

# Lotus World

The official newspaper of Club Team Lotus and Lotus Cars Limited



# ROYAL VISIT

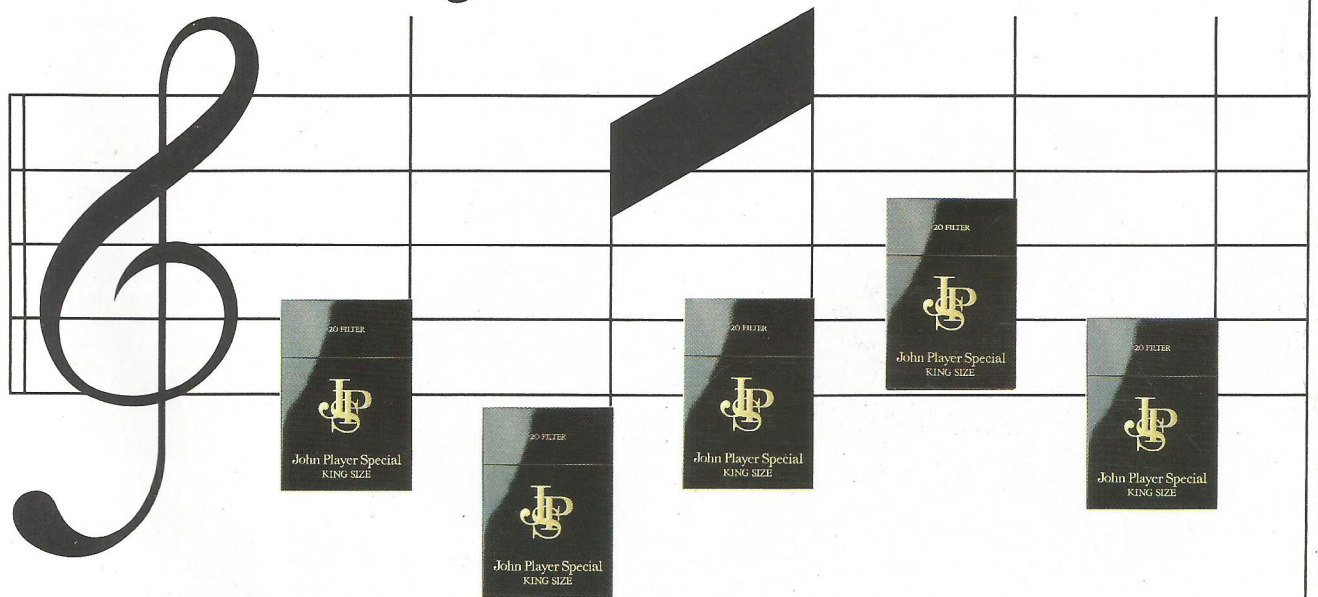
His Royal Highness Prince Michael of Kent representing the Institute of the Motor Industry in his capacity as President of the I.M.I. visited Lotus Cars at the end of April, his tour taking in both our Production Factory and, at his own request, our Race Headquarters at Ketteringham Hall. The Prince was accompanied by Roy Ward, Director General of the I.M.I. and the Prince's visit included a high speed drive on our factory test circuit when he took the wheel of an Excel.



H.R.H. Prince Michael examines the memento of his visit to Lotus presented to him by our Chairman, Fred Bushell.

continued on back page

## Play it Black



JPS6ALW

MIDDLE TAR  
As defined by H. M. Government

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

# Lotus World

Lotus World is published every month by Lotus Marketing Services Limited, and is the official newspaper of Club Team Lotus and Lotus Cars Limited

Newspaper Editorial Office, Subscriptions & Membership Enquiries:

Lotus Marketing Services Limited,  
Hethel, Norwich,  
Norfolk NR14 8EZ

Telephone: (0603) 811662

Telex: 975341

Editor: Andrew Ferguson

Advertisement Offices:

F. John French Agency,  
County House, 10 Little Portland Street,  
London W1N 5DF

Telephone: 01 637 8575

Telex: 28425

Advertisement Administration: Carole Sullivan

Typesetting, origination and printing by  
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Telephone: (0953) 881392

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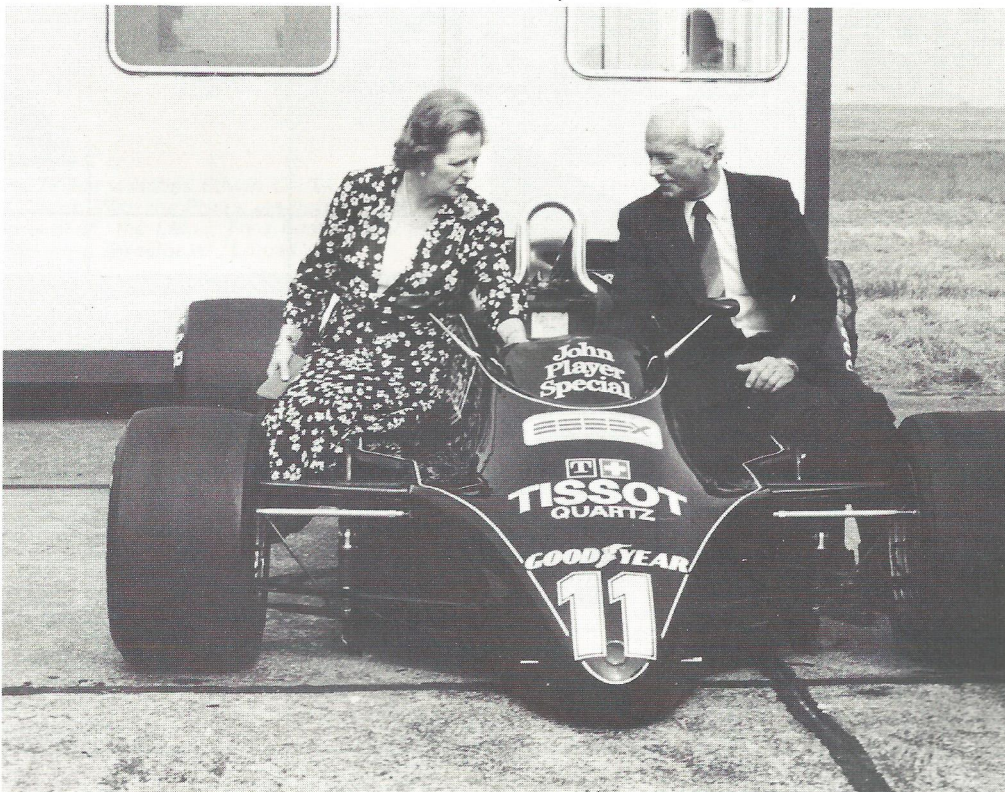


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## ...WORLD NEWS ...WORLD NEWS

### News from Overseas

A great deal of enthusiasm has been shown by Club members in various parts of the



One of the cars that will be on display at our Founders Day on August 21st is the controversial JPS 88(B) which was a car Colin was loath to put in his museum! The car is seen here being closely inspected by Prime Minister Margaret Thatcher on her visit to see us in 1981. At the time Mrs. Thatcher delved into the whole background of the political wranglings surrounding the car.

world following our request national branches be established so as to foster more local interest. We have received responses from Japan, South Africa, Finland (not Keke, Frank!), Belgium and the U.S.A.

## Japan

Our first branch to get under way was in Japan where the man to contact is Peter Köichirō Nakajima in Tokyo. Peter is Sales Manager of Oriental Trading Company Ltd. and he can be contacted on his telephone number of (03) 400 2286 or at the Company address of:-

Oriental Trading Co. Ltd.  
14-3 2 chome, Higashi  
Shibuya-Ku, Tokyo.

