

# Lotus World

The official newspaper of Club Team Lotus and Lotus Cars Limited

## PRODUCTION UP 89%

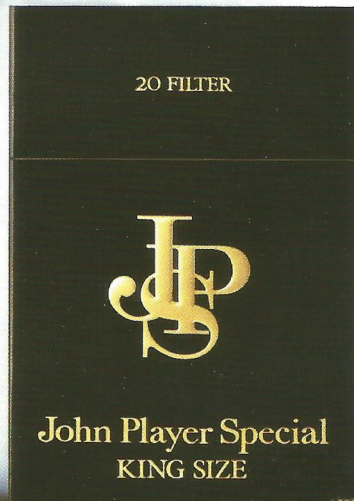
New car production figures for January were up over 89% compared with the number built in the same period last year, seventy four cars being produced and delivered in twenty one working days.

Our second race car test of the year at Paul Ricard in February, hampered as it was by extremely bad weather, saw Elio and Nigel as front runners throughout, both chassis' running faultlessly. As we go to press the third JPS 95T is nearing completion for its shakedown and test running.

In France our recently announced importers, Lotus-France, were officially launched. To mark the occasion a cocktail evening was held at their prestigious showroom on Avenue de la Grande Armee, Paris, which attracted excellent press coverage and was attended by over 200 potential customers and media guests.



# Flash Black



JPS 8A L.W

MIDDLE TAR  
As defined by H. M. Government

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

# World News...World News...World

## DRIVERS TOTALS

The end of each season is the time to review statistics and we thought you would like an update on driver victories since the World Championship of Drivers was announced in 1950. You will note there are only sixty names connected with nearly four hundred victories spread over 33 years which emphasises how difficult it is to get your name in lights.

Up to and including South African Grand Prix 1983

1. Stewart	27
2. Clark	25
3. Fangio	23
4. Lauda	19
5. Moss	15½
6. Brabham	
Fittipaldi	14
Hill (G)	
9. Ascari	13
10. Andretti	
Reutemann	12
Jones	
13. Hunt	
Peterson	10
Scheckter	
Piquet	
17. Prost	9
18. Hulme	8
Ickx	
20. Arnoux	7
21. Surtees	
Rindt	6
Villeneuve	
Laffite	
25. Brooks	5½
26. Farina	
Regazzoni	5
Watson	
29. McLaren	4
Gurney	
31. Hawthorn	
Collins	3
Hill (P)	
Pironi	
35. Trintignant	
Von Tripps	
Rodrigues	
Siffert	

Revson	
Gonzales	2
Depailler	
Jabouille	
Patrese	
Rosberg	
Alboreto	
Tambay	
47. de Angelis	
Nilsson	
Taruffi	
Bonnier	
Ireland	
Bandini	
Ginther	
Scarfiotti	1
Gethin	
Cevert	
Beltoise	
Pace	
Mass	
Brambilla	
Baghetti	
62. Fagioli	½
Musso	
<b>Total</b>	<b>377 Victories</b>

Of the 72 victories that fell to Lotus drivers, 43 were with John Player sponsorship.

### John Bolster

Friend of Lotus from our earliest days at Hornsey, fun loving John Vary Bolster, constructor of "Bloody Mary" and other specials, race driver, technical journalist, commentator and author died in January aged 73. John had written for the magazine Autosport since its inception in 1950 and the tributes that appeared in their issues of January 19 and 26th gave an excellent insight into John's humour, his tremendous ability and the sizeable contribution he had made to motor sport over the years.

For countless motor sport enthusiasts John will indeed be sorely missed for many years to come.

## ROOF CRUSH TEST

As part of the programme of confirmatory safety testing the U.S. Federal roof crush test was recently conducted at M.I.R.A. (Motor Industry Research Assoc.) on a production specification Esprit Turbo body fitted with the optional "Targa" removable glass roof panel.

The production specification includes Kevlar reinforcement in the windscreens pillars and around the roof aperture area.

The test required a load of 1½ times vehicle kerb weight to be applied to the top of the windscreen pillar which in test conditions must not deflect more than 5 inches.

The Federal Esprit withstood the test load with less than 50% of the allowed deflection, and withstood an ultimate load 50% above the test requirement.

MIRA officials were moved to comment that this was one of the best test results that they had witnessed.

