long (virtually 1.4 miles) straight leading down to Crowthorne Corner. Each pit was equipped with television boasting 3 channels showing best lap to date, fastest lap overall, number of the car, driver's name and speed achieved across the start/finish line. Maximum speeds on the straight were also included and these again showed where our deficiency lay. In the morning Piquet had been quickest at 206.22 mph (331.886 kmph), some 3 miles an hour slower than the previous day's best. He had been quickest initially only to be beaten by both Rosberg and Mansell, but Nelson eventually took fastest time back. The best Ayrton could manage was 197.950 mph (318.569 kmph), Elio being next up with 196.483 mph (316.209 kmph). According to the amusing rumour that was circulating at the time concerning Prost and Lauda's lowly positions of 14th and 15th (with 193 and 191 mph respectively), the computers that were fitted to their cars were causing all the problems as their "memories" indicated they were still at Brands Hatch! Eventually German headquarters sussed out the problem and immediately the message was flashed to Kyalami to reset the gear.

Our own engineers were busily making plans for the tyre stops that were to be expected in the race. Ayrton got out early as usual and took 3rd place on the score-sheet but was soon displaced by Rosberg, the first 3 cars again being Piquet, Mansell and the Finn, Nelson enjoying the usual four qualifying laps thanks to Pirelli's tyre recycling procedure. Elio finished in 6th position fractionally behind Surer's Brabham.

#### Starting Grid

1st	Mansell	1.02.366
2nd	Piquet	1.02.490
3rd	Rosberg	1.02.504
4th	AYRTON	1.02.825
5th	Surer	1.04.088
6th	ELIO	1.04.129

Incidentally Ferrari started 15th and 16th on the grid, both cars slightly quicker than Brundle, Streiff, Martini and Rothengatter!



*Elio also suffered engine failure in his last but one race for us. It was a great disappointment for the Italian driver and our Team as he was still in a challenging 4th place even after his pit stop for fresh tyres.*



*Our two cars tied together at the end of the long straight down to Crowthorne corner. Just a fraction of a second prior to this photograph being taken a misunderstanding between our drivers in a passing manoeuvre caused a short bout of ill-feeling after the race (see story).*

"C" Elio going for the softer set-up of 3c's and a B on the left rear. Our radio communication with the drivers (nicknamed 'Radio Gaga') was found to be giving a little trouble during the warm up lap which Steve Hallam eventually sorted out. Sponsor advertising was to be seen everywhere, apart that is, from some of the cars. McLaren had redesigned their colour scheme with no mention of their tobacco sponsorship any where to be seen, and Beatrice had removed the name from Alan Jones' car although this was of small consequence as the Australian went down with a 'flu virus on race day and the car was withdrawn. United Tobacco arranged the extensive advertising programme for JPS in the newspapers and race programme together with an abundance of pretty girls and brightly coloured umbrellas.

stormed through. By lap 6 our cars were back to 3rd and 4th positions, but already Ayrton was anticipating trouble. After qualifying he had said "The car is good, the engine feels strong and the second row start is not so much of a disadvantage here, there are so many places to pass. However, the Honda engines are very powerful here..." Sadly he was not going to be competing long enough to utilise the best passing spots, as very soon after the start his engine began to lose its edge and as he said later "I felt it was only a short time before it failed." Just prior to his retirement our drivers had been involved in an incident with each other which produced some heated conversation and not a little pushing and shoving back in the pits after the race. Leading his team mate down the long hill to Crowthorne Elio had chosen the

■ Continued on page 14

## South African G.P.

■ Continued from page 11

usual line on the right hand side of the track as Ayrton attempted to take him the long way round on the left. All would have gone to plan except that a car rejoining the circuit suddenly emerged from the pit lane alongside Elio forcing him to move out just at the moment Ayrton was attempting to pass. With 3 cars abreast on the track Ayrton kept his foot hard down in what proved to be a successful attempt to pass Elio before Crowthorne was reached. Unfortunately Elio felt he had been severely chopped in the manoeuvre and harboured his feelings strongly enough until his own retirement later in the day!

