

Lotus World

The official newspaper of Club Team Lotus and Lotus Cars Limited



RIO VERY GRANDE!

The third week of January brought rousing news by daily telex from Rio where our Team was testing along with most of the other 1984 teams. Our new car stayed out front, as Gerard predicted it would in January's issue, in temperatures around 110°F (in the shade). Elio drove it for the first three days and, even with fuel mixture control problems, was nearly 1½ seconds quicker than second man on the first day (Monday). On Tuesday, running on race tyres and with full fuel tanks, he held the same margin and registered a time over 2 seconds

quicker than Rosberg's pole time of 1983! Wednesday he was running quicker than ever on Goodyear qualifiers and was nearly 2 seconds ahead of Alboreto's Ferrari, and again put up fastest time of the day.

Then Nigel took over as Elio departed to do a bit of fishing, well satisfied with his work. Nigel found the cockpit cramped but still kept the new car in front for the whole of Thursday and Friday well ahead of Alboreto's Ferrari and the rest of the field.

Full report on Page 4

Photo: Charles Briscoe-Knight



Flash Black

20 FILTER



John Player Special
KING SIZE

JPS B A L W

MIDDLE TAR
As defined by H. M. Government

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

World News...World News...World

LOTUS DIRECTOR



Kiyoshi Matsumoto joined the Group Lotus Car Company's Board of Directors in August last year as part of the closer relationship between Lotus and Toyota. Mr. Matsumoto, who became Senior Managing Director of the then newly formed Toyota Motor Corporation in 1982, was born in Hokkaido, Japan in 1922 and graduated from the Department of Engineering at Hokkaido University in 1946. The same year he joined the Toyota Motor Company and some years later became General Manager of their Engine Division. He first became a Toyota Director in 1973, when he was also promoted to the position of General Manager of their Corporate R & D Planning Office.

1978 saw his elevation to Managing Director of T.M.C., since when he has been appointed Director of the Arakawa Auto Body Co., and Toyota Motor Sales Inc., as well as becoming President of both Caltex Design Research Inc., and the Toyota Technical Center U.S.A.

In 1978 he was honoured with the title of Trustee of the Society of Automotive Engineers of Japan.

Mr Matsumoto is married to Michiko and they have two daughters. In his rare periods of relaxation he enjoys skiing, golf and gardening.

Lotus World

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Group Lotus Announcement

Group Lotus Car Companies plc announced last month that with effect from Tuesday 17th January Mr Michael Kimberley would assume the role of Managing Director and Chief Executive of the Company until further notice.

Also with effect from the same date Mr Alan Curtis would assume the duties of Deputy Chairman of the Company.

The Company and Lotus Cars Limited were also pleased to announce the appointment to the Board of Lotus Cars Limited of Mr Colin Spooner. (See page 7)

CARS WANTED

Mr. Nohara, our man in Japan (see December issue) tells us he is interested in purchasing Elites (Type 14), Elans, Europas, Sevens and Esprits. Our December article included his address; his telex number is 23617 and telephone number is (81) 3.03583.8571.

LOTUS STATEMENT

Group Lotus issued the following statement to the stock Exchange on January 12:

Group Lotus Car Companies plc announces that with its subsidiary, Lotus Cars Limited, it has received protective tax assessments, many of them alternative to each other, and all of them estimated, in respect of some £85 Million. The Board immediately requested the Revenue to give it information as to the basis for raising them. It has no knowledge of any facts which in its opinion could lead to such assessments. From the limited response of the Revenue it is apparent that the proposed assessments are based on a Revenue allegation that Lotus is responsible for the entirety of the 'missing' De Lorean \$17.65 Million.

Lotus reiterates that it has received all the monies due to it under its arrangements concerning the De Lorean project, which were charged on a full and proper basis. It has performed all the work which it was liable to perform under the

contractual arrangements involving De Lorean. Lotus' position is clear from its latest accounts which were duly audited and have not been qualified. If there was any further payment made by De Lorean sources to any other party, Lotus did not receive it, does not know of it and has no knowledge of any claim which it could make to it.

Lotus has been advised by leading Counsel that on the facts available to it the assessment cannot be substantiated and the Board accordingly cannot make any attempt to quantify any potential contingent liability. Lotus has denied liability under all these assessments, and has appealed against them accordingly.

COLIN'S BIOGRAPHY

The following release was issued on February 1st:

Team Lotus International Limited, Mrs. Hazel Chapman and Patrick Stephens Limited jointly announce that an agreement has been reached with Gerard (Jabby) Crombac, to publish the official biography of the late Founder of Lotus, Colin Chapman.

The book, the title of which is yet to be finalised, will be published in the summer of 1985 by Patrick Stephens, the Cambridge publishers.

The author, 'Jabby' Cromac, was a close friend and associate of Colin Chapman throughout his life, after having bought one of the earliest Mark VI Lotus sports cars back in 1953. He has been editor of the French motor racing journal SPORT AUTO for many years.

Patrick Stephens, the Founder and Chairman of the publishing house, was also an old friend of Colin Chapman from the time when they both tuned and raced Austin 7-engined sports cars in 1951 and 1952.

Anyone with special personal memories of Colin Chapman, which they feel may be of value to 'Jabby', is asked to write to him c/o either Andrew Ferguson, Team Lotus International, Wymondham, Norfolk NR18 9RS, or Patrick Stephens, Patrick Stephens Ltd., Bar Hill, Cambridge CB3 8EL.

Lotus World Generates Business!

Paul Ishiyama of Oriental Trading in Tokyo contacted us in December to say that our mention of his requirement of Elan and Europa parts (May issue last year) resulted in him purchasing over £10,000 worth of parts!

Paul has many Lotus friends and business associates both here and in Japan and even in Shanghai, although he didn't say if his Chinese friends drove Lotus! Our article also brought him letters from Lotus enthusiasts in Holland, West Germany and South Africa and he subsequently extended his mailing list for his Club newsletter.

