

# Lotus World

The official magazine of Club Team Lotus and Lotus Cars Limited



## SEE AYRTON AT BRANDS!

Confirmed by Peter Warr as we went to print, Ayrton will be piloting the JPS 97T over the

Grand Prix circuit on our Club's race day at Brands Hatch on July 28th.

Following the British G.P. July 21st, our Team is scheduled to test at Zandvoort. Then it is back to Brands Hatch overnight so as to take part in the Club Team Lotus programme of events.

The Brands race organisers are providing a special area for our Team within the main paddock so that the car can be viewed at close quarters. Alongside it will be other Lotus' of similarly outstanding interest from our past, such as the Mark 3 (from the Nigel Moore's Collection) and the 1965 European Saloon Car Championship winning Lotus Cortina of Sir John Whitmore that he has kindly agreed to bring along. This car is quite unique as it has hardly

turned a wheel since it won all seven of the races it ran in to clinch the coveted title.

Advance plans for our weekend are now complete with

heavy postbags of mail arriving at our office every day. Interest has been overwhelming and everyone is assured of a great weekend. See you there!



# Think Black



MIDDLE TAR

ING:  
GE YOUR HEALTH



LOTUS NEWS... LOTUS NEWS... LOTUS NEWS...

## SIR JACK CONFIRMS... SO DOES SIR JOHN



Great news received in our office as we went to print came in a telephone call from Sir Jack Brabham, confirming his entry in our Celebrity Driver race at Brands. The call came after his arrival in England from Indianapolis where he had been overseeing his son Geoff's participation in the renowned '500'.

Jack's long record of motor racing successes over the years from his start in 1947 are well documented and certainly need no reminder here. Suffice to say he was three times World Champion Driver (1959, 60 and 66) and (quite unique to Jack) cars of his own manufacture also won the World Constructors' Championship (1966 and 67). Throughout his Formula One career, and in the years that followed, he retained a close association with Colin, so much so that in the period between leaving the Cooper team and setting up his own organisation he ran both a Type 21 and Type 24.

His first acquisition (the Type 21) was scheduled to be used in his Lotus debut at Snetterton in 1962, but it was badly burned in a

workshop fire whilst being prepared. Rebuilt, he ran it at Pau but retired on lap 5 with no oil pressure. Just weeks later he drove a Type 24 in the Dutch G.P. but Ricardo Rodriguez' Ferrari spun and took Jack's car out of the race as a result.

'Black Jack' as he was nicknamed, also drove a Type 25 loaned to him by Colin at Monaco in 1963 when he had blown two of his own Brabham team car engines in practice. Although most observers would regard this as a highly exalted privilege, Jack's amusingly dry recall of the event rather dispels the image! "It was the most dangerous and diabolical thing I ever drove in the whole of my life", said a chuckling Jack during our telephone conversation. "For a start its gearchange operation was back to front; where did I finish? I blew the thing up." (The history books record him as finishing ninth).

His greatest enjoyment when F1 racing was to beat Ferrari. Next in line came Lotus, a name he was to come up against in virtually all the numerous categories of competition he took part in.

It will give us all great pleasure to welcome our good friend and one time adversary to Brands—one of the most universally popular drivers of our time.

Sir John Whitmore's confirmation he would drive in our Celebrity race at Brands was very welcome news indeed. Not only did John display his considerable skill and talent in Lotus Cortinas (and numerous other cars) both in this country and abroad in the sixties, he was also very much a Team Lotus man driving in our E.F.L.O. (English Ford Line Organisation) programme racing Lotus Cortinas in the States.

John's very first race (1958) was in fact in a Lotus—a Mark 6 that he raced at Silverstone. Although he remembers he came nowhere in that event, he certainly made up for this driving Type 14 Lotus Elites in 1959—he scored ten wins and a 2nd in class at Le Mans. His co-driver on that occasion? No less than the legendary Jimmy Clark.

In 1961 he drove a BMC engined Lotus Formula Junior and took 3rd fastest time at Monaco behind the two Team Lotus entries. Later he took five victories driving the Stirling Moss Lotus Elan and in the three years 1964, 65 and 66 chalked up numerous wins in the Lotus Cortinas of Alan Mann and our own Team Lotus, culminating in taking the title of European Saloon Car Champion in 1965.



Memories of his many Lotus drives come in profusion, from losing wheels off racing Elans, to crashing his Elite at Monza in 1959. Also the occasion in the middle of a long distance race in the States when he sprinted to take over his car at a driver change and found the local Lotus dealer already firmly ensconced in the seat about to take off.

Lotus Cortinas, John says, he always found great fun to drive and he will, we are pleased to say, be seen in his 1965 European Championship winning Lotus Cortina at our weekend. It has hardly turned a wheel since those far-off days.

(an interview with Sir John and a report of his many and varied interests and occupations since he retired from racing in 1966 appeared in our July '84 edition of Lotus World).



## ELIO'S HABIT!

We are delighted to find Elio's habit of turning in consistently fast and impressive drives continues this year. Here he enjoys his third place at Monaco—with as many performances like this behind him you'd think F.I.S.A. would give him his own podium!

## Lotus World

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## GROVEWOOD SUITE

As mentioned previously, Brands Hatch has generously allocated the Grovewood Suite, together with its bar facilities, for the exclusive use of Club Team Lotus Members at our Lotus meeting in July.

We would ask Members to please bear in mind the Suite has an enclosed and seated race viewing area for around one hundred people, plus room for an additional two hundred in the non-viewing buffet/bar area, and we would ask you to accept the fact this area may be full to capacity on occasions.



# Our President opens the circuit

Club Team Lotus President Hazel Chapman together with her daughters' Jane and Sarah and son Clive will be at Brands on both days. Hazel and her family always enjoy events such as this and additionally Hazel has agreed to open the circuit prior to Sunday's race programme by passengering Bill Allen in the Mark 3 that she co-drove with Colin in many events in 1953. We must thank the Trustees of the Nigel Moore's Collection for their generosity for making this car available.

Here Hazel is seen talking to Paul Kelly (centre) and Bill Allen who were responsible for bringing the Mark III to our 'Tribute to Colin' parade held in 1983 at Silverstone. Bill, who drove for Team Elite in the sixties is taking part in our Celebrity Race.



## CHAIRMAN'S STATEMENT

The following statement by Group Lotus Chairman, David Wickins, formed part of the Group's Annual Report & Accounts (1984) published prior to the AGM of June 21st.

By and large the year has been one of steady improvement. The Company's turnover is up 32%, profits are up 73% and the car sales are up 30%; all reasonably satisfactory but, these figures apart, far greater progress has been made than is first apparent.

The American market is the World's largest for motorcars and Detroit, Michigan, known as 'Motor Town' has been, and is, the World headquarters of all things to do with the Industry. We now have engineering contracts from two of the three major American manufacturers and we are working closely with many other suppliers and engineering companies.

It is interesting to note that 94.7% of our present Research and Development Order Book of £17.6 million is being undertaken for overseas companies. In other words, we are exporting our special knowledge around the world.

### THE PRESENT

We are going through the process of clearing up the rather muddled arrangements of who owns what around the Factory. One factory building was not owned by the Company, although it is occupied by the Company, and two other buildings had previously been used for storage. The one is now being bought and the other two are being renovated and will be ready for us to expand into later this year. This will add 87,000 sq.ft. to our factory space (+48%).

You may well remember, some two years ago it was necessary for us to cut back in every way, including the number of employees. I am glad to say that we now have a larger workforce than we

had then, and during the year under review we created 92 new jobs and we are currently taking on a further 40 engineering staff.

The X100 car has been under development for a number of months and has been altered a little bit this way and a little bit that way, but always to make it better, and it is on target to go into production in 1987. This will of course mean that during the next 24 months we will have to spend a considerable amount of money preparing for its manufacture and we will have to take on many more employees.

### THE FUTURE

Today's driver demands all the traditional comfort, space and indeed luxury which was available in much larger motorcars, but now it must be packed in small, light, speedy but economical vehicles. As long as these demands are being made, research and development has to continue. New techniques are always being sought and, as I have said before, Lotus is ahead and will remain ahead of the field in many respects. Even as this Report goes out, new engineering consultancy agreements are coming in.