Elio, as has come to be expected of him in so many races, kept up a challenging drive for lap after lap holding 4th position but still hampered by a lack of power. Then just 23 laps from the end of the 75 lap race, his effort came to nothing when he too suffered engine failure, his retirement reducing the complete field to only 7 cars at this distance, only the leading 3 being on the same lap at flag fall.

It had certainly been a black weekend for us on all counts. We had made the long trip intent on scoring more points in our endeavour to win the Constructors' Championship and had come away with nothing. Now we found ourselves having to defend our third place against the onslaught of the Williams Hondas!

### Results

<b>1st</b>	Mansell
<b>2nd</b>	Rosberg
<b>3rd</b>	Prost
<b>4th</b>	Johansson
<b>5th</b>	Berger
<b>6th</b>	Boutsen

## After Thoughts

For the interest of all statistical enthusiasts, Elio was classified as 8th and Ayrton 12th in the final results.

Congratulations must be recorded for Nigel's outstanding effort in producing two wins in a row. He finally seems to have got his act together and in view of all the effort he has put in over the years no one could be more deserving. Let's hope it doesn't happen again!

Congratulations also to ex-Team Lotus driver Jackie Oliver's Arrows team for taking 5th and 6th positions. Like Nigel, Jackie and Team Manager Alan Rees' efforts (another ex-Team Lotus driver!) over the years must reduce them to nervous wrecks at times and to take 5th and 6th positions must have been almost as enjoyable as winning a race! No doubt Jackie would not agree with this.

Radio Gaga worked well for the very first time. Two frequencies were operated by Peter Warr from the pit wall. When Ayrton retired Peter switched over to Elio's frequency but with the remote transmit button in the circuit the pits station was transmitting all the time so Elio got a full running commentary of what was happening on the pit wall!

The Elio/Ayrton incident must not be blown out of proportion. They were travelling at around 200 mph at the time the whole thing started and no doubt the adrenalin flow takes a little time to slow down after such an occurrence. The Team wags back at our headquarters were in Norwich as this report was written looking for a pair of boxing gloves that they would despatch to Elio and Ayrton in Adelaide with the reminder that

"it is only a sport!"

A few problems had arisen regarding the flight arrangements from South Africa to Australia. First it was cancelled, then reinstated on the timetable but subject

to delay and the final headache was a sudden reduction in the freight allowance given each team. Presumably the elastic in the freighter's engines were short of lubrication...

## END OF SEASON DATA

### FINAL 1985 PLACINGS:

#### World Championship Manufacturers

<b>1st</b>	McLaren	90	<b>5th</b>	Brabham	26
<b>2nd</b>	Ferrari	82	<b>6th</b>	Ligier	23
<b>3rd</b>	Williams	71	<b>7th</b>	Renault	16
<b>*4th</b>	JPS LOTUS	71	<b>8th</b>	Arrows	14
			<b>9th</b>	Tyrrell	7

#### World Championship Drivers

<b>1st</b>	Prost	76	<b>6th</b>	Mansell	31
<b>2nd</b>	Alboreto	53	<b>7th</b>	Johansson	26
<b>3rd</b>	Rosberg	40	<b>8th</b>	Piquet	21
<b>4th</b>	AYRTON	38	<b>9th</b>	Laffite	16
<b>5th</b>	ELIO	33	<b>10th</b>	Lauda	14

#### 1985 World Championship Races:

<b>Races:</b>	16	<b>Events to date:</b>	16
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#### Total Victories Since 1960:

