

Lotus World

The official newspaper of Club Team Lotus and Lotus Cars Limited



NIGEL'S BRANDS POLE

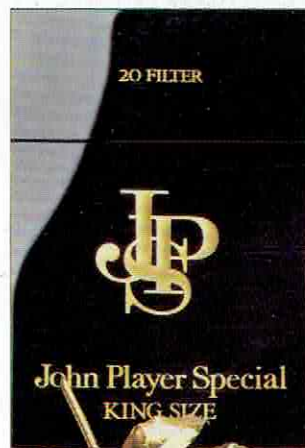
Great news from the two Brands Hatch days of pre-JPS British Grand Prix testing was that our two cars were first and second fastest, Nigel taking "pole" with a resoundingly quick time 1.4 seconds quicker than third man Alboreto in his Ferrari.

Just days earlier Nigel had led the Monaco Grand Prix, run this year in appallingly bad weather but an error going up the hill to the Casino had seen his retirement in dramatic style.

After a huge delay caused by the Warwick/Tambay tangle at the first corner into the race, Nigel's team-mate Elio (seen right) had climbed up through the field to sixth place when the race was stopped after only 31 laps. As you will read in this issue a few more laps would undoubtedly have seen Elio up with the front runners, but as it was he had to be satisfied with only half a point in the World Championship, giving him 5th place in the overall results, and ourselves 4th place in the Manufacturers Championship only 3½ points behind Renault.



Black in the beginning



JPS 1BLW

MIDDLE TAR
As defined by H.M. Government

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

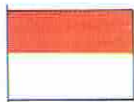


John Player Special

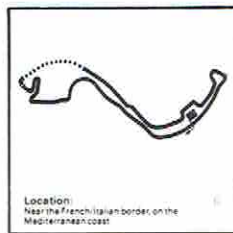
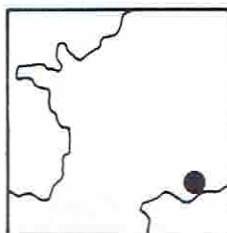
Report from Monte Carlo

HALF A POINT!

JUNE 3rd
MONTE CARLO



WINNER: Prost
FASTEST LAP: Senna 1.54.334



Location:
Near the French/Italian border, on the
Mediterranean coast

A first visit to a Monaco Grand Prix will provide plenty of memories for the enthusiast. For the T.V. viewers throughout the world the 1984 race will be remembered primarily as the day the jet set got wet. For us it will be remembered for the incredible performance put in by every member of our race crew who worked long and hard throughout a very long week and who, with an equally outstanding back-up from our home-based staff produced a sparkling and professional turn out on every occasion, bouncing back into the fray however fraught the situation. It was therefore dismally disappointing that for all their enthusiasm their reward was a miserly 1/2 point.

Huge Team

The Team entourage that left England was our biggest movement for some time, with two trucks, sundry road vehicles, the hospitality unit, more engines than ever before and four sparkling race cars all making their way south on the long trip to sunnier (?) climes. Those four cars were to remain in pristine condition (apart from brief periods following contact with armco) for the rest of the week, all four running faultlessly. First we headed to the Nogaro circuit, 'JAHIL' taking one car for Elio to do back-to-back testing following alterations dictated by the last wind tunnel programme, plus trial runs to check out new engine internals fitted by Renault, and turbos developed specially for slow circuits.

New Goodyears

Our American friends in Akron also supplied front tyres that were new at Dijon but which still had to be tried on a slower circuit, and our transmission specialists at home base had built a new style differential for us to try. It was a positive test in spite of appalling weather conditions and with plenty of useful data under his arm, Gerard gave the thumbs up for the crew to move onto the Ricard circuit so as to link up with the 3 car team due to arrive there around the same time.



Nigel splashes round the tortuous Monaco circuit whilst in the lead, albeit briefly.