### THE BOARD

Fred Bushell and Peter Kirwan-Taylor will retire from the Board at this year's Annual General Meeting. Peter Kirwan-Taylor now lives in New York and Fred Bushell is engaged full-time with Team Lotus. I wish to thank them both for their endeavours in the past and the help they have always afforded the Company, and I wish to congratulate Fred in particular on his recent very great success with Team Lotus.

Also during the year we elected to the Board, William P Benton,

previously a Senior Vice-President with the Ford Motor Company in Detroit, and we also elected John Sandiford to take on the duties of Financial Director.

Finally, I now believe that the difficult times are behind us and I know that we could not have got over the bumps in the road but for the total commitment of Michael Kimberley and all his merry men, for that's what I believe them to be.

On behalf of all the Shareholders, I thank all at Hethel for their endeavours.

DAVID WICKINS  
CHAIRMAN

## EXCITEMENT GALORE



PHOTO: ANDREW SHAW

They may not be Lotus' but they will certainly provide all the excitement anyone could wish for! Similar cars will be taking part in the 100 mile Thundersports Race at Brands complete with pit stops and driver changes. Nearly 40 cars will assemble on the grid for this well supported category of racing.

## UNVEILING OF COLIN CHAPMAN WAY

Due to the anticipated trackside congestion over our weekend of activities, the unveiling of "Colin Chapman Way" will take place during the week leading up to the event. Mrs Hazel Chapman will conduct the ceremony, accompanied by John and Angela Webb. This honour in memory of our Founder will remain a permanent feature of Brands Hatch.

### WANTED

Robert Fenn is anxious to trace a Lotus Formula Ford (Type 51/61/61M). Robert plans to restore the car and would consider any vehicle regardless of condition.

Robert can be contacted at Forest Hill, Great Bedwyn, Marlborough, Wilts, SN8 3LP. Telephone (0672) 870751.





# John Player Special

## MONACO REPORT

## ROUND 4 • MAY 19th

# AYRTON'S 6TH POLE



For a race renowned the world over for its so-called glamour atmosphere, it is quite surprising how pleased the workers who are involved are to return home at the end of it all.

It certainly doesn't help that the event spreads itself over such a long period. Tuesday to Monday is a long time, especially in motor racing terms and the ever present problems and aggravation of moving about the place with its closed off roads and traffic congestion do little to help matters. On top of all this you have the glitter brigade to fall over or, as Nigel Dempster of the Daily Mail summed them up so adequately, "the posers on the poop deck".

Monaco marked our arrival at full strength for the first time this year, chassis 97T/4 being completed just prior to departure. As usual our road transport cavalcade was swelled in numbers by the addition of our "old faithful" JAH 1L the Leyland test truck. When it had expired expensively after Monza last year the Team had planned to pension it off, but an extended delivery time for its suc-

cessor saw to it a replacement engine was installed to see us through the first part of the season.

### TESTING

Two tests (more correctly termed as pre Monaco shake downs) were on the agenda prior to arrival in the Principality. With only 20 cars starting the race, and the spine-chilling memory of other Teams' failure to qualify in the past, Monaco is not the place to arrive without all four cars being honed to perfection.

The first run at Nogaro with chassis /1 passed without incident and the car was soon reloaded after successful completion of running. From there it went to Paul Ricard to meet up with our race transporter and the three other cars, which included the brand new chassis /4. The latter continued our by now usual theme of running well straight out of its wrapping. Gear ratios were changed in readiness and all cars thoroughly checked. This was on the Tuesday. Then the decision was made to install the qualifying

engine in chassis/4 that evening so that an early morning run the next day to check this could take place as well before leaving for Monaco. It meant a later arrival in the paddock than scheduled but it was well worth the delay and ensured everything possible had been completed before battle commenced.

Later on in the day all four cars were unloaded at the track. It was a fabulous sight that should have been recorded by camera, for it was not long before the cars were in pieces again and by race morning there were not four to be found!

### FIRST PRACTICE

The Spirit Team's non-arrival meant just twenty-six cars were in attendance, and this fact cancelled out the additional aggravation of the pre qualifying session. First practice saw us running with slightly over half full tanks. With the circuit getting faster and faster with every lap, our time was spent trying various tyre combinations and, with little time for anything else, our earlier test session soon proved how important it had been.

The circuit had changed considerably as the race organisers had finally resurfaced a number of areas and that had successfully eradicated a lot of the notorious bumps of the past. However the new surface was an unknown that had to be checked for tyre wear and so it was even more important to get the maximum amount of tyre testing time under the belt.

As it turned out the eventual tyre mix proved the point, our final layout of compounds being an 'A' left rear, a 'B' right rear and left front and a 'C' on the right front. Towards the end of the first morning the majority of teams were trying qualifiers and we found ourselves 6th (Elio) and 8th (Ayrton) when the circuit closed. Alboreto, fastest of all, was already up to the

pole position time of the previous year, so it was obvious the timed session to follow would be a fierce one.

### Thursday Untimed

1st	Alboreto	1.22.706
2nd	Prost	1.23.420
3rd	Cheever	1.23.604
4th	Rosberg	1.23.681
6th	ELIO	1.23.779
8th	AYRTON	1.23.846

### PROBLEM?

There was a hard decision to make for the tyre selection in the afternoon. Should we risk using the qualifiers that would last for one lap only in the traffic conditions that would surely prevail? It would take possibly three or four slow laps to find a suitably free lap, and by this time the tyres could easily be past their prime.

Eventually the fact the rear qualifiers were the first to wear out suggested to us we run with race 'Cs' on the rear and qualifiers on the front for the first attempt. Then it would be a case of sitting it out to watch the others. If they got significantly close, then a second run with qualifiers fitted all round could be made. Then if that wasn't good enough we could go back to the original set-up using the best of the qualifying fronts that were left so as to have a final all-can-do attempt.

### AYRTON SHINES

True to form Ayrton was one of the first to go out for qualifying, his car using the trial mix of race and qualifying tyres already mentioned. His immediate performance was, to put it simply, quite staggering. His first flying lap was a 1.34 something, followed by an incredible 1.23 plus. Then before our crews' cheshire cat smiles could fade, up came the result of his third lap - 1.21.6, a time that was a second quicker than last year's pole and a second and a bit



A splendid shot of our two cars running together in Monaco practice.





Sixth consecutive pole in the last six official Grand Prix practice sessions fell to Ayrton in Monaco. He is seen working hard in this shot, against the time honoured background of a boat filled harbour.

quicker than Alboreto's best in the morning!

The other teams up and down the pit road were stunned. Then followed the wait and watch period as the session got under way. By the time twenty minutes had passed, many teams were out again using their second set of qualifiers; as thirty minutes came round the track was full of cars enlarged by those who were still trying to get in the race, caught up with those trying to ensure they would not be bumped.

Ayrton went out for his second attempt shortly after the 20 minute mark. On his first run he was baulked badly and on his second he did a 1.22.0. It was not as quick as his first run but was still good enough for him to take second fastest time of the session!

Elio, in the meanwhile, had been out for both qualifying runs, but had to be content with eleventh position behind Johansson's Ferrari and in front of the Renault of Derek Warwick. As he said later "I had a lot of traffic to contend with. Also the engine seemed down on power; never mind though, there's still Saturday!". The end of the session saw Ayrton quite firmly on pole half a second ahead of Patrese's Alfa. It was his fifth pole position in a row! As Gerard would say, "formidable!". As Ayrton himself said, "I was lucky. The track was clear and I got no interference - after that it was traffic all the way."

#### Thursday Timed Practice

1st	AYRTON	1.21.630
2nd	Patrese	1.22.145
3rd	Prost	1.22.270
4th	Alboreto	1.22.630
5th	Mansell	1.22.650
11th	ELIO	1.23.319

That night gave the crews a chance for relaxation; the following day was (as usual here) free and it would not be until Saturday that the battle would start again. 'Rosies' and the Tip Top were the first ports of call. Unlike last year when our Team's drag artists were in attendance, everyone of our Team was normally attired. This rather disappointed the crews of other teams, who were firmly convinced another show was about to unfold for their entertainment.

## SATURDAY

The "free" day had seen engines changed. The new EF15 engine that had been in Ayrton's car was replaced by another similar unit, the first being kept for Elio's car in the race itself if no mechanical failures decreed otherwise. With four cars on hand there was a lot of work to be done, and it was not until mid evening that everyone was able to go off and eat.

