

Lotus World

The official newspaper of Club Team Lotus and Lotus Cars Limited

1984 LOTUS WEEKEND

At the first of what is hoped will be many similar events in the future, the majority of Lotus main and service dealers in the UK attended what has since been described as a resoundingly successful 1984 Lotus Weekend at Stratford-upon-Avon in May. Accompanied by wives and senior executives, our dealers enjoyed a weekend event that was designed around a dealer conference centred on the new Lotus image that will take us successfully into the competitive automobile markets of the world. For relaxation our guests enjoyed a reception buffet, a boat trip down the Avon river and a Gala Dinner on the Saturday evening.

Most important of all in a weekend crammed full of new marketing ideas, our team of directors, led by Deputy Chairman Alan Curtis, was greatly impressed by the atmosphere of enthusiasm and co-operation that followed the presentation, for it is our dealers' continuing competitive and professional approach that ultimately plays such a large part in our future prosperity.



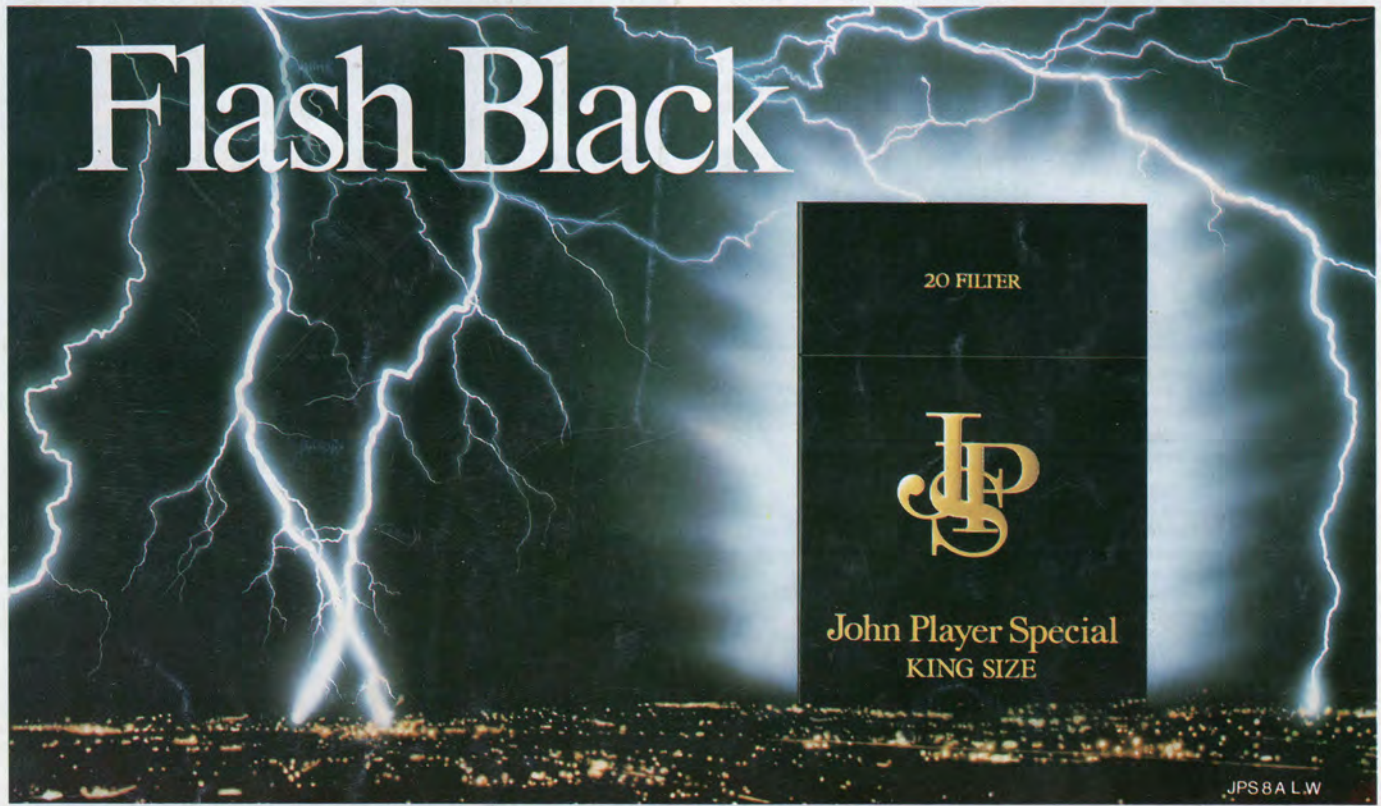
The Lotus Conference at Stratford-upon-Avon.

