

Lotus World

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



LOTUS EXPANSION GETS UNDERWAY

The recent announcement by Lotus Cars' Managing Director Michael Kimberley that he was looking outside Norfolk for possible sites in connection with the Company's expansion programme caused shock waves through the county where Lotus have now resided for nearly 20 years.

Mr. Kimberley's reaction came in conjunction with the news that the Company's plans for the future could lead to considerably more jobs over the next three years. "There are several projects in delicate stages of negotiation", said Mr. Kimberley. "We hope to be providing new

jobs for around 1500 people over the next three years, if all the projects that we are currently discussing and negotiating for come to fruition. However," Mr Kimberley continued "these new jobs may not necessarily happen or all be here at Hethel. Obviously we must look at the best opportunities, in terms of support, in generating these jobs."

Mr. Kimberley drew attention to the enormous building programme now well under way at Hethel for the 1987 production and launch of our new X100 car

■ Continued on page 2



Black together



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

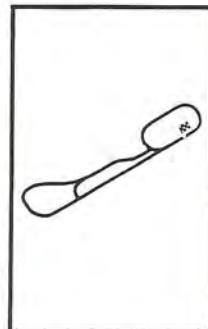


John Player Special

Report from Adelaide

ROUND 16 NOV 3rd

AYRTON SCORES OUR 98th POLE



FROM OUR SPECIAL CORRESPONDENT TONY JARDINE



Your editor enjoyed the luxury of someone else producing the Australian Grand Prix report for Lotus World. Tony Jardine of C.S.S. the agency that looks after John Player's sponsorship participation in the sport attended the race as usual and very kindly produced this report for you.

ELIO'S LAST GRAND PRIX AFTER SIX YEARS WITH OUR TEAM

Our somewhat weary and jet-lagged crew had ignored good old South African hospitality the day after the race had been held at Kyalami in order to repair two race stained JPS 97T's before the long haul to Australia the final event of the year. Six days and eighteen hours later, red-eyed, but ready for work once again in the antipodean capital of South Australia everyone, including even the Team's mobile parts merchandiser, Duck Martin, was to be pleasantly surprised by the welcome and hospitality they were about to receive.

Adelaide, the city of churches, had been preparing to receive the Formula One circus and provide the necessary track and facilities since August. They didn't flatter to deceive having sent emissaries to at least four previous Championship races during the season. The race organisers had witnessed many different approaches, even

down to observing a decaying Spa track surface last May which prompted them to lay their surface even earlier and even pay traffic to run round on it and make sure it was fully bedded in. The facilities for a street circuit were quite beyond reproach—it even moved the veteran Team Lotus Chief Mechanic, Bob Dance, to write a letter to Dr. Mal Hemmerling the Managing Director of the Australian Grand Prix organisers saying a big thank you from all his crew. (Bob's own views of our Australian trip are reported elsewhere in this issue).

AYRTON BRINGS SMILES

As if to help eliminate the jet-lag and the effects of the first few Fosters (beer!) Ayrton decided to wake up his team and put the smile on JPSTL faces by setting the pace in the pre-practice acclimatisation on the Thursday. He

was fastest of all with 1.24.029 and that, remember, was achieved on a dusty and quite dirty track surface which proved treacherous to the unwary. Ivan Capelli in his second drive in the number two Tyrrell lost contact with the black stuff and headed for a gum tree which meant the start of a long work programme for the men from Surrey. Although Elio managed a 1.25.621 to set eighth fastest time his engine was not quite up to the job and senior race mechanic Nigel Stepney and his crew set about changing the unit. "The track is still very dirty", said Elio after his first session "so it's difficult to judge just how difficult it will be. I found the straight very bumpy but in the main the circuit is very well planned." Considering his dislike of street circuits Elio was fairly impressed with the facility but reserved his total euphoria until the dust and dirt had been cleared from the virgin track.

HUNGRY MEDIA

Whilst the usual pit activity ensued the Grand Prix hungry media was pursuing the JPS Lotus Team with a vengeance and from every angle. A Channel 9 film crew with interviewer Tracey Bowden from Australia's top-rated Willesee programme filmed a ten minute profile on our boy from Brazil. Just as Tracey was interviewing Chief Mechanic Bob Dance our publicity conscious No. 2 tyreman American Kenny Szymanski decided it was time to reveal his cheeky American bits to millions of Australians! Unperturbed as usual Bob kept answering the questions but Tracey keeled over with laughter, I gather with a blush that would have heated up four Goodyear qualifiers while the rest of the crew stopped work for a five minute hysteria break.

FIRST PRACTICE

With both cars ready to go (chassis/3 and /4) most people on the Team agreed they had seen Ayrton dialling in the serious side at commencement of practice many times previously but they had never seen him look quite so determined. That first official practice proved to be a classic for two reasons. Firstly the traditional burning Australian sunshine was with us and secondly we were to witness a battle royal for pole position. Ayrton missed grabbing the coveted position by 1000th of a second on his third qualifying run which became even more impressive by the fact that our Brazilian had been using worn qualifying tyres! Although only good for a maximum of three laps Ayrton managed six tours of the track with the same set of qualifying rubber—and it was quite apparent for all to see that he was trying really hard. As he said after he wound