He has recently bought seven Lotus Elans plus a Seven on behalf of Japanese members.

For those who think prices are high here, Paul paid £1,000 to his customs broker plus 17.5% import duty and a further £1,400 just for MOT charges! An additional burden was the documentation required for the Japanese Emission Control Regulations, which ran to several hundred pages of forms and took two months to complete; makes our own form filling seem less tedious already.

Paul looks forward to making his tenth visit to the UK this year. Amusingly he said he also looks forward to enjoying relaxing drives as a passenger in our taxis, the driving techniques of our cabbies bearing no resemblance to their Kamikaze counterparts back home. Well he said it!



John Player Special

RIO REPORT



Excellent shot of old and new cars which shows the slimmer lines of the 1984 car.

Freak temperatures of 110°F (43°C) in the shade and a track surface that recorded 160°F (71°C) ensured all the teams taking part in the Rio tyre tests last month had a week of exhausting work. However nothing spurs anyone on better than success and this our crew got in plenty as first Elio and then Nigel kept our new car way out in front of the other 1984

contenders. As we packed up and left for home the rains came washing the track clean and lowering the temperature considerably thereby making it quicker all round and it was only then that someone bettered our times; this was Tambay in his new Renault fitted with a more powerful engine than ours, with its wick turned up and using qualifying tyres. By this time

Elio and Nigel had gone – three days running in these temperatures was enough for anyone and Elio finished on the Wednesday. He had originally planned to go fishing in Uruguay but changed his plans when he heard they had started a revolution.

Prospects Good

It was a most successful test all

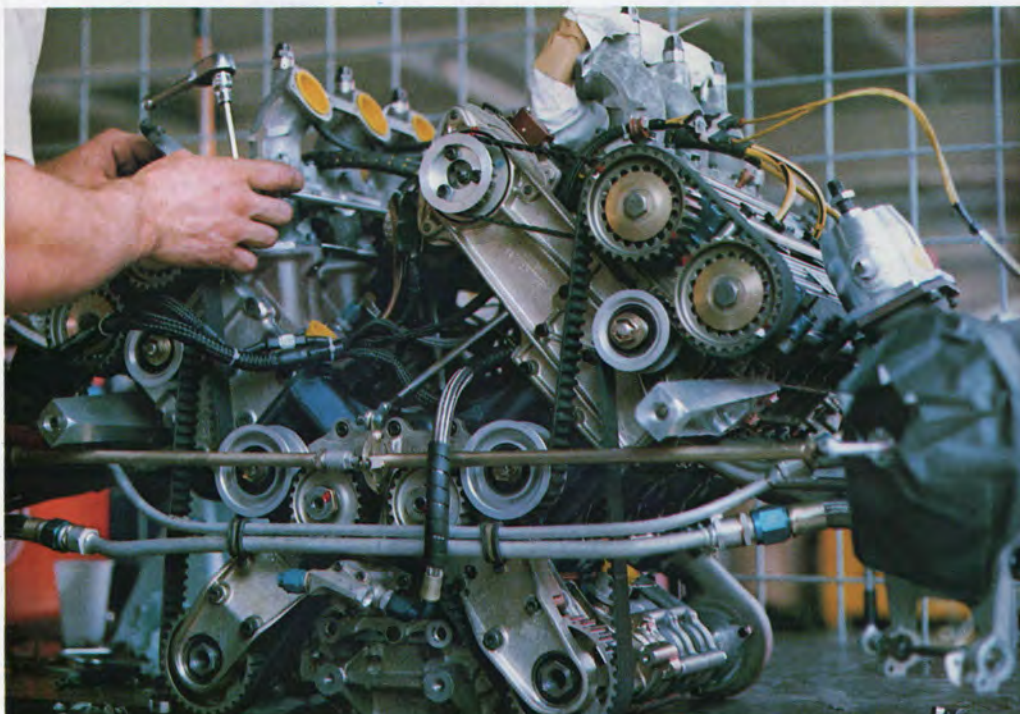
round. Our race crew discovered their factory based colleagues back home had made a thoroughly good job of the first JSP 95T which obviously made their own tasks that much easier and augered well for the future. We took two cars and spares; the new 95T with JPS/94T/3 taken for comparison. Our crew consisted of Peter and Gerard, Tim Densham, Bob Dance, and mechanics Nigel Stepney, Chris Dinnage, Shokichi Fujiike, called Sho (pronounced "Shoe") for short, Steve Tate, Bernie Grant, Colin Watts, Bruno Mauduit and Eric Flèche (our Renault engine men) and Clive Hicks (tyres).

New Cars

Only Renault and Ligier like ourselves had new cars running. Other teams taking part were Williams (Honda), Ferrari, Alfa, ATS, Toleman, McLaren, Tyrrell and Spirit (Hart). Williams took their 1983 South African car, as did McLaren and Alfa. Both Ferraris were of different specification and were both interim cars, and Tyrrell, ATS and Toleman had their old 1983 season cars.

First thing on the Monday Elio tried his JPS 94T to get a comparative feel on his new tyres. After eight laps he returned to the pits well satisfied, even though the track was by no means clean.