Abroad our racing met a mixture of fortunes in the first two European Grand Prix of the season

but Elio came through with valuable 5th and 3rd places, which put him into a strong third place in the

World Drivers Championship with three-quarters of the season left.

Flash Black



MIDDLE TAR
As defined by H. M. Government

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

Belgian Grand Prix Report

TWO POINTS

The first two events of the European season being only one week apart, our transporter left Ketteringham Hall loaded to the gunwales with extra spares and running gear, the few days separating the Belgian race and the start of Imola practice being the cushion for any additional bits and pieces to be made and flown out.

On board were three chassis (JPS 95T/1, 2 and 3). New car JPS 95T/4 had just completed 900 miles of running in Imola testing the previous week (in Elio's hands) and was completely stripped down in our Race Shop awaiting a further test programme. Chassis number /3 was allocated as Elio's race car, /2 as Nigel's and 95T/1 primarily the spare car for both drivers but down for Elio's sole use in the two days practice.

With the Spa Francorchamps circuit being used last year, the time gap since we had last raced at Zolder was too great for our previous records to be of much use. In addition our two day, pre-race test (with Nigel two weeks previously) had not produced much to go on. It had been first and foremost a Goodyear test period and day one, when we could have accumulated valuable data, was spoilt by an engine that was not up to standard. With engine installation times of around five hours plus, this ruled out fitting another unit before running terminated and, although a change was made that evening, the following day was devoted entirely to trying various tyre compounds. In addition, the combination of track surface/weather/temperatures, whatever, saw to it we were never quite "on song".

Team Plan

Our plan for Zolder was for Elio's race car (JPS 95T/3) to clock only limited mileage in the initial stages of practice and then to park it until race day. High boost conditions are not for race engines, so the spare car was to be the *mule* for Elio's Friday and Saturday qualifying. Nigel's race car was to have a qualifying engine throughout both practice days and, if all went well, the first engine change on his car would take place on pre-race night.

The first untimed session saw Nigel obtaining data from back to back testing of cold versus standard temperature fuel in full and half full tank conditions on various compounds of tyres.

Only 15 laps of running saw a Nylos grease retaining seal on one of Elio's rear uprights expire on his race car and he started to try his spare car, which caused a delay when first gear hid itself. Nevertheless, the end of the 1/2

hour session saw him on pole, with Nigel well-placed in 6th spot.

Untimed Session:

1st.	ELIO	1.17.056
2nd.	Prost	1.17.374
3rd.	Piquet	1.18.041
4th.	Cheever	1.18.174
5th.	Lauda	1.18.245
6th.	NIGEL	1.18.572

Qualifying

Our estimation that pole would be in the high fifteens seemed justified when Warwick opened up the afternoon's qualifying period with a 1.16.9 on soft race tyres. Nigel recorded a promising 1.17.4 which was 3/4 of a second quicker than his previous best in tyre testing and this was accomplished using the lower boost KKK turbo chargers. Zolder saw Elio's turn for the high boost Garrett turbos. Garrett have still to get their production line into full swing to enable both cars to be so fitted; if such a shortage seems a little strange, remember that with Ligier on the list of Renault customers a total of 16 Garretts are needed at each event for both race and practice engines.

Elio's first run was spoilt by traffic and eventually both cars went out towards the end of the session for their all-can-do attempts. As both cars disappeared from sight, a Williams blew its turbo depositing oil all over the road at the chicane. When Nigel came into sight, he was more off the road than on it, his team mate's car going through in a series of huge fish-tails as Elio attempted to keep it on the island and we considered ourselves fortunate that neither driver had cause to add to the list of spares wanted for this race and Imola beyond. The damage to both times had been done, Nigel moving up only to fourth and Elio dropping to 5th on what, without the spilt lubricant, would have surely seen us up front.

When official times were published it was interesting to reflect that the now commonly expected McLaren superiority from the first two races had lost its dominant edge and, likewise, Rosberg was down in 12th spot. Ferraris were about usual and poor Tambay was six places behind his "No 2".