First running in the untimed Saturday session saw us with full tanks. Both drivers expressed themselves as happy with their cars and both were quick, Elio taking 3rd place and Ayrton 5th. Elio's front springs had been

changed, which made him, as he said, more comfortable and more at ease and this was reflected by his final time of 1.21.809 which, even on half tanks, was around 1½ seconds better than his qualifying time the first day, and just 2/10ths off Ayrton's pole time.

Ayrton had a problem in the morning. He went over the kerb in the swimming pool complex like everyone else, but this time a rose joint on a front pull rod was torn apart, a bottom wishbone was bent and the upright damaged. At the time it happened his qualifying car was having its front springs changed, so he was out of action for over half an hour as a result. It was only as the session was drawing to a close he was able to sample his "Q" car for the first time, but even so he scrambled a quick lap in taking fifth in the time sheets, just two tenths slower than Rosberg.

Meanwhile Alboreto's Ferrari had been storming round all morning using the fullest boost and qualifying combinations in preparation for the final session - Thursday's final times had seen the unacceptable catastrophe of an Alfa Romeo finishing ahead of the Prancing Horse and the team from Maranello was under the strictest instructions not to allow this disgrace to be repeated. As a result Alboreto was on untimed "pole" with a remarkable 1.20.2, having stayed 10 k.p.h. faster than everyone throughout practice.

#### Saturday Untimed

1st	Alboreto	1.20.205
2nd	Mansell	1.21.796
3rd	ELIO	1.21.809
4th	Rosberg	1.21.904
5th	AYRTON	1.22.132
6th	Prost	1.22.241

## FINAL QUALIFYING

With Alboreto clearly throwing the gauntlet down in the morning, the time between sessions saw our Team management, drivers and engineers huddled together in very serious discussion! Ayrton was quite clear in his own mind as to what his capabilities were. "With a clear track I'm sure I can do a twenty or twenty point five", he said, "but that's it". At the back of our minds was the thought that

Alboreto had done it once, but could he do it again?

Our tyre choice was a repeat of the earlier compound mix. Ayrton was first out. Two slow laps, then a 1.20.7 came up! This run included a quick spin at the swimming pool incidentally. Things looked good. Elio went out soon after and did a 1.21.4 (third quickest). With Monaco the funny place it is, it was no time to relax. Elio watched himself slowly bumped rearwards; then out he went again on his second set of qualifiers, but was held up by traffic, so his rearward trail continued. Back in the pits he said he thought he had an engine pick-up problem and that his diff had started to play up.

Alboreto's first time was a 1.20.5. As a result Ayrton quickly decided to try his full set of qualifiers and go out again. His first flying lap was very very quick indeed, until he got held up by a spinning Renault in the swimming pool complex. Immediately he backed off to conserve his tyres and have another go. This time he got a 1.20.4 and was back on pole! Immediately this happened Alboreto stormed out again in his effort to resolve the needle match once and for all, but he in turn was also baulked (1.21.3).

With fifteen minutes to go Peter Warr decided to send both cars out in a last attempt to quell the opposition. As the cars were made ready, Alboreto was seen being strapped in for his last attempt. The Ferrari had used up its qualifiers previously, so it was going to be a real do or die effort, but our young Brazilian was equal to the task and was away before the Italian.

From then on it was daggers drawn stuff. So much so the Italian got up alongside Ayrton at the corner before the pits and promptly punted our car off, fortunately without sustaining damage. The Italian supporters and press went mad! Completely overlooked by them was the fact Ayrton (on his thirteenth lap with qualifying tyres) had done another 1.20.4 and was easily the quickest car on the track. So again he had first and second times for the session.

*Continued Page 11*



Elio has Alboreto's Ferrari in close proximity as he goes round La Rascasse.



**JULY  
27**

# BRANDS HATCH



## AYRTON'S CONFIRMED!

Our Brazilian star, Ayrton Senna, who at Monaco took his sixth consecutive Grand Prix pole, was confirmed by Peter Warr as the driver of our JPS 97T at our Brands weekend as we went to print with this issue. Already a Grand Prix winner in his first four races with us, and commanding leader of two others when forces outside his control compelled his retirement, Ayr-

ton's demonstration run will be the highlight of the weekend.

Our Team will be testing at Zandvoort for the Dutch GP on the Friday and Saturday of the week leading up to our event and will then make the overnight journey back to Brands specifically to appear at our Club Event. It will be an occasion no Lotus enthusiast will want to miss!

## CLUB MEMBERS COMING FROM ALL OVER THE WORLD

Our original comment that we would only be sending complimentary tickets to home based Club members unless specifically requested brought in a huge pile of mail!

From the USA we will be delighted to welcome members from New York, Chicago and as far afield as California.

From EUROPE we have members coming from France, Belgium and Holland and entrants from Germany. Other members are also

coming from Switzerland, Italy and Sweden.

AUSTRALIA is about as far as you can get from Brands Hatch but we are delighted to say some of our down-under friends will also be enjoying the weekend's events.

We have a member coming from Alberta in CANADA and our branch in JAPAN has a tour arranged to take in both our Club weekend and the British Grand Prix.

## WINNERS ALL THREE!



Team sponsors Olympus responded immediately to our request for sponsorship of a car in the Celebrity race at Brands. Our photograph shows "their" car that was driven by James Hunt in a similar event in 1984.

## SPECIAL NOTES FOR OVERSEAS ENTRANTS

Overseas entrants must bring with them their:

1. National restricted licence (or International licence of course if they have one!)
2. A note of dispensation from their ASN (National Body). And like all other entrants.
3. Doctors certificate.
4. Crash helmet complying with BS2495 1977 Amendment 5

standard (or Snell 1980 American standard).

5. A flame resistant suit together with fireproof underwear and helmet balaclava are strongly recommended but not compulsory. But your body and arms need to be covered by clothing that will not melt. (Remember there are economical versions of flame resistant suits on the market).

## PRIZEGIVING

The prizegiving ceremony will take place in the Kentagon Suite (open to the general public) half an hour after the last race has finished. The Kentagon will remain open after the event has taken place and provides an ideal rendezvous to meet up with friends and fellow members.

## SPECIAL CAR PARK

The management at Brands Hatch has generously arranged for a special car park for those members of the clubs supporting our event. The area in question will hold around 500 cars, all of them Lotus', belonging to members of the Historic Lotus Register, Club Elite, the Historic Sports Car Club and the Lotus Seven Organisation. Other Lotus owners from branches of Club Team Lotus will also be included and this display on its own will be well worth a visit. These Clubs will obviously have more cars attending than the area will hold and so we are despatching stickers on a pro-rata basis, giving H.L.R. first priority for their 10th birthday celebrations.

This car park borders the main circuit entry road from the A20 and can be found on your right hand side leaving the Expovilion in the direction of the A20.

## IF YOU ARE CAMPING

Remember that if you would like to stay at Brands over the weekend and you have a caravan or tent, the usual facilities situated opposite the competitors' entrance will be available free of charge. Again may we remind you that, whilst caravans are usually "self contained", campers should note that only the site is available and the nearest essential facilities will be inside the track enclosures.

## David Piper

David Piper, one of our Celebrity Drivers at Brands has a distinguished motor racing career stretching over an astonishing thirty-one years. What is even more remarkable is that we are extremely fortunate our Club date did not clash with his still very busy 1985 programme of races! Taking part in his first event in 1954 (in an MG J4) he graduated to an "Empire" Lotus Mk 6 (750cc supercharged) in 1956.

That year he won the Leinster Trophy as well as events at Castle Coombe, Goodwood, Silverstone, Snetterton, the Rome G.P., and a race at Brands Hatch. His association with Lotus puts him in a rare class of Lotus drivers, having driven Elevens, 15's, (with 1½, 2 and 2½ litre engines), 16's (both F1 and F2 category Team Lotus Cars) and Type 20 (in an East German race in 1961 which he won).

David has fond memories of each of these cars. As he says himself "they were always competitive (if somewhat fragile) but they enabled me to race at a fraction of the cost of other cars current at the time."

