

Lotus World

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



INSIDE — ★ THE NEW EXCEL 'SE' IN DETAIL
★ 'LOTUS CARS' 1986 MODELS ★ AYRTON'S SPA VICTORY

THE 1986 LOTUS RANGE

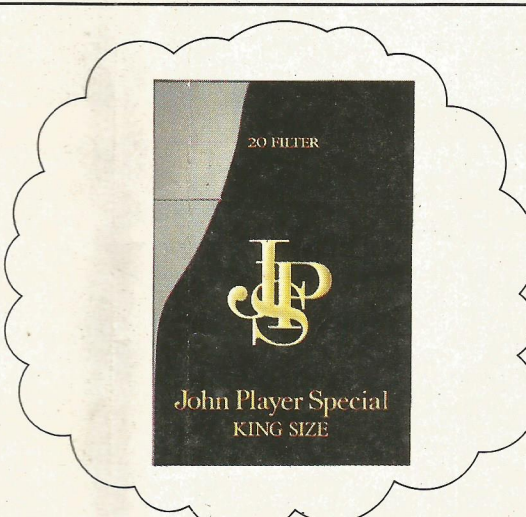
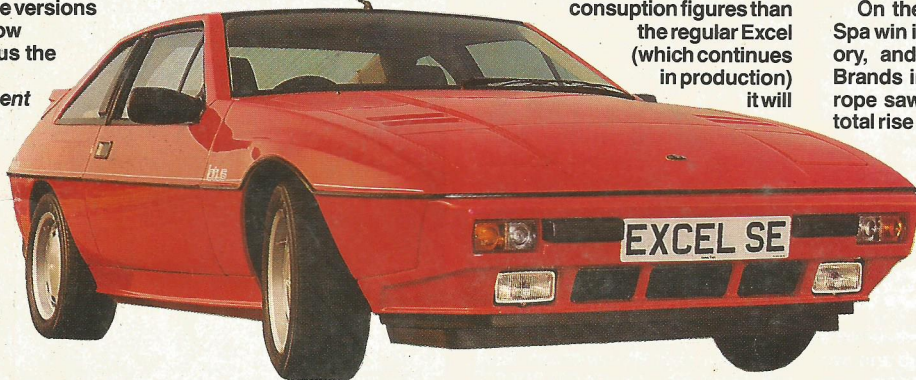
London's 1985 Motorfair saw another eye catching Lotus display of not three but four of our now current 1986 range, three of them up-to-the-minute versions of the cars that are now household names, plus the sparkling new Lotus Excel Special Equipment car. The latter carries on in the best Lotus tradition the long line of high performance cars with the 'S.E.' suffix and it was the topic

of conversation amongst the countless members of Lotus intelligetzia who visited our

Stand. With a top speed of 135 mph and an impressive 0 - 100 mph in only 18.2 seconds coupled with even better fuel consumption figures than the regular Excel (which continues in production) it will

come as no surprise to learn our Dealers are already answering countless enquiries for this highly desirable car.

On the racing front, Ayrton's Spa win is still a delightful memory, and his second place at Brands in the Grand Prix d'Europe saw his third place points total rise to 38, our Team's points for the Manufacturers' World Championship going to 71 only six behind the team presently holding second place.



Think Black



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

CHAIRMAN'S STATEMENT

GROUP LOTUS plc



Group Lotus Chairman
David Wickins

Dear Shareholder,

Profits for the half year are up 48% on last year. The small extraordinary item relates to the cost of preparing the agreement with Team Lotus and others approved by yourselves at the Extraordinary General Meeting in June.

Engineering consultancy improved by 45% on the first six months of last year. We have during the past six months taken on a further 49 engineering staff, an increase of 36% and our Order Book now exceeds £30 million. A strong pound and wildly fluctuating exchange rates may bring cheer to some, but it does inhibit those who export goods to the USA. Our sales to America have been disappointing during the first six months of 1985.

Our new small car, the X100 is on schedule. The extension and alterations to the factory are going according to plan, and with the engineering order book full, we can continue to invest in the future.

Chairman
30th September, 1985

CLASSIC PROGRESS

Good news came this month when a new link between our Club and two Lotus Cars' Service Dealers was forged that will be of enormous value and interest to our Club members in the future. Both Peter Day of Daytune in Cambridge and Miles Wilkins of Fibreglass Services near Chichester have shown great interest in our Club since its inception and in January both organisations will be providing a new service for our Club members.

Both initial events will commence with an informal lunch (if you want one) followed by a question and answer period in which Lotus owners can have remedies to any queries they may have explained in detail by either Miles or Peter. After

dealt with by our Club office at Ketteringham Hall, Wymondham, Norfolk, NR18 9RS (tel: (0603) 811662) and this issue has a reservation form for you to use in reply).

Miles Wilkins' close association with Lotus started 15 years ago when he bought a Series 4 Special Equipment Elan from Len Street in 1970. Later came his love affair with the Elite Type 14 (he is Chairman of Club Elite) and it was Miles who put the Elite back on the map in the mid '70's. Since then he and his compatriot Ian Simms have built up an enviable reputation and a vast fund of knowledge concerning Lotus road cars from the oldest to the newest. He is also well known for two extremely successful books

A GREAT NEW SERVICE FOR MEMBERS

question time members will be welcome to visit the respective organisations' workshops and we recommend this part of the programme so you can discuss Lotus spares in greater detail. Remember these discussions will include all Lotus production road cars from the oldest to the newest and in Miles' case will also include knowledgeable answers on any fibreglass or body problems you may have. All advice given will of course follow the procedures laid down by the Lotus factory.

Both Peter and Miles will be present at the lunch or buffet laid on at a pub/restaurant and obviously this will also provide an ideal opportunity for a chat. (Please note all reservations and payment for meals will be

(reviewed in last December's Lotus World) called "How to Restore Fibreglass Bodywork" and "How to Restore Paintwork" both published by Osprey. These have been so successful that Miles told us recently well over 19,000 copies have been sold, and they are still selling like hot cakes.

Peter Day's establishment, Daytune of Cambridge, was reviewed in last month's issue in which we carried superlative photographic proof of his Company's meticulous preparation and attention to detail. Peter's Cambridge meeting will take place on January 12th at a pub/restaurant near his premises and we shall carry full details in our December issue. Again, like the Sussex get

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REPORT FOR THE SIX MONTHS ENDED 28TH JUNE 1985

Accounting period:	Unaudited 6 months to 28.06.85	Unaudited 6 months to 29.06.84	Year ended 28.12.84
	£000	£000	£000
Turnover	9,647	8,439	16,790
Group profit before taxation and extraordinary items	325	219	476
Taxation	—	—	—
Group profit after taxation and before extraordinary items	325	219	476
Extraordinary items	(33)	—	—
Retained group profit	292	219	476
Proposed dividend	—	—	—
Earnings per share	1.9p	1.2p	2.7p

ABRIDGED ACCOUNTS

Statement required by Section 255(3) of the Companies Act 1985

In respect of both sets of six-monthly results which are based on unaudited reports for management purposes:

- (a) the figures are not full accounts;
- (b) full accounts in respect of those periods have not been delivered to the Registrar of Companies;
- (c) the auditors of the Company have not made any report thereon under Section 384 of the Companies Act 1985.

In respect of the results for the twelve months to 28th December 1984:

- (a) the figures are not full accounts;
- (b) full accounts have been delivered to the Registrar of Companies;
- (c) the auditors of the Company have made a report thereon under Section 384 of the Companies Act 1985, which was an unqualified report within the meaning of Section 271(3) of the Companies Act 1985.

This report has been circulated to the Shareholders, but not advertised in the press.

CHAMPIONSHIP POSITIONS AFTER BRANDS...