Then it was into the 95T, and he really flew, with no one else able to get any where near him. When he was in the 37's the others were struggling to do 41's (yes four seconds adrift!) –



How about taking this into your local garage for a tune up? Neil Gregory of Halle in Germany sent us this photograph of one of the 1983 Renault engines "out of bed" and being worked on last season.

when he got down to 35's the others were in the 39's and so it remained for most of the day. Even problems with fuel mixture control did not help the others to catch him and at the end of the day the results were as follows:
Monday Jan 16th Temp: 43,1°C (110°F)

DRIVER	CAR	TIME	TYRES
Elio	95T/1	34,29	G/Y
De Cesaris	Ligier	35,69	M
Warwick	Renault	35,73	M
Rosberg	Williams	37,10	G/Y
Elio	94T/3	37,22	G/Y
Lauda	McLaren	37,39	M
Cheever	Alfa Romeo	37,46	G/Y
Patrese	Alfa Romeo	37,94	G/Y
Alboreto	Ferrari	39,25	G/Y
Senna	Toleman	39,31	P
Winkelhock	ATS	39,92	P
Arnoux	Ferrari	39,97	G/Y
Sullivan	Tyrrell	40,70	G/Y
Brundle	Tyrrell	41,00	G/Y

Tuesday

What was even more remarkable was that the car was again running "straight out of the box" with no alteration made to springs, dampers, camber, rear wing settings; and remember the characteristics of the Rio track make it a very demanding and often daunting circuit. Running gear was checked but nothing needed changing, and each evening our crew were able to finish work at a reasonable time to enjoy dinner. Just nothing came loose or required attention and a crown wheel and pinion check was passed off as perfect.

Elio was down to 1.30.5 on quallies and 1.32.4 on race rubber now, and still the oven heat conditions persisted as did the fuel mixture problem. Our



A youthful looking Hazel holds the award she presented to the winners of the Lotus five-a-side final, which took place at Long Stratton not far from our factory recently. Teams were made up from all areas and sections of our Production car factory and it was quite obvious Hazel thoroughly enjoyed all the events leading up to the final. Members of the winning team were back row: (left) Peter Walker, (far right) Bryan Francis; front row: Paul Brown, Louis Cooper, Steve Ramm.

power unit was to 1983 specification but with the new style 1984 exhausts, wastegates, etc., and Elio found that he either had a smooth top or smooth bottom range of power but never both together.

Second Day

DRIVER	CAR	TIME	TYRES	Patrese	Alfa Romeo	38,29	G/Y
Elio	95T/1	32,43	G/Y	Arnoux	Ferrari	38,44	G/Y
Tambay	Renault	34,19	M	Winkelhock	ATS	39,06	P
Alboreto	Ferrari	35,94	G/Y	Senna	Toleman	39,40	P
Rosberg	Williams	36,05	G/Y	Sullivan	Tyrrell	39,65	G/Y
Cheever	Alfa Romeo	36,95	G/Y	Fittipaldi	Spirit	42,43	P
Warwick	Renault	37,24	M				

continued on page 8



A Limited Edition of 1000 signed full colour prints each bearing the signature of the artist and Nigel Mansell. Print size 30" x 20" approx.

To celebrate the "Five week wondercar", the JPS 94T and Nigel Mansell's superlative drive to fourth place in the car's debut race, after virtually no practise! The Oil Painting "Black Magic" has been produced as a timeless accolade to both marvellous feats of achievement. A strictly limited edition of 1000 prints have been taken from it. Each print is numbered, signed by the Artist and Nigel Mansell. It is also accompanied by a letter from the artist and a Certificate of Authenticity. The quality and faithful reproduction of this print is without question and supported by a *money back guarantee.

Sporting Artist Adrian Lumb is well known for his Fine Art in the Equestrian World and has completed numerous private Motor Sport commissions but this is the first to be offered as a limited edition. In order to support British drivers Adrian Lumb will be donating part of the revenue from "Black Magic" to the commendable Racing for Britain concern. A superbly modern aluminium frame or a classical mahogany-stained wooden frame tastefully finished with gilt trim is available. All framed prints are quality dry mounted and are protected by real glass, either ordinary or non-reflective. Unframed prints will be sent worldwide for overseas enthusiasts. Just add £5 for extra postage and insurance.

RUSH your order to us and we will rush it back to you. Remember 100,000 went to the race .. we can only satisfy 1%! Don't Delay.

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THE VOICE ON TWO

THE VOICE ON TWO

It is not so long ago that even radio reports of motor races were non-existent and you could spend all day with an ear cocked to catch just the winner's name of a Grand Prix, without success. For some reason the motor cycle fraternity was blessed. Perhaps one of the BBC Governors had shares in Norton but, whatever the reason, the Isle of Man TT races were always well covered on the wireless and this fact has an important bearing on our story.

The newspaper coverage of our four wheeled sport was equally dismal and to get just a glimmer of news, we would be forced to pester the always helpful crew of Reuter's Sports Desk on Sunday evenings: they would read the somewhat brief telexed results to us which might, if you were lucky, also carry short snippets as to the cause of retirements and other incidents. Such information would relate only to the top star in your Team – your poor Number Two would only be included if he cart-wheeled down the pit roof on his warming up lap! As the wife of one top driver (World Champion Driver twice over) coldly observed, her husband had led virtually all the Grands Prix' one season and, when he repeated the exercise at our own British Grand Prix the radio commentator deliriously exploded with the excited comment, "Here they come now, streaming into the first corner and Stirling Moss is seventh!"

CHANGE

As the sport grew in popularity and the limelight on the premier league became brighter, both radio and television picked up the message, until today you can be delightfully bombarded with a multitude of facts about your hero, even down to his choice of tax exile abode. This change did not come about overnight though and for years our ears and eyes were assailed by poor reporting from people obviously more keen to make a buck than to spend preparation time swotting up on the facts.

Today "we never had it so good." And yet we notice the name of our subject this month still crops up in the correspondence columns of the comics, when some noticeable incident is not commented on, the writer forgetting the commentary was probably coming from a small, cramped and poorly ventilated spot, with a hubbub of noise and confusion going on around a small TV screen in an atmosphere far removed from the comforts of the home viewer.

TOP TUNER

Born in 1923 into an

enthusiastic motor cycling family, Murray Walker's father Graham (equally well-known in his time as the commentator for the Isle of Man races we mentioned earlier) was a motor cycle dispatch rider in the Great War. After the war he became both a highly successful racing motorcyclist and a renowned engine tuner, in fact, the engine tuner of his day – "Another Francis Beart" was Murray's description of his father.