David's lifetime of motor racing would fill a book. His record of successes cover three pages of closely printed foolscap alone! Since 1959 he has raced Ferrari (GTO, LM, P2 and P4) Porsche 908 and 917, Ford GT40 and Lola 770. As he went to print David had just returned from Pau where he had driven in a Super Sports event, and he has also confirmed securing sponsorship revenue for his car.





# CH WEEKEND

JULY  
28



A reminder to all aviators that the Brands airstrip facilities will be operating throughout our weekend meeting. Applications for the required Indemnity Form should be made as soon as possible direct with Brands Hatch (not our office!) either by letter or telex to Brands Hatch, Fawkham, Dartford, Kent DA3 8NG telex 96172.

## SATURDAY'S EVENTS

Club members should remember that their tickets entitle them to free entry to the circuit on both the Saturday and the Sunday. Practice sessions will start around 11am on the Saturday and will be of around 35 minutes duration or possibly two sessions of 20 minutes each with suitable time intervals. A special and short practice session for latecomers might be arranged for the Sunday. The official practice for the Celebrity Race is for 10 minutes only and this takes place immediately prior to the start of the event on the Sunday. (This race is over the Club circuit incidentally).

## CONCOURS ENTRIES

Entries for our Concours at Brands have been flowing in thick and fast since our first announcement. The display area will be on both sides of the road that leads from the Expovilion and Grovewood Suite to the main A20 entrance. The management at Brands Hatch has generously organised a flow system for the benefit of Concours entrants who wish to leave this area to take part in track events and then return to their allotted area afterwards. This arrangement has created huge headaches for the officials in charge of operations and should provide plenty of excitement for the spectators as well!

## OVERSEAS MEMBERS INVITATION

Overseas members planning to come to Brands should have despatched their written requests to our office by the time this issue is printed. However, any such members finding themselves in this country at short notice are welcome to telephone our office in the period leading up to the event so that these can be despatched to their UK address.

## LOTUS STAR



Mike Beckwith's successes in numerous racing and sports cars in the '60's were legion. Like other drivers on our Celebrity grid Mike will find himself up against adversaries who he no doubt still remembers very well! His first race was in 1960 driving a Lotus 11 at Goodwood. To his amazement he found himself in the lead and as he felt this wasn't quite the right thing to do he backed off and eventually finished second! Later he joined the Normand Team in 1962 driving the incredibly quick Lotus Type 23 sports cars. In 1963 he was teamed up with the late Tony Hegbourne, again driving the Type 23's with 1600cc twin cam engines. This was the year that Jimmy Clark also drove one of the Normand 23's in several races.

In 1964 Mike turned to Formula 2 also in a Lotus but switched to Brabham for the following season. He was back in the Lotus camp driving a Type 59 for the Mike Spence organisation for 1969 but later the same year made a temporary retirement. His last racing season was in 1972 when he drove a Citroen Maserati in production saloon events. Since accepting our invitation Mike has been hard at work securing sponsorship revenue for his car.

## GUNNARS CAMPAIGN

Our Brands weekend would have been much enjoyed by our popular driver Gunnar Nilsson pictured here during his last season of motor racing. Sponsorship revenue derived from the displays on the Celebrity cars will be split equally between Gunnar's Campaign and the Racing for Britain scheme.



We are most appreciative of the generous response from companies wishing to be involved. Already, two months prior to the event, we have received confirmation from:

Armstrong Patents:	Supplier
Guestair:	Team Lotus air freight agents
Olympus Cameras:	Team sponsor
Packhorse Crates:	Suppliers of special crates to Team Lotus
David Piper:	Celebrity Driver
Primark:	Peter Jopp
Stelux Clewley:	JPS watch suppliers
Wheels Trade Centre:	in association with Mike Beckwith
Zone Power:	Team Lotus suppliers

## LOTUS CARS TROPHIES

Lotus Cars are providing trophies for the first three places in the 'road legal' race for current Lotus' at Brands. If entries do not reach the required number and another event takes its place, the trophies will go to the first three in the current car category of the Concours.

## REDUCED PRICE TICKETS

Those members wanting reduced price tickets for their families and friends have produced a huge response. July 1st was the last date that application could be made although those with credit cards can always try a telephoned request during the week following.

## RACE ENTRY CLOSING DATE

The last date entries for the racing events can be received by the B.R.S.C.C. is Wednesday July 10th.

So if you have not already entered by the time you get this issue you have only a few days in which to comply.



Oldest vehicle on display in the Expovilion will be Bill Friend's Type 12, our very first single-seater. Bill has a remarkable collection of Lotus' and he is presently preparing his Type 78 (JPS Mk 3) to run in a track event. Our picture (above) shows the Type 12 at the time of its original announcement at Hornsey.

## HAPPY BIRTHDAY

Participation by the members of the Historic Lotus Register has been organised with the invaluable assistance of Vic Thomas. We are delighted to say that 1985 marks the HLR's tenth birthday and we were very pleased to have them accept our invitation to have their celebration activities over our weekend. Their members will be taking part in both the racing events and the Concours and several of their superbly maintained vehicles will be seen in the special car park reserved for such Clubs mentioned elsewhere in this issue.

## EVENTS START

Both Saturday's practice programme and Sunday's race timetable will open at 11.00 am.

## CONCOURS JUDGES (alphabetically)

Peter Brand  
 Lotus Cars (Quality Engineer)  
 Alex Clarke  
 Lotus Cars (Quality Manager)  
 Peter Day  
 Daytune (Lotus Dealership)  
 Ann Edwards  
 Club Team Lotus  
 Vic Thomas  
 Historic Lotus Register  
 Miles Wilkins  
 Fibreglass Services



**JULY  
27**

# BRANDS

## GREAT ATTRACTION!

**JULY  
28**



Cedric Selzer's immaculate Type 24 that was reviewed in our April issue will be on display in the Expovillon at our Brands weekend. Our Team's main stay for the first part of the 1962 Formula 1 season it was a car that Cedric originally built himself in our Cheshunt days when he was mechanic to the legendary Jim Clark. The lifespan of the Type 24 in those days was greatly extended by the privateers that purchased them, and they were still being run more than three years after the initial announcement.



Lotus Cars will be displaying their Concept Car in the Expovillon at Brands. This car of the late eighties took the motoring world by storm when first shown at the 1984 NEC Motor Show and is seen here with (left to right) Group Lotus Chairman David Wickins, the famed stylist Signor Guigiaro of Ital Design, Lotus Cars Managing Director Michael Kimberley and Ital Design Director Signor Gianola.

## LOTUS ROAD CAR RACE

A special note for owners of current "road legal" cars, is that such vehicles are deemed to meet the roll-over bar requirements as they are i.e., no additional roll bar need be added.



Any gathering of Lotus' from our past would not be complete without Lotus Cortinas in attendance. In the picture above Peter Arundell is seen leading Jimmy in 1-2 formation. At Brands we will be delighted to see Sir John Whitmore's Lotus Cortina that he drove to win the 1965 European Saloon Car Championship. It is presently looked after by his entrant from those days, Alan Mann. It ran in just seven races, won all seven and has hardly turned a wheel since!



Bill Friend's ex-Team Type 78 (JPS Mark III) that he plans to bring to Brands. Bill is seen driving the car at our Tribute to Colin parade at Silverstone in 1983.



Detlef Schwarz of Nürnberg Germany, has entered his "Seven" pictured here for our Brands meeting. It was the fastest of the road going cars at last year's Nürburging Lotus meeting equalling the time put up by a 1971 race prepared Cobra.



Brands Hatch has generously loaned the Expovillon to our Club in order to display various aspects of Lotus both historic and current. Lotus Cars will have their current range of vehicles on display together with the Concept Car and hopefully the prototype Microlight pictured here with Patrick Peal, its pilot on Open Day 1983.

Entry to the display will be free but visitors will be asked to give generously to the Gunnar Nilsson Campaign; the latter's Type 77 will be on display. This is the car loaned by Team Lotus to the Campaign back in 1978 and which thanks to the endeavours of Joe Rochester and the support of the Automobile Association has collected so much money for the Campaign in subsequent years.

One end of the Expovillon will be reserved for a video display also arranged by Brands Hatch and organised by Paul Meale of the London Car Club.