Once arrived the whole entourage unpacked again and now Nigel joined in, although initially he remained 2 seconds off the pace. The cars again ran without fault and after some discussion and a long think Nigel was able to reduce his lap time until he produced his best, 1/10th quicker than his teammate. The cost of running a current race car is around £300 a mile, but all this preparatory mileage covered so as to ensure our maximum performance in official practice was a requirement of the utmost importance.

Monaco

Monte Carlo was already jam packed with humanity on arrival, traffic was at a standstill and it was quite obvious there was record breaking attendance in the Principality. The normal crowd of 30,000 people at the French Grand Prix at Dijon had turned into a factual 65,000 on the day which speaks volumes for the continuing attraction and popularity of our sport.

Setting up day on the Wednesday was, as usual, devoted to preparing the cars, attending scrutineering and collecting and reading all the documentation issued by the Automobile Club. Chassis 'stroke one' that Elio had driven at Nogaro also had a gearbox change.

3rd.	Lauda	1.25.342
4th.	Alboreto	1.25.667
5th.	Piquet	1.25.887
8th.	ELIO	1.26.455

First Session

Nigel's performance in the opening practice session on Thursday (untimed) was encouraging as he was soon clocked as fastest man around the tortuous circuit and stayed in that position until the end of the one and a half hours of running, confidently reporting he was very pleased with his car. Elio, still smarting from Rome's defeat (see page 12), was not so happy but there was nothing untoward to report about the car's performance, so we hoped for better things in the session to follow.

1st.	NIGEL	1.24.562
2nd.	Prost	1.24.830

Qualifying

Goodyear had uprated their tyre reference numbers so as to fit in their new "D" compound and new qualifying tyres so while it is always desirable to have a practice run to a set rhythm there was a hustle in this period to get all the tyres tried and tested. Ferrari successfully put one over everyone as they got additional qualifying runs in by using a hard "C" compound on the left rear together with three qualifying tyres, a mixture that got around the "two sets only" regulation and gave them more opportunities for high speed running.

Both our cars kissed the armco in this session, Nigel breaking both his left hand wheels and Elio bending a steering arm along with damaging an upright. Both



The International Racing Press Association (IRPA) presented it's 1983 Season awards at Monaco the Prix d'Orange for the best organised Grand Prix being awarded to the John Player Grand Prix d'Europe at Brands last September. At the presentation ceremony are (left to right) a delighted John Webb of Brands, Brian Wray (Marketing Director of Imperial Tobacco Ltd.), and Ann Bradshaw representing the R.A.C. in her capacity as their Press and Publicity Officer.

drivers were less happy at the end of the day, Nigel complaining of the ever present traffic and Elio going for softer springs to be fitted against all the evidence to the contrary provided by our engineers.

1st.	Alboreto	1.23.581
2nd.	Warwick	1.23.726
3rd.	Prost	1.23.944
4th.	Piquet	1.24.139
8th.	NIGEL	1.24.927
9th.	ELIO	1.25.602

Free Day

Friday's free day saw our crew repairing the damage to our cars, Bob Dance ensuring his lads had got all four in pristine order by the end of the day in preparation for Saturday's battle for the grid. Our plan was for the cars to be used in the race to run all day Thursday, final race preparation taking place on the free day, Saturday's cars for qualifying being the two spare cars.

To counter Nigel's complaints there was too much traffic about everytime he went out, his crew had devised the ultimate answer - a splendid electric horn taken from their rental van complete with operational button on the steering wheel. Nigel used it for two laps coming into the pits with hearty blasts to warn everyone of his arrival!

As the simple operation of using a cockpit switch to increase boost pressure was made virtually impossible by reason of our drivers having to keep their hands constantly on the steering wheels around the tortuous circuit, Renault had utilised a press button fitted to the steering wheel but this turned out to be far from reliable and was removed.

Saturday

Nigel was in happier mood now as contrary to plan he had an engine he particularly liked from Thursday to use for qualifying. He had another kissing session with the hard stuff which broke another wheel and in another incident was struck amidships by Arnoux's front right wheel in an unsuccessful

passing manoeuvre by the Frenchman around the swimming pool section. The wheel damaged the bodywork and undertray, dented a radiator slightly and left impressions of the Ferrari's wheel in the aluminium.