World Championship Manufacturers:

1st	McLaren	86	4th	Williams	47
2nd	Ferrari	77	5th	Brabham	26
3rd	JPS LOTUS	71	6th	Renault	16

World Championship Drivers:

1st	Prost	72	4th	ELIO	33
2nd	Alboreto	53	5th	Rosberg	25
3rd	AYRTON	38	6th	Mansell	22

1985 World Championship:

Races:	16	Events to date:	14
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Total Victories Since 1960:

LOTUS	75	Tyrrell	23
Ferrari	62	Brabham	22 (Bernie)
McLaren	47	Williams	20

1985 Winners:

Constructors		Drivers			
1st	McLaren	6	1st	Prost	4
2nd	JPS LOTUS	3	2nd	AYRTON	2
3rd	Ferrari	2		Alboreto	2
	Williams	2		Lauda	2
5th	Brabham	1	5th	ELIO	1
				Piquet	1
				Rosberg	1
				Mansell	1

Tyre Battle: Goodyear:

Goodyear:	13	Pirelli:	1
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Pole Position:

1st	AYRTON	6	1st	Prost	5
2nd	Rosberg	2	2nd	AYRTON	3
	Prost	2	3rd	Alboreto	2
4th	ELIO	1	4th	Rosberg	1
	Alboreto	1		Lauda	1
	Fabi	1		Mansell	1
	Piquet	1		Laffite	1

EXCLUSIVE TRIO

Jabby Crombac's long association with our Company is very well known and has been mentioned on numerous occasions in Lotus World. Many will also know of his close relationship with both Colin and Jimmy Clark during the latter's highly successful motor racing seasons in the '60's. Jabby is the proud owner of both Colin's personal Excel together with Jimmy's Elan which he was using in 1968, his last year in racing. Jabby is also meticulously rebuilding a Lotus 7; recently your Editor enjoyed another meeting with Jabby discussing Colin's biography and during a moment of relaxation delved into the interesting background of his cars.

ED: Now I should like to ask you about Jimmy's car.

JC: This is the car that Jimmy used whenever he came to Europe. As you know he was based in Bermuda then and so whenever he came over to motor races in Europe he used to share my flat in Paris. The car was a yellow left-hand drive SE Hardtop and he took delivery in the Spring of 1967. It spent the winter in a garage in Paris and on his return from the Tasman Series in 1968 and all the other races he had done as well in the first part of the year, Lotus had agreed that he should have a Plus 2 because they had just introduced the car and were insistent that their drivers were using the latest Lotus model. As a result I

made a deal with Colin so that I could keep Jimmy's for myself as my own Elan was getting a bit long in the tooth (it was a Series 2 built in 1965). As Jimmy's new car was not going to be ready until fairly late in the season he continued to drive his Elan. When he went to his last race at Hockenheim he was planning to go back to England after the race. Jimmy and his girlfriend, Kate, were talking about getting married at the time and so he was planning to stay in Duns for a short while. As a result he told me he did not need his car for a bit and suggested that I use it while he was away. We drove together to Toussus Le Noble Airport; when he got out he handed me the car's documents and said "This is your car now". He then climbed into his aircraft and I never saw him again. As you know, I missed Hockenheim and did the 1000 kilometres at Brands where you were running the GLTL Type 47.

SUPPRESSOR TRICK

JC: Talking about the car reminds me of a funny thing that happened in connection with the radio. Jimmy had never got it to work properly especially when it was wet. One day I was trying to get it to work but couldn't and talking about the problem to other people I was given the address of a motor radio specialist. "Ah", he said "you'll never get a radio to work on a Lotus Elan because it is all fibreglass!" Well the same thing happened to Baron de

Rothschild; he was driving an Elan at the time and he had a Faraday cage in the bonnet, built in a copper mesh lining, but still it didn't work. A few weeks later I had to have my dynamo looked at and the mechanics said the suppressors had been put on the wrong way round. So he sorted this out and from then on I had a fantastic radio! A few months later I was having my car serviced and the Baron was there with his Elan. I asked him if his radio was working correctly and when his reply was in the negative I explained how to sort the problem out. No doubt his car, which was the same type as Jimmy's, had probably been built by the same fellow who kept putting the suppressor in the wrong way round?

ED: I remember you having a problem with your wheels some time ago?

JC: When it all happened was when the car was stolen during a visit I was making to London. It was taken from outside my hotel and I only found out the next morning. I was most upset as you can imagine because Jimmy's Elan meant a great deal to me and I went to report it to the police. They were quite pessimistic and explained that the usual trick was for the thief to take the engine out and put it into a Cortina or something like that and then

abandon the car; this was a highly successful business as obviously whilst you can trace a stolen car you cannot trace a stolen engine. As it turned out the car was found about four hours later by which time I had arrived in Paris. The thief had abandoned it just two miles away from the hotel in Chelsea — he had taken a corner too quickly and landed up on the pavement buckling both wheels on one side. I could no longer drive it and I then found that it was incredibly difficult to get these wheels as they were like gold dust in those days. In fact I had to wait a very long time for replacements. I had written a piece about the car in which I mentioned that I had wheels that were not quite straight because I could not find any replacements; then a Dutch fellow telephoned to say he had the wheels I wanted and if I could go along and collect them I could have them, which of course was a great stroke of luck. At the moment the car is residing in my garage and it deserves a nice restoration job but at the moment I am concentrating on doing up my Seven.

ED: I assume that if the Elan was in one piece you would still be using it on the roads?

JC: Oh, no. Because it is far too precious to me. When it is rebuilt I

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Jabby told us of his hero worship of Jean Behra back in the '50's. This ace French driver produced numerous epic drives and his display of virtuosity on the track was a delight to all who saw him. Jabby's life ambition seemed realised when Jean offered him a job as his Team Manager. Ironically, just a few days after the offer was made the gallant French driver lost his life in an accident when he went over the banking at the Avus track driving his Porsche. Your Editor also harboured the same level of admiration for the volatile Frenchman and could hardly conceal his delight when he learned he would be visiting the Cooper Racing School that he was running during the fifties. The highly memorable occasion is recorded here with Jean's close friend Formula One Grand Prix driver Maria Teresa de Filipis listening in as the School's Chief Instructor Ian Burgess (right) explains the method of teaching to Behra sitting in one of the School's F2 Coopers. Just visible in the background is your Editor (on crutches following a road accident!) talking to BRM designer Peter Berthon's wife (with headscarf). Incidentally Behra had a plastic ear (to replace the original lost when a Maserati sports car he was driving overturned in a race) and he had the habit of suddenly tugging on one lobe to the fright of onlookers who thought they might be witness to the plastic version about to come off!

Miles Wilkins Club Team Lotus

*Inaugural Sussex Area Meeting
Sunday January 19th, 12 noon*

*Meet Miles Wilkins of Lotus Service
Dealer Fibreglass Services at a Lotus
question and answer get-together
of Club Members at the*

**ANGLESEY ARMS
HALNAKER, SUSSEX**

*(Situated on the A 285 Chichester/Petworth
Road 2 miles NE of Chichester)*

FOR OWNERS OF ALL LOTUS', OLD AND NEW

This informal gathering starts with a full roast beef lunch or buffet (depending on numbers) at £6.50 a head (if required) followed by question time and a visit to Miles' workshop (an Aladins Cave of Lotus parts old and new). If you are eating elsewhere Miles will take the chair at 2 p.m.

Please let us know before December 20 (if you would like lunch or buffet) together with your cheque or credit card number and expiry date (see Subscription panel page 11) or before January 8th if you are only attending the main part of the meeting at 2 p.m. so we can provide adequate seating.

**A GREAT DAY OUT IN A FABULOUS
AREA OF ENGLAND....SEE YOU THERE!**



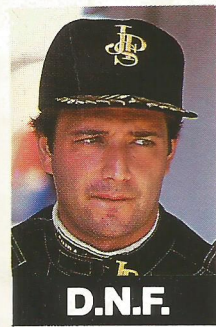
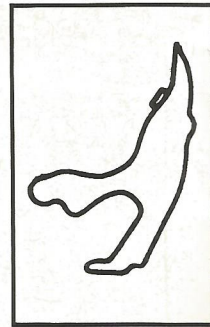
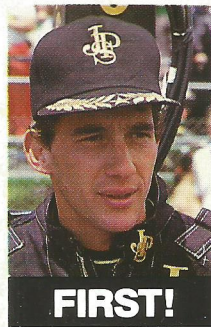
John Player Special

Belgian Report

ROUND 13

SEPT. 15th

KING OF SPA!