PETER WARR



JPSTL Team Manager Peter Warr first joined Lotus in Hornsey days back in 1958 after completing his National Service in the Royal Horse Artillery. His first event in a Lotus was in 1959 when he took part in a sprint at North Weald aerodrome in a 'Seven'. It was the first of many competition events

he was to enter, first in club races with the Seven, remaining true to Lotus in numerous national and international events that followed. During this period he drove a variety of Types such as 11, 18, 20, 22, 23 and 27. It was in 1963, driving a Lotus 23 that he won the Japanese Grand Prix and 13 years later collected the same trophy for JPS driver Mario Adnretti when he won the same race in 1976. Peter's last race was at Innsbruck (Austria) in 1964.

As Manager of Gold Leaf Team Lotus from 1970 to 1976 (inclusive) he helped guide the Team to three Constructors' and two Drivers World Championship titles. In 1977 he headed the Wolf GP Team and later the Fittipaldi Formula One Team before returning to JPSTL in 1982. Incidentally he first met his wife, Yvonne, when she also worked at Lotus in Cheshunt.



Mention of Mike Beckwith's exploits in the Type 23's run by the Normand team in this issue reminded us that Cedric Selzer will be bringing his immaculate version (seen above) along to Brands and it will no doubt be a centre of attraction as on past occasions.

Austrian Delights



The ever popular and incredibly quick Austrian circuit of Zeltweg will once again be the centre of action when the Grand Prix takes place there next month on August 18th.

Our memories of the circuit go back twenty-four years when Team Lotus dropped in to compete (at a non-Championship race) on the way back from the Italian G.P. at Monza in 1961.

Innes Ireland, who we will be delighted to have on our strength in the Celebrity Race at our Club Brands meeting this month, was our No.1 driver in those days and took a memorable victory ahead of (now Sir) Jack Brabham (who will be opposing Innes again in our Brands Celebrity Race!) and Jo Bonnier, with Jimmy fourth and Tim Parnell (now Manager of Donington Circuit) seventh in his Type 18.

Things were all far more relaxed in those far off days than they will be this year. For instance, part of

Inne's start and prize money in 1961 incorporated half a deer to help eke out the finances! From the military airfield used then, the circuit has become one of the most attractive in Europe with seating for over 30,000 and excellent vantage points for another 150,000 in the glorious countryside in which the 6km track is sited.

Race organiser Ernest Huppert is one of our keenest supporters, and keeps us regularly in touch with events at both the Austrian circuit and the other Grand Prix races with which he is connected. With the race held in a country well known for its excellent food and wine and warm hospitality, it makes a splendid opportunity for racing enthusiasts to combine their visit with a most relaxing holiday. For further information contact the ticket office at:

Austrian G.P. Kartenburu  
Osterreichringstrasse 2  
A8720 Knittelfeld

Elf, chosen for top performance.



Now every new Lotus rolling off the production line is filled with Elf lubricants, brake fluids and anti-freeze. This follows Lotus's decision in 1984 to make Elf totally responsible for all of their lubricant requirements.

The new owner's handbook further reflects this total confidence by recommending that Elf products are used throughout the vehicle's life.

Exhaustive tests by the Lotus Engineering Department found that only Elf lubricants were one hundred percent suitable for their vehicles in all the varied working conditions of everyday motoring.

For top performance - it's got to be Elf.





# JOHN MILES

Highly popular racing driver and personality John Miles will no doubt forgive us for publishing the fact his close association with Lotus goes back just on twenty years. He started racing in 1961, appropriately with a 1936 Austin 7 Nippy, a car that proved the basis of Colin's huge output of subsequent designs.

By 1966 John was in his first competitive Lotus, a lightweight Elan that he first drove at the Easter Goodwood race meeting of that year. Later as a fully contracted "works" driver for both Lotus Components and Team Lotus he drove Lotus Types 41, 41X, and 58, the Gold Leaf Team Lotus Type 47 coupe and its successor the Type 62.



With such consistent success and displaying a natural aptitude for setting cars up correctly Colin elevated him to Formula 1 status in 1969 driving alongside such stars as Graham Hill and Jochen Rindt. To John fell the dubious honour of being entrusted with our four-wheel-drive F1 Type 63 which he drove in the French, British, Italian, Canadian and Mexican G.P.'s of 1969. It says much for John's

character that he persevered with the car, where others simply turned their backs on it!

In 1970 he must have breathed a sigh of relief when he was allocated the Gold Leaf Team Lotus Type 49 for the South African GP in which he finished 5th. Then came the brand new Type 72 for his next Grand Prix in Spain. The year was 1970 and he was again teamed with the legendary Jochen Rindt. He was 7th at Zandvoort and 8th at Clermont Ferrand (French GP) before the tragedy at Monza when Jochen was killed. Sometime earlier it had become plain to John that his first priority in life was his wife Chris and two sons John and Jack. Events on that terrible day at Monza finally made John's mind up for him and he retired from Formula 1. Well almost! The following year (1971) he drove the 'works' BRM P153 finishing seventh in the Race of Champions but retiring at Hockenheim with engine failure. 1971 was a good year for John in sports cars; driving the 2 litre DART entered Chevron he won the RAC British Sports Car Championship. John finally hung his crash helmet up in 1973 (after the Paul Ricard 6 hours race) following which he joined Racing Services as a Development Engineer. From 1977 until 1983 he was assistant Technical Editor of the magazine Autocar and then had a spell as a freelance. Countless enthusiasts will have enjoyed his many easily read but highly informative road test articles ranging from exotic road cars to Formula 1 track tests.

Last year we were delighted to find John resident with Lotus again where he is now a Development Engineer (with the accent on chassis!) with Lotus Cars.

With his undoubted wealth of experience gained within the sporting and trade spheres of the motor industry his knowledge will be invaluable.



## CHANCE MEETING

Our Team's association with Olympus reminded your Editor of a meeting that took place some years ago. Returning from a motor race in the States towards the end of the sixties, a meeting in New York was arranged in between flights which went on later than planned. There followed a high speed journey to catch the flight home from J.F.K. and a slightly out of breath passenger thankfully found his seat just as the plane prepared for take off.

Always one to enjoy a quiet flight without the aggravation of a fellow passenger intent on chatting the night away, your Editor was delighted to find the person in the window seat was equally keen to enjoy some solitude. Presumably he slept occasionally, I know I did and it was only when breakfast was served some hours later that a polite "would you like some..." opened the first spasmodic conversation.

It was not until the plane started its approach into London Airport that the conversation turned to each others' occupations. On hearing that I was involved in motor racing my companion perked up a little. "Oh, that's interesting", he said. After further conversation about the sport I asked what my companion did for a living. "I'm in photography," he answered.

As we got up to leave the aircraft I asked if my companion would ever be likely to come to a

## CONCOURS STICKERS

Entrants of Lotus' marking our 32 years of automobile history, are most welcome to put them on display at Brands even if they do not wish to be judged for the Concours awards. Numerous people have contacted us saying they own a nice example of one or other of our many Types but do not feel their prized cars are in one hundred per cent Concours condition. To this we have said "Bring them along;" all they or you, have to do is remove your concours windscreen sticker once you are in position and then the Judges will know you do not wish to be judged. The main point of the display is to let all the attending spectators enjoy viewing our products past and present.

**But remember!** Keep your concours sticker in a safe place when you take it off so you can use it to regain your place (supposing you are appearing on both days) and also to re-enter the trackside area after any track parade you take part in.

## OLD TIMER

Incidentally whilst at Monaco Peter Warr met an ex-Hornsey Lotus employee who had worked there even earlier than Peter (who joined in 1958).

Merv Therripult was spectating at the race and was obviously much impressed by the changes to Lotus since his last contact in 1958. Merv remembered working on both the prototype single seater Type 16 and the development Elite.

race. "I'd like to—I'll give you my card and perhaps you'd let me know what your programme is."

At that we parted. Later that week my secretary was going through all the paperwork I'd accumulated on my trip and my companion's card was scrutinised. "My goodness," she said "How I wished I'd been with you—fancy meeting David Bailey!"

## RACE PROGRAMME

The day's programme will include the following events but not necessarily in the order shown. As we went to print receipt of entry forms by the B.R.S.C.C. were on the increase but it was still too early to list them. Due to the undoubted need to keep as many of the older cars and engines in one piece one or two parades might be inserted into the programme.