Friday Qualifying

1st.	Warwick	1.16.311
2nd.	Prost	1.16.587
3rd.	Piquet	1.16.604
4th.	NIGEL	1.17.433
5th.	ELIO	1.17.705
6th.	Arnoux	1.18.017

Saturday

Events really livened up the following day, Keke making his

APRIL 29th

BELGIAN

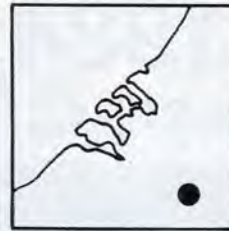
Zolder



WINNER:

Alboreto

FASTEST LAP: Arnoux 1.19.294



Location:
50 km South of Aachen, 50 km South East of Leige

point with a time that was a hefty nudge on pole position. Alboreto also came up from a lowly tenth to second place, thereby giving an indication of what was in store for the following day. It was said that Ferrari's change of fortune had come about when the electronic fuel management system they had used in Rio and South Africa went in the dustbin, whispers around the paddock suggesting quite strongly they had a full 1000 horsepower on tap for qualifying.

Our cars practised race set-



Elio kept his pit crew on their toes throughout the race particularly when he ignored the "In tyres" signal.

Final Qualifying

Derek Warwick again set the cat amongst the pigeons by an opening 1.15.6. In reply Rosberg clipped this to 1.15.4 to be followed by Arnoux's 1.15.3. Then like a flash of lightning that came out of the blue, Alboreto staked his claim on pole position with a 1.14.8 which was nearly a second quicker than the skirted car pole time of 1982 (Prost's 1.15.701) and left little doubt as to who would now stay on the front row.

Elio's initial run was a 1.16.2 (one and a half seconds quicker than his previous best) and he returned to the pits in a quietly confident mood saying he still had something to come. Renault was trying a new scheme of piping for the waste gate, which appeared to hold a distinct advantage over our own performance and after it was shown to be better on Warwick's car, Elio's engine was modified accordingly. Elio's second run was a real flyer which would have been around a 15.2 and good for the front row but Palmer's car decided to have a turbo fire en route and the thick cloud of smoke that drifted across the track reduced visibility to nil and poor Elio was forced to lift off for an instant, not knowing what lay the other side, and this dropped him four places.

Nigel was quicker by 7/10th but such was the pace of the front men this merely saw him drop to 10th place.

ings in this initial running period with full fuel tanks on various compounds of tyres to enable a decision to be made as to whether we would stop for tyres in the race or go straight through without a change.

Unofficial

1st.	Rosberg	1.16.344
2nd.	Alboreto	1.16.968
3rd.	Piquet	1.17.273
4th.	Winkelhock	1.17.479
8th.	ELIO	1.18.379
19th.	NIGEL	1.20.405

McLaren's situation seemed to worsen as time went by with only eighth and fourteenth place to show for their efforts, the latter time (registered by Niki) coming from his previous day's running. If engine changes are your particular delight, then Brabham was the team to follow at Zolder - they blew the staggering total of nine! However, we had no time for complacency - our nearest rivals for the overall race victories title were both on the front row.

1st.	Alboreto	1.14.846
2nd.	Arnoux	1.15.398
3rd.	Rosberg	1.15.414
4th.	Warwick	1.15.611
5th.	ELIO	1.15.979
10th.	NIGEL	1.16.720

Preparation

Saturday night saw two engine changes; the spare car needed a race engine fitted, as did Nigel's race car but Elio's was up to scratch and was left where it was. The tyre selection for the race could not be resolved as the news from Goodyear was that more were being flown in from Akron of a type we had previously used in tests, but which had not been available at Zolder. As it turned out, only rears were in the shipment, which meant that if we used them, we would have to make a calculated guess as to which were the best fronts to put with them.

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The JPS Roadshow is now touring the country so this is your opportunity to see a JPS 94T and JPS 92 close up if you have not already done so. The JPS 94T is chassis number 3 and the JPS 92 is the one and only version of its type campaigned by Nigel in the opening half of last year, first as the "active" car and then converted to standard suspension (as depicted on the Show car). The Roadshow continues to October so there should be a date and place to suit everyone, and you are advised to check event dates with the show organisers. Last year's similar programme was judged a great success but snags are likely to occur outside our control so don't blame us if the car on show isn't a 94 or 92. Last year a streaker jumping from one side pod to the other on the car caused two thousand pounds worth of damage which meant the car had to be exchanged for an older version in the middle of one event and which produced telephone calls and letters from disappointed enthusiasts who felt we should have deleted a car from our race programme! The two cars are being displayed at events separate from each other and dates and venues are as follows:

Events at which the **JPS 94T** will be on display are:

Surrey County Show, Guildford	May 28
Bath & West Show, Shepton Mallet	May/June 30-2



The JPS 94T which is currently on tour around Britain.