Regardless of these interferences he was into second place with an excellent 1.24.139 to Arnoux's fastest 1.23.810.

Elio was still far from happy as the 'T' car (with his preferred softer springs) was not to his liking, and as if to emphasise the point also struck the wall again.

Unofficial times:

1st.	Arnoux	1.23.810
2nd.	NIGEL	1.24.139
3rd.	Tambay	1.24.264
4th.	Alboreto	1.24.556
5th.	de Cesaris	1.24.770
8th.	ELIO	1.25.514

Grid Battle

The Monaco circuit like any other, has it's own quirks but seemingly in more abundance. The first quick times momentarily take your breath away - they are usually so much faster than you expected, but then the curve of times appears to flatten out for a brief period and then suddenly a whole batch of cars put in faster times. The point here is that you can never relax however good your time appears to be as lo and behold within a few minutes you can easily sink from what seems a secure place up front to a disheartening 15th or 16th, with *everyone* else driving their heart out to bump you further down and possibly even into oblivion. Combine this with the fact that at one point only .4 seconds separated 13th and 21st spots in a battle for only 20 starting positions and you get the picture.

Final Times

The weather was dodgy to start with but then perked up as the hour ticked by. Our tyre selection had been made so that was one task out of the way but Nigel's engine sounded off song with a suspected distributor failure so his other car was also readied. Initially, he was quicker

but then failed to materialise altogether when his engine died in the tunnel. Without a moment's delay he ran the mile back to the pits so as to put in a quick time with his other car. Having copied Ferrari in the tyre allocation on the car, the only hard rear was on the car in the tunnel so now as Nigel sprinted round the circuit he knew he had only one lap of tyre life left on his final set of qualifiers waiting for him on the car in the pits. In a really outstanding drive he completed the task in handsome fashion clipping over 2.1 seconds off his previous best official time which put him onto the front row for the race less than .1 second slower than pole man Prost. Truly formidable! Shortly after this Brundle had his huge shunt so we were indeed lucky to have had a "clear run".

Elio meanwhile had admitted his choice of springs was wrong, had also had a turbo fail but was talked out of reverting to his race car for qualifying. Unable to improve he had to settle for 11th place on the grid.

Race Grid

1st.	Prost	1.22.661
2nd.	NIGEL	1.22.752

3rd.	Arnoux	1.22.935
4th.	Alboreto	1.22.937
5th.	Warwick	1.23.237
11th.	ELIO	1.24.426

Storm at Sea

The people using boats to arrive at the circuit on race day reported storms out at sea and with rain teeming down from first thing in the morning it did not need a weatherman to tell us it was probably in for the day. Nigel was very quick in the warm-up trying the two types of Goodyear wet tyre as work continued for our pit crew in completing the revised settings for the cars. Like numerous other drivers whose cars spluttered and banged round the river of a circuit, Nigel soon fell foul of the excesses of water and his engine died as the electrics were finally drowned. Immediately our crew took all four fuel injection boxes off, dried them thoroughly in the hospitality unit with the aid of a hair dryer, then resealed them and resited them under the driver's seats out of harm's way. Elio was 6th fastest in this session with a 1.59.793 (a speed of 61.846 mph) to Niki's pole of 1.57.252.

continued on page 15

OSTERREICHRING

August sees another Grand Prix at what is recognised as one of the most scenic circuits on which you can see Formula 1 cars fighting for World Championship honours. There are 4 stands seating 30,000 spectators and excellent vantage points for an additional 150,000 who as a result can see virtually any part of the 6 km circuit.

As it's calendar date is in August this is an excellent time to combine your Grand Prix excitement with a holiday as well, for Austria is famed for its hospitality, good food, wine, music and culture at very reasonable prices.