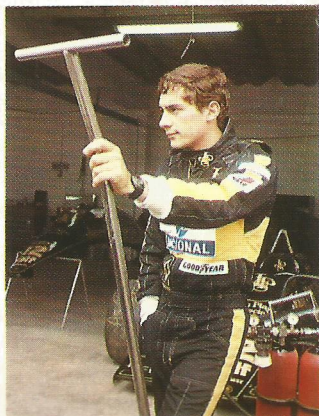


If a motor racing enthusiast, given the opportunity of spending a day of Grand Prix practice in our pit garage, had chosen the opening day at Spa there is no doubt he would have been sadly disillusioned! It was Friday the 13th so perhaps that had something to do with it. "I am sure it was the worst day that the Team has ever had", said Peter Warr back at the factory. "I can't remember a worse day for many, many seasons; it seemed that everything we touched whatever it was, turned into a total disaster."

FRIDAY PRACTICE

Ayrton had only covered one lap in his race car when he returned to the pits. "It's stuck in one gear and I can't get it out", he reported. The cause was the freak occurrence of the selector finger snapping clean off. As he did not have the spare car to get into (it was Elio's turn to have it) it meant the long job of taking the back off the gearbox and dismantling the internals - obviously the quickest way round this was to replace the back of the practice gearbox with that of his race gearbox but it still meant that Ayrton was left twiddling his fingers for half an hour whilst the work was completed.

Elio meanwhile had gone out in the spare car but returned with a misfire. Oh yes! And the bodywork was alight which produced another saga as numerous people with fire extinguishers rushed about like chickens with their heads cut off. After the Renault engineers had completed what they thought was a cure out he went again only to return immediately after just one lap with the same misfire. The same thing happened again for the third time. By now everyone was getting very frustrated particularly Elio and he leapt into his race car and disappeared out onto the track. Just three laps later a puzzled Elio returned to the pits "I just don't understand what's happening", he said. "The engine just keeps rising and fall-



Ayrton thinks things over. A picture sent to our Brazilian ace by a devoted fan. Incidentally Ayrton takes a great interest in every one of his numerous fan letters received in each day's post. There are so many he wouldn't have time to race if he replied to them all but after our office despatches each reply all the letters are given to Ayrton who reads them and then despatches them to his San Paulo office for filing.

ing....." It didn't take long for our crew to establish the clutch had expired - this meant we already had two cars completely out of action and the third suffering a severe misfire.

Soon after this Ayrton's car had been completed and he disappeared up the road only to return after just one lap shrouded in a cloud of smoke. His crew quickly checked the engine unit tightening everything that might have worked loose. Off he went again and this time he got in a flying lap as well. Then it was back to the pits, Ayrton reporting he could still see smoke coming out of the car in his mirrors as he went round a certain corner. Now we had 45 minutes left of practice; as it takes 44 minutes to change turbos the decision was made to do the job as quickly as possible and try and cut some time off the old record.

The scene of disarray can be

imagined. Now all three cars were being worked on again, one of them in a great hurry. However, the crew completed the work in time which gave Ayrton the opportunity of a one lap run. Off he rushed again and this time the engine blew!

The result of all this was that Ayrton had got in just three laps in the 1½ hours only one of these being a flying lap. Not only this but we now had to change the engine in his car for qualifying to follow. When the turbo had let go it had filled the inter-cooler with oil which had then blown through, wetting the plugs on that side of the engine - it was a scene of disaster.

QUALIFYING

An engine change, including setting up time by the Renault engineers, takes four hours. We had just one and a half hours in which to complete the task so it was not an odds on certainty that Ayrton would be ready to go out when the session opened. As a result Elio had the spare car snatched away from him and it was quickly made ready for Ayrton to drive and off he went to see what fortunes lay in store for this session.

His time was a most creditable one; he was on race tyres and as he was in the spare car he had an engine that would not run maximum time which was a less than sensational time he recorded as he was merely sizing up the overall situation and saving himself for second attempt. Whilst all this was going on Ayrton was beckoned into the race garage for a discussion and as he did so his race car decided to burst into flames! The flames reached up to ceiling height, which as can be imagined caused a lot of action and not a little panic especially as there were other race cars and fuel in close proximity. Eventually the fire was put out, attention returned to the spare car and he went out onto the circuit again. As he did so his car that was still sitting in the garage decided to burst into flames again. It was our third fire of the day and this one was really quite serious. The source was a leaking fuel union causing petrol to spray everywhere and with plenty of fuel left in the tank could have burned for a long time. In order to set up an electronic engine and get the timing right Bruno Mauduit, our Renault engineer, uses a strobe light and keeps the engine screaming away at a constant 7000



One very quick Brazilian speeds off into a commanding lead from the first corner, while another does his best to hold everyone up! It was not, as some Ayrton fans suggested, Nelson's gesture intended to help his fellow countryman!

revs. Within a very short space of time just about everything glows red and when fuel spreads all over it the result can be easily imagined.

Our crew emerged from the garage coughing and spluttering from the inhalation of smoke fumes and BCF extinguisher gas. Ayrton's qualifying car was quickly tidied up, waste gates were blocked, qualifying tyres fitted and off he went. This time a turbo blew and the car caught fire again! This was mechanical destruction at it's best — the turbo had broken into small pieces, come out of its housing and exited the exhaust pipe in very small pieces. There was oil everywhere and as he was now stopped out on the circuit



Serious discussion between two men each intent on success.



"Here's another initiative test for you" said Team manager Peter Warr to the Team's Sponsor Liaison Officer Noel Stanbury at Spa. "There's so much spray as well as rain getting on my lap chart — I need some sort of protective shield to stop it getting wet".

Using the very latest in welding wire and polythene technology a suitable 'see through' structure was rapidly assembled in the Transporter and quickly dubbed 'The gold fish tank'. Whilst correctly liveried with black and yellow tank tape as well as the customary JPS sticker, two goldfish were to be seen swimming on the front of the tank whilst in use by Peter on the Pit Wall.

"It worked very well" said Peter "...and must have contributed to our success at Spa. I was only worried when the damn fish kept coming up for air and biting my fingers!"



Ayrton took charge of the fire fighting exercise; when the fire had died down Elio stopped to give him a lift back to the pits. Although Ayrton waved him away Elio insisted on stopping as he knew full well the car would burst into flames again and sure enough it did! Both Elio and Ayrton were now on hand to supervise the fire fighting. When it appeared to go out they waited another minute and again the same thing happened and again they jumped into action supervising the rescue. However, by this time the bodywork was pretty well finished. Just before the end of practice with our two drivers still marooned out on the circuit a huge storm blew accompanied by thunder and lightning. When it eventually blew away everyone on the Team breathed a great sigh of relief at our change of luck. We hadn't been struck by lightning!

Friday Qualifying

1st	Prost	1.56.563
2nd	Johansson	1.56.585
3rd	Piquet	1.56.643
4th	Mansell	1.56.727
11th	ELIO	1.58.852
18th	AYRTON	2.00.710

The debriefing that followed was a saga in itself. It was obvious that regardless of the chaotic luck that had struck us the cars were in no way 100%. Although the Team had proved to be in good shape in practice for the original race date, certain modifications had of course been made to the cars as the season progressed. Now we were back at Spa it was obvious that these modifications did not suit the Bel-

gian circuit. Further frustration was to follow when upon examination of the engine we had taken out at lunchtime it was found to be in perfect order. Its only problem had been caused by oil blowing into the intercooler from the turbo; in fact over a pint of oil was found swilling around inside it. The oil blown through had oiled the plugs giving the general impression the engine was sick. As a result of this discovery the engine was then put back into the car as its morning replacement was dowsed in fire extinguishant and Bruno was not at all happy about running it again. In addition, our race crew had to revert to the original suspension layout on all three cars which is a very extensive job indeed and they did not leave the garage to return to their hotels and well deserved but short sleep until 2.30 in the morning. It was a dreadful end to a dreadful day.