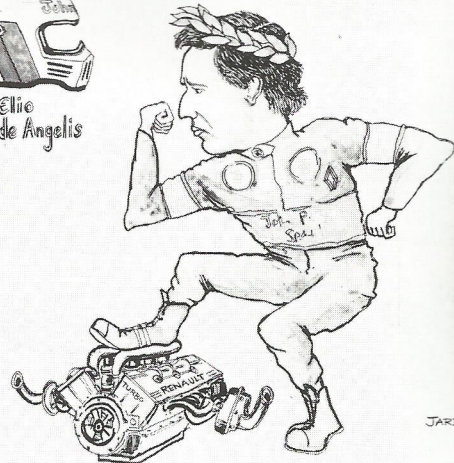
## A1 LOTUS CAR CLUB DIARY

Val White the A1 Lotus Car Club Secretary is busy finalising the Club's programme of events for the coming year. Their Sunday Meetings held once a month, will be in Cambridge (April), Bedford (May), Market Harborough (August), Oakham (September) and Lincoln (October). All Lotus enthusiasts are invited to these get-togethers and Val will be pleased to give you the exact location if you contact her at Rose Cottage, 199 Bourne Road, Spalding, Lincs. PE11 1LJ. Telephone Spalding (0755) 69786.

As an area organisation under the Club Team Lotus umbrella our members who live within the areas of Bedford, Peterborough, King's Lynn, Market Harborough, Lincoln, Leicester, Boston and Spalding automatically receive Val's monthly newsletters with their copies of Lotus World.



Elio de Angelis



JARDINE 83

This cartoon of Elio by Tony Jardine the John Player Racing Press Officer was used by the BBC in their JPS European Grand Prix coverage. Elio's stance as portrayed here was most appropriate for that particular race, and after Rio testing we felt it deserved a reprint! Tony is a man of many talents and his cartoon of Nigel will appear next month.

## COLIN'S SUITE

Hazel Chapman has agreed to Snetterton Circuit's suggestion one of their new Hospitality Suites be named "The Colin Chapman Suite".

Bob Ross, Snetterton's Circuit manager, said it was by way of a tribute to Colin for the wonderful work he did for motor sport throughout his life.

## CHRISTMAS THANKS

Our thanks go to members both at home and all over the world who so kindly sent us Christmas greetings by cards and letters. They were still arriving at the end of January so they must have been in the care of the same postman who delivers those late editions of Lotus World! Even our workers Joanne and Sindy were beaten in their endeavours to display them all. Thank you all very much indeed, especially to those who also sent letters of appreciation and presents.

## BBC RADIO ONE

BBC Radio One Network visited Lotus Cars this month to produce a short 10 minute live programme to go into the Peter Powell Show. Mike Smith the BBC Radio Presenter, who has his own afternoon show came to Lotus to drive a Turbo Esprit around our track for driving impressions and to talk to us about our Company and its activities. The BBC wired up a radio transmitter in the car to transmit signals to a larger mobile transmitter on our airfield, which in turn sent a signal to the main London line for network transmission.

## Lotus World

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# John Player Special

## RICARD TEST

On the first Friday in February our racing transporter and Renault van left Ketteringham Hall en route to the Ricard circuit for our second test programme this year. Now repainted in preparation for the new season but without sufficient time for its new display to be sign written, the long plain black truck was travelling incognito.

Our two new JPS 95T's chassis /1 and /2 were on hand for both Elio and Nigel to drive, the latter's /2 chassis being brand new. Our friends at Renault supplied us with two engines they wanted us to test, one being the latest style EF4 1984 race engine with last year's turbo's fitted, the other a 1983 power unit with the 1984 Garrett turbo chargers. The first was fitted into Nigel's car from the offset, but Elio's chassis still had it's Rio test engine installed as it had not reached its mileage limit and it was planned we would change over to the Garrett turbocharged unit as the week progressed; Renault's request was that each engine unit was to accumulate 600 kilometres during the week's running.

The long circuit had been reserved exclusively by Renault, but they were late arriving on the Monday and so we used the

short version for initial mileage. Other Team's present were Brabham (three cars), Ligier (with a car revamped since Rio) and McLaren. Goodyear's test organisation was spread far and wide this time with a crew and tyre supply at Ricard, a second at Ferrari's Fiorano test track in Italy and a third in Japan for testing with the Williams Honda Team.