Gt. Weston Air Day, Weston-Super-Mare	25-26
Bristol Harbour Regatta	28-29
Royal Lancashire Show, Witton Country Park, Blackburn	July/Aug. 31-2
City of Manchester Show, Platt Field Park	Aug. 3-5
United Counties Show, Nant-y-Ci, Carmarthen	9-10
Anglesey Show	14-15
Hartlepool Show	18-19
Pembrokeshire County Show, Withy Bush Estate, Haverfordwest	21-23

SHOWTIME!

Blackpool Pleasure Beach	24-30	Liverpool Street Station, London	24-29	
	Sept. 1		July 1-6	
Dorchester Show	15-16	Holborn Station, London	12-21	
Newbury Show	19-22	World Wine Fair, Bristol Exhibition Centre	26-28	
National & World Ploughing Championships		St. Helens Show, St. Helens	July/Aug. 30-4	
Nottingham Goose Fair	4-6	Tyneside Summer Exhibition, Newcastle	Aug. 5-10	
Events at which the JPS 92 will be on display are:		Glasgow Central Station	12-17	
	May 4-5	Edinburgh Station	19-24	
Newark & Notts Show, Winthorpe Park	19-20	Glasgow Queen St. Station	25-26	
Biggin Hill Air Show	23-24	Town & Country Festival, Stoneleigh	Sept. 3-7	
Staffordshire Show, Weston Road, Stafford	26-28	London Bridge Station	10-14	
Expo 84, National Exhibition Centre, Birmingham		Euston Station, London	17-21	
Arndale Shopping Centre	May/June 30-2	Newcastle Station	24-28	
	June 7-9	Victoria Station, London	Oct. 1-5	
South of England Show, Ardingly, Sussex	10-15	Manchester Station	7-12	
Waterloo Station, London	17-21	Brighton Station	Motor Show, NEC, Birmingham	17-28
Royal Highland Show, Ingliston, Edinburgh				



Nigel's 1983 season JPS 92.

Royal Cornwall Show, Wadebridge, Cornwall	June 7-9
Three Counties Show, Malvern, Worcs	12-14
Lincs AG Show, Grange de Lings, Lincs	20-21
Sale of Sales, Picketts Lock	23-24
Brighton Motor Show, Western Lawns, Hove	27-30
Royal Show, Stoneleigh, Kenilworth, Warwicks	July 2-5
International Air Show, Middle Wallop, Stockbridge, Hants	7-8
Gt. Yorkshire Show, Harrogate, Yorks	10-12
Scottish International Air Fair	14
JPS British G.P. Brands	18-22

More than 100 members of the East Anglia Branch of the Institute of Marketing visited our factory recently for a presentation of the Lotus story. The photograph shows Terry Clarkson, our Sales Director, describing the exciting features of an Esprit Turbo to Branch Chairman James Kirkcaldy following which there was a guided tour of our production facilities and a slide show.



Again the engine changes meant additional time was required for *dressing* each unit and it eventually turned into a boggling nine-hour marathon before they fired into life. The poor McLaren lads got to start-up time around 11 pm with their new engine for Niki and, as it fired up, it also blew up and they had to start the whole exhausting procedure all over again.

Both our drivers settled for what turned out to be the same tyre set-up as Ferrari and Williams, with hard "C"s on the left side and soft "D"s on the right, using the rears that had just been flown in. Race warm up came and went, Alboreto staying in front (1.17.765), with Nigel sixth (1.19.748) and Elio 8th (1.20.217)

The final precise countdown started spot on the 40 minutes mark prior to the start, with the cold fuel transfer, ice jacket fitting and all the other procedures involved. In the middle of all this Elio changed his mind on tyres; he had found too much understeer for his liking in the two laps he had just completed and went for the earlier construction rear tyres in "C" compound.

Straight Through

As for tyre life it was decided that on the facts accumulated we would be able to go through non stop; the Goodyear technician allocated to our Team agreed with this, although his colleagues shook their heads.