The organiser of the race,

Ernest Huppert is also very much a Lotus man and sent us this photograph to prove it! Taken in Klagenfurt at the time of the unforgettable 1982 race when Elio took the winning flag for us, it shows Ernie's white Esprit, his wife's red Eclat and Colin's JPS black and gold Elite. In those days Ernie was responsible for ensuring the Elite was waiting wherever Colin landed in Europe on his way to a Grand Prix.

The ticket office address is: Austrian G.P. Kartenburo, Osterreichringstrasse 2, A8720 Knittelfeld, Austria.

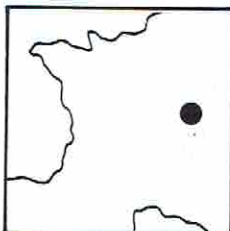


NICE ONE NIGEL

MAY 20th
FRANCE
Dijon-Prenois



WINNER: Lauda
FASTEST LAP: Prost 1.05.257



Location:
Prenois - 15 km North of Dijon, 190 km
North of Lyon

The seventieth race of the French Grand Prix series saw our cars in dominant form, neither driver dropping below sixth place in the overall classification leading up to the start.

In practice periods that saw us 1st and 2nd, 1st and 3rd, 2nd and 6th and 1st and 2nd, it was only a major oil spillage from another car that prevented Elio taking pole on the race grid, Nigel's final run being notable for a huge spin that kept him in sixth place.

Our last race on the Dijon circuit had been in August 1982 for the so called 'Swiss' Grand Prix when both cars had finished (Elio 6th and Nigel 8th). It has never been a pleasant place in which to work and when we returned this year it did not take long to discover nothing had changed, except perhaps more wire fencing and an increase in the number of very aggressive police dogs and only slightly less aggressive race officials. Our previous best result here had been Mario's win in 1977 (with teammate Gunnar holding off a charging Niki Lauda for fourth place) when after a duel that had lasted from lap 17 to lap 80 with race leader John Watson the latter's Brabham had coughed and spluttered half a lap from home and Mario was through and away to sweet victory.

Of that race grid of 22 drivers seven long years ago only three are still competing; Lafitte, Patrese and Lauda the latter still as aggressive, more wily and still fighting for that position out front which this year he achieved in handsome fashion. Of the eight drivers who did not qualify for that '77 event only one is still an F.1. driver; Monsieur Tambay, then in a Surtees T.S. 19, now one of our Renault colleagues, and this year he finished second.

First Day

Elio arrived at the circuit direct from sorting out his new home at Cap Ferrat, and Nigel from his Pro-Am golf win at the Dijon Course (part owned by Alain Prost!) With cool conditions similar to Imola where we had taken a long time to get our tyres up to temperature we found no such problem at Dijon and the useful tyre performance we had enjoyed here at pre-race testing stayed with us. Our cars were to Rio specification with the addition of a small upside down wing section in front of the usual large one at the rear which drew the attention of the other teams to the extent we suspect similar devices will appear on rival cars

in time for Monaco. Nigel who was obviously very distressed at his mother's death showed his professional approach throughout the three days and gave the impression he had shut everything but his forthcoming race performance from his mind.

Untimed

Running opened with the usual full fuel tank runs on varying compounds of tyres both cars attaining positions amongst the front runners from the start. Then with only minutes remaining to the end of the session our crew slipped sets of the new style Goodyear qualifiers on both cars and without any alteration to boost our drivers rocketed into first and second places! On the very fast right hander leading onto the pits straight Elio was 14 kilometres an hour quicker than anyone else and 10 k.p.h. quicker at the end of the straight. Although these facts and figures were warmly reassuring the subject of fuel consumption was still a worry to us as up to this point in time Renault's test programme had shown all the Renault engined cars would drop out around six laps from the end of the race. On top of this the shattering news of Renault's "withdrawal" statement to the press from Gerard Larrousse just prior to practice emphasised the seriousness of the situation and made for an uneasy atmosphere in the garage area.

Our own consumption figures showed we would get home without going dry but we fitted new Lotus "fuel heaters" as a precautionary measure. These warmed up the fuel coming from the ice cold conditions in the fuel tank before it reached the engine but caused hiccups in running and we discarded the equipment for race day.