SATURDAY

The day dawned dry. Initial running took place in order to check out the revised set up followed by the usual full tank work. In contrast to the previous day's events all three cars ran without a hiccup, Ayrton putting in a quite spectacular time bearing in mind his previous lack of practice. This gave him a pole position that he held until just a few minutes before the end of the session. Elio was also flying and took third place on the score sheet.

Saturday Untimed

1st	*Prost	1.57.300
2nd	AYRTON	1.59.342
3rd	ELIO	1.59.484
4th	Boutsen	2.00.269
5th	Berger	2.00.287
6th	Alboreto	2.00.443

*At first sight Prost's time would seem quite remarkable, being a whole 2 seconds quicker than either of our two cars but he set his time on softer qualifying tyres.

SATURDAY QUALIFYING

Ayrton went out straight away and immediately registered the fastest

Continued next page

JABBY'S EXCLUSIVE TRIO

(Top)

Jabby Crombac relaxes in his ex-Jim Clark SE Hardtop Elan. This was Jimmy's last road car and the story of Jabby's acquisition is told on page 3. Jabby apologised for the car's nose being cut off in the photograph — strangely it is the only picture of the car he has and it was taken by a Lotus enthusiast as Jabby queued outside the Dijon circuit for a French Grand Prix in the mid '70's. Presently the car has covered over 100,000 kilometres.

(Left)

Colin arranged a special ceremony when he gave Jabby his personal Eclat. (The story behind Colin's gesture was in our February 1985 issue). The presentation took place at Silverstone in 1981 at the time of the Grand Prix and here the bubbly flows by courtesy of Hazel Chapman. Left to right can be seen Francois Mazet, Clive, Sarah and Jane Chapman, Hazel with the champagne bottle, Jabby, Colin, Mark Thatcher, David Thieme (Essex Overseas Petroleum) and Patrick Peal of Lotus Cars.

Photograph courtesy A&P.

...TRIO (Continued from page 3)

might use it like my Eclat and go to one or two races in it. For instance, I would probably take it to Le Mans each year because I go on my own and do not need much space. The Elan is fairly roomy but my son Colin cannot travel without his computer and TV and so I always take the Eclat on these occasions. The Seven is much more enjoyable but so impracticable for a trip like that. The Elan is obviously a little less fun than the Seven but it is a very practical car. Although Lotus have made some wonderful cars the Elan has not been replaced.

ED How did you get the Seven?

JC When I sold my Hispano. I sold the latter to buy my first boat and got £11,000 for it. After I sold it there was a period of restoration work done on it and it has just been sold at an auction for £220,000! Then after I had bought my boat my wife said it was too much like camping so I needed more money to buy a bigger boat and my other Hispano was sold as a result; but I didn't use all the money for the boat and I kept enough to buy a Super Seven. In 1978 I came over to London for a meeting with the Formula One Constructors. I mentioned what I wanted to Peter Warr and as Caterham Cars had a garage in London in those days Peter came along to help me find a good one. It obviously helped me a great deal going along with Peter who had been responsible for building so many of them in the past.

A few weeks later Graham Nearn called me and said that they had the car that I wanted and eventually I bought it. It was a genuine Lotus Seven 1968 model and after writing to the original owner I had a very nice letter from him explaining the history of the car. He was a bachelor and had built it himself and then when he emigrated to Australia he found it was not worthwhile shipping it out. I have been using it for many years now and average around 3,000 miles a year. Then one day the speedometer packed up and in deciding to fix it myself I thought it was about time I put everything right and therefore took the whole car to pieces! It is still lying around in bits three years later but the job is definitely progressing. I have taken the full windscreen off and will be replacing it with two aerosccreens; the heater has gone too and of course the hood and side screens. As I spend so much time writing and travelling I was pleased to find a mechanic who agreed to help with the project. We started at the end of August and so progress is definitely getting better. I am insisting that the paintwork is absolutely immaculate and I am having all the fibreglass parts specially painted so that it looks like polished aluminium. Also, I am having leather upholstery so all in all it will be some car when it is finished! I'll let you know when I have my first drive."

For his trip to England Jabby had combined it with a visit to our factory to have his Eclat serviced; this car

had been Colin Chapman's personal vehicle in 1981. When he learned Jabby had lost his position as both French delegate to FISA's Technical Commission, and that of Chairman of the FFSA Technical Committee for having written Colin's famous press release at Buenos Aires after the Type 88 was excluded (and brought us a US \$100,000 fine!), Colin felt Jabby deserved a special token of appreciation and he presented him with the Eclat at a special ceremony at Silverstone during the British Grand Prix 1981 (see picture page 5). This is another car that Jabby naturally treats with the greatest respect and in fact only uses it for two weeks of every year during his brief holiday break. Jabby still remembers the presentation very clearly, especially Colin's gesture of holding out the keys and saying "There you are Jabby, it's all yours!" It was only later when everyone dispersed that Jabby endeavoured to drive away only to find that none of the keys Colin had given him fitted the car. At the same time Colin was at his plane vigorously going through all his pockets wondering where the hell his keys had got to.....

JABBY'S "HLR" MEMORIES

During his trip Jabby requested a meeting with Vic Thomas of the HLR and a very pleasant dinner followed at your Editor's home which was also attended by Bob Dance

CLASSIC PROGRESS

Continued from Page 2

together this will start with a lunch or buffet followed by a question and answer period and a visit to Day-tunes's workshops. Both meetings will be an ideal opportunity for those members presently rebuilding or preparing their cars for the Spring of 1986 and it is noteworthy these meetings are open to all members regardless of where they live. Club Team Lotus staff will also be attending to answer any other queries in connection with Lotus World or the organisation of the Club itself. Both your Editor and Club Secretary, Jenny Moon, will be going along and will have samples of all the Clubs Special Offers for members to see at first hand.

So make a note in your diaries.....we all look forward to meeting you shortly.

our Team's Chief Mechanic. The great fund of stories that flowed across the table continued into the small hours of the morning, the three enthusiasts being able to fill in a lot of Lotus data from the past for their respective files. It was the first time Vic had known of Jabby's participation as a "works" Team Lotus driver. Both he and Cliff Allison went to the Monza circuit to break the one hour record over the banked circuit. Cliff was driving a supercharged 1100 cc Mark 11 and Jabby the 750 cc version of the same type but the latter unfortunately blew up due to a carburation defect.

KING OF SPA!

(Continued from page 5)

TEAM LOTUS		RACE SHEET	
DATE	DRIVER	EVENT	CIRCUIT
15 SEP 1985	Ayrton	6P	SPA
FUEL IN		CHASSIS ENGINE F16	
LAP	LAP TIME	P	+
1	2:32.26	1	0.8
2	2:23.10	1	1.5
3	2:13.82	1	2.4
4	2:13.82	1	4.0
5	2:13.94	1	3.3
6	2:13.41	1	2.9
7	2:12.92	1	4.0
8	OUT		
9	2:13.87	1	4.0
10	2:11.53	1	6.0
11	2:08.55	1	6.5
12	2:06.57	1	8.6
13	2:07.59	1	9.3
14	2:06.55	1	9.5
15	2:06.15	1	10
16	2:06.34	1	11
17	2:05.06	1	11
18	2:05.33	1	12
19	2:05.25	1	12
20	2:06.07	1	12
21	2:12.29	1	15
22	2:11.03	1	14
23	2:15.42	1	18
24	2:14.08	1	17
25	2:10.48	1	18
26	2:08.46	1	19
27	2:08.74	1	16
28	2:08.23	1	16
29	2:04.90	1	17
30	2:06.39	1	15
31	2:04.53	1	22
32	2:03.95	1	26
33	2:06.58	1	28
34	2:03.75	1	30
35	2:04.02	1	31
36	2:05.83	1	29
37	2:04.32	1	29
38	2:03.82	1	29
39	2:03.70	1	30
40	2:04.50	1	30
41	2:04.40	1	31
42	2:10.46	1	