Peter tells us there are 500 Europas and Elans in Japan ranging in age from 1964 to 1975, and also sent us a two page closely typed list of spares for our "Classic" department to deal with. Some items were soon ready for dispatch but quite a number were shown as no longer available so if anyone has a surplus of Elan and Europa parts perhaps they will contact Peter direct.

## Lotus' Wanted

Paul Ishiyama, the President of Oriental also wrote to us as he knows Lotus enthusiasts who are anxious to obtain the following:

Lotus Elite (Mark 14)  
Lotus Elan Series I  
Lotus Type 23  
Lotus Seven (S1 to S3)

Paul added that with the spares service they provide they still have cars running on a day to day basis 10 to 14 years after being restored.

At their last get together at Hakone Hot Spring they had 24 Lotus Elans, Europas and Sevens turn up. He had just received an order from our friend Mr. Huberts in Holland (Issue 12) for some Lotus books and these he planned to dispatch to him via the Siberian route.

## Finland

Member Hans Nordström from Helsinki is the man to contact if you live in Finland. With the circulation figures of our magazine exceeding the five thousand mark (which includes Lotus dealers and Team sponsors incidentally) we have to admit Finnish membership is rather low (Hans is in fact the *only* member!) but as he says it would greatly help the Club if Keke were to change camp. An Elan S4 (there are only two Elans total in Finland he reports) and the one and only Esprit S.1. up there take pride of place in his garage at home and they will shortly be joined by a Sunbeam Lotus. We might be low on members up there but he is 110% pure Lotus. Hans is sending us a group photograph of his cars shortly which we will print in a forthcoming issue. To contact him, write to:-

Hans Nordström  
Uppbysvängen 12B  
00840 Helsinki 84  
Finland.

## South Africa

The Club Team Lotus branch in South Africa is now in operation and would-be members in that country should contact John Hatfield at:-

Status Cars (PTY) Ltd.  
320 Boom Street  
Pietermaritzburg 3201  
Tel: (0331) 56389/56228  
Telex: 643044

We had the pleasure of welcoming John to Ketteringham Hall in April and later jointly issued the following release:

"John Hatfield's Status Cars in South Africa became Lotus agents six months ago, and under John's direction will now look after Club Team Lotus' interests in that country."

The servicing side of Status Cars is looked after by Classic Car Restorations in Natal which has specialised in Lotus and other super performance cars for the past three years. They are presently involved in the rebuilding of the famous Koos Swane-poel Lotus Cortina (which campaigned very successfully in South African events in the sixties) as well as two Lotus Elan S2's, a Lotus Elan S3 Coupé and a Series 1 and Series 2 Esprit and Elite.

The very high standard of Lotus products fits in very well with the organisation's overall image. Both John Hatfield and Keith Phipps have been actively involved in historic and classic car racing for the past six years and are well known by most enthusiasts and companies in South Africa.

They are presently embarking on a marketing campaign in

continued on page 6

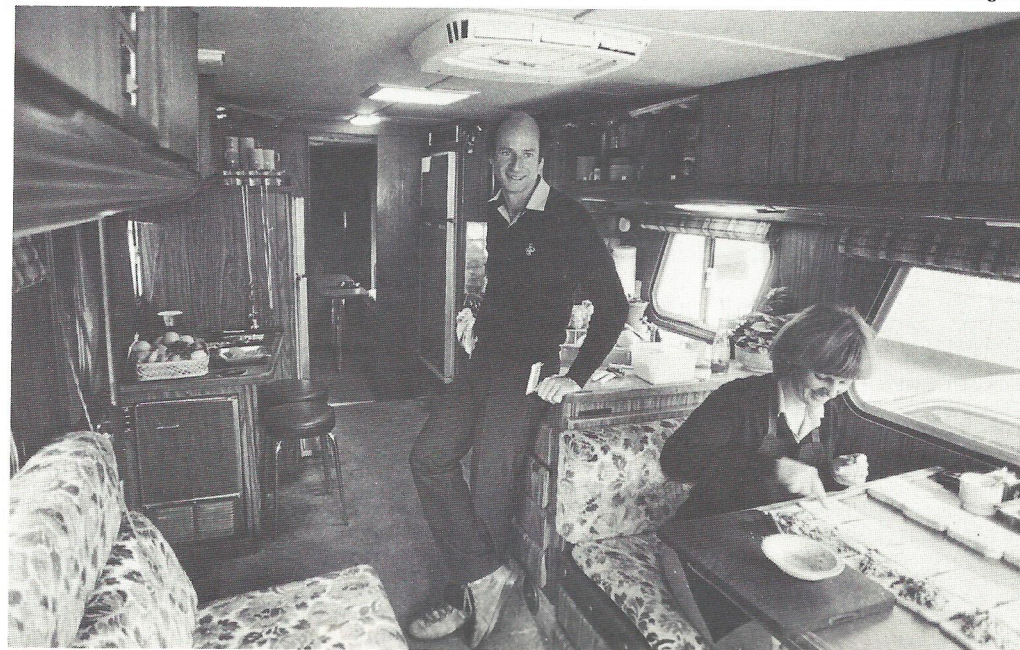
# HOSPITALITY DUO

It is surely a fact of life that couples completing ten years or more of marriage together are likely to have the mannerisms and appearance of contestants who have completed three quarter distance in a 1000 Kilometre sports car endurance race – they know what its all about, taken more than a few knocks and have hopefully settled down intent on finishing the course. Put such couples into a situation working together twenty four hours a day over the same period and you would be hard put to find them still running smoothly together with no outward signs they had miscalculated the distance; they would have had numerous pit stops, made a few protests, and would be struggling to be classified.

Last month we interviewed the man and wife team who have lived and worked together now for eleven years and survived the rush and bustle of each motor racing season that has taken place since they married and yet still retain the outward appearance of a newly married couple! We are referring of course to Mike and Anne Murphy the Canadian and Aussie duo who have run our Hospitality Unit since it was first introduced by John Player back in 1973. We get numerous letters from people applying for their job who see it as another of the glamour departments within motor racing so we thought a few words about it would also serve to answer those about to put pen to paper and make additional applications!

## First Meeting

Mike and Anne's first meeting could easily have been a non-starter; Mike had spent a long evening consuming more than his fair share of alcoholic beverage in celebrating Derek Bell's Formula 2 victory in the Barcelona race of 1970. Both Mike and Derek were contracted to Firestone for different reasons; they had been to prize-giving and were now in the enjoyably relaxed state of taking in the sweetness of victory. Standing on the pavement outside the building where the prizegiving had taken place the merry group of tyre technicians and race winning team members were discussing where their next port of call should be when down the street came a group of Australian girls who were on an extended tour of Europe and the U.S.A. Shortly after the ribald introductions had been completed the Kon-Tiki Tour coach full of Aussie girls was commandeered by a member of the racing group and it sped off to a disco known to Derek Bell and who now acted as tour guide driving his hire car to show the way. Mike remembers very little of what followed but Anne in true womanly fashion remembers every detail of the merry



*It is early morning and Mike relaxes for a moment while Anne is preparing food for the day. Through the half open door can be seen the debriefing area for manager, engineers and race drivers. Further to the rear is toilet, shower and washing facility.*

party that followed. Mike vaguely remembers the bit where after dancing on the tables both he and Anne, thanks to a not so merry disco manager, found themselves back on the pavement outside! Anne also remembers Mike teaching another of her friends how to drive a car for the first time so as the ensure they all got back to the hotel safely!