Untimed	
1st.	ELIO 1.04.089
2nd.	NIGEL 1.04.307
3rd.	Lauda 1.04.333
4th.	Prost 1.04.359
5th.	Piquet 1.04.457
6th.	Tambay 1.05.114

Qualifying

Elio still had a race spec. engine in his car for this session. Nigel was held up initially with a soft spring that upset the proper functioning of the wastegate, but once this was cured put in a good time that saw him out front. Elio then went out and proceeded to go even quicker than our time put up in pre-race

tests and for this effort he went onto pole position. Nigel's second run for a grid time was spoilt by a huge spin which flatted the tyres and put paid to any further attempt. Tambay, with all the pressure of the French press on his back, found he had sufficient personal boost to snatch pole away from our Italian driver, Elio waiting on the sidelines to have his second run after all the other contenders for pole had used their second set of quallies. Finally he got away but was unintentionally baulked by Alboreto, his tyres were gone and that was that. We were 2nd and 6th.

1st.	Tambay	1.02.200
2nd.	ELIO	1.02.336
3rd.	Piquet	1.02.806
4th.	Rosberg	1.02.908
5th.	Prost	1.02.982
6th.	NIGEL	1.03.200

easy and to leave the heroics to someone else but both our cars and drivers were in tremendous form and their quick times continued to come with no great effort apparent. Then just before the end of running Hesnault in a Ligier that is suited to wet weather conditions slipped in front of Nigel.

Untimed	
1st.	ELIO 1.22.228
2nd.	Hesnault 1.23.762
3rd.	NIGEL 1.24.558
4th.	Bellof 1.25.052
5th.	Brundle 1.25.386
6th.	Alboreto 1.25.573

Final Qualifying

The heavens opened as qualifying started, initial times being in the 1.24+, 1.25 bracket. Then Nigel calmly returned a



Nigel's Race Engineer Steve Hallam helps Nigel into his cockpit.

Saturday

Friday evening had seen our crew prepare an engine for any quick change that might be required, the unit being dressed with gearbox and rear suspension for a slip on job that would save lots of valuable time. The rain hissed down all day Saturday, the sun coming out as qualifying finished. Running continued in case race day was wet, together with evaluation tests on the fuel heaters but the prolonged rain and our big radiators saw to it we got nowhere near proper working temperatures. Radiator blanking was fitted to both cars, out they both went and we were 1st and 2nd again! All the time the drivers were reminded to take it

1.20 that shook everyone in pit lane and their air of disbelief plainly showed on the pit boards being hung over the wall - "Mansell 1.22" they said! On returning to the pits Nigel was ecstatic about the way his car had handled - "fantastic" he said, "very easy". Soon afterwards Elio returned an equally quick time to back up his team mate and still no one else could get below 1.22. No wonder our crew started praying for rain on race day!

Keke Stunned

Later as Peter Warr sat under our hospitality unit tent Keke Rosberg wandered over "Whats Elio up to?" he enquired. "We

were doing fuel tests" replied Peter. Keke obviously wasn't going to accept such a bland answer. On the fast right hander leading onto the pit straight (a corner where Keke would excel) Elio had calmly gone round the outside of him in a huge cloud of spray, and as if to add insult to injury had then changed up into fifth right in the middle of a river of water that was crossing the track. This was followed by Elio putting the car onto full opposite lock as he exited the corner causing Keke to back off in preparation for the antics to come, but our car disappeared into the distance and when Keke checked the times for that lap found our young Italian had gone 9 seconds quicker than him!

Saturday's Official Times

1st.	NIGEL	1.20.061
2nd.	ELIO	1.20.859
3rd.	Hesnault	1.22.272
4th.	Arnoux	1.22.707
5th.	Alboreto	1.22.749
6th.	Warwick	1.23.363

(N.B. the previous day's dry times were used for the race grid.)