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

#### 1985 Winners

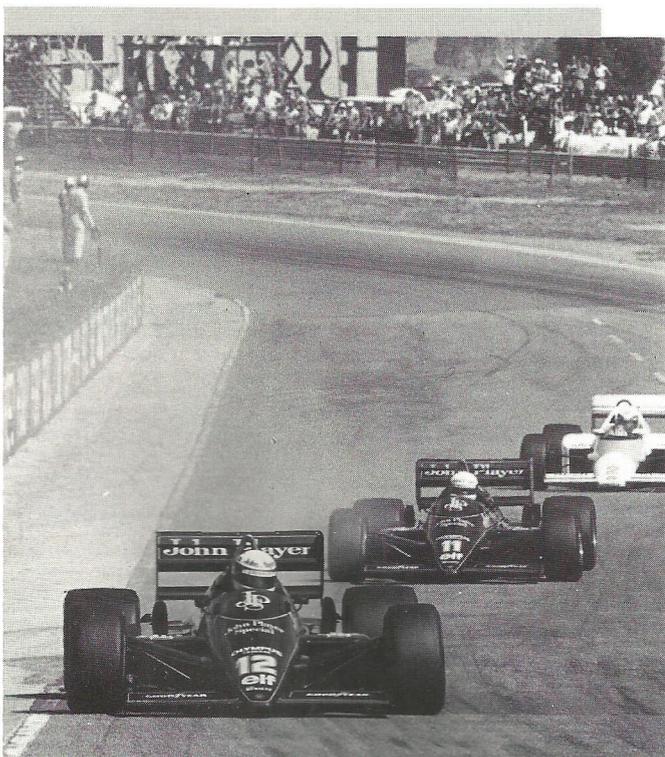
Constructors		Drivers		
<b>1st</b>	McLaren	<b>1st</b>	Prost	4
<b>2nd</b>	Williams	<b>2nd</b>	AYRTON	2
<b>3rd</b>	JPS LOTUS		Rosberg	2
<b>4th</b>	Ferrari		Mansell	2
<b>5th</b>	Brabham		Alboreto	2
			Lauda	2
		<b>7th</b>	ELIO	1
			Piquet	1

**Tyre Battle:** Goodyear: 15      Pirelli: 1

#### Pole Position:

<b>1st</b>	AYRTON	7	<b>Fastest Laps:</b>		
<b>2nd</b>	Rosberg	2	<b>1st</b>	Prost	5
	Prost	2	<b>2nd</b>	AYRTON	3
<b>4th</b>	ELIO	1		Rosberg	3
	Alboreto	1	<b>4th</b>	Alboreto	2
	Fabi	1	<b>5th</b>	Lauda	1
	Piquet	1		Mansell	1
	Mansell	1		Laffite	1

\*Williams were awarded 3rd place due to gaining 4 victories to our 3



At one stage in the Grand Prix three teams were running in groups of 2 in the first six places — we were in 3rd and 4th place at the time, Ayrton and Elio closely following each other.

## Still the thanks come in

We are very happy to report we are still getting letters and post-cards thanking us for the Club's Brands Hatch week-end. We

must say how delighted we all are to receive these words of thanks particularly as letters currently total over 120!

## A LOTUS A DAY

■ Continued from page 12

sponsor the Team in 1981. "I record the amount of time the JPS Team Lotus cars appear on the TV screens during Grand Prix coverage and can tell from that pretty accurately just how many enquiries we shall get the following week. The connection is terribly important for all dealerships and the closer the two organisations stay together the more benefit it will have for everyone."

## ENTHUSIASM

Taking our leave of Norfolk Motor Company we journeyed back to the factory thinking over all the facts and figures we had been given and the very obvious enthusiasm of John and his company staff. There had been a hint of the present lull in the car sales market that is affecting the whole of the world's automobile industry but certainly no pessimism could be detected and John is presently constructing another Lotus showroom quite near to his present site which he has earmarked for the

new models now in production. "Lotus' expansion plans I find very, very exciting", John had said. "The new programme emphasises the wonders that are coming about at Hethel. From what I have heard and seen and if the Company is able to maintain its competitive pricing we shall all be flat out from Day One", said John. It was an attitude that was obviously an important part of Norfolk Motor Company's success through the years. There is no doubt it will continue this way for a very long time to come.

To talk Lotus with Norfolk Motor Company contact John Hewitt, Roy Youngs or Steve Norris on (0603) 407766 (6 lines). Norfolk Motor Company is sited quite near the delightful centre of Norwich at 242/254 Sprowston Road, Norwich. They are open from 9-6 on weekdays and Saturdays with specially pre-arranged Sunday appointments available. There is no lunch hour.