## Mike's Story

Mike was born in Hamilton, Ontario in 1946. His father had joined International Harvester (Canada) as an office boy straight from school and rose through the ranks until he retired at 62 as President and Financial manager of Harvester's Credit Corporation. After leaving school Mike went to the Waterloo Luthran University for four years and when he left in 1969 he had a BA (Hon) in Economics. During his University summer holidays he toured Canadian race circuits such as Mosport and Ste Jovite with the Sales and Servicing racing division of Firestone in eastern Canada. When his boss dropped dead suddenly (playing golf with Mike at the time) Mike took his place and ran it with his brother Pete (who is now the distributor for the Canadian Goodyear Racing Division). Mike could easily combine University with his job in racing as the Canadian racing calendar in summer months was a very short one.

He left University in 1969 and decided to have two months in Europe "goofing around". He hitchhiked through Europe and by the time he reached Ibiza the news had filtered through to him that the Canadian division of

Firestone was closing down. He wrote to Bob Martin Head of Firestone's U.K. Race Division (who he had met at the Canadian G.P.) who replied immediately inviting him over – Mike's first night in an English hotel was his first experience of near hyperthermia in a single room near Victoria Station!

Mike eagerly accepted a job

colleague Geoff Pope he was servicing, fitting and selling Firestone's products. And this was the year he met Anne.

## Anne

Anne was born in Melbourne in 1947 into a 3rd generation Australian family that had originated in Scotland. Her father was chief of the Budget



*Interior shot of Anne preparing food in the Travco Unit that was replaced at the end of the 1978 season. Comparison of the two photographs shows the increased cooking and entertaining area in the present vehicle.*

with Firestone's Sales and Service (Racing) department for the 1970 season driving the Division's truck throughout Europe attending every category of racing on the calendar including regular attendance at Le Mans where Steve McQueen's film crew was re-enacting the 24 hour race over a period of six months. Driving the truck was just one part of his job as along with his

ary and Statistics office of the State Electricity Corporation. Following elementary education she went to the Methodist Ladies College and after leaving completed a business course from which she got a 100 per cent pass in accounting, typing, shorthand, accountancy and commercial law. Her old school invited her back as a student teacher in business studies and

*continued on page 9*



# John Player Special

## TOE OUT The French G.P.

If the three ingredients of driver performance, Team enthusiasm and total working hours could be fed into a computer of success, we would now be holding a substantial lead in the World Championship! But motor racing is not as simple as that as our report of the French Grand Prix well illustrates. Elio's star shone brightly in practice and he was on the second row of the starting grid at one stage, but in the race he fought a losing battle right from the time the start lights turned green.

As one group within our crew completed long hours of work preparing the second turbo car for Nigel to drive at Brands another prepared Elio's car newly returned from Long Beach (over Easter) for a mid week departure to the South of France, and a tyre test at Paul Ricard.

Spot on schedule our Leyland transporter left Ketteringham Hall. A really exasperating waste of valuable time occurred en route due entirely to a mistake by Customs and Excise officials. At Dover the official examined all our temporary export documents and waved us onto the ferry. Unknown to us he had torn out all the dockets wanted on the French side of the Channel and on arrival at Calais we were given the ultimatum 'get them or stay where you are!' Immediately one of our lads leapt onto the ferry returning to Dover, got the erring official to hunt through all his dockets to find the ones we wanted, and then travelled back to Calais where customers clearance was eventually effected. Nevertheless half a day had been lost, but by dint of sheer hard work Elio's car was all set to go on the Friday morning as originally scheduled.

Pirelli had done another marvellous job in a very short time and had come up with three new constructions and a new race tyre compound which was another plus for our car; in the two days of running we covered two Grand Prix distances. Final times showed Elio only one tenth behind Prost in the latest Renault RE40 and fourth fastest overall, times for the first eight being:

De Cesaris	38.4	Cheever	40.87
Piquet	38.9	Lauda	41.30
Prost	39.43	Jarier	43.50
ELIO	39.54	Warwick	44.0

For this race we left all the

computer goodies at home. Not only did we get delivery of a new DFY Cosworth (along with Williams and McLaren) but the weight penalty of the electronics was felt too much of a handicap so two standard JPS 92's accompanied our two turbo engined JPS 93T's. We were much relieved to find the solution to the Brands problem; even if it was soul destroying to realise all that hard work had been wasted by the hidden fault in the front suspension at least it was not to be a continuing mystery. Tuesday night (April 12th) came, and the Volvo started up and left on its 900 mile trip south accompanied by the outgoing mechanics in our fun bus.

First stop was at Renault's racing department to collect four engines and ancillaries and the Volvo did not reach the Ricard circuit until very late Wednesday night, necessitating installation of engines throughout Thursday. Renault's co-operation and liaison with us has been first rate since our association began, new exhaust systems for their Team cars at Ricard also being made available to us, together with all their other latest modifications and goodies.

Ricard had it's usual fair share of feminine beauty and happily for our tired (and ageing?) mechanics the best were concentrated in the JPTL area. B.A.T. (British American Tobacco) is producing what will surely be a most desirable calendar for 1984 so femmes there were in plenty surrounded and shepherded by a horde of camera men, hairdressers, make up artists, gofers the lot.

Only slightly less feline (but more attractive to us) was Nigel's standard JPS 92 which Steve Hallam accompanied to scrutineering and weighing and joyfully returned with a weight tag of 540 kilos. Not only were we back in the ball park with such a reading, but with two JPS 93T's now on hand for Elio, and two JPS 92's for Nigel we were really at full strength.

As the hours of Thursday quickly ticked by it seemed the numbers of Club officials increased proportionately, the majority of them to oversee refuelling procedures in the pits, now becoming common practice to so many Teams in the circus.

Pressurised containers for

delivery of fuel at maximum speed are to be seen in many pits now, the fuel delivery hoses incorporating the special aircraft style couplings that to us are reminiscent of Indy years ago, the F.1. refuelling crews wearing fireproof clothing that covers them from top to toe - all very professional. Practising pit stops is now the norm for these crews and our observer who wandered down the pit lane reckoned the Brabham lads were top class. The Ferrari crew, some of whom appear to be old enough to have Mille Miglia experience have a relaxed almost easy going style that belies the quickness of their efforts recorded by the stopwatch.

At Ricard pits for the teams are split and access to the two part pit complex is achieved by a tunnel and bridge construction. This meant that for us situated at the far end of the first of two sections our drivers turned directly off the circuit into the pit road and proceeded to their pit. To rejoin the circuit they

immediately turned left and went over the bridge back onto the track. Those cars intending to call at their pit in the second section turned off the track half way down the pits and drove up the tunnel formed by the bridge we were using as the exit, and when leaving the pits merely carried straight onto a junction with the track. This was the scheme of things for the race itself; for practice everyone had to use the first entrance so as not to miss the weighing scales and cars went through a curved section in the area separating the two pit complexes. As we were at the end of the first section and right on the curve itself (McLarens were in the first pits of the second pit complex and therefore on the exit from the curve) some cars were going past us at a huge rate of knots and the general scene got hairier as practice progressed and drivers efforts became more concentrated. Eventually a meeting of Team Managers was called and everyone agreed it was scary enough to change to

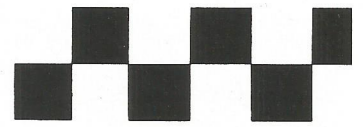


Elio's outstanding performance at Paul Ricard in testing and practice for the French Grand Prix showed the potential for both car and driver. At one stage he was third fastest on the grid. He is seen here leading 1982 World Champion Rosberg.