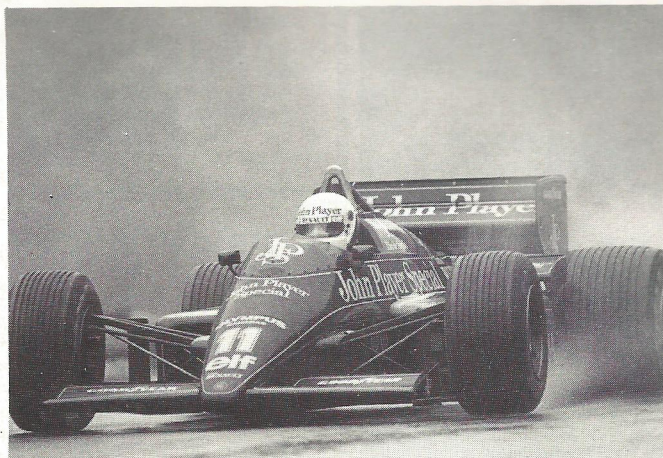
time, after which he returned to the pits to wait and watch. Elio had also put up a good time and he returned to the pits to keep an eye on the other times. Then out came the boys with all the horsepower that anyone could wish for. Noel our Sponsor Liaison Officer positioned himself at the top of the hill after the start line which is approached by a long climbing straight unnoticed on TV screens as this is always a heli-

whole lap so he had to make the decision as to whether he would go flat out from the start and have nothing left for the corners towards the end of the lap. Or he could take it "easy" at the beginning and fly over the final stages. When he accelerated into sight of the pits and braked for the hairpin he lost the car completely, smoke pouring from all four tyres and as he disappeared from view he was decidedly side-

3rd	Piquet	1.55.648
4th	Alboreto	1.56.021
5th	Johansson	* 1.56.585
9th	ELIO	1.57.322

*time recorded on Friday.

Ayrton's comments on his final incredible lap were as cool as always. "I braked very late for the hairpin at la Source. This made the car very light and it felt like being in a go-kart again when I turned into the corner — in fact the car was very light. I don't think I lost any time there think I lost it with the rear tyres — they were very blistered by the end of the lap and I think could have cost me perhaps as much as half a second. Apart from this the car is now handling very much as it did in June. I am looking forward to the race and hope we can run without a pit stop for tyres as the Goodyears are very good around here." Elio for his part was disappointed with his 9th fastest time. "On my first set of qualifiers I locked the brakes going into the hairpin so eased off and did another slow lap before going for my qualifying time. The tyres were really blistered by now — especially the fronts — and I had a lot of understeer. I had a little more front wing to try and reduce the latter but then found that my rear tyres had blistered." Regardless of his disappointment Elio was very pleased with the balance of his car generally and it was obvious that he was also looking forward to the race the next day. It was interesting to note that Prost had taken pole position for the 1983 race with a time of 2.04.615. Of the 24 cars entered for this year's race 21 were already below the previous best lap recorded and pole



Elio, clouds of spray streaming from his car thunders round the Spa circuit — sadly a blown turbo halted a good run.

"That's the way to do it" advised Mr. Punch and Ayrton undoubtedly took his advice at Spa! Here is Ayrton's Race Engineer Steve Hallam's Spa Race Sheet. The "plus" column shows Ayrton's ever increasing lead — note the 6 seconds Mansell was adrift after just one lap (11) following their pit stops taken at the same time.

copter shot. It is in fact a very steep incline. Here Ayrton was doing just under 200 mph whereas Piquet was registering 210 mph. Piquet then held pole for a bit, as did Prost. Rosberg had a go but didn't quite make it. Mansell had a go and didn't make it. As the session neared its end Ayrton made ready for his second run. He knew his tyres wouldn't last a

ways on. The immediate feeling in the pit crew's hearts was that the whole thing had been blown. Then came the official time. He had been just one tenth away from pole position!

Grid Positions

1st	Prost	1.55.306
2nd	AYRTON	1.55.403

UTE'S RACE

Our constant references to Jabby Crombac must have lodged in our minds somewhere. In October's issue we referred to the go-kart race at Nurburgring for the Grand Prix ladies and incorrectly stated the race was organised by Jabby's Paris-based Sport Auto magazine. It was of course the German based Sport Auto responsible for organising this highly entertaining event. Talking to Elio's girlfriend, Ute, at Brands during Grand Prix time she filled us in on some of the background to the race. It was the first time Ute had realised just how frustrating it must be for Elio to drive a racing car which had a misfire or other mechanical ailment as she discovered she had exactly the same problem with her go-kart! Ute qualified 7th in practice and when Rita Cheever and Nadia Alboreto withdrew after practice (they thought it was too dangerous) Ute immediately jumped into what she thought would be a quicker vehicle for the race itself. However, mechanical germlins struck again and as a result she only finished 5th. Ute

told us about a special practice session that was laid on in the evening for the benefit of German television's run up to the race in which the girls had to go through the centre of a large tent where crowds of people plus the TV cameras were positioned. As it was dark (!) lights were placed on the approach to the tent and Ute's report of this particular session led us to think even Elio would have been hard put to keep his foot hard on the throttle! Incidentally the tent also boasted a grand piano specially installed for Elio to give a TV performance. He took a great interest in his lovely girlfriend's progress in the qualifying session that decided who in the group of ladies would get a go-kart. For this Ford Fiestas were provided and Ute said "As I came into sight of Elio I was really flying and felt very pleased with myself as I came to a stop." Elio was not so impressed however. "My goodness", he said, "You were going so slow I thought you were looking for a parking space!" As race time drew near one or two

incident. The Minardi was seen to return to the pits without its nose; Alboreto went out in his race car (Ferrari had had a pretty drastic weekend) and then returned to his pit leaping out of the car very quickly and running to the spare car. It turned out that his race car had leaked fuel down his back.

At the end of the warm up lap Ayrton arrived on the grid and was quickly ushered into place. Of Elio there was no sign. Then Mansell arrived on the grid and reported that Elio had gone off and was stuck in the catch fencing. The crew immediately rushed to get the spare car out of the pit road before the latter closed. As they did so Elio arrived on the grid minus front wings — these are now no doubt the prize possessions of a Belgian souvenir hunter as we never got them back! As well as this the nose of the car was badly broken, but the car was okay so a huge rebuild was undertaken on the start grid which included washing lots of the mud out of the radiators. All the frenzied activity produced quite a scene.

GREEN LIGHT

With a sigh of relief from our crew the green light eventually flashed on. Further drama ensued when Piquet lost it in the middle of the pack exiting the first corner but amazingly nobody struck him and he was able to get going very quickly. At the end of lap one Ayrton appeared with a very useful lead (as can be seen from Ayrton's race engineer Steve Hallam's chart). Prost was taking it easy as he knew full well that Alboreto was in trouble and in any case was not as fast as him.

Ayrton fairly revelled in the wet conditions and steadily drew away from the second man who was now Mansell, Prost slipping behind as he carefully did his utmost to ensure his car would last to the finish.

Rosberg called at the pits quite early for a new set of tyres (lap 4). His stop was a sure sign that the track was drying and although he restarted in 19th place it was soon

Lotus driver beat our man out of the pits our No.12 car took the lead again almost immediately. From then on Ayrton increased his lead to 11 seconds by lap 18, 18 seconds by lap 24, 26 seconds by lap 33 and then lowered the gap to 30 seconds by lap 35. From then on he sensibly retained around the same gap although on the last lap but one he was again back to a 31 second lead. Whilst appearing to be a trouble free run his engine had begun cutting out at half distance and the sinking feeling he must have experienced can be easily imagined. But as he said later the car was handling very well especially in the wet and he put the engine problem as far as he could out of mind so as to concentrate on getting to the finish.

Poor Elio was not as fortunate. In the early morning warm up he had complained of a slight engine problem in the shape of a misfire which refused to clear. He pitted for his dry tyres on lap 10 but just seven laps later he was forced into the pits with a blown turbo. A very dejected driver stepped out of the cockpit. "My car was handling so well but unfortunately the engine just let go and there are no points for me today".

Whilst those in the pits were enduring another shower the sun was shining on the other side of the track and conditions overall were truly treacherous. But everyone knows that Ayrton revels on this sort of thing and he continued to increase his lead by about a second a lap.