Race Warm Up

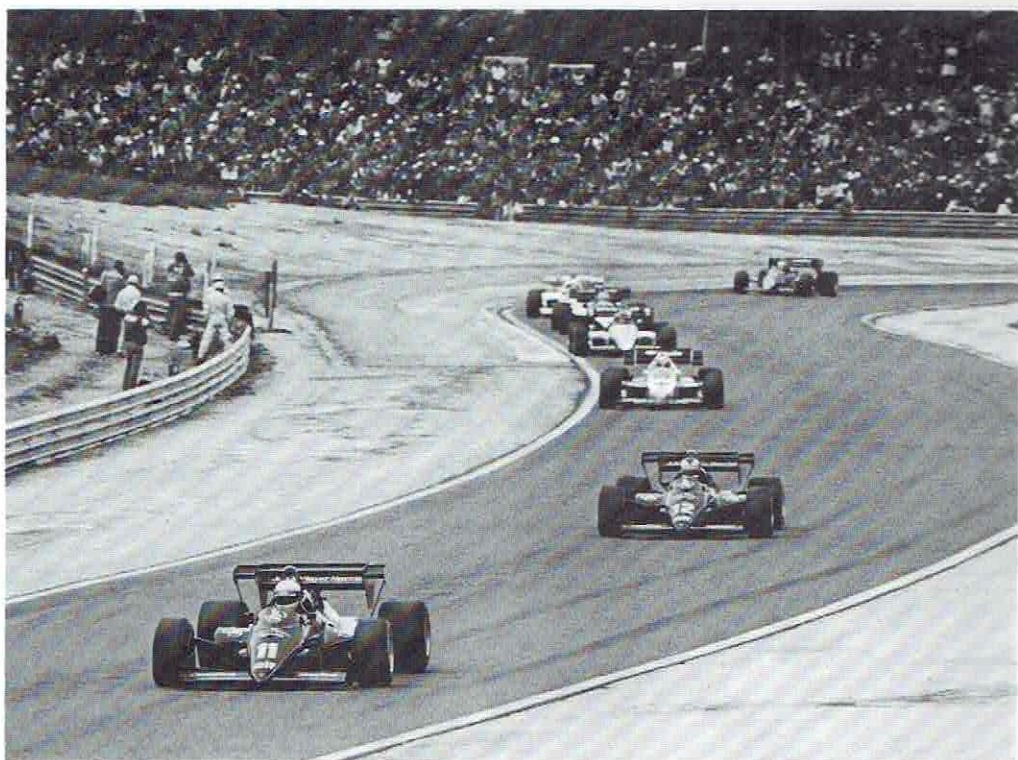
Although a general feeling of confidence was evident in our camp as the cars went out for full tank running, there was the lingering doubt as to what changes the now dry weather would bring with it. With initial times that gave us 1st and 2nd positions once more calamity hit us as first one car and then the second returned to the pits both of them with 5 cylinder engines and very obvious mechanical problems. Both engines had blown! Bruno was optimistic at first and after finding traces of aluminium on the plugs merely put new ones in and sent the cars out again. But this was not the easy answer and everyone immediately latched onto the fact some swift and hectic work was on the agenda and which could only start after scrutineering was completed.

Lightning Change

The previous evening Nigel Stepney had tried the dressed engine change and found that the new engine was on the back of the tub in an astonishing 39 minutes. That was in the calm of the evening in a deserted garage. Now the work had to be done in the crowded area of the pits and with only one engine available in its dressed form Nigel's car was selected, Elio's requirements being duplicated on the spare car which included fitting his preferred stiffer springs. Unbelievably our lads took only 1 hour 55 minutes to complete the change!

Race

Fortunately the race programme called for a parade of the first six driver's in the Championship which gave Elio the chance of a shakedown run, but on returning to the pits he reported his engine was emitting the same harsh note his previous engine had given before its failure. Such detonation meant it was either



Stirring sight of our cars running line-a-stern in second and third places in the French Grand Prix. Both cars sported a small additional "upside down" wing positioned in front of the large rear version.

too lean or too hot which seemed to confirm the suggestion the new metering units were the root cause of the problem. Thankfully Nigel returned from his run reporting all was well. For the race Elio was running with A and B compounds on the left and C's on the right, Nigel with B's on the left and C's on the right. There were five combinations to pick from all told, but as dry running in practice had been very short final choice was a bit of a hit or miss affair.