Nigel was again out of luck when a rigging wheel crushed one of his toes just minutes before the start. The pain caused his retirement after only a short distance into the race.

# RACE REPORT



the race day layout right away – all that is except Guy Ligier whose car could not get over the bridge without scraping on the road. His team was given a new pit in the second garage area so they automatically by-passed the bridge.

We were delighted to have Hazel and Clive Chapman with us for this race. Hazel had already attended the Brazilian Grand Prix with the team this year but had gently made it clear that future attendances would depend on a set task being allocated to her! At Ricard Hazel enthusiastically took on the job of producing and keeping up to the minute information on the small driver boards that are given to them everytime they stop at the pits. These detail the top twenty driver's latest times and the operator making these up had to be constantly alert to note if anyone of the selected top ten has put in a real quickie just prior to one of our drivers stopping. It is certainly not a job where you can relax for one moment and Hazel obviously enjoyed it so we can only hope this means her diary has the year's remaining Grand Prix dates marked in ink!

Everything at Ricard has the professional touch about it; the speed traps are a good example of this. Not only are these moved to different parts of the circuit so as to give additional data, but the information collected is then quickly printed and distributed among the pit crews in time for such information to be acted on if required.

The weather was warm and spring like for the first two days of practice, but turned cloudy and decidedly chilly for race day itself. The new DFV Cosworth with improved power output was available here, with Cosworth's manager Dick Scammell in attendance to keep an eye on them. For Friday's running though we kept a standard unit in Nigel's car both to keep total unit mileage within the advised limits and to give comparative figures. In Friday morning's unofficial running a diaphragm in Nigel's metering unit failed – the plastic type installed on this occasion don't always bond properly so Dick Scammell replaced it with a fabric version which cured the problem in good time for the afternoon session. Elio had second gear break but was able to jump into his new spare car and continue practice without interruption – this was the car that Nigel had driven at Brands. It's handling problem there had already been diagnosed and rectified and it was now on a par with Elio's number one chassis.

Elio was still sorting out his number 2 car in this session and recorded only 1.45.625 (21st place) Nigel being twenty second (1.45.661) also in his second car. In the afternoon's official practice things began to warm up, Elio moving up to a cheering fourth place with 1.39.512. We have already



Fine view of Elio at high speed.

mentioned Nigel's habit of doing his two qualifying runs back to back; in so doing he obviously cuts to the minimum the time in which he could lose concentration but on this occasion he went out for his second go and was badly baulked by slower cars and his chance had gone. On Friday a second and a half lost meant you slipped back a whole nine places.

Elio however can do his first qualifier and then park the car, have a relax, walk about talking to people and then when he feels the time is ripe jump back in and do an even quicker time.

#### 1st Day (Official)

1. De Cesaris	1.38.099
2. Prost	1.38.358
3. Cheever	1.38.988
4. ELIO	1.39.512
5. Piquet	1.39.601
6. Arnoux	1.40.027
19th NIGEL	1.43.320

Shortly after times had been issued the Alfa on pole was scrutineered and found to have empty fire extinguishers on board and although this did not bring his car below the weight limit the time was disallowed and suddenly a Renault appeared on pole for the French Grand Prix with the second Renault making it 1st and 2nd. It was obviously cheering for us as Elio jumped to third place on the grid.

That evening we changed engines in the JPS 92 and put the new DFV in. The new Cosworth is a hotter example of the DFV unit and is a short stroke bigger bore version with a modified DFV cylinder head casting complete with different cams, sideports and valves. It has a different exhaust system, shorter inlet trumpets and of course a different crank but

operates within the same r.p.m. range. Four such engines were on hand for Ricard – one for us, two for McLaren and one for Williams.

Pirelli had done another fine job in producing new style tyres in only three days, their race tyre being designed to come on song sometime into race distance. Peter Warr was anxious to ensure work finished early that night as our crew had been at full stretch over a long period and was decidedly boggle eyed – even so it was 11pm before we could shut up shop.

Saturday unofficial running got under way but it was immediately noticeable the track was considerably slower. Then 30 minutes into running in the second session Serra (Arrows) had a monumental shunt when it is thought a tyre rolled off its rim as he was going through the very fast left hander after the pits. The car executed some horrifying aerobatics eventually rolling over and over along the armco and finished up in the catch fencing on the inside of the track. Three corners were torn off but to the delight and relief of everyone Chico emerged unscathed.

All the clearing up and track side rebuilding took some time to complete, but when running started the track was found to have speed in it. Elio had just started a qualifying run when the red flag for Serra came out and he immediately backed off and was able to save his tyres for another try later. He had already been suffering from an electrical problem which affected his metering unit and it was decided to take advantage of the break in running while the track was cleaned up to fit a new box of electronics. It was also desirable we changed both turbos but it

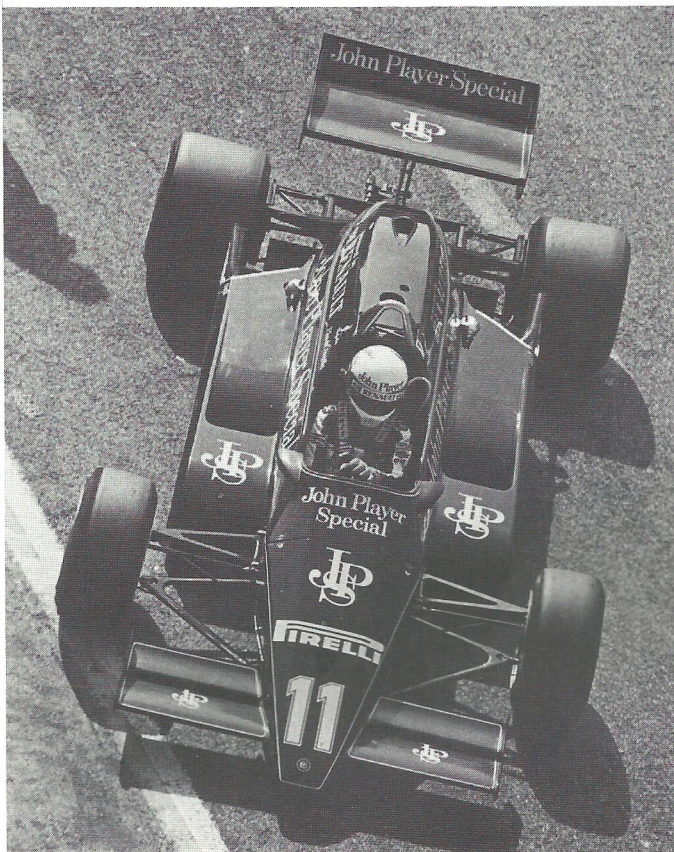
was not clear how much time we had available; eventually it was decided to change them and in an out attempt to beat the clock the Renault engineers started on one and the JPTL crew on the other; our crew won handsomely!

Both cars went quicker than previously in the qualifying session, Elio knocking two tenths off his previous best which elevated him to fourth in the final reckoning until the very last moment when Arnoux's Ferrari bumped him to fifth. Nigel knocked seven tenths off his Friday time finishing up two places behind Rosberg and ahead of Laffite. Chico Serra had to rely on his Friday time but qualified 26th and last, both March's being unclassified together with Ghinzani's Osella.