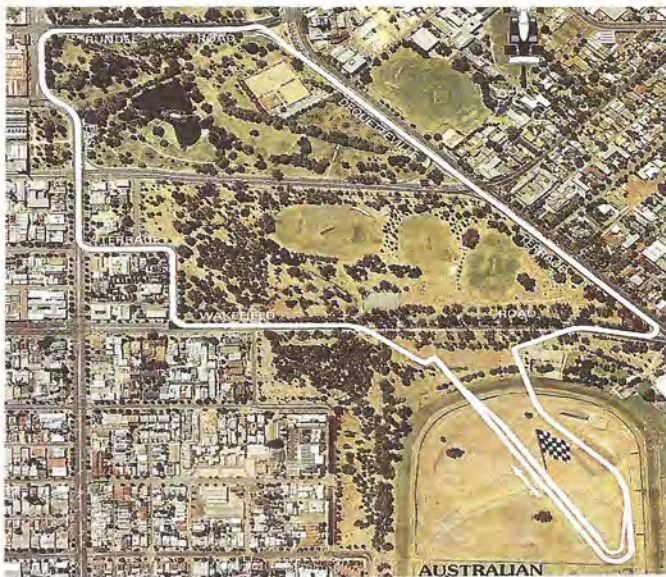


Passing one of the Adelaide's circuit's scenic backdrops is Elio taking part in his very last race for our Team. Sadly all he had to show for it was a black flag disqualification.

up in second place on the original grid splitting the two Williams cars as he did so. "It was quite dusty and dirty and very difficult to get the tyres to work. It was also quite congested out there and it proved difficult to find a slot in the traffic. My first run was awful because I drove so badly and I used up my second set of qualifying tyres after I had been baulked by Mansell. There was therefore no choice open to me but to make a third attempt on used tyres but it was nothing exceptional—just hard work." (by *nothing exceptional* Ayrton was referring to his second fastest time of 1.22.403!)

Elio in the meantime had been running around checking out his new Renault engine and trying to get a misfire cured. The hiccups went away but as Elio said later he mis-cued as to when to bolt on the qualifying tyres. "I tried a set of race tyres first and the car felt quite good, but then I found I had left it too late to put on qualifiers and I ended up 11th". (1.24.543).

As I mentioned earlier Ayrton's front row position saw him just 1000th of a second behind Rosberg. He had shown no hesitation whatsoever in asking his crew to bolt back on his first used set of qualifying tyres and going back out on the track for a third time. All in all it was quite a sight to behold and remember.



This remarkable aerial view of the Adelaide circuit shows in some detail the nature of the track.

FINAL PRACTICE

Final practice was obviously going to be a big power battle between the top four teams of Williams, McLaren, Ferrari and ourselves. Ayrton didn't let us down, scoring a sensational 7th pole position, the 8th of the year for our Team. As per the previous day the final

battle for pole turned out to be between our own black and gold No. 12 car and the two Williams.

Keke took an early pole as track conditions improved in the morning only for Ayrton to go out and take the spot away from him. In that last all-can-do ten minutes Mansell scorched round in a 1.20.537 which left most observers gasping for breath. However, Ayrton looking more serious than usual, didn't wait to be told what he had to do but simply put in one of the most blistering laps I have ever seen to finally capture the all out record in an astonishing 1.19.843.

TV COVERAGE

Every TV and radio news bulletin covered that epic qualifying lap, the TV news people even filming the entire press conference that was held at the circuit and showing Ayrton's 'Hot Lap' repeatedly in the news bulletins that evening. With the Finn and Prost behind Mansell Ayrton was obviously going to have to make a great start if he was going to get through that first tight chicane ahead of the pack. Elio had managed to improve by just one place to tenth recording a 1.23.077 but was experiencing handling difficulties with his car. As he said afterwards, "Tenth place isn't that bad but it's going to be a long race I feel sure".

THE RACE

In even hotter conditions than that experienced during practice the JPS Lotus twins took up their positions on the grid but as it turned out they were destined to be frustrated in their efforts to leave 1985 covered in laurels. The

Note: After watching his drive on the full length TV replay the evening of the race Ayrton was honest enough to admit it was not one of his best drives. Anxious to save his 3rd place in the Driver's Championship he tried perhaps too hard to challenge Rosberg after Mansell, his other threat in the points table, dropped out.

Not widely known was the fact that one of his ears was troubling him all weekend (did it affect his balance? Ed.) Holidaying with Gerard Ducarouge in Mauritius between South Africa and Adelaide he did a great deal of water skiing at which he is nearly as good as he is at race driving! His finale was a huge shunt while water skiing on bare feet (yes—bare feet) and the impact with the Indian Ocean was principally taken in his eardrum!

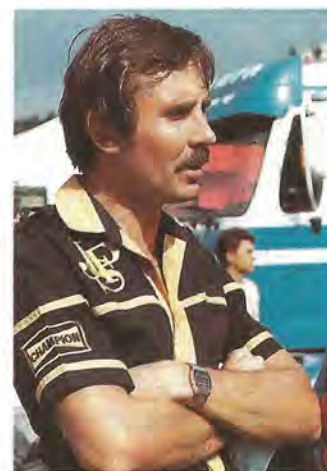
searing heat that was in evidence for the race took its toll on the 25 starters as both engines and tyres cried enough in the crippling conditions. Even on the penultimate lap Ligier team-mates Laffite and Streiff tangled leaving Streiff's front wheel dangling by a thread as he struggled home third behind his team-mate.