When the green light flashed on, Elio found himself in a three-cornered struggle with Winkelhock and Arnoux, our Italian holding onto fifth place and the ding dong only ended when Arnoux pulled in for tyres. As the little Frenchman was using the same compounds as Elio, our Goodyear man rushed off to check the condition of the tyres that had just been removed and came back shaking his head. "No way will Elio's last", he prophesied.

No such problem affected Nigel. He had been 15th on lap one and only a short distance into the race came into the pits reporting that he had gearbox problems. After a cursory examination, his car was pushed away with the clutch having failed from excessive heat due to slipping.

Consistent

Elio's consistent lap times continued, his Engineer Tim Densham keeping a close watch on them so that any deterioration of speed heralding tyre problems could be properly catered for by his pit crew. With over 30 laps left to run, our Goodyear man convinced us Elio's tyres would not last the distance and out went the "IN-TYRES" pit signal. For three laps the sign hung over the pit wall but no response came from Elio, so it was clear that he was confident all was well.

Then he began to catch Piquet, which looked good until

it was clear that Nelson was in trouble and then the picture changed as his tyres went off and Bellof's non turbo Tyrrell cheekily caught our car. For a time Elio had his work cut out to keep the other car behind him but fortunately for us, the Tyrrell team soon had their own problems to contend with; Bellof's tyres were able to last out the distance but he had to take on water ballast before the flag fell to prevent disqualification so he was the one to come into the pits!

With the pressure off, Elio sailed home to fifth place and two valuable World Championship points. It was not an effortless drive by any means, as could be seen when Elio returned to the pits after his slowing down lap. Lying full length on the floor, he complained of stomach aches and pains, his legs and feet giving muscular spasms and twitches. "The hardest race of my life" was how Elio described it later. Perhaps he was thinking ahead to his home race of Imola where it was Nigel's turn for the Garretts?

Results

1st.	Alboreto	4th.	Rosberg
2nd.	Warwick	5th.	ELIO
3rd.	Arnoux	6th.	Bellof

Fastest lap:	Arnoux	1.19.294
1982 Fastest lap:	Watson	1.20.214

Musings

Our cars' overall performance was still a mystery in the week following the race. We had the same hard Goodyear compound of the Goodyear cars that finished in front of us. Mechanically, the cars were right up to standard but both our drivers complained of lack of traction in medium speed corners.

Our friends at Renault are prone to worry about our fuel consumption/boost ratio. They rely on on-board car radios on their own cars giving them precise consumption figures which are combined with the on-board digital read outs for the drivers to study. We have none of this gadgetry but rely on the fuel consumption check system we have relied on over the years; we finished the race with 4½ gallons remaining.

We certainly weren't short of horsepower but then nor was poor Tambay who didn't settle down the whole weekend and never got to grips with his car's handling characteristics.

A number of people have queried why Rosberg was still classified as fourth, although he didn't cross the finish line. This was because Elio crossed the finish line immediately after Alboreto had taken the chequered flag and therefore Elio was waved off as finishing in the position he was holding at that precise moment and was unable to pass the stricken Williams *under race conditions*. If he had passed the finish line before the flag went out, he would have done one more race lap thereby passing the Williams and taking fourth place.



"Well the tyres lasted, didn't they?"

FILM NIGHTS

Paul Meale of the London Car Club has supplied dates and programmes of their film nights that take place at the Packhorse and Talbot pub, 145 Chiswick High Road, London W4. All tickets are free but as the Club's extensive video and film Archive relies entirely upon donations to cover it's running costs financial contributions are very welcome.

June 7th and 14th

Uncrowned Champions (Grand Prix 1970)
Le Mans (Triumph Spitfires)

Mountain Legend (Targa Florio 1965)

July 5th and 12th

House of Stewart (Jackie)
The Hardie Ferodo 1968
Le Mans 1954
Wheelspin (BRSCC 1961)

August 2nd and 9th

Silverstone 1000 Kms 1983 (Rothmans)
Two laps of Honour (Monaco and Nurburgring 1961)
Target 200 (The building and racing of the GT40s)
The Flying Finns (1968)

Send your application for tickets with a S.A.E. to Paul at 6 Atwood Road, London, W6 0HX.

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John Player Special

Report from Imola

ELIO THIRD

MAY 6th
SAN MARINO
Imola



WINNER: Prost
FASTEST LAP: Piquet 1.33.275



Location:
33 km South East of Bologna



Although never satisfied with anything less than outright victory, Gerard shows just a trace of satisfaction at third place.