#### Grid

1. Prost	1.36.672
2. Cheever	38.980
3. Patrese	39.104
4. Arnoux	39.115
5. ELIO	39.312
6. Piquet	39.601

In race warm up Elio reported his car needed some attention to get the handling spot-on and part of the work involved putting the cast rigging wheels onto the car so as to check and possibly alter corner weights. These wheels have only a minute area of surface on the ground and Nigel inadvertently had his feet near one as he watched the work going on. With only 10 minutes to go to the track opening the car was let down off the jacks and promptly ran back trapping one of Nigel's toes. The instant shock and pain can easily be imagined and with no time to spare for a hospital visit the foot was given an ice pack and the track doctor summoned to give an injection. With the instruc-



Excellent bird's eye shot of Elio pulling into the pits at Paul Ricard. The "ACBC" logo on the nose can clearly be seen. Note the "cascade" rear wing was not used here, but is on the schedule for Imola.

tion from Peter Warr not to overdo things and to stop as soon as the pain got too much, Nigel bravely got into his car and was strapped in for the start now only minutes away.

Elio held his fifth place at the start but had dropped to seventh by the end of the lap behind Tambay's Ferrari but ahead of Warwick's Toleman which then dropped down through the field. Rosberg passed him on lap 4 as he struggled to maintain his pace but from lap nine when he was 8th he dropped a place on successive laps until he was 11th but with rain threatening he decided to stay running and take his chance. Elio resorted to playing with those people who were hounding him through the corners by letting them through and then zapping past them on the straight. Then on lap 20 of the 56 lap race his engine died as he was passing the pits and while he had his head down checking switches and dials he whistled down the escape road! Try as he might the engine refused to come back on song and he was forced to retire. (later a fault was diagnosed in the box of electronics which act as the brain for the engine's fuel metering unit. When changed the engine fired up instantly. The old one was then replaced for a double check but would only get the engine to idle.)

Nigel held fifteenth place for three laps following Lauda and leading Jarier, but the pain grew worse and he slipped down the field until he was forced to retire on lap six.

Before the race was over some of our crew made a dash to catch the flight home while the Volvo was packed for its return to the factory. Our

Leyland test transporter set off for testing at Imola and thence to Spa, the latter circuit being of new configuration and new to all teams.

Nigel went for a hospital examination but surprisingly the toe was not broken but very heavily bruised so hopefully all will be well by the time of Imola.

## Ricard Snippets

The Longines tuning equipment not only gave lap times as the cars crossed the start/finish line but during an unofficial practice session also gave the speeds of the cars as they crossed the line.

We show these alongside the starting grid positions as the comparisons make interesting reading.

	KPH	MPH	Grid Pos.
1st Arnoux	198.307	123.222	4th
2nd Warwick	196.560	122.137	9th
3rd Tambay	195.850	121.696	11th
4th de Cesaris	194.345	120.760	7th
5th Piquet	193.928	120.501	6th
6th Cheever	193.809	120.427	2nd
13th Prost	190.482	118.360	Pole
23rd Nigel	184.750	114.798	18th
27th Elio	182.986	113.702	5th

Our mechanics reckoned Ricard as their hardest for a long time. In a period of 75 hours from Tuesday to Friday some only got four hours in bed. One bonus they had was a change in hotels, their new one being slightly further from the track but which had a good restaurant that continued serving through to midnight. The Chef cum Landlord at their previous abode shut up kitchen and front door and switched off the electricity at 8 each evening, our crew having

*continued on page 7*

## The Championship Situation after Paul Ricard

Grand Prix: French

Date: 17.4.83.

### Results:

1st. Prost	4th. Tambay
2nd. Piquet	5th. Rosberg
3rd. Cheever	6th. Laffite

### World Championship Manufacturers

1st. McLaren	19	4th. Ferrari	9
2nd. Brabham	15	5th. Williams	9
3rd. Renault	13	6th. Arrows	3

### World Championship Drivers

1st. Piquet	15	5th. Laffite	7
2nd. Lauda	10	6th. Tambay	5
3rd. Watson	9		
Prost	9		

### 1983 World Championship

Races: 17

Events to date: 3

Total Victories: Since 1960

LOTUS: 72

FERRARI 55

### 1983 Winners

Constructors	Drivers
1st. Brabham	1st. Piquet
McLaren	Watson
Renault	Prost

Tyre Battle: PIRELLI: GOODYEAR: MICHELIN: 3

### Pole Position:

1st. Rosberg	1
Tambay	1
Prost	1

### Fastest Laps:

1st. Piquet	1
Lauda	1
Prost	1

Rosberg's appeal against disqualification for a push start following his pit stop in Brazil was squashed. The above totals take this into account.

## ...WORLD NEWS ...WORLD NEWS

*continued from page 2*

in conjunction with John Player Special and handling various items that will be of great interest to the motoring enthusiast.

Status Cars' new car division only markets Lotus. As a result it is confident this dedication to the marque will ensure the exposure required to ensure the success of Lotus products in South Africa.

In the Club's interests they intend to sponsor elaborate Club Team Lotus trophies for Lotus' in Concours d'Elegance events as well as providing an annual award for the most successful Lotus raced in South Africa. In so doing, Status Cars (PTY) Ltd. will have direct contact with both our Club and the John Player Team Lotus headquarters in England.

## Austrian Grand Prix

Our close association with Grand Prix organisers throughout the world goes back many years and the Austrian event is a good example. Our first win here was in 1961 with Innes Ireland in the driver's seat when it was a non-Championship event. Innes actually drove the Type 21 Stirling Moss had driven at Monza the previous week; we were desperately short of cars as that particular Monza had witnessed the collision between Von Trips and Jim

Clark and Jimmy's car had been impounded by the race authorities. As it transpired the Austrian organisers were also desperately short; a part of Innes start/prize money was in the shape of a large deer!

The present day organisers are among those who have watched our Club's growth with much interest and their most attractive race programme this year will feature an item on our Club. In exchange, we are circulating their brochure on the Grand Prix and which you will find enclosed with this issue.

We can highly recommend going to this Grand Prix - the atmosphere exuded by not only the home based crowd but also by the large contingent of Italians who swarm over the border is something not to be missed. The circuit has capacity for over 170,000 spectators and if a Ferrari wins here (which of course we hope it doesn't), you get the impression every one of them has decided to come down the hill after the pits en masse carrying huge banners, the sea of humanity resembling a crowd scene from Ben Hur. At one race some years ago the writer remembers the crowd was so large and so enthusiastic it took something like two hours for the winning driver to get down off the podium!

One word of advice - take your sun glasses and sun hat. The heat here can be absolutely staggering.

# RACE REPORT

## frustration for Nigel

The item second only in importance to producing the season's first chassis for a driver is to produce the next one! Our start in 1983 highlighted this very clearly – we desperately needed one for Elio in Rio when the turbo 'blew' up on the race warm-up lap and he had to swap over to the standard JPS 92 (in which he had had so little driving during practice) for the race itself.

Our original plan for Brands was to run both drivers but as testing for the French Grand Prix was scheduled for the same dates as Brands it was obvious we would have to split the team up. What better than than to run the new Turbo car with Nigel at the wheel to give him a taste of what lay in store for him later in the season and to get the new car into action as early as possible. Elio in the meanwhile would test at Ricard with JPS 93T chassis stroke one.

Our factory based staff knew what lay ahead of them as the Team went off to Latin America without anyone having to explain the situation. With sights set high they suffered an immediate set back when materials for the tub arrived and were found to be sub-standard – our normal supply dates are spaced far enough apart for some desperate telephone calls to take place and more new materials soon arrived which were of suitably top quality, but needless to say, valuable time had been irretrievably lost. The lads set to immediately and by the time the first members of the travelling team returned to the factory from Long Beach the second tub was finished and work could start on fitting the ancillaries. It is interesting to note that in the days of aluminium monocoques, a car took in excess of twelve weeks to complete from the word 'go' so it is easy to see why we enjoy the efficiency of these new materials so much.