Starting from pole Ayrton was set for a good finish to the season but his Renault engine let him down after he had taken the lead for the third time in the incident packed race. Unfortunately, Elio, honoured the day before the race by the Team for his distinguished

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Ayrton was the centre of attention throughout practice and the race in Australia. Here he chases Rosberg the eventual winner.



Extrovert Kenny Szymanski got up to his usual tricks in Australia (see story). Kenny has been No. 2 tyreman on our Team since 1978. His day-to-day occupation is as a senior steward with American Airlines. A photograph of Kenny in serious mood is a rare occurrence; this one was sent to us by Club member Neil Gregory who lives in Halle, West Germany.

Friday Untimed

1st	AYRTON	1.21.820
2nd	Rosberg	1.23.480
3rd	Piquet	1.23.654
4th	Tambay	1.24.132
5th	Mansell	1.24.250
9th	ELIO	1.24.686

Friday Timed

1st	Rosberg	1.22.402
2nd	AYRTON	1.22.403
3rd	Mansell	1.22.564
4th	Piquet	1.23.018
5th	Cheever	1.23.597
11th	ELIO	1.24.543

Saturday Untimed

1st	Mansell	1.22.353
2nd	AYRTON	1.22.507
3rd	Piquet	1.22.747
4th	Tambay	1.23.228
5th	Alboreto	1.23.241
6th	ELIO	1.23.263

Saturday Timed

1st	AYRTON	1.19.833
2nd	Mansell	1.20.537
3rd	Rosberg	1.21.887
4th	Prost	1.21.889
5th	Alboreto	1.22.337
10th	ELIO	1.23.077

BOB'S VIEW

It is not often a rendezvous can be arranged with Bob Dance to have a chat about things in general. Bob's race shop is only 20 yards from the Club office in Ketteringham Hall and we are lucky to see him in passing perhaps twice a month! Bob was planning to have a holiday immediately after Australia but was stopped in his tracks when he arrived back at Ketteringham Hall and was soon making plans to depart to Paul Ricard for testing in the middle of November. We asked him for his comments on what had occurred during the very busy month of October...

ED: The Team went from South Africa to Australia direct; whose freighter did you use?

BD: UTA; it was a special one-off charter arranged because Flying Tigers would not operate into South Africa because of politics. UTA took the cars all the way from London to South Africa and then onto Australia and back again. It was a normal S.A.A. passenger Jumbo carrying extra freight in the belly.

ED: Was there much delay in everything being cleared through Customs in Australia?

BD: No. It was all there sitting in the garages when we arrived. We packed everything on the Monday afternoon after the South African Grand Prix and it left the airline the whole week to actually load it on the plane and get it to Australia. In fact it had arrived in Australia before we had left South Africa. The whole crew enjoyed a week off at Kyalami before leaving. We all stayed at the same hotel that we had used for the race and then left by charter on South African Airways the following Saturday.

ED: What did the lads do for this rather rare occurrence of having some days off?

BD: Personally I just messed around and relaxed. I visited the local shops and a few bars but didn't do a great deal; it was just a very relaxed four days. We also discovered where the nearest museums for cars and aircraft were and also a South African war museum.

ED: How would you describe the South African Grand Prix overall?

BD: It wasn't too bad. The organisers had completely rebuilt the pit complex and they now have garages which conform to the accepted standards of practicality. Not everything was finished off



Our Chief Mechanic Bob Dance joined us 1960 and retains the same philosophical view of life and the activities of the motor racing circus to this day. This study is another sent by Club member Neil Gregory who lives in West Germany.

mainly because their race date was brought forward and they found they were short of time. However, the pits were really good from the working point of view. The second storey still needs to be finished and I imagine that if they continue with their Grand Prix we will find these are hospitality units the next time we go. They have widened the pit road and it's all properly tarmaced now.

ED: Did you see any signs of the political problems we have read about?

BD: No. Nothing at all. I think a lot of people are under a misapprehension about it all because you read so much in the press about what's going on but I am sure that it must be in isolated areas and not widespread across the countryside.

ED: When did you arrive in Adelaide?

BD: We got there on the Sunday

morning prior to the race and of course our journey incorporated a time change of about eight hours or so. But because all the equipment was already there and neatly stacked in the garages we were actually able to start work on the Monday morning first thing. Unusually the long flight was quite an orderly one from the passengers' point of view. It was a Boeing 747 but only had 200-odd people on board and so we were all nicely spread out. We went from Jo'burg to Adelaide stopping off in Mauritius and Perth on the way. When we landed the weather was nice and pleasantly warm. Quite a wind was coming in from the sea but the temperature there is quite good at this time of the year. It stayed like this all through the week and we didn't see a hint of rain.

ED: What were your initial impressions of Australia regarding the

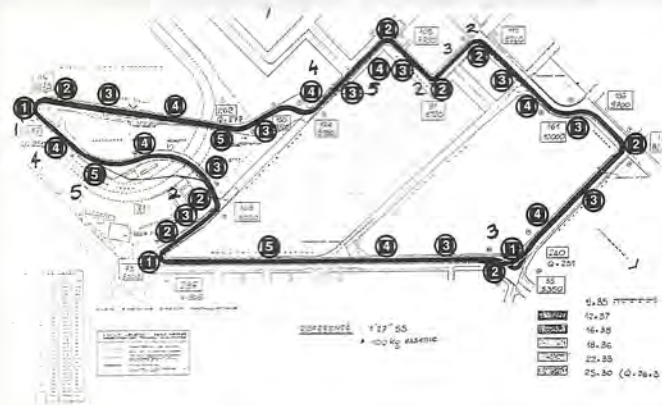
town and the circuit? Were you pleasantly surprised?