Monday's weather was good, but from then on conditions began to deteriorate with a strong gusting wind blowing from Tuesday through to Thursday evening, one weather report giving wind Force 9 strength. This obviously put paid to serious running as the frighteningly fast right hander that comes after the long straight is no place to keep your foot hard down as you endeavour to control the car in blustery conditions, and it was not until calm sunny weather returned on the Friday that the programme could be resumed in earnest. The problem posed by the windy conditions can be seen in its proper perspective when you bear in mind Nigel was timed on the straight at 192 mph (307 kms) Elio going through the slightly uphill right hander of Signes (that comes at



Steve Hallam, Nigel's race engineer, always prides himself on his appearance and at Ricard arrived in our garage wearing a cravat. Our crew immediately dived into our store of kimwipes and came up with these instant equivalents - they look so smart perhaps Players will come up with Gold versions!  
Photo: Peter Warr

the end of the straight) at 175 mph (280 kms) with his foot flat on the floor. Incidentally Elio's performance was accomplished on race rubber, whereas the only people previously brave enough to go through Signes flat have been those running on qualifiers.

### Nigel Blown Off

We made attempts to continue running during lulls in the blustery conditions but when Nigel actually got blown off the track during Wednesday's running Peter Warr called a halt to proceedings, and that was that while the uncertain weather continued. Tambay also fell victim to the poor weather conditions and had an off road excursion as a result, returning to the pits where the only damage was found to be the undertray.

### Perfect Chassis

Like our Rio test, the cars performed without fault all through the week, only the front spoiler mountings needing additional strengthening. Elio slipped over a kerb on one lap and tore out some undertray bobbins and slightly damaged the front box, but repair time did not cut into our programme as by then the wind was beginning to increase and sensible running had been halted. The offending kerb is part of the Signes right hander; the drivers like to keep their wheels running along the top of the kerb, but if they slip over for just an instant then it is back to the pits for a bit of maintenance! At the time this happened (Tuesday) the engine mileage limit on the unit used at Rio had been reached and so Renault's new power unit was installed in its place.

### Front Runners

Whenever running was possible our cars were up with the front runners and consistently very quick all round the circuit. On Monday Elio, using race control tyres and on race boost, recorded 1.02.7 (short circuit) to Piquet's 1.03.4 on Michelin race tyres. This winter's previous best time had been a 1.02.5 recorded by Alberto's Ferrari running on qualifiers and with full boost so we were reasonably happy. At this stage Nigel, also on race control tyres, was level pegging with Nelson, Lauda's McLaren Porsche recording 1.06.2. Engine changes were the order of the week; Brabham had six all told, Renault three and ourselves just the one to Elio's car already mentioned, plus a turbo change he needed on the Monday.

### Data

Like all tests, we returned to the factory with items still unticked on the job list, but regardless of the poor weather and the subsequent hold ups we had a huge fund of data to chew over and act on in the short period before more testing took place at the end of the month. This information came from our race engineers, the drivers, at the frequent de briefing sessions and the five Heuer time cells positioned around the track.

Friday's calm sunny weather allowed everyone to get back to work in earnest, but then mechanical failures called a halt and the transporter was promptly packed and departed for home. First Nigel's engine let go (presumed piston failure) and he also left for home. The unit already had 700 kilometres



Waiting for the wind to drop, Elio, Nigel and Derek Warwick relax and exchange tall stories.  
Photo: Clive Hicks



Photo: Charles Briscoe-Knight

under its belt so perhaps that had something to do with it. Elio was doing his quick times on race rubber at this stage and was brought in for a change to quallies so as to really put the cat amongst the pigeons but as he returned to the pits his engine also expired in a big way and the week's running came to an abrupt halt.

The less than warm conditions prevailing all week had been far from ideal for our tyres and with the other hiccups in running our overall times compared well with the other Teams.