### Work Load

As calendar wise we were not too far into the new season the majority of 93T ancillary parts that had already been made had gone as spares to the first two races and these were still in our Long Beach spares waiting in Los Angeles airport for return to England. By the time these were back at our factory it was Easter and we had only a few days in which to get the new car built for Nigel to drive in the first day's practice at Brands the following Friday. A basic engine was on hand for fitting but its "dressing parts" needed to be collected from Renault and one of our vans made a quick dash to the Amédée Gordini works 15 miles south of Paris and was back the following day.

Nigel was understandably very excited about the prospect of driving the new car (JPS 93T/2), complete with a much more powerful engine and visited us for a seat fitting and general once-over for checking that everything in the cockpit was to his satisfaction. The test crew was also flat out preparing Elio's turbo car after its return from Long Beach, and our Leyland Test transporter arrived at Dover on time for an early morning Wednesday ferry to Calais prior to commencing its long haul to the South of France. On board were Martin Roy, Clive Hicks, Nigel Stepney and Steve Davey. Their schedule covered the Ricard test and Grand Prix, testing at Imola and the new Spa circuit in Belgium and then home – a tour of around three weeks.

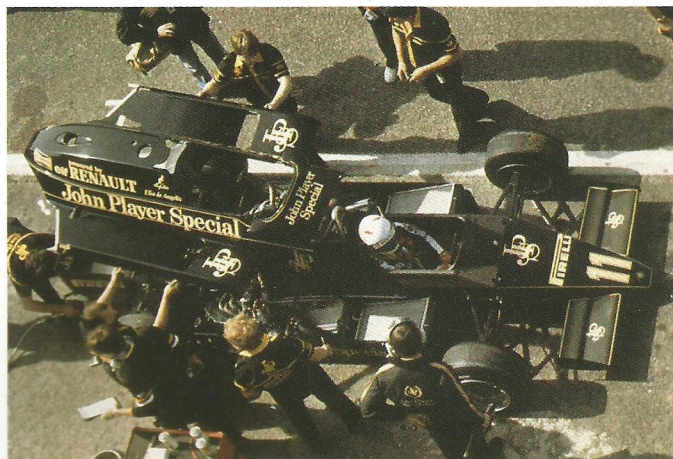
Tony Rudd after continuing a business programme in America following Long Beach flew direct to Marseilles and Tim Densham (Elio's race engineer) flew to Ricard on the Thursday.

Late night working continued at our Race Shop – in fact it was an all-nighter on the Thursday night prior to leaving. The engine was first fired up just before midnight Thursday so as to check systems and then put the finishing touches to the car, fitting the bodywork, etc. before Ian Martin arrived to set off for Brands at 6.30 Friday morning.

### Practice

After a week of miserable weather, Brands practice opened in bright sunny conditions. As a non-championship race so close to the French Grand Prix the organisers were lucky to get any entries at all but nine were present and running, with four more en route (Serra's Arrows, the Ligier for Raoul Boesel and the two Theodores, one for Guerrero and the other for Brian Henton). Nigel arrived with Rosanne and his daughter (now nine months old) and his parents brought their own mobile home so Chloe could have her own paddock area without being trampled on.

Finishing touches were still being made to the car and by the time these were completed, Nigel was hot foot to sample his new source of power. All told he only completed nine laps – as Nigel said later he spent two laps bedding in brakes, three



Nigel's car for Brands Hatch was the second JPS 93T which was only completed by 6 a.m. on the morning of first practice. By the time it got to Paul Ricard for Elio's use as his number two car (above) a week later, its disastrous handling problem had been rectified.

laps getting warmed up (and thoroughly enjoying his new charge), a lap in which he frightened himself and three in which to put up a time for the grid. In spending time familiarising himself with the car, its handling problem over the next two days had not become abundantly clear although its recorded tyre temperatures were only up to half the requirement. Also on his attempt to leave the pit to start his tenth lap and get more miles in he encountered a gearbox problem which gave him only second and fourth gear so the car was pushed into the garage for a thorough inspection of the transmission. Later it was found to be a simple solution to put it right – the gear lever had not got sufficient through movement to engage all five gears and only more spacers were required to put the matter right.

With so little running our crew were able to pack up relatively early (8 p.m.) and go off for some well earned rest. Nigel was ninth in times but with so little running this was understandable and Saturday was looked forward to as the day he would be able to shine.

1st.	Rosberg	1.16.908
2nd.	Johansson	1.17.311
3rd.	Jones	1.19.718
4th.	Arnoux	1.19.995
5th.	Schlesser	1.20.181
9th.	NIGEL	1.24.099

### Handling Snag

Saturday was again bright and sunny. Like the previous day the spectators were decidedly sparse and the paddock was devoid of hangers on. Some people compared the general atmosphere to that of a test session. A photographic session on our road vehicles that was planned for the factory area was hurriedly rescheduled and took place in the paddock without the necessity of asking anyone to move out of the camera angle!

Early running on Saturday, with Nigel anxious to go quick, saw the car in a big handling problem. To see him trying to exit Clearways cleanly was a sight to behold and it was very obvious he was having his work cut out just to remain on the road. Two other notable areas that emphasised this point and

*Continued on Page 10*



Elio went to Ricard for the testing prior to the French Grand Prix while Nigel took Elio's new JPS 93T to Brands.

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# HOSPITALITY DUO

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*continued from page 3*

here she stayed for three years attending night school for her accountancy certificate.

During this period she decided to leave the confines of home and get a flat in company with some girl friends but this left her short on money so she moonlighted weekends working in restaurants as office clerk, dishwasher, waitress whatever; her claim to fame in this period was that she became a top notch salad dresser!

At 22 (1969) she decided to have a look at the world outside Australia and with financial support from her parents she obtained a year's leave of absence from the school and left on a nine month tour of Europe and the U.S.A. The tour was named Kon-Tiki and in April the following year it made an unscheduled stop in Barcelona....

In Spain Mike and Anne parted on the understanding Mike would meet her in Paris when he next had time off—they missed their rendezvous but later got together in London. Mike had a flat in Datchet (Windsor) near Firestone headquarters and Anne had now abandoned Kon-Tiki and shared a flat with girl friends in London so they were able to have brief meetings when Mike's 1970 race programme allowed. At the end of the season they holidayed in Ireland, then bought a 1957 Morris Minor and coaxed it to Greece. In Crete the gearbox finally expired and as holiday time was getting short they left it where it was and caught the Orient Express from Athens back to London. Perhaps one day they will go back and collect it.

## Duo Start

For 1971 Bob Martin had suggested Mike towed a caravan behind a 3 litre V6 Transit van, and the seeds were sown for the now commonplace sight of hospitality units which abound at motor racing events the world over. This Mike took on the racing circuits tour again, meeting Anne on the odd occasions he was back in England, but in October they decided to make it more permanent and were married in Windsor with no where to live together, Bob suggested they both go on tour with Anne doing the hospitality side, Mike continuing to look after the race team tyre department.

1972 was a particularly busy year with the Le Mans race and Formula 1 and Formula 2 events on the travel schedule. At the German G.P. they found a Discoverer Motor Home parked alongside them — it was John Player's entry into the hospitality field and Mike got talking to Ian Searle who had brought the unit out. At Monza Player's

George Hadfield approached them both to change camps, and Firestone simultaneously pulled out of racing, but Mike and Anne had already decided to retire from the life of constant travelling and were off to Australia and Canada to decide where to live! On their tour of Canada they had a call from Players to discuss the 1973 season and agreed to have a meeting with them at London Airport on their way to Australia. The incoming plane was late, the Australian bound plane left earlier than expected so the meeting was short and sweet as a result. But a deal was struck and by March they were both back on the tour scene, bought a bungalow in Kent and were to remain with Players for the next six years, making the black and gold Travco unit the undoubted leader in the racing hospitality field.