Both cars made good starts, Nigel's being a real demon that saw him up alongside his team mate who took good care to see that was as far as he got! Elio had to cope with an oversteer problem which he later attributed to his stiffer springs and Nigel's start, although highly commendable, caused a tyre to blister. (Keke later divulged he had to cope with quite a sizeable handling problem on the Williams whereby he could steer his car into a corner but get virtually no re-action).

Second and Third

End of lap one and it was Tambay leading our two cars, their glorious line astern formation reminding us of a similar pattern from our past. This lasted until lap 13 when Prost passed Nigel and then Elio on lap 17. It was a case of showing the "hang on in there" board to Nigel as it was too early to bring him in for a set of tyres that would last him to the end of the race. Hang-on he did to such good effect he was still fourth when his stop came on lap thirty, rejoining the race in 7th place behind Rosberg. As Arnoux, Warwick and then Elio pitted Keke and Nigel moved up to 3rd and 4th Nigel passing the Finn on lap 39 into third place he was to hold for the next forty laps to the chequered flag.

Both our pit stops were very quick, Nigel having the same tyre combination fitted for the second half of the race as the first, Elio being fitted with a similar layout to Nigel at his stop which gave him more oversteer from then on. As a result he had a problem in trying to move up through the field and although he was fourth briefly on laps 57 to 61 he was unable to fight off Arnoux and eventually finished 5th, 23 seconds behind the red car but still on the same lap as the leader.

Results

1st.	Lauda	4th.	Arnoux
2nd.	Tambay	5th.	ELIO
3rd.	NIGEL	6th.	Rosberg

Team News

We were delighted to have Geoffrey Kent, the man who masterminded the original John Player Gold Leaf Team Lotus association back in 1967 and who is now head of Imperial Group, with us at Dijon. Along with Brian Wray, Marketing Director of Imperial Tobacco Geoffrey was quick to praise our crew for their outstandingly quick engine change on race day

and the excellent result that followed.

Nigel's car had 5 gallons left at the end of the race, Elio 3½ and Tambay 13 litres. Both our drivers were told they could run high boost in the race.

At Monaco Brian Wray will be presented with the "Orange" award for the best Grand Prix of 1983 - the JPS European Grand Prix at Brands.

Sponsor facilities were poor again at Dijon, lengthy negotiations being the order of the day just to get their road cars near the paddock.

When Prost pitted, his crew found his left front wheel nut already loose. As the disc bell bolts were also loose, these prevented the new wheel going on. He had to stop again for a second set of wheels and tyres when the problem re-occurred.

Lauda has now accumulated a total of 353 World Championship points to Jackie Stewart's all out record of 360. McLaren had constant engine problems in practice, two new units being flown in on the night of the race, which kept their mechanics working until 5 am on race morning.

DIJON SPEEDS

Maximum speeds recorded at the start/finish line at Dijon in practice showed a marked dominance by the Renault powered cars, Elio being fastest of the top six drivers.

	K.P.H.	M.P.H.	
1st.	ELIO	296.622	184.312
2nd.	Lauda	294.038	182.707
3rd.	Tambay	292.524	181.766
4th.	Warwick	292.366	181.688
5th.	NIGEL	290.948	180.787
6th.	Prost	289.234	179.722

Speeds recorded differed by up to 34 k.p.h., the slowest car recording 261.122 k.p.h. (162.254 m.p.h.)

BRANDS HATCH

We are sorry to say the Club Stand will not be present at Brands Hatch for the JPS British Grand Prix this year, following its attendance at the last three International Formula 1 events in this country. Our Club staff only wear their Club regalia for a part of each working week as they are also involved with JPS Team Lotus and Lotus Cars work and this year's activities on other fronts has precluded their attendance. Our sincere apologies for absence, but we hope to see you next time.