Graham raced and tuned private Nortons and by 1923 had gained sufficient respect in both fields for the factory to invite him to be their Competition Manager, a post he held for four years until the famous Sunbeam team lured him away. In 1930, he accepted the post of Sales Director of Rudge Whitworth a post which he also combined with active racing – so active he won just about everything going in the years he was with them.

TROPHIES

You have only to see all the cups and trophies displayed in the cabinets at Murray's lovely North London (Barnet) home to ponder how many World Championships his father would have clinched if there had been such a title in those days. One of the trophies is a magnificent solid silver scale model of one of his father's Rudge Whitworth racing bikes. Rudge's petrol sponsors Pratts (later absorbed by Esso) had been so thrilled at getting 1st, 2nd and 3rd places in the TT one year they commissioned silversmiths to make perfectly scaled models of the three bikes to be given to each of their riders. Each bike was authentic right down to the individual riders' personal fittings and this model carries Graham Walker's personal requirement of a ski-style rear brake pedal.

TANKS

This then was the atmosphere that Murray grew up in. His main ambition from his earliest days was, strangely enough, not to break into motor cycle racing, but to get into broadcasting, no doubt a desire fostered by his father's involvement with the BBC Isle of Man TT broadcasts, which had started in the mid thirties. But the war came along and, anxious to be part of a Tank Regiment he volunteered for a young soldier's battalion, qualified for and graduated from Sandhurst and eventually joined The Royal Scots Greys with whom he fought through Europe, becoming Captain and Technical Adjutant. The fighting finished, Murray was promoted to Technical Adjutant to The British Army of The Rhine Armoured Fighting Vehicles School. He regularly promises himself he must find time to retrace the wartime route he



Murray still covers an average 10,000 miles a year on motor cycles, his present pride and joy being this RS100 1000 cc BMW. This is Murray's second one, but its predecessor is still part of his stable. When asked, "Why two?", Murray said he couldn't face up to parting with the other one!

took from the Normandy landing through to the Baltic Sea and the Russian frontier, but his working schedule gets busier and busier each year and compels him to postpone it 'til some time hence.

PEACETIME

After the war, he re-joined Dunlop Rubber in their Advertising Department (Murray had taken a company scholarship with them before joining up) and enjoyed spells of working with Dick Jeffries, the somewhat larger than life character who was well-known throughout motor racing circles in the fifties and sixties.

At the same time Murray was back with his beloved motor cycles, racing in the Clubman category from 1946 to 1949, combining this with Trials Riding to such good effect, he took a Gold medal in the 1949 International 6-Days Trial on a 500 Norton.

He joined Aspro in 1953 and was soon dispatched on a 6-month sales tour of India. His "area" stretched from Bombay to Madras and also took in East and West Pakistan and Ceylon, Murray using car, horse and paddle boat in his post of Overseas Advertising Manager. Ninety percent of his area was made up of villages and he found his Account Manager was a Parsi, whose religious convictions prevented him from mixing with the very people Aspro wanted as customers. Soon finding himself doing the hard sell himself, Murray

thought long and hard as to the best way to attract his audience. Finally he hit on using bagpipes – as he now remembers with a smile, the people would simply pour onto the streets for entertainment and he knew bagpipe music was extremely popular. Soon he had decked out six pipers with guards-like uniforms in the company colours of pink and purple, their crowning Busby hats carrying the Aspro logo! This unlikely group took on a driver and sales rep and off they went. The operation consisted of the pipers forming up outside each village and, as their bagpipes came to life the sales rep attacked the bazaars, warning the stallholders they must buy stocks of Aspro immediately in preparation for the rush that would quickly follow! It worked just as planned and the teams were later expanded to cover much of India!

JOINS McCANN

In 1957 he joined the McCann Erickson Agency where he worked on the Esso account with that great character Reg Tanner, their Racing Manager. It was Reg who ensured Lotus got valuable support from his Company in those early, formative years.

After so much time in the advertising world Murray had developed a huge respect for a man who had become a giant legend in that particular business – Jack Wynne-Williams. Jack had made so much money running Harrods in San Paulo (Brazil) he had retired at 40 but

had quickly become bored and joined the Masius and Ferguson (now D'Arcy MacManus and Masius) Agency in London in 1951. In the world of advertising this company was in the same league as J. Walter Thompson and Saatchi and Saatchi. It did not take long for Wynne-Williams to become Managing Director and then Chairman of the Board, his company handling Colgate, Mars, Petfoods, Vauxhall Motors, British Rail, Dunlop, Beecham, Smith Industries, Simoniz and Co-op accounts as it grew. Murray had long hankered after working for such a charismatic personality, they met and in 1959 Murray joined the company he would work for over the next twenty six years, most of them as a member of the Board. When he joined, the company had one office and a turnover of £6M; when he left, the team of Directors led for so long by Wynne-Williams had 54 offices in 27 countries from Mexico to Canada, New Zealand to Europe and, through its American tie-up with D'Arcy MacManus held such massive accounts as General Motors, total turnover growing to a staggering £1½ billion. Just the old high street Co-op chain account alone was worth £10M in later years.

BBC CAREER

However, to get back to Murray's other career with the BBC. At the Shelsley Walsh Hill Climb in 1949, his father found he was unable to do the commentary and suggested to Leslie Wilson, well-known for his organisational ability in running this famous Hill Climb that his son fill in for him. Soon after Murray's inauguration of holding the mike, the BBC invited him to join their motor racing commentary team for the 1949 British Grand Prix, where the late John Bolster (who sadly died last month) had his monumental crash in his E.R.A., right in front of Murray's box! As a result of this crash, John was later to join the same BBC Team as a commentator. This was the start of Murray's second career which has lasted to this day and he is very proud of the fact that from then until 1962 (when his father died) they were the only father and son team to share such a job.