Less than two days separated our departure from Belgium to arrival at Imola and with such a short period of preparation time we were fortunate both cars had finished the previous race intact. Although T.V. viewers could be forgiven for assuming this circuit is the recent result of an attack by an army of cement mixers and earth movers on an area of virgin ground it's motor racing history goes back many years.

Its modern facilities now put it into the number one popularity slot for our crew its attractions including a well laid out garage complex with electric/clay operated hoists, upstairs restaurant, showers, telephone booths and an enclosure around the whole thing that allows you to work on your cars in peace. This might seem a hard thing to say for the viewing public but the pressure in the present day World Championship racing is never relaxed and results count for everything; if you have a good place in which to work as well, glory bel

This year the organisers also gave each garage a Coca Cola freezer and a colour T.V. as an additional bonus.

Ferrari Country

Here you are really into Ferrari country. Maranello is just up the road and the circuit attracts the top intelligenzia amongst it's spectators. Completely unlike Monza, which lies a bit further up the same road as the Vatican that flies the Prancing horse flag, the crowd that goes to Imola is just as fanatical about it's racing as it's more northerly counterpart but is tempered by a sporting bonhomie which is conspicuously absent at the Autodromo. Here there is a positively jovial air amongst the hordes of people walking over the one bridge that spans the bordering river and which gives the only access to the circuit carrying with them what appears to be Italy's whole stock of Ferrari flags. It is a good viewing circuit, so they are well rewarded.

Poor Weather

Like last year's event the meeting attracted poor weather, the first two days being cold and wet with no hint of a change indicated on the satellite weather forecasts that we could view constantly on our garage T.V. Peter Warr had returned to home base from Belgium and flew out to Pisa where a hire car took him to the circuit. Gerard had driven from Belgium so they decided to turn one car in and share the other. The circuit authorities promptly emphasised their efficiency by building a secure fence round the station-

ary vehicle before it could be returned so negotiations had to take place before the fence was taken down again!

Bad News

Our crew had received a heavy battering in the days leading up to the race. Work wise they had done a test at Zolder, one at Dijon and another at Imola, followed by the Belgian race and the trip to Italy. In Belgium our transporter driver "Duck" Martin had received stunning news right out of the blue his mother had died suddenly and realising there was little he could immediately

John Player Special British Grand Prix



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Qualifying 20 and 21 July
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BRANDS HATCH



NEW JPS POSTER

This 1984 JPS British Grand Prix poster is now available from our office and will no doubt be as popular as the one for last year's JPS European Grand Prix. It measures 11 3/4" x 8 1/4" (296 mm x 210 mm) and costs £1.25 (UK) and £1.75 (worldwide), including packaging, postage and VAT.

do at home elected to drive the truck to Imola and then fly home being replaced by veteran Team man Mick Norman who flew out from England. Race mechanic Paul Simpson was having his well earned season's break from racing competing in a marathon run. Australian Bernie Grant was in work permit problems and was marooned in the UK; his (and our) situation has now been worsened by him having to return home which is a blow for all of us. "Sho" still not at all well as a result of being scalded in the garage at Rio, was still hampered by a wound that had refused to heal; now in the lead up to Imola he had got an infection in his blood and although he tried hard to combat it's effect he was ordered to rest and on return to England was taken into hospital for a course of antibiotics.

Practice

It was therefore quite remarkable that quite early on the Thursday our revised crew had got our cars and garage area into gleaming order all ready for battle to commence the following day. Tyreman Clive Hicks and Kenny Szymanski had driven our Renault van to the latter's race headquarters on the way down and collected five engines and the sand blasting ravages of Zolder had been successfully removed from our cars.

Our previous tyre test at Imola had not been very constructive as again the weather had been cold and the tyres had been unable to warm up sufficiently to give us the fullest advantage. Elio soon proved the problem had not been cured when he was able to use his qualifying tyres for eight laps instead of the usual one! On race tyres it took six laps just to get them up to temperature. With the satellite fed T.V. showing masses of clouds obscuring Italy there appeared to be no let up to come.

Practice opened on a wet track Elio going out in his race car with full tanks so as to establish settings for what was presumed might be a wet race. Nigel, on half tanks and with race turbos fitted was initially very quick and encouraged our team to think that perhaps a wet race could be to our advantage.