## New Sponsors

At the end of 1976 they holidayed on Canada's West coast (it was surprisingly a first visit for Mike) and they so liked the ocean and mountains of Vancouver they bought a house, sold up in England, and when John Player withdrew from racing in 1978 they decided to retire for a second time. Colin would not hear of this though and he worked out a combined deal with Martini (our new sponsors) so that Mike and Anne would now work for Team Lotus but with a new executive hospitality unit in the Martini colour scheme. When Essex became prime sponsors in 1980 the Monte Carlo based company first shared our now repainted unit while they produced their own super duper version. Later when John Player rejoined us the unit was again repainted in the familiar black and gold and which Mike and Anne continue to run.

## Family Life

The constant travelling and working has not deterred Mike and Anne from enjoying family life — Emma was born in 1974 and Simon in 1976. It is a very close family unit regardless of the distance they are apart so often although they always make a point of the children having their summer holidays with them in Europe when Grandfather and Grandmother journey over and look after them away from the race circuits. During school terms in Canada the children are looked after by competent girls closely vetted by Mike and Anne at the start of each season. The family make up for long absences apart during the winter off season and enjoy skating, skiing, swimming and gymnastics together with a

lot of horse riding in the mountains and valleys where they have a farm in little over one hour's drive from Vancouver.

Now into their eleventh year with us Mike and Anne still retain the bonhomie they displayed at the start and if they do have marriage grumbles they obviously confine them to the small hours of the night when the unit finally closes its doors

for a brief spot of rest.

*An article on the background preparation involved and the vehicle itself will appear in next month's issue.*



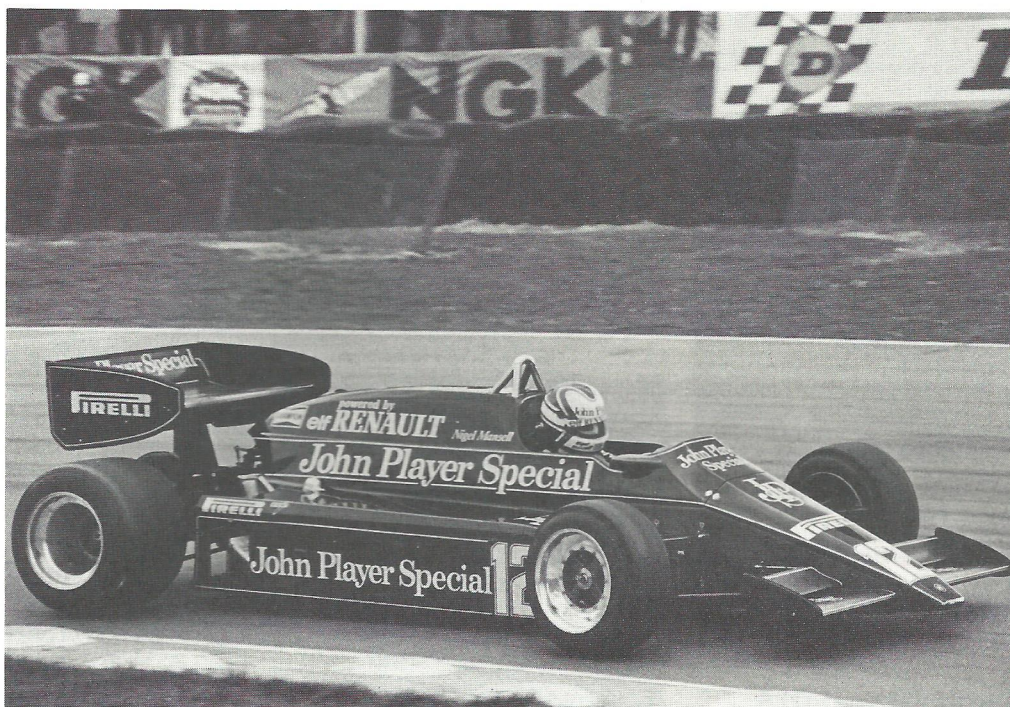
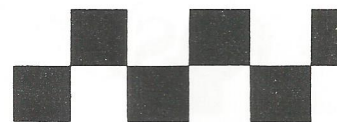
*Two people who still enjoy doing an excellent job, Mike and Anne are pictured here at Brands Hatch in April. They left the circuit shortly after the end of the race and that evening were well on the way to Ricard.*



*Early morning of the first day of practice and Mike and Anne have already produced breakfast and are now preparing lunch. The water has come from the Volvo transporter being washed alongside.*



# RACE REPORT



*Nigel's efforts at Brands with the brand new JPS 93T was admired by all who saw him, but alas the handling deficiency was not solved until the car returned to the factory.*

which could be seen from the paddock/pits was a patch in the middle of Bottom Straight (at the tarmac run off return to the pits) and the bump by the start/finish line. On the former he was using all the road in a huge swerving motion to keep the car straight under power and it was easy to imagine Nigel's immense frustration; here he was with all the power he craved for but he couldn't use it. Springs were changed and suspension checked but no solution could be found. At Brands, the set up calls for high settings and soft springs, or low settings and hard springs but neither did the trick. The numerous Brands' bumps seriously deflected the car and cancelled out good times as well as doing serious damage to the car's flat bottom undertray which needed a lot of work that evening to ensure it was secure for race day. Nigel's main comments to the engineers was that he could "feel each wheel" as it went over the bumps and once translated into engineering terms the puzzle began as to how to find the solution.

## Final Heroics

Regardless of this problem Nigel got the bit between his teeth and courageously set about reducing his times. The expression "he let it all hang out" couldn't have been more appropriate except for the fact it was compulsory rather than voluntary! His previous best of 1.24 came tumbling down first by a second, then by two. On his first set of qualifiers he was down to 1.20.5 then had a quick change to his second set and

recorded a commendable (under the circumstances), 1.18.894, three seconds slower than Arnoux's turbo Ferrari which put him behind Sullivan's Tyrrell (on the grid pattern) and in front of Rebaque who was back in a Brabham for this race (Piquet was at Ricard and Patrese in a sports car race).

Saturday saw us running with a new rear wing known as the "Cascade" within the Team but nicknamed the "bookshelf" by Nigel Bennett of Theodore Ensign. This was of narrow section with tall narrow end plates and four small aerofoils set one above each other and was designed to give more downforce. Unfortunately the problems with the car's handling prevented our engineers from coming to any conclusions regarding its efficiency.

That evening saw a long meeting of our engineers take place in our hospitality unit and eventually suspension changes were made in preparation for race day. Shock absorbers came under scrutiny on the check list but these were found to be in perfect working order.

## Grid Positions

1st.	Rosberg	1.15.766
2nd.	Arnoux	1.15.839
3rd.	Jones	1.17.501
4th.	Watson	1.18.062
5th.	Guerrero	1.18.416
8th.	NIGEL	1.18.994

## Excursion

Morning warm-up saw a repetition of the car's handling problems. It also saw us on Pirelli's rain tyres for the first

time ever as rain was falling up to "warm up" which was from 11 to 11.30. Pirelli had two types for us; those with deep longitudinal grooves for a really wet surface and those with cross grooves for a less wet track. Initially, he went out on the "deeps", then changed to the cross grooves as the track dried but was soon back in for the deeps again as water was still much in evidence round the back of the circuit. All this happened before 11.40 when he came in again and was the first car to change to dries as the sun was now out and rapidly producing a dry surface. Then three laps later he felt the offside front digging in on his exit from Bottom Bend with the back coming out and to ensure he didn't spin and hit the barrier he continued on to the grass and spun his way up between the pits complex and paddock. The engine immediately died and in so doing cooked both turbos. The oil system is common to engine and turbos and before shutting off the engine has to continue running for a time so that the system cools down sufficiently. If an engine stops dead as had now happened the turbos immediately become rather second hand.