BD: I've been to Australia previously. I think I was the only one in our Team to have been there before and I knew more or less what to expect. Adelaide I found to be a compact city; all the people you met, without exception, were extremely interested and enthusiastic about this forthcoming event in their lives. Every paper you picked up, every time you listened to the radio or looked at TV there was something new about the Grand Prix and the build up to it all. You can imagine how pleasantly surprised we were to arrive at the circuit at the beginning of race week and find the whole event 95% under control. The circuit was as good as finished, the pits and the garages were all built and clean and complete with efficient lighting. There were plenty of people there to help you get sorted out and answer your queries and there was a machine shop already at the circuit ready with operators for the machines, welding plants, compressed air and nitrogen. Everything was set to go as soon as we arrived. I heard no cross words at all between officials and visitors or vice versa. The whole thing was very calm and relaxed. I think the organisers were praised for their efforts by just about everyone who went out there and now I am sure we are all looking forward to going back again next year.

ED: What do you put this successful outcome down to? Do you think it was good liaison with FOCA or FISA or just that the fellow out there in charge of it all was really switched on?

BD: Well I know the Australians had done a great deal of homework in looking at events in Europe and asking people on the Teams for their opinions on certain situations. They obviously did all their homework well in advance and then went back and put their own show on the road in a very tidy manner. I think the race organisers' big advantage was that they had the backing of the government and I am sure money required to complete the project was not a problem. They were not working on a shoestring or on a very tight purse and everything was done in very nice fashion. It just had a super quality about it all—construction of the circuit and the quality of the walls and the wire fences—just everything they

The circuit plan that was supplied to all the competing teams by the race organisers sometime prior to arrival. This one was used by Elio's Race Car Engineer. Tim Densham in order to establish his driver's gear change points. The smaller figures that are ringed alongside the circuit show the Renault computer's estimation of the gears to be used; the handwritten numbers you can see are those filled in by Elio after first practice. The corner shown at the bottom right of the diagram which the Renault computer has shown as a first gear corner did not, in its final construction, follow the same line as the drawing and was in fact a lot quicker (the curved line marked in shows roughly the right line). As the computer went by the artist's impression it showed that it would be a first gear corner whereas in practice it was a corner taken in third. Bearing in mind the numerous criticisms people make of computers in day to day life it is perhaps surprising to find how accurate the Renault assumptions turned out to be. Note also the reference of a 1.27.55 time on the diagram which was produced by the organisers computer; this was also quite near the established figure.



did was well done.

ED: Did you meet up with any people from the past while you were out there?

BD: Yes. Alan Moffat was there; we see him in Europe of course but only occasionally. (Alan Moffat is well known in Australia as a racing driver but was also on the Team Lotus mechanic strength in the '60's when he worked under Bob Dance). Alan was busy trying to sort out a saloon car deal for 1986. He was exactly the same as ever, cheerful and still talking about his old days with Team. He does some commentary work for an Australian radio station and he tells me he has an air ticket waiting for me whenever I decide to emigrate!

"And of course as you know we met up with Ray Parsons out there." (Ray was also a mechanic with Team Lotus during the '60's during which time he spent two seasons in charge of our English Ford Line Organisation race programme in the States with a team of Lotus Cortinas). "Ray turned up on the Thursday and stayed with us right through until the Grand Prix was over. His home is a very long way from Adelaide, somewhere in the North of Australia—possibly 3000 miles away. It's an incredibly huge country of course."

"Bernie Grant came along as well." (Bernie was with the Fittipaldi Team during Peter Warr's management and joined the Team at the same time as Peter. Unfortunately he had to return home due to visa problems at the end of 1984). "Bernie had spent three days driving to Adelaide. The engine in his car virtually expired as he arrived and he had to find another one and fit it before he could get home again! He now works as a mechanic in a very large open-cast mine looking after heavy earth moving equipment. He seems to have got used to it now and seems to have settled down at home. Incidentally Ray Parsons plans to be over at Christmas and he'll probably bring his three children with him.



Bob's two important interests in life during 1985.

ED: I hear you met a friend from schooldays out there?

BD: Yes. That was quite amazing. Brian Bridger is a chap from Enfield Town who I hadn't met since leaving school in 1952. We haven't corresponded and I had no idea where he was living. We used to be interested in the same sort of hobbies, model cars, aeroplanes and trains and so on and he just happened to see me interviewed on a TV programme. He thought to himself, that's just got to be the same Bob Dance that I went to school with and he rang the organisers to see where I could be found. He only lived about 10 kilometres down the road from the track. It was a real fluke meeting up like that so we went out to dinner and had a chat about the old times. He works in the electronics department of Adelaide's largest hospital—he trained as an electronics engineer at school and he's very knowledgeable in pacemaking gear and monitoring equipment.

Incidentally the organisers did a tremendous job in making certain we were not unduly bothered by anyone. If fans or hangers-on wanted to know where we were

staying the organisers merely made a note of their address and telephone number and passed this on to us to deal with as we liked.

ED: So if somebody suddenly said to you you must live in Adelaide for say two years that wouldn't upset you too much?