1. THUNDERSPORTS TROPHY RACE. 58 laps. Classes: A (over 2000cc) B (up to 2000cc.) C (Sports 2000 Cars.)

2. THE LEP GROUP FORMULE LIBRE CHAMPIONSHIP RACE. 20 laps. For unlimited capacity open single seaters excluding Formula Ford 1600 powered cars.

3. JOHN PLAYER CHAMPION OF BRANDS FORMULA FORD 1600 SERIES RACE. 10 laps.

4. POST-HISTORIC LOTUS RACE (ANY LOTUS FROM 1961-1975) 10 laps.

5. HISTORIC LOTUS RACE (ANY LOTUS PRE-1961). 10 laps.

6. LOTUS 7 AND CATERHAM 7 RACE (FOR MODIFIED AND ROADGOING MODELS). 10 laps.

7. ROADGOING LOTUS RACE (FOR ANY ROAD LEGAL LOTUS MODELS, EXCEPT LOTUS 7 AND CATERHAM 7's). 10 laps.

8. CELEBRITY RACE IN THE BRANDS HATCH ESCORTS XR3i's. 10 laps (Short Circuit).

## CLUB ACTIVITIES

Clubs supporting our Brands meeting have linked other activities into their individual programme over the weekend.

The Lotus Seven Club, that not only looks after members in this country but also those living on the continent, in the U.S.A., Australia and New Zealand will be providing numerous entries in the 10 lap "Seven" race. Combined with their trip to Brands the Club is organising a "mini" treasure hunt which starts from Farningham Public House, Farningham (near the circuit) at 10 a.m. on the Saturday. Additional prizes will be given to the oldest Seven driver, the unluckiest Seven, the most modified road car, etc.

The Club's Saturday programme is centred around the pub

in question and at 3 p.m. member's cars will drive in convoy to the circuit to watch the end of practice. That evening they will be having their Club dinner at the Crest Hotel in nearby Bexley followed by prizegiving.

On Sunday they will be meeting at the circuit early for bucket-and-sponge preparation as well as getting their race entries prepared for their own track event.

It all sounds as if they have a most enjoyable weekend in store. It has reminded your Editor of the good times he spent in a Seven when he used factory development vehicles as company transport back in the early sixties...with a daily 110 mile round trip in winter weather the best motor cycle garb was normal wear in those days!



Continued from Page 5

Whilst all this was going on, Mansell was quietly going quicker and quicker and eventually he also bumped Alboreto.

## GRID TIMES:

<b>1st</b>	AYRTON*	1.20.450
<b>2nd</b>	Mansell	1.20.536
<b>3rd</b>	Alboreto	1.20.563
<b>4th</b>	Cheever	1.20.729
<b>5th</b>	Prost	1.20.885
<b>9th</b>	ELIO	1.21.465

\*Ayrton's 6th pole position of the last six official practice sessions.

## WARM UP

Pre-race night saw a long job list of work to be completed. One car had been damaged, the spare car needed an engine change, as did Elio's car. It was decided to put the new EF15 in the latter as it required a lighter fuel load and also because both drivers reported a better response from the unit. Renault's Bernard Dudot asked us to think seriously about an oiling up problem they had found in their cars but which had not affected ours either here or at Imola. With a decision to go as we were, our feelings can be imagined when Sunday morning dawned and we found both Renault and Ligier had taken their new style engines out!

Then during warm-up Ayrton came into the pits with an oiling up problem, and Elio came in with oil leaking everywhere. In Ayrton's car we fitted a softer spark plug to the offending cylinder, but in Elio's case a rapid engine change was forced on us, which meant he would now have the older and thirstier unit for the race. So, surrounded by "posers and profilers", our crew had the daunting task of completing the change in the pits.

Then with just half an hour to go to the pit road opening, Elio's new engine refused to start. Bruno Mauduit (our Renault engineer) didn't hesitate. "Forget it", he said. "It's the mechanical fuel pump" (way out of sight down below).

Commissioning the spare car was easier said than done. One car was already set up for the Ricard test that would follow the end of the race, and the only spare he could use was Ayrton's! The scene that followed could only

be described as "huge action", as our crew rushed up and down the pit road, cars hastily shuffled around in the heavily overcrowded pit area, race numbers and seat changed, seat belts and pedals altered.

Then the pits caught fire! The heated tyre blankets to warm Ayrton's tyres had short circuited and immediately pungent acrid smoke went everywhere as the front tyres began to sizzle. With our mechanics eyes' streaming and being virtually unable to breathe, they now had to change the tyres and keep the Monaco fire brigade with their powdered fire extinguishers at a safe distance, the latter obviously viewing our container with 120 gallons of fuel sitting just six feet away with great alarm. Imagine the scene. Ayrton already complaining of understeer, and with an oiled engine to look forward to, now found his front race tyres were blistered and useless. Likewise Elio had lost his race car and was relegated to the spare he had complained about so loudly at Imola!

## THE RACE

By now the green go light opening the pit road had come on and that brought any complaints to an end. It was time to go. Then as the cars came onto the grid another blister was found on one of Ayrton's tyres and that had to be changed for a brand new one. Now he had to face a race start with cold front tyres and boiling hot rears.

When the race thankfully started at long last, Ayrton launched off on a blinder of a get-away with a car that had front tyres not up to temperature and the car bouncing him all over the road. Then as they warmed up the balance he wanted returned and he was able to turn his boost down. In a quite remarkable performance he then drew away at anything between 1/2 to 3/4 second per lap with Alboreto trying all he could to catch him.

Elio also made a great start and was up to 6th (from 9th) on lap 1. By lap 13 Ayrton's great performance out front was over when his engine let go. This let Elio move up to third behind Prost and Alboreto, and when the latter spun he began to haul in the race

# AYRTON AT WORK

A great inside cockpit view of Ayrton at Monaco, so clear you can see the digital read-outs. Note that Ayrton's steering wheel is turned ninety degrees to three o'clock.



leader. All through practice he had used his preferred steel discs, but now in Ayrton's spare car he found himself with the carbon fibre units that he didn't like as he felt they were inclined to go out of balance.

When Alboreto started his charge back through the field from his pit stop, Elio still had the measure of him, the Ferrari driver only chopping minimal amounts of time off that were not sufficient to catch our car. Sadly Elio found his brakes getting worse and he dropped back into sight of the charging Alboreto and from then on he sensibly drove to finish in

third place. He made one more attempt to keep up with Alboreto when he passed our car but quickly realised his brakes were not up to it and dropped back again.

A sad ending to a lot of effort. Just four points were our reward, but they were sufficient to keep both us and Elio in the lead for our respective Championships.

<b>1st</b>	Prost
<b>2nd</b>	Alboreto
<b>3rd</b>	ELIO
<b>4th</b>	de Cesaris
<b>5th</b>	Warwick
<b>6th</b>	Laffite

## CHAMPIONSHIP DATA AFTER MONACO

### World Championship Manufacturers

<b>1st</b>	JPS LOTUS	29	<b>4th</b>	Renault	12
<b>2nd</b>	Ferrari	22	<b>5th</b>	Arrows	6
<b>3rd</b>	McLaren	21	<b>6th</b>	Ligier	5

### World Championship Drivers

<b>1st</b>	ELIO	20	<b>4th</b>	Tambay	10
<b>2nd</b>	Alboreto	18	<b>5th</b>	AYRTON	9
	Prost	18	<b>6th</b>	Boutsen	6

### 1985 World Championship

<b>Races:</b>	16	<b>Events to date:</b>	4
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### Total Victories Since 1960:

LOTUS	74	Tyrrell	23
Ferrari	60	Brabham	21 (Bernie)
McLaren	44	Williams	18

### 1985 Winners

#### Constructors

<b>1st</b>	JPS LOTUS	2
	McLaren	2

#### Drivers

<b>1st</b>	Prost	2
<b>2nd</b>	ELIO	1
	AYRTON	1

### Tyre Battle: Goodyear:

4	Pirelli:—
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### Pole Position:

<b>1st</b>	AYRTON	3
<b>2nd</b>	Alboreto	1

### Fastest Laps:

<b>1st</b>	Alboreto	2
	AYRTON	1
	Prost	1

\*Almost at the same time the Belgian GP was "postponed" the good news that Brands had been awarded 1985 European Grand Prix status (with sponsorship by Shell) was announced. New York's G.P. has been cancelled.