All the time the engine hiccup got worse — as Ayrton said later it was happening only on the straights to start with but later developed in the corners as well. Then came the flag that heralded our Team's 75th Grand Prix victory — the track marshalls tried to usher Ayrton into the pit road at the finish but he dodged them and continued round for his well-deserved victory lap. Or was it that he was just making ultra certain he covered the full distance?

It was a great race after a traumatic weekend. What a funny business motor racing is.

Results

1st	AYRTON	4th	Rosberg
2nd	Mansell	5th	Piquet
3rd	Prost	6th	Warwick

MAXIMUM SPEEDS RECORDED AT SPA ("Les Combes")

	Km/h	Mph		Km/h	Mph		
1st	Rosberg	307.692	191.191	4th	ELIO	302.945	188.241
2nd	Prost	307.342	190.974	11th	AYRTON	297.111	184.616
3rd	Alboreto	303.200	188.400				

man Prost was now over 9 seconds faster than his previous best.

THE RACE

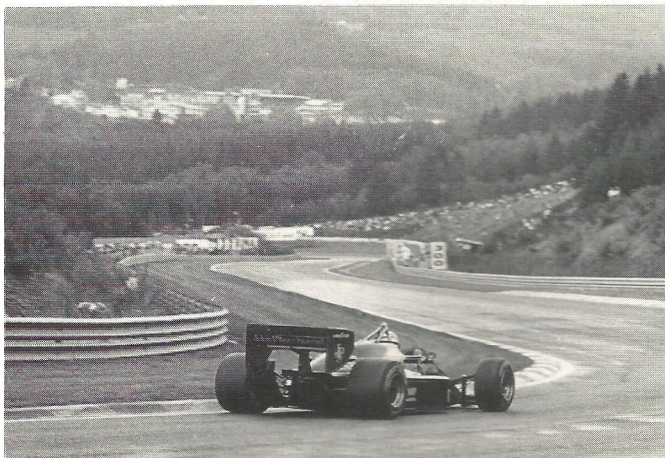
Saturday night saw another long period of work undertaken, three engines being changed before race preparation of all three could start, which included replacing the gearboxes and consequently re-rigging the cars. Both the Renault the Ligier teams had finished their work by 9 pm as our crew was about to start changing the engine and doing the race preparation of the third car. It was another desperately late night.

Race day dawned with pouring rain. Torrential was a better word to describe it as great walls of water fell on the circuit. It continued for the rest of the morning, deluged the warm up session until the very last lap (we had been first and second throughout until that last dry lap when Mansell managed a quicker time). Now we were in a situation of calculating what was required to ensure the best for a wet race. Renault's latest turbo had improved engine performance, particularly throttle response, but they are not as subtle or soft enough to suit wet weather driving. So a decision had to be made and made quickly. Off came the new style turbos to be replaced by those of the previous specification. As soon as this was done the cars had to be set-up with wet settings, such as bigger rear wings and various other modifications added.

Then as the pit road opened the clouds disappeared and the sun shone brightly! An added aggravation was that a lot of oil still remained

in the tarmacadam of the renewed surface and the water just lay there refusing to drain.

The situation was obviously taking a dramatic turn. The sun was out, the water refused to go away and so everyone had to start on wet tyres. To start on wet tyres in a race officially declared a "wet" race, the event is not stopped if conditions change. If it dries then you stop and put "drys" on and it is not stopped if



A man's circuit — a well used saying that describes Spa perfectly and which is well emphasised in this picture of Ayrton starting a down hill run.

it rains again — it is left to you to make the most sensible decision. All in all a pretty dodgy lottery.

It was certainly too wet at the start to use anything other than wet tyres. As race time drew near one of two highly charged dramas were going on. Our drivers did two warm up laps to check settings and turbos, etc., and both returned but not without

obvious that he was catching those in front. When the little television monitor in the pits showed that Rosberg had taken fastest lap it was quite obvious that the dry tyres were now much quicker and additionally Ayrton's left rear was also heralding the need for a pit stop. Both Ayrton and Mansell came into the pits together and whilst the former Team

AYRTON'S SPA TROPHY

Ayrton will no doubt be delighted to know now he has seen the magnificent winner's trophy for the Belgian Grand Prix that his name will be included among those of so many legendary Grand Prix drivers of the past. It is a magnificent hexagon shaped bowl in solid silver dating back to pre-war events and proudly bears the names of Nuvolari, Wimille, Caracciola, Fangio and Jimmy (three times!) together with Mario Andretti and that indomitable character Gunnar Nilsson. When Gunnar requested a replica be made after his first ever Grand Prix win in 1977 we visited the jewellers in Brussels who had produced the original trophy pre war and when the estimate reached £3000 we politely said goodbye; as a result Gunnar was happy to settle for the specially mounted steering wheel from his winning car!

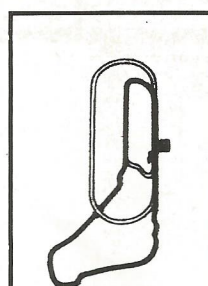
AYRTON'S MONZA MAGIC!

ROUND 12

SEPT. 8th



THIRD



SIXTH

You would never term Monza as a nice place to go. Granted it has a great deal of motor racing history (It first opened in 1922) but the whole Team agrees with Peter Warr's statement that "the nearer you get to it the more you look forward to leaving it!"

It is a circuit where you could take a magical one-two in the race and then in the flash of an eye find both cars severely damaged as a result of the hoards of spectators literally walking all over them!

When our transporter pulled out of our Norfolk race headquarters the previous week, it was carrying all the equipment for the next two Grand Prix' separated as they were by only four clear days in which to cover the 900 mile journey which separated them and prepare the three cars for the Belgian Grand Prix that was to follow and Manager Peter Warr was the only member of the Team to return to the factory in between the two races for a brief period of desk work. The last time our cars had run had been at the Brands Hatch pre Grand Prix test on August 28th/29th.

At our Monza test we had concentrated on trying variations of suspension geometry, the final set up proving to give our cars a significantly improved performance; Elio had driven on this occasion and found the modifications entirely to his liking.

AYRTON'S REST

Ayrton had been feeling the strain in the period leading up to the Italian race. This was no doubt due to a lengthy and strenuous series of tests during the season which together with the many thousands of miles of travel incurred had finally taken its toll. There is no doubt that for Ayrton to even think about having a break and missing the test was a decision he must have taken with some reluctance but off he went to Portugal for a four day respite during which he was able to enjoy some relaxing water skiing.

For a man that had already won a Grand Prix and led five others before mechanical retirements had taken him out, it is strange to record that he had never driven at Monza before, not even in a hire car! Therefore his first runs on the Friday morning were merely to discover which way the circuit went, which at Monza, with its numerous chicanes, set him quite a task. In fact on one occasion he was flat out in fifth gear when he suddenly discovered a chicane he had forgotten was there and

the resulting "avoidance" was really quite formidable. The early part of the session found him bouncing and leaping all over the circuit as he strayed onto kerbs but it was not long before Ayrton had conquered the autodromo once and for all. His plan, although simple in its execution, was an excellent example of his cool and calculated thinking coupled with an ability to concentrate 100% all the time. He went out and learned by heart three or four corners at one end of the circuit followed by a period of quiet thought in order to establish which was the best line for him to take. Then off he went again to repeat the exercise over the three or four corners at the other end of the circuit followed by another spell of concentration. Then immediately the end of session debriefing had terminated he went off for another quiet think in order to put a complete lap together in his mind. Amazingly during this period of learning he had put in an incredible seventh fastest time which only goes to prove that even Ayrton's periods of study can produce a lot of excitement.

Elio meanwhile had settled down well and was second on the score sheet when the chequered flag to end the first session appeared.