BD: Not at all. Everybody who went liked it very much indeed that's true. Funnily enough, everyone seemed a lot more friendly than my memories of Australians

the weather was quite hot. It was dusty as well and it was a very slippery circuit which made it easy for mistakes to happen. The type of surface the organisers laid was the only criticism of the weekend. The drivers could spin their wheels right through the gears from first to fifth. I have never seen cars slew about so much on a piece of straight road under power. Nelson Piquet for instance was coming round the hairpin and really putting the power on and just slewing from one side of the road to the other under power right through all his gear changes. In Ayrton's case I think he might have got rattled by the likes of Rosberg and Mansell who are strong criticsers of his style and also because he had a collision with the back of Rosberg's car when he was heading for the pits.

ED: But Keke made no signal surely?

BD: No, he didn't and I think he deliberately braked late and hard to give Ayrton a bit of a moment and of course as everyone saw Ayrton hit the back of the car and lost a wing and then continued as he was for another lap before coming in to get some replacements.

ED: Do you think he did that so as to give you time to get all the gear together?

BD: No. I think he might not have been aware that he had lost a wing



Bob's life isn't all tediously hard work. Here he is seen in the middle of an interview for a transporter driver to replace 'Duck' Martin.

Photo: Charles Knight

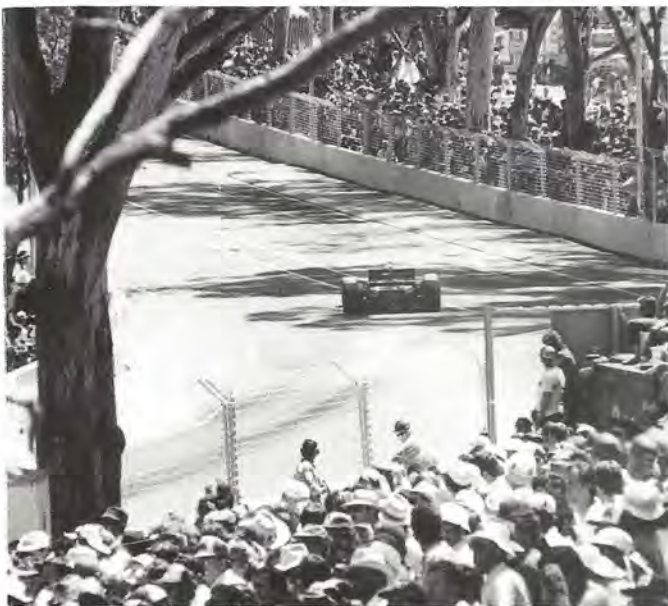
15 years ago but of course quite a lot of time has gone by since then. It really seemed a very nice city.

ED: I am sure all our readers saw the race on television. Ayrton's kerfuffles seemed out of character and someone who was there told me he was really honed in all the way through practice and the race. Is that correct in your opinion?

BD: I think he had good measure of the practice situation and as you know Ayrton can always rise to the occasion and find that extra half second or whatever is required to go that bit quicker and we all knew he was in with a good chance in the race. My only worry was the reliability of the engine because

at first because sitting where he was in the cockpit it is out of sight of the driver. It could only have been the handling of the car which gave him an idea of what had happened. After the race he wasn't very happy about other drivers' manners on the road. They seemed almost to have ganged up against him to a large extent which to my mind is rather dangerous and a very unpleasant situation.

ED: At one particular corner he was sideways on going over the kerb and up into the air and I assumed having read one article after practice that it was because



Just a part of the enormous crowd that attended the first World Championship Australian Grand Prix in Adelaide. Some idea of the very attractive surroundings can be gauged from this picture.

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ADELAIDE ■ from page 5

service to Lotus over an incredible period of six years, failed to finish the season on a high note. Having decided to leave the Lotus Team after two great wins for us he must have been thinking about next season, because he managed to forget completely the wording of the rule book! He was black flagged into the pits on Lap 19 and then disqualified for passing cars on the final parade lap to the grid proper. His engine had died on the dummy grid (he was last to get away) and assumed his tenth place on the grid where as he should have started from the back row. "My engine just died on the dummy grid and I got away last", said Elio later greatly disappointed by the result of his last Grand Prix for the Team. "In the excitement I passed cars on the parade lap and took up my original grid position completely forgetting about the rules. I was picking up places in the race and was fifth at the time but the engine was very rough so I doubt whether I would have finished anyway".

The start was as furious as ever but amazingly nobody tangled in the first tight chicane. Two corners later Mansell and Ayrton made amends as both cars touched sending the ex-Team Lotus driver into early retirement. Ayrton stayed second behind Keke until Lap 42 when he took the lead for the first time but only for one lap. Ayrton had struck the rear of the Williams losing his black and gold nose spoiler as his rival made suddenly for the pits. As he was already past the pit entry he had to do another lap and then understeered off due to lack of front downforce missing the pit entry again. In a well televised "off" onto the dirt he made it to the pits the next time round for new tyres and wings.

Now it was the turn of Niki Lauda to lead in his last race before retirement but he was only to crash himself just eight laps later. This time Ayrton's JPS stayed ahead but only until Lap 63

when he had to admit defeat as his engine let go in a big cloud of smoke.

LEADING RETIREMENTS

Most of the leading runners were in trouble with either engine or tyre failure during the race. World Champion Prost suffered from turbo failure and Alboreto retired with engine problems on the same lap as Ayrton. This left the survivors to make their final pit stops for fresh tyres as they all struggled home in the fierce Australian heat.