## Monaco matters...

The Monaco kerbs are all given a new coat of white paint on race morning as numerous kerb hoppers in practice leave them totally black by the end of practice.

From Monaco Peter Warr telexed the Team's warmest thanks to our home based staff for their grand effort in producing the fourth car on time. Not only did it run without a hiccup, but it also took pole position on its first outing.

The last three laps of the race were really very slippery with the

specks of rain mixed with the large quantities of oil pouring from Prost's gearbox - two more laps and it would have been all over for the Frenchman.

The winning McLaren weighed in at 542 kilos at the end, which surely points to only minimal fuel remaining?

VIPs with us on our Monaco trip were the Chairman of Olympus (Germany) and Managing Director (Olympus UK), Brian Wray and Peter Dyke of Imperial, Hazel Chapman and Fred Bushell.

## CELEBRITY DRIVERS

Those already confirmed are (alphabetically):

Bill Allen	Les Leston
Chris Barber	John Miles
Mike Beckwith	David Piper
Sir Jack Brabham	Jack Sears
Innes Ireland	Peter Warr
Peter Jopp	Sir John Whitmore



# AMSTERDAM CONFERENCE

Lotus Cars Dealer Conference in Amsterdam provided guests enjoyable relaxation intermingled with the serious business of the Conference itself. Speakers were Lotus Cars Managing Director Michael Kimberley, Sales Director Terry Clarkson, After Sales Manager Colin Gething as well as representatives from Lotus Cars advertising agency, The Sales Promotion Agency.

The main event, of course, was the Conference itself which outlined plans and programmes for the next exciting Lotus year. The Conference and other functions took place at the Marriott Hotel situated in the heart of Amsterdam and the event, which was spread over 4 days included not only the Conference but visits to Lotus' Dutch Importer to see their fine museum and of course visits to famous Dutch landmarks and bulbfields and naturally included plenty of opportunity for relaxation, etc.



Lotus Cars Managing Director Michael Kimberley, introduces the serious business of the Conference held in Amsterdam.



Well known actor Gerald Harper acted as Master of Ceremonies.

In this picture taken at the Conference Dinner, is John Loynton (centre) of Lotus Dealers Yardley Wood Service Station, Birmingham, Pat Thomas (Kelvedon Motors, Spalding) and (back to camera) Fred Davies of Automobile Workshop Richmond).



James Steventon (Colmore Depot) with Mrs Chris Tofts (Marshall Group) and Ken Steeley of H A Fox Torquay.



David Berisford of British and Guernsey Garages Ltd enjoys his birthday celebrations at the Conference and thanks Terry Clarkson (far right) for his cake.



A group of Lotus Dealers at the Rijksmuseum.



Lotus Cars Sales Director Terry Clarkson, outlines the Company's future sales programme.



SPA REPORT

# A SAD AFFAIR



Anyone who might have thought the Belgian Grand Prix postponement gave our crew a chance for some relaxation will read otherwise in the accompanying interview with Team Manager, Peter Warr.

The last minute *postponement* of the Belgian Grand Prix was, in view of the dreadful track conditions prevailing, a sensible decision to take, but one that overall did little to enhance the name of the Sport.

It is a circuit second to none for sorting the men from the boys and is much looked forward to by both countless enthusiasts and the teams taking part.

No doubt you will have read the media reports of the events leading up to the race organiser's decision. We thought Peter Warr's verbatim inside view of the affair would give a clearer picture of how it affected our Team over the three days, and we interviewed him upon his return to Team Headquarters.

PW: "The situation was that the problems we faced were to do with the EF15 engines of which we only had two. One started in Ayrton's race car and the other two cars were built with 'Q' engines installed. The second problem was that Ayrton had not driven at the circuit before so in addition to having to get fuel consumption data on his race engine, he had to practice his 'Q' car and get qualified. Because its a long lap at Spa, nearly two minutes of course, you don't do so many laps so it becomes quite a pressure meeting in a different way from Monaco.

## ELIO'S DELIGHT

Elio loves the place, thinks it's the most fantastic circuit. He was straight away very quick, and we got through most of the work in

the morning session that we wanted to do. Ayrton was busy testing his 'Q' car, learning the circuit, changing to his race car, getting fuel consumption data, changing back to his 'Q' car and getting ready for qualifying. Elio ran some aerodynamic tests and so on during the morning. Then when qualifying came, because Ayrton's car had quite a bit of work to complete, it wasn't ready to go out straight away, but he went out reasonably early along with Elio.

Elio was fastest and stayed so for quite some while; at this stage we were looking closely at our competitors, particularly Ferrari and the McLarens. Lauda for some reason chose two sets of race tyres to qualify on and Prost had one set of race and one set of qualifiers. We picked two qualifiers, the Williams had picked two qualifiers but they were really only good for one lap and even then the last couple of corners were a bit dodgy. It developed into a sort of struggle between the Lotus and the Ferrari and then Ayrton came right into the picture with a fantastic lap to be third quickest on his first visit to the circuit.

Alboreto just pipped us and we were all waiting for Prost who had blown two engines in the morning; then he blew another one in the practice in the afternoon, so he was 25th on the grid and not in the picture at all. Everyone was saying at that stage that the circuit was quite good at the beginning of practice, because it had been swept at lunchtime, but by the end it was getting a bit "marbly" and breaking up in places. Then on the

Saturday morning (the circuit had been hastily repaired overnight) it was obvious, looking at the places where they had repaired it, that it wasn't going to hold up. There had been the hope that the quick-drying cement underneath would do the trick and they'd coated it on top with tar and sand. They started practice on time, with Derek Ongaro, the Safetey Delegate from FISA, standing down on one of the corners watching the situation, and after five minutes it was obvious the practice was going to be stopped. The difference in times was that a "dry pole" was 1.56. Last year in the wet practice Cheever had been fastest at 2.25 and Elio was fastest in the first quarter of an hour of this practice with 2.20, so it was nearly a wet time in the dry! In order to find some grip he was driving round the outside of the broken up pieces, which were themselves getting worse because people who were driving on the broken up pieces were scattering their marbles over the pieces that weren't breaking up. Practice was red flagged and there followed a day of talks and counter talks, proposals and then counter proposals, and the drivers were very vociferous about it being too dangerous to continue; I believe quite rightly so.

## VISORS BROKEN

Piquet told me that he had had his visor broken in two places in the morning and Alboreto had a visor broken by a flying stone. You're not talking about Detroit and 85 mph, you're talking about an average speed of 215 kilometres an hour, so it is a very daunting and

different prospect altogether.

The stewards met and there were various proposals. The people who put the surface down had made the unfortunate, as it turned out, error of putting out this glowing press release about how wonderful it was and how it was the best thing since...and how no situation like Detroit could possibly happen again. Of course they got caught completely because it hadn't had time to cure. It is also on a bed of something which allows water to drain through it so that the circuit wasn't dangerous in the wet, and it was this bed that the top surface hadn't adhered to.

It wasn't just that you could pick out individual stones, you could actually pick up pieces and peel them back like a carpet, and I think that what happened was that the cars rucked it like a carpet and then it started coming away. So the stewards went on meeting and meeting and the drivers certainly wanted the race cancelled, but they didn't talk of a boycott. They just wanted wise counsel to prevail. Bernie's view as the promoter quite rightly was that, if a man says he can jump off a roof and survive, at least you've got to give him the chance to try; the man who laid the surface said that they were prepared to work all night to put a seal over the top surface and then it would be all right. It would be guaranteed he said, but as Ayrton said, if you're prepared to give that guarantee, are you also prepared to give the guarantee that you can stitch me back together again when I've been cut in half as a result of an accident?



The lost weekend. A huge effort by the workers at Spa eventually came to nothing.

# SUBSCRIPTIONS

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

Send to: Club Team Lotus, Ketteringham Hall, Wymondham, Norfolk NR18 9RS. Tel: Norwich (0603) 811662.



## NO SHOUTING

But it never got very beady-eyed. There was no shouting and that was quite surprising because I think what really happened was that every team had drivers, or at least one driver, who simply said "this is a stupid situation". And I think the drivers were the only people who could make the decision that it wasn't. The stewards could only make the decision that it wasn't. The stewards couldn't make the decision that it was safe to race because they were not driving.