Friday Untimed

1st	Mansell	1.27.676
2nd	ELIO	1.28.015
3rd	Rosberg	1.28.197
4th	Prost	1.28.219
5th	Alboreto	1.28.656
7th	AYRTON	1.29.183

FRIDAY AFTERNOON

The successful outcome of Ayrton's study period earlier in the day was proved conclusively when he took over two seconds off his previous time to finish fourth behind Piquet, Rosberg and Mansell. Elio was tucked right in behind his teammate with 5th fastest time just 9/10ths of a second slower. Both drivers were delighted with their cars. As Ayrton said "We have improved the suspension and aerodynamics even since this morning so I am happy". Elio was equally satisfied. "The car was very well behaved on my first qualifying run", he said. "Perhaps a little understeer but this was cured for the second attempt. I had a small misfire with the engine in the middle of my fast lap which meant I had to drop down a gear. We have cured this now but of course I had already used both sets of qualifying tyres."

Friday Qualifying

1st	Piquet	1.25.679
2nd	Rosberg	1.26.161
3rd	Mansell	1.26.960
4th	AYRTON	1.27.009
5th	ELIO	1.27.098
6th	Alboreto	1.27.552

Saturday Untimed

1st	Prost	1.26.952
2nd	AYRTON	1.27.659
3rd	Rosberg	1.28.076
4th	Alboreto	1.28.289
5th	Piquet	1.28.446
6th	ELIO	1.29.154



Monza saw Ayrton on the podium once more. Calm and relaxed after his excellent third place he watches Alain juggling with the winner's laurel wreath.

SATURDAY

The usual full tank running took place on the Saturday morning as the Team prepared for the all important qualifying in the afternoon. Ayrton was straight out as usual and put in a very good lap time, Elio following a little later and also recording a good time. At the end of the session Ayrton was sitting in a remarkable second position behind Prost's McLaren. The gap between the two was just over 6/10ths of a second but nevertheless he had managed to clip a whole one and a half seconds off his time put up on the Friday morning. Elio was a little slower this session and finished in sixth slot but both drivers felt quietly confident about the final qualifying session about to start.

FINAL QUALIFYING

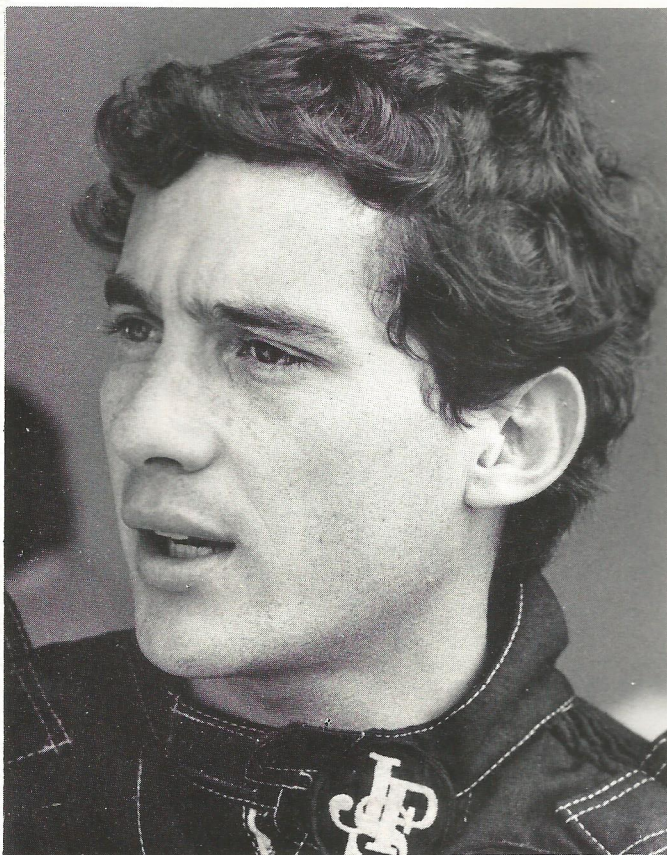
As Peter Warr put it later we found ourselves "sucked into a huge horsepower race" for qualifying. First Piquet took pole with a time the majority of teams could not believe. Then Keke beat it by a little bit. Pirelli's qualifying trick is for their drivers to do their first runs, following which the set of tyres they have used are rushed back to the tyre truck where the top surface is then machined off ready for another run. Every team's set of qualifying tyres are marked by the race officials so that each car is restricted to just two sets per session but of course the Italian company's way round this gives their runners four attempts as opposed to our own two. Regardless of the advantage given his adversaries Ayrton was still man of

STRAIGHT LINE SPEEDS

The reference to the horsepower race was easily understood when the speed data was evaluated. The trap was situated on the start/finish line just a short distance away from where our pit was situated and the speeds here were little different to those further down the straight. Elio was registering 201 mph here and Ayrton 199 mph. To our horror we found that Keke was nearly 10 mph quicker. The Brabham procedure is to gradually increase boost on

successive runs until by their fourth attempt the thing is running with maximum power and if as a result it blows up then one of the earlier times has to suffice. Piquet's performance on this occasion was just phenomenal; his speed kept increasing until he finally left it at around 212 mph. Bear in mind that at Monza the straights are so long that maximum horsepower gives you a huge and therefore valuable advantage.

AYRTON CONQUERS MONZA



To put it mildly Peter Warr was ecstatic when recounting Ayrton's description of that final qualifying lap at Monza when he had taken pole position once and for all. "Ayrton had saved his second set of tyres until quite near the end of the session. The performance he put up was just fabulous. Damn me I don't know how he did it. Somewhere he found not tenths of a second but a whole 1.4 seconds in just one lap! There was nothing different on the car from his previous runs - he had the same engine, the same turbos, the same tyres, the same fuel; the only thing that did it was Ayrton's own approach to the lap. He told some fairly hair-raising stories afterwards. The two Lesmos at Monza are possibly two of the most demanding corners in motor racing. It's a double right-hander and you go into the first one with just a lift in fourth gear and then back on; in the gap between the two corners you snatch fifth and then the second one, particularly in qualifying, is flat. Ayrton described how he had arrived at the first part of Lesmo. This is quite a sharp corner and the way to get the car in properly is to turn it in very sharply indeed. What Ayrton actually did in addition was to not only lift but also dab the brakes to get the nose of the car down and to get the weight up front so as to get a really good turn into the corner. This was a great idea except that when he put the power back on the front washed away and he went off onto the grass. When Ayrton was recounting his experience he had just stepped from the car and was still hot and sweaty and with his adrenalin in full flow. As he went on to the grass the thought flashed across his mind "Hmmm, shall I lift or shall I...in the end I kept the power on!" Then in the split instant of time prior to coming back onto the road he realised his left hand tyres would be dirty and that to go through the next part in fifth might not be the most clever thing to do so he just had a brief lift in fifth; as Ayrton said "it was a pity really because I could have been two or three tenths of a second quicker." As Peter added, for someone to be able to think that sort of thing through at those qualifying speeds on a banzai lap was just incredible.

the session when he took pole position in a quite extraordinary run that left countless mouths down the pit lane wide open! It was a lap in which he had all four wheels on the grass at one point and saw him take nearly two seconds off his Friday qualifying time, finally registering 1.25.084 which was exactly one and half seconds faster than the Monza pole position last year. "I had a lot of understeer going into the first Lesmo chicane and bounced all

over the kerb and along the grass." he said later. Observers at the corner in question reported there had been no hint of Ayrton lifting off even for a fraction of a second! "I thought I *might* have lost it", said Ayrton back in the pits. "But I regained the track with a lot of stones and grass picked up on the tyres - as a result I had to ease off for the second corner at Lesmo to get some grip back and so I lost a little time here....perhaps 3/10ths of

a second. Otherwise I would have got a 24.7." All this was said with no hint of dramatic overtones and so we have omitted exclamation marks. "We have a little understeer today" he continued "but this will be cured for tomorrow and so we will see what the car is like in warm up".

Perhaps Ayrton had been less than dramatic in reporting his astounding performance but the effect on the other teams was simply electric. The two Williams' cars appeared to own the front row up until our Brazilian's run but he had now completely eclipsed them and was sitting on yet another pole position having gone 1 1/2/10ths faster than the man from Finland! The majority of the session had been in the hands of the boys with the maximum horsepower but by his sheer skill Ayrton had thwarted them all!