IN RETROSPECT

This final event of the year proved to be the best organised and hosted event in the Championship calendar and boasted well over 90,000 very keen spectators on race day. Adelaide has certainly caught race fever in a big way and it was reassuring to know this event will take its place as a classic in the years to come. Team boss Ron Dennis was feeling justifiably proud of his Team's World Championship double after the race and threw an enormous party at the Adelaide Hilton for all the Teams to enjoy. It was nice to see Peter and Yvonne Warr shaking it out on the dance floor together with tyreman Clive Hicks who had taken his "duchess" along with him, all four going their own way in Australia immediately following the party in order to get a well earned holiday. After the rigours of the season most of the JPS TL crew will now be looking for a break but this will certainly not apply to our technical director Gerard Ducarouge. Gerard had taken his break between South Africa and Australia and now it is all action for him after the Adelaide race ended as he finalised plans for the 1986 Grand Prix challenge.

Delightfully it is just sixteen short week's time away to the Grand Prix season starting all over again!

A TOP PERFORMER

■ Continued from page 9

how one could pick a line through a bend and keep it, even if more power was applied with the car apparently on the limit. Overall levels of grip are quite remarkable from the restructured NCTs.

Beside the suspension changes, there have been improvements to the steering geometry, to prevent self-steering in certain conditions, and to the brake system, too. Toyota ventilated front discs are fitted to Excel hubs, uprights and caliper assemblies, while the rear now benefits from new calipers mated to the same discs. A 7in Bendix 'Isovac' servo is new, as is the master cylinder which is also larger in size.

The view from behind the wheel looking forward is excellent due to the large screen area, swept by a single wiper. The steeply angled A-posts cause a blind spot, but there is much more of a problem when exiting from angled junctions where a glance over the shoulder is necessary. The view from the straight ahead to 90 deg left or right is perfectly adequate, but beyond this angle, problems occur. The thick rear pillars interfere with vision and one therefore has to rely on the door mirrors and anticipating traffic before moving off.

The driving position is adequate, but not perfect, due to a number of limiting factors. The seat back rest is fixed and headroom at a premium; consequently, tall drivers will find problems in both these areas, and possibly with legroom too. More modestly proportioned drivers will find the seating and driving position just right.

Instrumentation is clear—if a little old fashioned by current standards—with conventional circular dials for the major functions, these being set in the familiar wrap-around fascia. Less effective are the heating and ventilation controls that hide round the gear lever and are therefore awkward to use. Demisting is quick and efficient, even in icy conditions, thanks to the powerful fan, though some juggling of the controls is necessary to duct warm air to the lower half of the body.

The gearchange of the Citroen five-speed gearbox equipped with Lotus ratios is excellent in normal driving with the exception of the fifth to fourth change which is a little vague. It is a gearbox which does not like to be hurried too much, but it proved trouble-free and well able to cope with the power output during the test period. A new gearbox casing has been introduced along with a revised gear linkage. This latter modification was necessary to stop the linkage fouling the new rear calipers. The gearchange has also been shortened.

Entering and exiting the Esprit is not the easiest of tasks; one does not expect it to be that simple, but it is made more difficult by the limited amount of door travel and the wide sills which have to be negotiated while turning and lowering one-self into the seat. At the same time, it is also advisable to

MASTEN GREGORY

It was with great sadness we learned of Masten Gregory's sudden death in November. One of the great characters of a motor racing era that now seems light years away from the present day Masten had earlier this year allowed a rare interview by Lotus World. This will be published in our next issue as our tribute to a driver who was famed for so many exploits in the sport. Aged just 53 Masten is reported to have died from a heart attack whilst visiting Italy.

duck to avoid the doorframe.

An interesting touch in this area is the lie-flat handbrake mounted on the driver's right. Of Lotus design, it is intended to make the difficult entry and exit process just a little bit easier.

The luggage area is still a joke, though much better than before. Whereas there was only a tiny compartment behind the engine compartment due to the encroachment of space-consuming body struts, these have been redesigned into the back panel with a resultant increase in oddment space. Lotus claims that a set of golf clubs can now be carried in this compartment. Under-bonnet space remains at a premium with only enough for the occasional squashy bag.

An Esprit owner, however, is unlikely to be concerned with whether or not he can fit 6.4 cu ft of suitcases under the bonnet; a change of underwear for the driver and passenger and an open road are all that should be required. ■

WHAT IT COSTS

Prices (1985/86)

Basic	£18,742.63
Special Car Tax	£1,639.98
VAT	£3,057.39
Total (in GB)	£23,440.00
Licence	£100.00
†Delivery charge (London)	£345.00
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Total as tested on the road	£26,400.00

*Fitted to test car

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WARRANTY

12 months, unlimited mileage.
5 year chassis anti-corrosion.

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BOB'S VIEW

Continued from page 11

of the marbles on the track?

BD: Well, one of the points about Adelaide was that if you actually went over the kerbs and behind them, they were quite shallow and smooth, you could drag off the stones they had laid behind just to level the circuit and spread them all over the track. Several times they had to stop practice in order to sweep the edge of the track where cars were going over the kerbs but of course during the race once the marbles were spread about that was it.

ED: It was a great race for the end of the season wasn't it?