GROWTH

As the FOCA field of operation has grown so has Murray's job - he says himself that it just went sky high. By 1981 with compulsory retirement (in his full time occupation) not far away, he decided one of his two highly enjoyable occupations must terminate and he left the Agency which itself had lost Wynne-Williams when he died in 1977.

Since then he has never been busier. When we met he had just returned from a trip that had started with the South African Grand Prix then went to Macau (the home of Teddy Yip) where he did the TV commentary on both the car and motorcycle events, and Hong Kong where he covered the Go-kart Grand Prix in Victoria Park. He had returned to England on the

Murray at Monaco in 1979 with BBC's Jonathon Martin.

Jonathon is Head of Sport for BBC TV and he and his wife Joy and their two sons Stewart and Andrew are avid motor racing enthusiasts.

Tuesday and gone to Brands Hatch the following day for Rallycross. Thursday he was M.C. at a Ciba Geigy Agricultural Product launch in Stratford-upon-Avon (for which we supplied a race car) and Friday did the commentary on the Motor Tricycles "football" match on Noel Edmunds' Late Late Breakfast Show, held in the forbidding shadow of the walls of Wormwood Scrubs prison! Sunday, he was at the F.F. 2,000 Trophy at Brands and so it went on.....

BUSY SCHEDULE

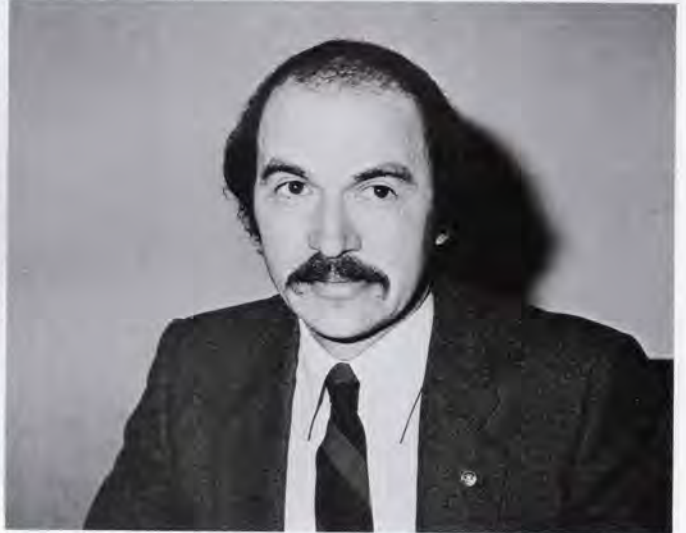
His wife Elizabeth just shrugged her shoulders at her husband's programme of events. She has occupied the unpaid post of Secretary to Murray for many years and it was clear she was responsible for propelling him off the right direction at the right time. "I've seen less of him in the past two years than when he had two jobs," she smiled. "We never take holidays as each of us likes doing different things; we had a weekend break not so long ago - Murray spent the whole time reading motoring books and magazines."

Murray explained that in order to keep in touch with all the background details and news of the drivers and teams, required a lot of reading. It emphasised the hundred percent professional effort he puts into ensuring that viewers of those superb BBC2 Grand Prix reports get value for money. The Murray Walker/James Hunt team is accepted as being perfectly matched and James' participation gives the programme that required air of authority from someone who knows it all and has displayed on numerous

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APPOINTMENT



Colin Spooner, promoted to Director of Lotus Cars Limited last month (page 2), first joined us in 1968 as Design Draughtsman. Initial projects were the Plus 2 followed by the Sprint Elan. Later Colin worked on the original M50 project, then the second version (the Series I Elite) and then the Eclat.

Promoted to Vehicle Engineering Manager, he moved to Ketteringham Hall in 1971 with the team producing the first Esprit working in what is now Team headquarters. In 1978, after an absence of two years, Colin was invited back to head the DeLorean project and by 1980 was made a Director of Lotus Engineering Ltd.

Colin, now 43 years of age, lives near the factory (in Attleborough) with his wife Joyce and two children, Richard (18) and Lesley (16).

10,000 PLUS

10,000 Movements

Graham Hill is greeted by Lotus Cars' Head of Public Relations, Don McLauchlan, after landing at our Hethel factory airfield.

December saw the 10,000th movement logged since our airfield became operational in 1966. This movement milestone was cloaked in secrecy however and some months will have to pass before we can divulge who it was and why they came.

Our airfield has seen a multitude of both serious and funny (and amazing!) incidents in its seventeen years of activity and next month's Lotus World will give an insight into the trials and tribulations regarded as "all in a day's work" by our indomitable air traffic control staff.



Graham Hill after landing at Hethel is greeted by Lotus Cars' Public Relations man Don McLauchlan.



Colin's smile reflects what we all felt on that day in June 1981 when the announcement was made at Brands Hatch that John Player and Team Lotus were back together again. It was a well-kept secret in the weeks of preparation leading up to the launch – let's face it, how do you hide a project that calls for a completely new colour scheme on race cars, three large road vehicles, (one of them 50 feet long!), an aircraft plus a helicopter without anyone finding out? Only a television crew 'coptering over the trees at the back of the Brands circuit half an hour prior to the launch discovered our secret in advance! This delightful picture is now part of our exclusive photographic series in the usual sizes.

continued from page 5

Elio's quickest time was set using a soft race tyre, and even when running on full tanks he was still quickest. By this time he was over 2 seconds quicker than Rosberg's 1983 pole position (1.34.52), and this he was doing in the extremely hot weather conditions and with an engine still no where near perfect.

Wednesday

This was the day Elio planned to go fishing and the day the revolutionaries decided to go into action!

As this test was the first for us on new rubber we were running on tyres of size and compound to suit the previous Goodyear teams so we were not in apple pie order, but still Elio stayed out in front putting up his quickest time on qualifiers.