Elio meanwhile had gained a full second on his Friday qualifying time but then had an indifferent second run. "I made one slight mistake when I hit a kerb but I don't think that made a great deal of difference - my tyres were a little bit below their best as I had to make two warm up laps before my all-out effort. The car is going very well indeed and now I

All the JPS Team Lotus devotees watching the event on television must have been near to suffering cardiac arrest as they followed Ayrton's run from the start line down to the first collection of kerbs! He made another excellent getaway from the start line but the far greater Honda horsepower saw Keke slip into the lead as they got into the braking area. It was very quickly apparent to Ayrton that the Williams driver wanted that corner so desperately that he'd better oblige but by this time he was too late to make a clean job of it. First he bounced over the kerbing that lay in the entry of the corner, managing to avoid the tail of the other car as he did so and then launched off again over the kerbing at the exit. A huge cloud of sand and grit was thrown into the air but Ayrton was safe and about to suffer the frustration of Mansell's additional horsepower taking the Williams driver through into second place before the end of the lap. Elio was fifth as Prost then moved up to pass our No. 12 car but later Elio started to close on his team-mate. By lap four Elio was into third place and 11 laps later Ayrton had been forced to let Lauda through so our



Lap 2 and Ayrton leads Prost and team-mate Elio with Alboreto in the background.

am looking forward to a good race". In the final reckoning he was on the third row.

Race Grid

1st	AYRTON	1.25.084
2nd	Rosberg	1.25.230
3rd	Mansell	1.25.486
4th	Piquet	1.25.584
5th	Prost	1.25.790
6th	ELIO	1.26.044

THE RACE

Race morning warm up saw Prost and Lauda in first and second places with Elio third ahead of Mansell and Ayrton down in 11th place.

cars were then lying in fourth and sixth positions. By lap 27 Ayrton was back in front of his team-mate, Elio dropping back for Mark Surer to take fifth place away from him. As the race drew on our Italian was forced to drop to seventh in an effort to save fuel for the finish; fortunately Alboreto's car dropped out six laps later and this put Elio back in the points. In the pits after the race Elio said "My car was perfectly balanced but I just had to slow down because the engine was using too much fuel. It was a strange situation as I was keeping strictly to the recommended boost so perhaps something went wrong with the system".

Continued on Page 15

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Send us your name, full address and postcode (and supposing you own a Lotus, its Type number or name i.e. Elite Series I or Type 14) together with your cheque or credit card number. If it is by credit card you wish to pay please include its expiry date (Access, American Express, Barclaycard, Diners, Visa). UK Subscriptions are £15.00, Overseas £18.00 (for 12 issues despatched airmail). Remember your subscription brings you free membership of Club Team Lotus and enables you to take advantage of our special offers.

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OUR 1986 RANGE *Cont. from Page 12*

The Excel driver will now enjoy — for the first time on a Lotus — full steering wheel tilt adjustment with five wheel positions available.

The new steering column includes switchgear for lights, indicators, hazard, variable wash-wipe delay and the horn button has been moved to the centre of the steering wheel. Electric window lift switches have been relocated in a panel on the drivers door with separate passenger door window control in a panel on the passenger's door.

All dashboard illumination of instruments, controls and switches are toned a restful green at night.

Restyled front seats with new

head restraints provide improved rearward vision for driver and forward visibility for rear seat passengers.

Rear seat belts are now fitted as standard to the more spacious rear seats.

Interior storage space has been increased with a larger glove box — two oddment trays on centre tunnel — one with a latching lid — and elasticated pockets on the rear of both front seats.

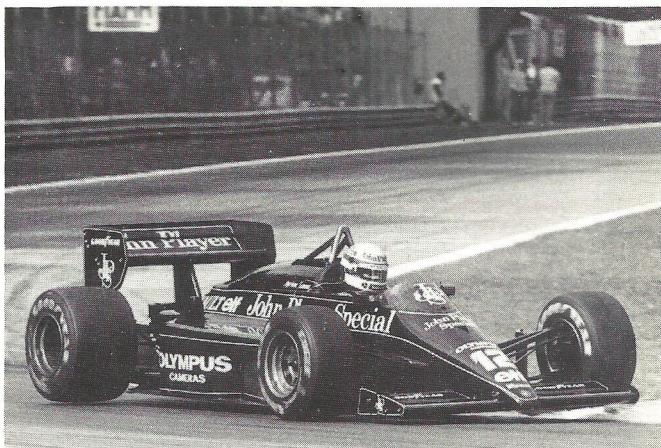
The electric headlamp lift mechanism is new with a faster lift for "ready to signal" or roadside cleaning.

Revised electrical system with a 29 fuse box, easily accessible below the steering column.

205/60 X 14 VR Goodyear NCT tyres on 7 inch wide Speedline alloy wheels remain as standard. The Speedline wheels, styled by Lotus, fitted with Goodyear NCT Eagle 215/50 VR50 tyres continue as an optional extra.

Other features include new exterior mirror cowls and new interior trim options.

KERB HOPPING!



With a front wheel up on the kerb and the car's right rear clear of the ground Ayrton storms round Monza on a qualifying run. The method he used to learn his way round the circuit (this was his first ever drive there) was enthralling stuff (see story).

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AYRTON'S MONZA MAGIC *Continued from Page 11*

AYRTON'S COMMENT

"The first corner was a very close thing with Rosberg, in fact I'm not sure that we didn't touch but there was nowhere for me to go except over the kerb! The car wasn't damaged and I must say that it was very well balanced throughout the race. But I did have to concentrate on having to conserve the tyres without pushing too hard and my only other problem was a poor throttle response which left me short of acceleration to stay with the leading cars."

All was not well back in our pits. Peter Warr admitted later he had made a mistake with the lap chart and miscalculated the number of laps left to the chequered flag. "The engineers were too polite to shout down my earphones that I had got the bloody thing wrong and I continued to call out the fuel litres one lap earlier than we should have been. As it turned out I'm glad to say it made no difference."

Ayrton was into third place by lap 32 of the 51 lap race and held this position through to the end apart from four laps when Piquet displaced him and then both moved up to second and third place respect-

ively, when Rosberg retired.

It was indeed reassuring to find Ayrton finish in a fine third place after all his effort, especially as it brought him four valuable points.

Race Result

1st	Prost	4th	Surer
2nd	Piquet	5th	Johansson
3rd	AYRTON	6th	ELIO

ASIDES...

Practice saw an amusing incident. Race crew mechanic 'Watty' during one pit stop found himself struggling in vain to get a rear wheel back onto Elio's car. The beads of perspiration coupled with sheer shock horror were about to overwhelm him when one of his colleagues belatedly was his ear he was trying to put on a Ferrari wheel!

Another classic took place during Ayrton's first qualifying run on the Saturday afternoon. He was waiting anxiously in the pit lane to go out early as is his habit but it was all too obvious the race crew was having a tremendous job trying to get the bodywork back onto the car. It has never been a completely relaxed procedure to do this with the 97T but everyone has now developed an almost foolproof routine. Race mechanic Steve Tate was having a really impressive fight to do his bit and eventually the body was in place and Ayrton rushed off to do his run. It was only when Ayrton returned to the pit the red faced mechanics realised they had fitted the wrong body to Ayrton's car and had picked up the one from the spare in error. The shock to Ayrton's race engineer Steve Hallam was

even greater as for a moment the thought flashed across his mind that he had actually sent Ayrton out in the wrong car.

Chief Mechanic Bob Dance was not without his moments. Immediately after the race it was the crew's intention to get packed up quickly, cleared through Customs at the border and get out of Italy as quickly as possible. Everyone tucked in as apart from the truck crew the others were due to catch a plane to Belgium that evening. Eventually the mass of items was safely loaded the rear door closed and our 50ft transporter started up and was away into the distance. It was then we discovered that Bob Dance, who was now piloting the truck, still had the keys to one of our crew minibuses in his pocket. Eventually the second minibus was used to ferry the crew to the airport in two journeys.

A quite extraordinary amount of silverware was awarded to Ayrton for his third place — our home based staff had some problem translating the inscriptions on them although a wag was positive one had been given by the local pizza bar.

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