Big Garretts

Near the end of the first session Elio slipped into the spare car (fitted with the over-size "B" type Garretts) but he soon found turbo pressure falling away and came in for a change. At the same time Nigel's race turbos were changed to qualifying "high boost" units for the afternoon's 1 hour timed session.

Untimed

1st.	Tambay	1.31.307
2nd.	Warwick	1.31.670
3rd.	Lauda	1.31.890
4th.	Arnoux	1.31.906
11th.	NIGEL	1.33.318
14th.	NIGEL	1.33.721

Qualifying in such poor weather did not mean we could relax; in fact the very opposite was the case as the cars had to be ready to go immediately if conditions improved as these could easily be the times counting for the grid if the weather decided to clamp down again.

Nigel, following closely behind Piquet in an attempt to score a quick time had new comer Jo Gartner get in his way quite drastically. Both cars touched and Nigel limped back to the pits with damaged front suspension his time just as badly damaged. It was the usual story. The new boy had seen Piquet but not Nigel, to disastrous effect.

With twenty minutes to the end of the session the track began to dry and very soon an even drier line formed round the circuit inviting everyone to increase their pace. Elio soon returned to the pits (in the spare car fitted with a qualifying engine) reporting a vibration at the rear. His race car had a race engine fitted with consequently lower boost, but which had the advantage of Renault's newly modified fuel mixture control which gives better pick-up and after a few laps he was producing quicker times than his previous best in the "qualifying" spare. At the end of the session we were 9th and 11th only one Goodyear car (Rosbergs) being in the first eight (with sixth fastest time).

Timed

1st.	Piquet	1.35.493
2nd.	Prost	1.35.687
3rd.	Tambay	1.36.250
4th.	de Cesaris	1.36.613

Championship Positions after Imola:

World Championship Manufacturers

1st.	McLaren	33	4th.	JPS LOTUS	10
2nd.	Ferrari	19	5th.	Williams	9
	Renault	14	6th.	Alfa Romeo	6

World Championship Drivers

1st.	Prost	24		Arnoux	10
2nd.	Warwick	13	5th.	Rosberg	9
3rd.	ELIO	10		Lauda	9
				Alboreto	9

1984 World Championship Races: 16

Events to date: 4

Total Victories: Since 1960

1st.	LOTUS:	72	3rd.	McLaren	33
2nd.	Ferrari	60	4th.	Tyrrell	23

1984 Winners

Constructors

1st.	McLaren	3
2nd.	Ferrari	1

Drivers

1st.	Prost	2
2nd.	Lauda	1
	Alboreto	1

Tyre Battle: GOODYEAR: 1 MICHELIN: 3 PIRELLI: -

Pole Position:

1st.	Piquet	2
2nd.	ELIO	1
	Alboreto	1

Fastest Laps:

1st.	Arnoux	1
	Prost	1
	Tambay	1
	Piquet	1



Nigel howls over a brow followed by a pack of cars in a scene with old fashioned walls and no guardrail visible.

9th.	NIGEL	1.38.363
11th.	ELIO	1.38.423

wagging with a time over a second quicker than everyone else, his Ligiersporting a revised suspension geometry that was obvious magic in the wet and made everyone wonder what it would be like in the dry. By the end of the session Tambay was into second place but was still over 7/10ths slower than the other French car. It was curious to note that an Italian sitting on

continued on page 10

Saturday

The first session remained wet throughout and again the goggle box on the wall was predicting a wet day for the race as well. Running on wet tyres both our cars were at the front of the field initially and then suddenly de Cesaris set tongues

Sponsor the other Lotus Team at Brands

Employees from various departments in our factory such as the assembly line, machine and fettling shop and body preparation area are busy organising a marathon relay run from the factory site at Hethel to Brands Hatch arriving at the circuit after an all night run on Grand Prix morning.

Organised under the slogan "Sponsor the other Lotus Team at Brands", runners will include Kevin Youngs, our London marathon competitor (pictured left) his nine fellow participants regularly running 10 to 15 mile distances. They have already received assurances of sponsorship in one form or another from companies associated with Lotus and if you would also like to sponsor this highly worthwhile event, proceeds from which will go to the Gunnar Nilsson Campaign, please contact Ted McCluskey at Lotus Cars, Hethel, Norwich, Norfolk.