BD: Yes, it certainly was. What was disappointing was that we should have been in there at the end. Plus it was a great shame about Elio as well. He just stalled the motor as he pulled away to do the lap leading up to the start lights; it was a simple thing really and you know the end result.

ED: Was he furious afterwards?

BD: No, I don't think so. He was just upset that it was his last race with us and that he didn't go out on a good note which everyone in the Team was hoping for. In the heat of battle it's very easy to make the odd mistake and just forget. A great shame.

ED: Are you going off for a holiday now?

BD: Well I thought I was but I am about to head off to Paul Ricard. There's not many of us about at the moment and so I shall sort out my holiday when I get back from there.

ED: Do you plan going away somewhere?

BD: Not really, I've got some work to get done at home.

ED: Incidentally how many days have you been out of the country this year?

BD: 140. Next year looks even busier of course but we shall have to see if all 20 events actually come about. I'm sure we will be at the usual 16, maybe with some venue changes.

STOLEN EUROPA

Hopefully this news of a Europa that was stolen from Brands Hatch car park on Saturday 5th October has no connection with the Europa that we mentioned was wanted in last month's issue!

Lotus Cars sent a circular out to all their dealers concerning the loss. The car is owned by Mr. Wenter from Surrey and the relevant information is as follows:

Lotus Europa S2
Reg. No. CPA 707H
Chassis No. 700102004S
Engine No. 2136
Colour Red
Mileage 16,000

Will anyone who has any information at all relating to this vehicle please contact Mr. Wenter direct at 13 Thistledeane, Thames Ditton, Surrey.

CLUB SPECIAL OFFERS

NEW

Guaranteed to please all those members who want race driver caps with braided peaks (similar to those worn on the winner's podium) these hats are now available but please state if you want a plain or braided version when you send your order in.

PRICES:

	U.K.	Europe	Worldwide
Members:			
£6.95	£7.35	£7.75	
Non-Members:			
£7.65	£8.10	£8.55	



SPORTS SHIRTS

The latest additions to our range of Club clothing include these excellent sports shirts in black or yellow complete with our Club's name and logo in usual style. We can certainly vouch for the quality; the material used is 50% cotton/50% polyester. With VAT, packing and postage included prices are:

PRICES:

	U.K.	Europe	Worldwide
Members:			
£13.10	£13.85	£14.60	
Non-Members:			
£14.40	£15.25	£15.99	



T-SHIRT

The T-shirts pictured above have been produced by our newly contracted clothing manufacturer. Produced in a 50/50 polyester/cotton interlock the material gives good washing results.

PRICES:

	U.K.	Europe	Worldwide
Members:			
£4.35	£4.70	£5.95	
Non-Members:			
£4.95	£5.30	£6.75	



BODYWARMER

In answer to numerous requests from Club members our new clothing suppliers produced this bodywarmer (his and hers) which carry on the Club's theme of black with yellow embroidery. Filling is 135 grams polyester thermal insulation.

PRICES:

	U.K.	Europe	Worldwide
Members:			
£31.70	£33.55	£35.35	
Non-Members:			
£34.90	£36.90	£38.90	

CLOTHING SIZES

ADULTS:

	(anoraks, leisure jackets, sweaters)				
	S	M	L	XL	XXL
inches	36	38	40	42	44
cms	92	98	102	107	112
T-shirts	34/36	36/38	38/40	40/42	42/44
Sweat shirts	86/92	92/98	98/102	102/107	107/112

CHILDREN: (T-shirts and Sweatshirts)

	inches	inches	inches	inches	inches
inches	24	26	28	30	32
cms	61	66	71	76	81

HOW TO ORDER

SEE PAGE 3

Lotus World

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

Editorial & Advertising Offices:
Lotus Marketing Services Limited, Ketteringham Hall,
Wymondham, Norfolk NR18 9RS
Telephone: Norwich (0603) 811662 Telex: 975341

Editor: Andrew Ferguson

Typesetting & artwork by:
Graphic Origination Ltd., Telephone: (0603) 666944

Printed by:
Green, Wade & Wilson Ltd., Telephone: (0603) 745816

Lotus World is available on a subscription basis only to members of Club Team Lotus.

Subscription Rates: Subscribers to Lotus World, automatically become members of Club Team Lotus. Annual Subscription rate is £15 (U.K.), £18 (overseas).

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ADELAIDE ■ from page 5

service to Lotus over an incredible period of six years, failed to finish the season on a high note. Having decided to leave the Lotus Team after two great wins for us he must have been thinking about next season, because he managed to forget completely the wording of the rule book! He was black flagged into the pits on Lap 19 and then disqualified for passing cars on the final parade lap to the grid proper. His engine had died on the dummy grid (he was last to get away) and assumed his tenth place on the grid where as he should have started from the back row. "My engine just died on the dummy grid and I got away last", said Elio later greatly disappointed by the result of his last Grand Prix for the Team. "In the excitement I passed cars on the parade lap and took up my original grid position completely forgetting about the rules. I was picking up places in the race and was fifth at the time but the engine was very rough so I doubt whether I would have finished anyway".

The start was as furious as ever but amazingly nobody tangled in the first tight chicane. Two corners later Mansell and Ayrton made amends as both cars touched sending the ex-Team Lotus driver into early retirement. Ayrton stayed second behind Keke until Lap 42 when he took the lead for the first time but only for one lap. Ayrton had struck the rear of the Williams losing his black and gold nose spoiler as his rival made suddenly for the pits. As he was already past the pit entry he had to do another lap and then understeered off due to lack of front downforce missing the pit entry again. In a well televised "off" onto the dirt he made it to the pits the next time round for new tyres and wings.