It is always amusing when you are fortunate to have everything going for you to watch the other team's reactions, and our week in Rio produced a great number of grins amongst our crew! The phones for team use put you straight through to the Inter-

national Operator and all you had to do was place a reverse charge call to your home base. There were no booths as such and as all the phones were quite close together our team enjoyed numerous chuckles watching and listening to the other managers reporting their own progress and their reasons as to why we were still on pole.

Excuses

We were "underweight", using "2 litre engines" and goodness knows what, and the antics and gesticulations of Ferraris Mario explaining these facts over the phone were an added bonus! Some reports even alleged we were trying skirts, and after the press discovered our garage area was out of bounds to everyone it took only a short time before scale cameras were in use and focussed on our area. As well as this the fellow operating the Ferrari timing equipment was adding to our times and subtracting from Ferraris so obviously Enzo was giving them some stick over the

phone! As an example Peter would get a Nigel time of 30.15, Gerard 30.12, Michelin 30.16 and Alfa 30.12 and the "official" figure would come up as 30.3! Eventually Peter got a record of all the times kept by the various teams and had a little 'chat' with our pessimistic timer.

Third Day

DRIVER	CAR	TIME	TYRES
Elio	95T/1	30.54	G/Y
Alboreto	Ferrari	32.38	G/Y
Lauda	McLaren	34.61	M
Senna	Toleman	34.90	P
Cheever	Alfa Romeo	35.89	G/Y
Rosberg	Williams	35.92	G/Y
Tambay	Renault	36.09	M
Patrese	Alfa Romeo	36.16	G/Y
Warwick	Renault	36.26	M
Sullivan	Tyrrell	37.35	G/Y
De Cesaris	Ligier	37.78	M
Lafitte	Williams	38.62	G/Y
Arnoux	Ferrari	38.63	G/Y
Brundle	Tyrrell	40.02	G/Y
Cecotto	Toleman	40.11	P
Fittipaldi	Spirit	40.99	P
Ballabio	Spirit	46.59	P

Speed Traps

The Teams with speed trap equipment combined forces positioning their units at three different points on the track, so more extensive information could be obtained and shared. Ferrari's two traps were installed one at the fast end of the back straight and one at the exit to the long right hander leading back to the pits. Ours was opposite the pits, and Williams positioned theirs on the entry to the second right hander after the pits.

Following our own cars progress around the track gave

interesting facts and figures. On the Ferrari unit at the end of the straight the quicker cars were in the 272-275 kph (170 mph) region. Through the half lap that took the car back to the exit of the right hander before the pits we were a whole 2 seconds quicker than anybody. By the time the car reached the second Ferrari trap we were as quick as anyone, but by the time it reached our own it was slower than the Renault confirming that the 1983 engine specification has been substantially improved for 1984.

Nigel Out

By Thursday Elio had packed his fishing rods and departed. Nigel's first laps in both the old car and then the new one left him almost speechless with delight. Peter Warr was ensuring every member of our Team had a relaxing lunch break each day in an air conditioned restaurant just outside the circuit and by the time this was over on Thursday it was considered too hot to run. The effect of our car's consistently quick performance had an amusing effect on the lunch breaks of the other teams; on Monday everyone lunched, by Tuesday only three teams indulged themselves, and by Wednesday we had the restaurant to ourselves!

Thursday morning's session was therefore devoted to finishing the engine change in the JPS 95T and by this time we

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Nigel Mansell's exclusive new Lotus World Column.

NIGEL COMMENTS

I tell you, that's the best car I've ever driven! All I can think of now is the opportunity Elio and myself now have of repeating the 1978 season for the Team!

Rosanne and I are still recovering from our trip home as I write this. The journey took 32 hours from door to door without a moment to relax and that's pretty exhausting. Coupled with which, like Ken Tyrrell, I caught a really filthy cold down there and I'm still trying to shake it off. The heat in Rio was something else – it was 110°F *in the shade* this trip, but it's the humidity there that really got me down and with a heavy cold to contend with as well the concentration required to drive a race car quickly your strength can be sapped dramatically. But with a superb car to drive you get a great boost and I certainly got that with the 95! Its just incredible – I thought the JPS 94T was good and this test gave me the chance to compare both old and new; the difference is staggering. Handling, aerodynamics, brakes, grip and traction – just everything about the car is a vast leap forward and I just can't wait to get in it again.

The Rio circuit, which I rate as the toughest in the world, has been good to me. I've had a 3rd and a 5th place there, so it obviously likes me and the Grand Prix can't come quick enough. Coupled with the extreme heat, its corners are very demanding and you need to have a body that's one hundred per cent fit, with your neck and arm muscles in top condition to get through to the end of the race. There'll be a lot of "g" there and its only the tough drivers that'll be up front when the flag falls, so I'm back into my training programme with a vengeance. I'm doing a lot of running and weight lifting and I can guarantee I'll be in top trim when I go back to the oven of Latin America.

I was disappointed the Brabham Team weren't there as their performance would have been the best yardstick of all; but they'll be in South Africa for the February/March test, so we'll see what they've come up with there. In between we've got Ricard testing in early February (6-10th) and that's only a week away now – in Rio, Elio and I shared the same car but my own new 95

[JPS 95T/2] will be ready by then. Chassis stroke one I found a bit cramped for me but Gerard, Bob Dance and his crew have as usual taken my measurements into account with the next one and their attention to detail will ensure I go quicker as a result.

As I write, I am listening to weather reports of the atrocious conditions all over the country. We are very fortunate here – only the tip of Snaefell has signs of snow, so I'm not hampered by poor weather in my fitness programme. As everyone else shivers, we have calm sunny weather – its not exactly warm but its certainly not cold. If I hadn't had some business to deal with this morning, I'd have been out fishing in my boat, so that's a positive indication of how good it is.