Tambay	Renault	1.35.9
Fabi	Brabham	1.37.2
de Cesaris	Ligier	1.37.6
ELIO & NIGEL		1.37.8
Lauda	McLaren-Porsche	1.38.6
Piquet	Brabham	1.39.3

## Merriment

As already mentioned Nigel had left for home on the Friday but Elio stayed over with our crew that night before he returned to Rome and our lads caught the flight back to England. On such occasions it doesn't take long to find the reason for a party and the remaining crew and engineers didn't let the side down and a good time was had by all. Bruno Mauduit, our Renault engine man, was accompanied on this trip by his colleague Phillippe, a quietly reserved chap who as it turned out would rather keep his head down than make any sort

of fuss. Madame Berard, the proprietress of the hotel where our crew had stayed on many occasions in the past had suffered a multitude of our crew's pranks and jokes at her expense and decided this would be an ideal time to level the score. Unfortunately she picked our quiet friend Phillippe as her victim! Ordering one of the hotel's listed desserts, a concoction of ice cream resplendent in blue and white the dish was duly placed on the table and Phillippe tucked in. Although visibly flinching as each spoonful was eaten Phillippe made no complaint, presumably as he was, like the rest of our crew, also partaking of Madame's special brew - later diagnosed as "straight meths". It was not until the dessert had been eaten it transpired that ninety per cent of it was shaving cream.

## Hard Work

McLaren's engine problems in Rio continued at Ricard, and by the time Niki's intermittent running had neared completion the engine had finally quit and Prost had only a few laps on the scoresheet to prove he had even been there. At one stage a camshaft broke in their last "healthy" power unit and a new one was installed in the paddock area..

## Relaxation

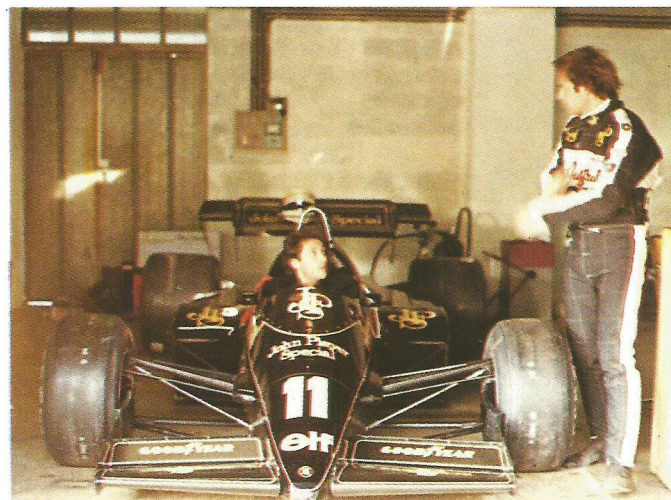
On the Thursday when the

weather continued to prevent test running our Team adjourned to the go-kart track where a hire car was used for timed standing start laps. Nigel Mansell will obviously strike his own time from the records as he only managed seventh fastest, Elio turning up for his run just as the car was "retired" to save it further punishment. Race mechanic Chris Dinnage just beat Bruno Mauduit for fastest time, Gerard taking 3rd place in front of Peter Warr, and Steve Hallam not registering anything after a dash up the escape road. Times were all remarkably close only one hundredth of a second

separating several contestants in an elapsed time of 47 point something seconds.

## More Tests

As this issue goes to print our Team is preparing for two further tests at the end of February, our crew splitting up and going both to Ricard and South Africa. Elio will be at Ricard with chassis' 95T/2 and 95/3 our brand new car. Nigel is South Africa bound with chassis 95/1 the cockpit altered to suit his dimensions and requirements. A full report of both tests will be in our April issue of Lotus World.



Elio's brother tries No. 11's cockpit for size at Ricard.



*John Davis (left) of our Design Team confers with Martin Ogilvie (Chief Designer).*



*Roger Pestell (left) who specialises in a number of areas within the Team is seen here with Paul Diggins (sub-assembly), working on a front spoiler.*

# PREPARING FOR 1984

**Our Team members are busy preparing for the 1984 season and having completed our testing in Rio, these photographs were taken as they prepared for the trip to Ricard and beyond .....**



*Chief Engineer Gerard Ducarouge confers with David Senior (left) and Jerry Booen (right) of our Design Staff.*



*In our machine shop are seen (left to right) Peter Harris (machinist) Sam Boyle (sub assembly) Mike Coughtrey and Tony Cooksey (machinists). Mike was a racing mechanic who joined us in 1968 transferring to our factory based section at the end of 1976.*



*Roy Franks, our Senior Fabricator, (standing) talks to Storemen Mo Simmonds. Roy is a Cheshunt man who joined us back in 1963.*



*Tony Jones (Workshop Supervisor) is seen with Team Buyer Trevor Horn (seated) Tony transferred to us from Lotus Cars last year after 14 years with our Production Factory.*