Now it was the turn of Niki Lauda to lead in his last race before retirement but he was only to crash himself just eight laps later. This time Ayrton's JPS stayed ahead but only until Lap 63

when he had to admit defeat as his engine let go in a big cloud of smoke.

LEADING RETIREMENTS

Most of the leading runners were in trouble with either engine or tyre failure during the race. World Champion Prost suffered from turbo failure and Alboreto retired with engine problems on the same lap as Ayrton. This left the survivors to make their final pit stops for fresh tyres as they all struggled home in the fierce Australian heat.

IN RETROSPECT

This final event of the year proved to be the best organised and hosted event in the Championship calendar and boasted well over 90,000 very keen spectators on race day. Adelaide has certainly caught race fever in a big way and it was reassuring to know this event will take its place as a classic in the years to come. Team boss Ron Dennis was feeling justifiably proud of his Team's World Championship double after the race and threw an enormous party at the Adelaide Hilton for all the Teams to enjoy. It was nice to see Peter and Yvonne Warr shaking it out on the dance floor together with tyreman Clive Hicks who had taken his "duchess" along with him, all four going their own way in Australia immediately following the party in order to get a well earned holiday. After the rigours of the season most of the JPS TL crew will now be looking for a break but this will certainly not apply to our technical director Gerard Ducarouge. Gerard had taken his break between South Africa and Australia and now it is all action for him after the Adelaide race ended as he finalised plans for the 1986 Grand Prix challenge.

Delightfully it is just sixteen short week's time away to the Grand Prix season starting all over again!

A TOP PERFORMER

■ Continued from page 9

how one could pick a line through a bend and keep it, even if more power was applied with the car apparently on the limit. Overall levels of grip are quite remarkable from the restructured NCTs.

Beside the suspension changes, there have been improvements to the steering geometry, to prevent self-steering in certain conditions, and to the brake system, too. Toyota ventilated front discs are fitted to Excel hubs, uprights and caliper assemblies, while the rear now benefits from new calipers mated to the same discs. A 7in Bendix 'Isovac' servo is new, as is the master cylinder which is also larger in size.

The view from behind the wheel looking forward is excellent due to the large screen area, swept by a single wiper. The steeply angled A-posts cause a blind spot, but there is much more of a problem when exiting from angled junctions where a glance over the shoulder is necessary. The view from the straight ahead to 90 deg left or right is perfectly adequate, but beyond this angle, problems occur. The thick rear pillars interfere with vision and one therefore has to rely on the door mirrors and anticipating traffic before moving off.

The driving position is adequate, but not perfect, due to a number of limiting factors. The seat back rest is fixed and headroom at a premium; consequently, tall drivers will find problems in both these areas, and possibly with legroom too. More modestly proportioned drivers will find the seating and driving position just right.

Instrumentation is clear—if a little old fashioned by current standards—with conventional circular dials for the major functions, these being set in the familiar wrap-around fascia. Less effective are the heating and ventilation controls that hide round the gear lever and are therefore awkward to use. Demisting is quick and efficient, even in icy conditions, thanks to the powerful fan, though some juggling of the controls is necessary to duct warm air to the lower half of the body.

The gearchange of the Citroen five-speed gearbox equipped with Lotus ratios is excellent in normal driving with the exception of the fifth to fourth change which is a little vague. It is a gearbox which does not like to be hurried too much, but it proved trouble-free and well able to cope with the power output during the test period. A new gearbox casing has been introduced along with a revised gear linkage. This latter modification was necessary to stop the linkage fouling the new rear calipers. The gearchange has also been shortened.

Entering and exiting the Esprit is not the easiest of tasks; one does not expect it to be that simple, but it is made more difficult by the limited amount of door travel and the wide sills which have to be negotiated while turning and lowering one-self into the seat. At the same time, it is also advisable to

MASTEN GREGORY

It was with great sadness we learned of Masten Gregory's sudden death in November. One of the great characters of a motor racing era that now seems light years away from the present day Masten had earlier this year allowed a rare interview by Lotus World. This will be published in our next issue as our tribute to a driver who was famed for so many exploits in the sport. Aged just 53 Masten is reported to have died from a heart attack whilst visiting Italy.

duck to avoid the doorframe.

An interesting touch in this area is the lie-flat handbrake mounted on the driver's right. Of Lotus design, it is intended to make the difficult entry and exit process just a little bit easier.

The luggage area is still a joke, though much better than before. Whereas there was only a tiny compartment behind the engine compartment due to the encroachment of space-consuming body struts, these have been redesigned into the back panel with a resultant increase in oddment space. Lotus claims that a set of golf clubs can now be carried in this compartment. Under-bonnet space remains at a premium with only enough for the occasional squashy bag.

An Esprit owner, however, is unlikely to be concerned with whether or not he can fit 6.4 cu ft of suitcases under the bonnet; a change of underwear for the driver and passenger and an open road are all that should be required. ■

WHAT IT COSTS

Prices (1985/86)

Basic	£18,742.63
Special Car Tax	£1,639.98
VAT	£3,057.39
Total (in GB)	£23,440.00
Licence	£100.00
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