Our daughter Chloe is back with us, so the family is complete again. After New Year celebrations were over the three of us plus Joyce and Eric, my mother and father, went to Austria for 10 days – it was a business trip foremost, but mixed with pleasure and we had a great time together. Chloe is at the stage where she can happily take all the attention that's given to her and sometimes she can be a little too cute for her own good, like a lot of other little girls her age! I think all her first teeth are through now – she has twelve for sure. Being our first, I was amazed when the doc told us she was starting to teethe at three weeks – I hadn't realised you could start that young and the aggro she went through was shared by us all! She can run now and, when she eventually stops for a rest, she has a go at her first words – I'm most impressed by her ability to understand what Rosanne and I say to her already. We miss her a great deal when we do a trip like Rio but my mother and father look after her at their home, so we know she's in good hands.

From Austria I went to the Swiss Lotus Show on the outskirts of Zurich – it was a memorable event all the more so for its large collection of Lotus' splendidly presented – it got good TV and Radio time and I'm sure it must have been a great success. Then it was a quick half day stopover in England before going onto Brazil.



I can't get the coming season out of my mind. It really is an exciting prospect with yet another car coming "straight out of the box" and going so well. To have a test at the beginning of the year and to keep a front running position throughout five days is a huge morale booster. I know we can't sit still and I also know for sure Gerard won't relax for a

moment, but its a great feeling having all the others chasing *you!* What we have to do is to make the time for testing and development that will keep it out there the whole season.

Finally, I want to wish each and every one of our readers a Very Happy New Year – and best wishes to one and all!



The local village council of Wymondham took up the Lotus offer of a presentation tree for their Christmas festivities and it was suitably "planted" next to the town's Market Cross. The Carol Service, which can be seen behind the ancient building, attracted a large number of local families and was much enjoyed by everyone.

Question 4 concerned this car. It is the American Vel's Parnelli Jones Formula One car pictured at its launch in California in 1974 and which was designed by Maurice Phillippe who in the sixties had been our Chief Designer on many highly successful cars including the Type 72. When it first appeared at Mosport for the Canadian Grand Prix in 1974 Colin strode into the American team's garage one day, spent several minutes looking it over thoroughly and then remarked "that's the car I wanted to follow the 72!" Praise indeed!

Winner of the December issue Christmas quiz was undoubtedly the fellow who set the questions as only one entry came near providing even a commendable list of answers. Remarkably, this was Colin Scrivener from Littleover, Derby, who won last year's event and he got only five wrong out of 21 questions. Perhaps the questions were too centred on the historicals of the sport, but we get so many comments from people saying something like, "Don't you remember me? I bumped into you at Oulton Park in '67 or was it '68?", that we thought we'd liven the golden oldies up a bit. We can only presume we knocked them stone cold instead! We thought we would print some of the photographs in full to prove they were genuine and also because of their interest value.

Other answers were:

- 1c Joe Leonard.
- 2. Nelson the parrot, who lives with Clive Hicks our tyre man.
- 3a Type 59.
- b MoNunn.
- c 1969.
- 5a Oporto circuit, Portugal.
- b Dunrod.
- c The Oakes Course, Nassau.
- d Crystal Palace.
- 6a Hethel.
- b Solitude.
- c Zeltweg circuit (in its original airfield days).
- 8. CL44 - that trusty aircraft that carried our Team cars on so many overseas trips in the past.

Colin Scrivener was misled by the three driver photographs and only two others. So heartiest congratulations Colin - you can either have your prize or join our Staff!



TOUGH QUIZ

At the 1964 Indianapolis 500 we were thunderstruck to see Jimmy coming down the main grandstand straight seemingly at unabated speed with the rearwheel resting on the broken rear suspension. He whistled past us (in those days the Indy straights would see 180 m.p.h. plus) and into turn one (shown here) where he disappeared from view leaving us all in a state of severe shock. Minutes later he walked quickly back up the pit road to us, calmly explained what had happened and then looking round the white faced crew quietly asked "anyone give me a lift to the motel?"



Answer to question 1A was Jack Sears, known as Gentlemam Jack to our Team.

Thoroughly likeable (and very quick) driver Art Pollard who drove for us at Indy (photo courtesy: Indianapolis Motor Speedway)





Photograph of a very hot Elio taken during Rio week.

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had also obtained a lot more information from our Renault colleagues concerning the new ancilliary items. Regardless of our sparse period of running Nigel's time still kept him out in front of everyone including Ferrari who by now had fitted a special qualifying engine and had screwed everything down in their attempt to dislodge us. On top of this our straight line speed was now higher than with the first engine of the week.

Roberto Runs

Roberto Moreno, back in his native country, came along to see how things were shaping up and Peter invited him to have a run in the JPS 94T. We have long worried about the damaging effect his non-qualification at Zandvoort in 1982 had had on his career especially as he had not enjoyed the advantage of a top flight car on that occasion, so Peter Warr felt he should have another opportunity to put things in proper perspective. Unfortunately the engine in the car was not in a similar frame of mind and it very soon called a halt, stranding poor Roberto out on the blistering hot circuit; up until then he had improved his time on each lap.

Fourth Day Temp: 110°F (again)

DRIVER	CAR	TIME	TYRES
NIGEL	95T/1	31.81	G/Y
Alboreto	Ferrari	32.78	G/Y
Tambay	Renault	35.90	M
Senna	Toleman	36.02	P
Winkelhock	ATS	36.43	P
Lauda	McLaren	36.89	M
Prost	McLaren	36.99	M
Patrese	Alfa Romeo	37.04	G/Y
Nigel	94T/3	37.19	G/Y
Lafitte	Williams	37.41	G/Y
Sullivan	Tyrrell	37.70	G/Y
Warwick	Renault	37.89	M
Arnoux	Ferrari	38.82	G/Y
Fittipaldi	Spirit	38.48	P
Hesnault	Ligier	39.20	M
Cecotto	Toleman	39.21	P
Cheever	Alfa Romeo	39.47	G/Y
Moreno	94T/3	42.89	G/Y

Last Day

Testing opened with Ferrari preparing for another all out

attack on "pole". Their cars were now the quickest on the straight which was only to be expected from an engine giving 13,000 on the clock in qualifying trim (held down to 11,500 in race tune) and with a reputed 850-900 horse power available! At the same time Renault had their latest demon tweak engine arrive at the track, this one fitted with the new Garrett turbo's that will be all the rage for '84, so it was not only the weather that was hotting up.