Nigel walked back to the pits with a wry smile, patiently signing autographs for his fans as he did so. When the car was back in the garage, our crew had to clean out all the grass and rubbish, hurriedly repair the undertray already damaged from the previous day, the Renault mechanics quickly replacing the two defunct turbos. The combined crews had to be ready for the track opening at 2 p.m. and this they

were able to accomplish on time.

## Race

Nigel made a great get-away with no fireworks in his first "turbo start" and was sixth at the end of lap one but with an obviously very busy pair of hands keeping it all on the island. Lap 2 and he had been overtaken by Henton's Theodore with Rebaque's Brabham coming up on his rear. On the next lap on Bottom Straight he had the Mexican, Johansson and Serra in a tight bunch all trying to find a piece of road to get by but Nigel regrettably needed the majority of this to keep the car straight. As they all slowed slightly for the left hander up the hill, the three contenders took the tighter line and with more car control available they were through. Around this time Nigel was trying to cope with an even more seriously mishandling car and he was back to 11th place with Guerrero and Schlesser catching him fast.

Lap 6 of the 40 lap race and it was all over. Nigel stopped at the pits quite unable to continue. The car was quickly changed onto its travelling wheels, pushed into the garage, the remaining fuel pumped out, the body removed, the four protecting work panels slipped onto the radiators and the car prepared for its quick trip home to base.

As the saloon car race came to an end around 4.30, we and our hospitality unit were all packed up and ready to go and as the track reopened briefly we were off and away. A best forgotten race was over.

1st. Rosberg 53 mins. 15.25  
Fastest Lap 1.18.63

2nd. Sullivan 53 mins 15.74  
Fastest Lap 1.18.73

3rd. Jones 53 mins. 43.90  
Fastest Lap 1.19.21

## Race Fastest Lap:

Arnoux (Ferrari) 1.17.826  
(120.897 m.p.h.)

## A spot of humour?

The officially printed reason for Johansson's Spirit-Honda retirement on Lap 4 was "engine" following by the interesting comment "locked in garage".



# ROYAL DONINGTON

When His Royal Highness Prince Michael of Kent made it known to Colin last year he had long wished to experience the sensation of driving a Formula One car it was soon arranged that one of our Team cars would be at his disposal whenever his schedule allowed.

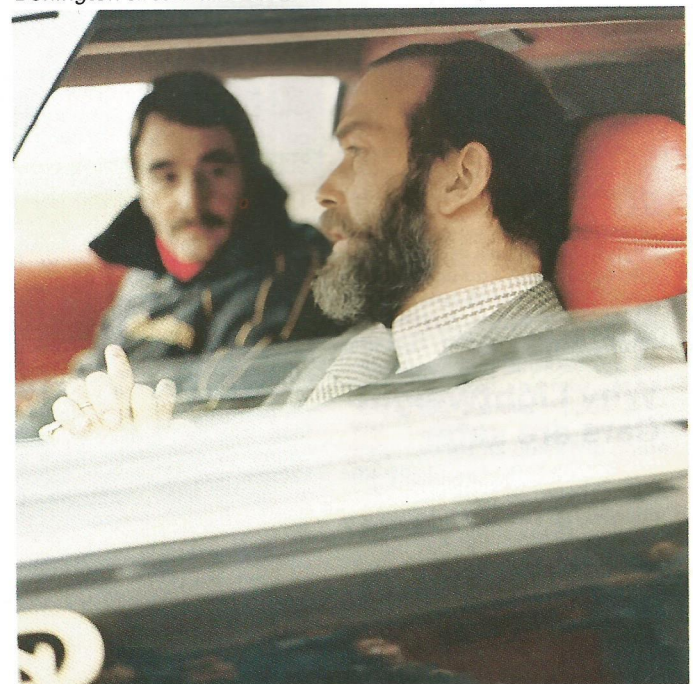
Last December 3rd was a cold wet day at Donington when JPS 91/8 was rolled out of the pits garage resplendent in its usual display but proudly carrying the name of its royal driver on the roll over bar cowling. After several familiarisation laps of the track with Nigel Mansell in a Turbo Esprit, the Prince donned his driver's fire-proof suit and helmet and settled himself in a cockpit already altered to his requirements.

Anyone who gives this particular moment in time a little thought and imagines himself in the Prince's situation will if completely honest feel some apprehension mingled with some fear and self doubt compounded by the unnerving fact numerous doubting Thomases' were present to witness your performance. The Prince was about to have 500 horse power under his control in a car weighing about the same as a Mini and with a wet track thrown in just for good measure.

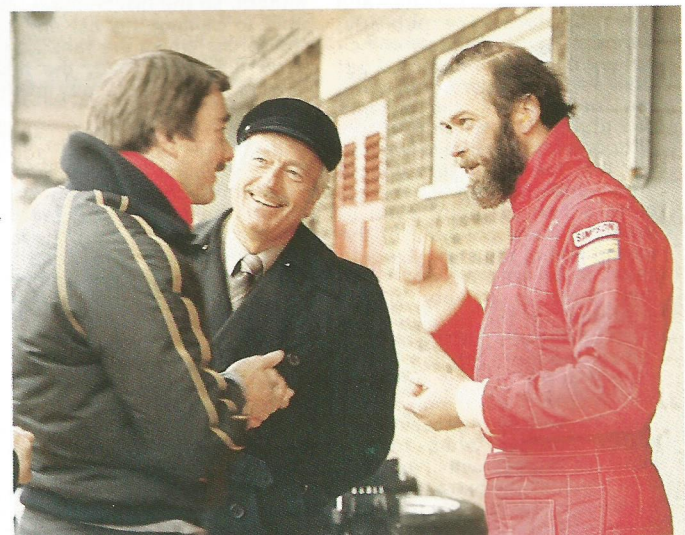
The signal to go was given, the Prince calmly and cleanly selected first gear and away he went. In the damp conditions prevailing, an experienced Formula One driver would not be unhappy to lap around the 1.07 mark – a complete newcomer would not discredit himself with something in the 1.30 to 1.40's but the Prince recorded a quite remarkable 1.23 on his very first round then a 1.20, a 1.21, a 1.20 again, by Lap 6, 1.19.04 and then a 1.16.87 followed by three laps a smidgen over 1.17. The experienced on-lookers were visibly taken aback by the smooth manner in which all this was accomplished – gear changes were clean and quick, the car's braking into corners and acceleration on exit (in the wet, remember) could not be faulted. Although well aware of the honour bestowed upon the Team, the mechanics had initially suffered from the apprehension of what might occur, but now in company with Colin and our engineers they were able to relax and enjoy watching a most competent driver. What one might call a right Royal performance.



H.R.H. Prince Michael of Kent settles himself into the cockpit of his JPS 91 prior to recording some highly respectable times around Donington circuit last December.



H.R.H. Prince Michael discusses circuit braking points with Nigel Mansell after exploratory laps in our black and gold Turbo Esprit.



Delightful picture of two drivers of a race car discussing the finer points with their Team Manager Colin obviously enjoying the whole affair.