The drivers then got worried because they felt that if the man was allowed to resurface or do the resealing job overnight and they tried it on the Sunday morning and it still wasn't right there would be 30, 40, 60, 70,000 spectators! How could you then cancel it? They would then be put in the position that it was going to have to take place anyway. So in the end the stewards decided that the

at the yellow book and found that they didn't have the power to cancel! They only had the power to postpone it, so they postponed it.

I have to say from my point of view that if they had said the race was to go ahead I was going to put the cars in the truck and bring them home anyway, even if it meant huge fines, because there was no way that the situation as you could see it made any sense even talking about.

## WHAT WILL HAPPEN NOW?

Now I have to also say that what is terrible is that if we're three millimetres too high or too wide or if we're two kilos underweight, it's a life or death job. What's going to happen about the people who didn't comply with the rules about circuits which say that they have to be inspected 60 days before? What allows them to resurface it between the 60 day period and the race period and out the whole

recompense the spectators, many of whom didn't just buy tickets but took annual holiday and travelled miles to see the race?

Also let us spare a moment to think of the poor mechanics. If you take Chassis 97/4, the spare car, for example, it had a qualifying engine for Ayrton the first day. He wasn't very happy with it so it had another qualifying engine put in on Friday evening, which never fired a shot in anger because there was no practice. It then had the race engine put in it, that also never fired a shot in anger, so altogether the spare car had three engines in and it ran 60 miles.

Now the lads have got to pull the present engine out again and put another one in for Montreal!

AF: How many cars are you taking to Montreal?

PW: Three

AF: Leaving Chassis/1 at home?

PW: Yes. Chassis/1 is now the R & D car.

Incidentally, the bodywork on our cars had been badly damaged during their restricted running and these had to be replaced before departure to Montreal the following Sunday.

All told, a sad ending to an equally sad week in the Belgian sporting world.



# The Club's Special Offers...



### New Club Sweatshirt

The Club's new his and hers style sweatshirt is in polyester cotton with a brushed liner finish, and with the Club name embroidered (not printed).

Adult sizes:

XS	S	M	L	XL
34"	36/38"	40"	42"	44"
86cm	92/98cm	102cm	107cm	112cm

PRICES:

	U.K.	Europe	Worldwide
Members:			
Non-Members:	£10.20	£11.25	£12.70
	£11.20	£12.25	£13.70



Many member's children enjoy involvement with our Club and here's the oppor-

tunity to ensure they match up to mother and father as the family dashes off to their next motor race. Children's T-shirts are also in 100% pre-shrunk English cotton and are golden yellow with the Club name in black.

Sizes: 26" 28" 30" 32"  
66cm 71cm 76cm 81cm

PRICES: Remember prices are VAT free.

	U.K.	Europe	Worldwide
Members:	£2.99	£3.25	£4.70
Non-Members:	£3.75	£3.95	£5.45



### Heavyweight Anorak

Our heavyweight anorak is filled with 4oz (113 grms) polyester thermal insulation and apart from the display, is exactly the same as those issued exclusively to the John Player Special Team Lotus members.

Sizes:

XXS	XS	S
34"	36"	38"
86cm	92cm	98cm
M	L	XL
40"	42"	44"
102cm	107cm	112cm

PRICES: (Heavy anoraks)

	U.K.	Europe	Worldwide
Members:	£37.40	£37.95	£40.50
Non-Members:	£41.00	£42.00	£44.00

### Club Ties

The blue Club Tie (below) (for members only) is made from crease proof 100% polyester with the words "Club Team Lotus" jacquard woven in yellow/gold on the tipped blade.

PRICES:

	U.K.	Europe	Worldwide
	£5.50	£5.85	£6.00



The Club's cloth badge which comes on our race driver style hat can be obtained separately. It measures 3" across (77mm) and is gold on a black background.

PRICES: (for members only)

	U.K.	Europe	Worldwide
	£2.10	£2.20	£2.65

The Club Keyfob with Club badge costs:

Members:	£2.05	£2.45	£2.95
Non-Members:	£2.30	£2.75	£3.00

The small self adhesive Club badge (1 1/4" or 2.7cm) can also be obtained separately.

Members Only:

	£0.82	£0.95	£1.25
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### CLUB GEAR KNOBS

The Club Team Lotus Gearknobs in either wood or leather are a smart and attractive exclusive extra for your car (with a universal fitting) but tell us if it is for your Porsche as these require a special fitting!

PRICES:

Gear Knobs (Wooden)			
Members:	£2.75	£2.85	£4.40
Non-Members:	£3.10	£3.25	£4.80
Gear Knobs (Leather)			
Members:	£3.10	£3.30	£4.75
Non-Members:	£3.45	£3.70	£5.15



### Club 'T' Shirts

The His and Hers Club T-shirts are 100% pre-shrunk English cotton and are golden yellow with the Club name in black.

Sizes are:

Adults:

XXS	XS	S
34"	36"	38"
86cm	92cm	98cm
M	L	XL
40"	42"	44"
102cm	107cm	112cm

PRICES: (Adult sizes)

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

## BACK NUMBERS LOTUS WORLD

Our first issue was printed in April 1982 since when circulation has gone from strength-to-strength. Reprints of Back Numbers still only cost £1.25 each and many new subscribers have been ordering the previous year's 12 issues. Don't forget to add postage charges to your orders which are as follows:

Copies	U.K.	Europe	Worldwide
1	.18	.35	.72
2	.22	.45	1.07
3	.28	.54	1.49
4	.34	.64	1.91
5	.40	.74	2.26
6	.52	.95	2.68
7	.59	1.05	3.03
8	.66	1.15	3.38
9	.86	1.54	3.80
10	.86	1.54	4.22
11	.86	1.54	4.57
12	.86	1.54	4.99

Our first issues (April '82 to April '83 inclusive) were 16" x 11 1/4" (40.7cm x 30cm) our present 16 page format commencing with the May 1983 issue.

## PRICES INCLUDE EVERYTHING!

All the prices shown in this brochure are complete with no extras to add on! They include packing and postage charges together with VAT. For overseas despatch we endeavour to use the quickest possible service but in some cases weight or bulk compels the use of surface or small parcel rate. If you do not have an order form just write to us but please be sure to give us the required information so there is no confusion and subsequent delay. Just send us your name, full address and postcode together with your cheque or credit card number. If it is

by credit card you wish to pay please include its expiry date (Access, American Express, Barclaycard, Diners, Visa). Then use the name of the item (shown by the heavier style lettering) and give us the size (if applicable) that you require. If you find you have ordered the wrong size, just send the item back to us detailing your next choice and we will send the replacement item to you by return. Send to: Club Team Lotus, Ketteringham Hall, Wymondham, Norfolk, NR18 9RS. Tel: Norwich (0603) 811662.



# CONCOURS ENTRANTS



▲ Terence Hayman has entered his Caterham Jubilee Super Seven Series 3 for our Brand's Concours.



▲ Norwich resident and ex-Lotus man, Roy McGregor's 1972 Elan Sprint was entered for our Open Day Concours on June 16th. The car seems fated as it has been both written off and rebuilt twice! It was spun and rolled in 1973 and four years later a lorry drove into it.



Mr Guild who lives in Holland, has entered his 1965 Elan S2 (seen here ▲ at the Belgian Zolder Circuit) for our Brands Concours.

Another entrant for our Open Day Concours was Mr H Estall from Dulwich in London with his 1973 Elan +2. Mr Estall purchased the car in 1979 as the third owner and in 1982 had it resprayed in its original metallic purple by Lotus Cars Service garage. The latter also retrimmed it entirely as well as providing the car's regular service maintenance. ▼



Lowestoft resident James Brown entered two cars for our ▲ Open Day Concours. As member of the East Anglian Lotus Club he runs the 1968 Elan S4 SE Drop Head Coupe and the 1978 Eclat 521 seen above.

In 1972 Lotus produced 100 Commemorative Europas in JPS colours and numbered them accordingly. This one, owned by Mr A S Booth of Reading Berkshire, was numbered 17 and was entered, as on three previous occasions in the past for our Lotus Open Day. ▼