More Power

Reassuringly it soon became apparent our friends from Renault had produced the quicker engine, another bonus in the pipeline for us when the Grand Prix season opens. Even

better news the next day was that yet another version of the Renault engine had arrived and this one had even more horse power available; with these remarkable advances in power output Peter Warr is expecting that all out speeds on the fastest straight on the '84 calendar (Ricard) will be in the region of a staggering 350 kph (218/220 mph) during qualifying.

Hot Party

Our day concentrated on tyre testing but still Nigel stayed on pole (on qualifiers), an event that called for a party in the evening after everything had been packed up for the return home. Festivities were held around the swimming pool in our crew's Copacabana Palace Hotel, and took in the "island"

that was part of the pool's attractions. Several people eventually needed outside assistance in order to find their rooms, one was completely horizontal on his journey to bed, while another was found by Ken Tyrrell next morning still sleeping on the island!!

Fifth Day

DRIVER	CAR	TIME	TYRES
Nigel	95T/1	30.15	G/Y
Alboreto	Ferrari	30.72	G/Y
Warwick	Renault	31.70	M
Patrese	Alfa Romeo	31.74	G/Y
Cheever	Alfa Romeo	31.84	G/Y
Senna	Toleman	33.43	P
Tambay	Renault	34.04	M
Prost	McLaren	35.01	M
Sullivan	Tyrrell	35.21	G/Y
Arnoux	Ferrari	35.39	G/Y
Winkelhock	ATS	35.69	P
Lafitte	Williams	37.48	G/Y
Cecotto	Toleman	37.76	P
Fittipaldi	Spirit	40.55	P
Ballabio	Spirit	43.63	P

Rain

On the evening of the party came the first rain Rio had enjoyed since Christmas. This washed the track clean, and reduced Saturday's temperature by a huge 12°C. Only Williams, McLaren (who were plagued with problems throughout the week) and our friends at Renault now remained, the latter using the vastly improved conditions to get down to 1.29.34, in reply to Nigel's 1.30.28 put up in the previously hot weather in a cockpit he found cramped. Keke now pipped Elio for third spot with 1.30.40, our Italian's 1.30.65, being put up three days previously.

All in all it was a great week for everyone in our Team. Back home once more preparations were being made for a trip south to Paul Ricard, this time with two new cars the second one built to Nigel's measurements. Then it will be back home again preparing for another long air trip - this time to South Africa for more testing at the end of February.



The new car is pushed out into the Brazilian sun. Of particular interest is the fact Chief Mechanic Bob Dance can be seen in the first pair of shorts he has donned since school days.

NEW FRENCH IMPORTER

We are pleased to announce the appointment of PAMYS S.A. as our new Importer for France. PAMYS S.A. is a truly international company whose headquarters are in Paris.

Operating their sales division from prestigious showroom premises at Avenue de la Grand Armee (where our JPS 95T launch took place just before Christmas) and Rue Saint Didier, Mr Michel Seydoux, the President of the Company is confident of exceeding their personal target of 25 cars during 1984.

The service division is in the capable hands of Mr Gaston Garino at Olympic Garage, Blanche Puteaux. Mr Garino has been a Lotus Service Dealer for many years and can already count many Lotus owners as his customers.

For contact telephone:
Sales Paris 727 47 71
Service Paris 772 16 65

In this picture Monsieur Michel Seydoux (centre) is pictured with Terry Clarkson, our Sales Director, and Mike Bishop (Export Sales Manager) during his recent visit to our Factory.



TRACK VARIETY

Our Hethel test track recently saw brand new Perkins-powered Dennis fire engines giving a demonstration to

journalists and other guests.

Norfolk Fire Brigade required a private track on which to put the new engines through their paces and asked if we could help – which of course we did.

Within an hour of the test commencing we had the local Press on the phone asking if we had a fire in the factory "as someone had seen our factory crawling with fire engines!"

Our County Fire Brigade had recently taken delivery of five of these vehicles, which were the first to be powered by the newly introduced Perkins TV8.540 turbo-charged eight cylinder diesel engine and they were so pleased with their performance that they ordered four more.

Perkins new engine delivers 175 kW (235 bhp) and its high power to weight ratio (0.25 kW/kg – 0.15 bhp/lb) makes it particularly suitable for use in fire appliances where good acceleration is vital; it also comfortably powers trucks up to 34 tonnes gross. The Dennis design features a steel cab that swings through an angle of 60° to give immediate access to the engine and surrounding equipment, their SS chassis range offering options of V8.540., V8.640., or TV8.540 power units. Some of the Dennis/Perkins Research and Development programme incorporated prolonged testing by the Norfolk Fire Brigade. The new V8.540 power unit has a capacity of 8.8 litres (540 inch³) and in naturally aspirated form is rated at 134 kW (180 bhp). Perkins supply 90 percent of the engines for fire engines in the UK, their most commonly used unit, the 10.5 litre diesel V8.640 giving up to 160 kW (215 bhp) at 2600 rev/min.



TOP QUALITY

Richard Noble's outstanding achievement in breaking the World Land Speed Record at Black Rock Desert by averaging 633.468 mph in October last year reminded us of the connection between Project Thrust and Lotus Cars. Fabergé's extensive after-shave promotion included a Lotus Turbo Esprit and Richard's huge record vehicle and our photograph of the two cars together gives an interesting comparison of vehicle size.