Kevin Youngs clipped an amazing 29 minutes off his previous best time in the London marathon which took place in London last month. Not only did he finish in the very fast time of 2 hours 39 minutes but he also moved up from finishing 2800th in 1983 to what he hopes will be a place in the first 800 of the 1984 race. Kevin had run 1000 miles since January this year in preparation for the event and as a result was disappointed to find his training programme prevented him from taking part as a competitor in this year's Norfolk Marathon. Not to be out done he still got involved with the Norfolk race and drove the official Lotus Pace Car provided for this event.

Club member David Warren, who is Chief Photographer of the Solihull News, covered H.R.H. Princess Anne's visit to the Land Rover factory in Solihull in connection with her work for the Save the Children Fund. Part of the visit involved the Princess in meeting local personalities and David was delighted to find our Nigel was one of those in attendance.

Photo: Solihull News

Change of Address

All correspondence, subscription renewals and all mail orders should now be sent to the same address as the Lotus World office at Lotus Marketing Services, Ketteringham Hall, Ketteringham, Wymondham, Norfolk, NR18 9RS, England. Telephone: (0603) 811662.

Grand Prix Tickets

We receive numerous requests for addresses of Grand Prix ticket offices throughout the world. With frustrating delays in mail deliveries and the good chance that there will be several letters required before you get the position you want, it is obviously more attractive to deal with an office nearer to home. Just Tickets of Gravesend operate such a service and, with 1983 being their busiest season yet, their advice is to contact them as early as possible to avoid disappointment. They can also send you details of car ferries, en route camp sites, hotel bookings and insurances. Just Tickets' address is 23 Wrotham Road, Gravesend, Kent, DA11 0PA. Telephone: (0474) 22243. Telex: 896691 TLX1R G.

FACTORY TALK

Lotus Service Manager John Sewter, together with colleague Paul Bing, attended the A1 Lotus



Car Club monthly meeting in Peterborough last month to answer members' technical questions regarding their old and newer model Lotus'. A well attended meeting gave John and Paul the opportunity of passing on the latest factory approved advice and they were also able to warn of the inadvisability of fitting spurious parts.

Latest Telecom Equipment

From June 4th Lotus Cars Limited are centralising all telephone calls on the one exchange line of Wymondham (0953) 608000. The very latest British Telecom switchboard equipment is now being installed so make a note of the new number.

Group Lotus Car Companies plc

Group Lotus Car Companies plc announced in May that the General Commissioners for

Income Tax for Wymondham, Norfolk, heard the Lotus Tax Appeals over a period of five days and have discharged all the assessments made against Group Lotus plc and Lotus Cars Limited.

A film unit has recently been seen in numerous areas of our production factory busily engaged in putting together an attractive film of all things Lotus. Lasting around 12 minutes, the film's camera shots open appropriately from a car driving into our attractively landscaped factory and takes the viewer

STOP PRESS!

through all the production areas, shows a road car being built from scratch through to final inspection and the finished product being tested on our factory track and driving on public roads. We will carry further details of price and availability of this audio film in a future issue.

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pole had little effect on the crowd; they were there to see their beloved Ferraris out front and so far they had only a third and fifth place on the record books.

The session was nearing its end when Ken Tyrrell asked us if Nigel could give Brundle a tow. There were 28 cars for 26 places and Uncle Ken wanted to make sure the final hour did not see him out of contention. Our own cars took 6th (Nigel) and 9th (Elio) in this session.

Final Qualifying

The electrifying atmosphere surrounding the final all out timed session might have been slightly dampened at the edges but it's intensity was not diminished in the slightest. Circuit traffic remained heavy throughout the period as the drivers and teams studied track surfaces, the clouds and T.V. satellite pictures and each other, anxious not to miss an iota of time if conditions improved.

Elio did a 33 something on his first run. As the track showed signs of drying Nigel went out on the softest race tyres, but still the traffic remained and his times were slow.

Everyone's times continued to fluctuate wildly and then someone suddenly produced a 1.30, quickly followed by another doing a "29", then came a high 28 and Piquet slipped in a resounding low 28 that put him securely on pole for the start.

Both our cars were baulked again and again in the heavy traffic Elio actually doing six laps on his 1 lap qualies, five of them rendered useless by slower cars, his sixth being the one to count but only for 11th place. Poor Nigel had another huge avoidance during the session; this time it was Alliot's RAM that got in the way but a well controlled spin saw to it nothing was broken although again his lap time was rendered useless. On his next run the engine died, so Imola could hardly be judged a happy affair for Mr. M.

Grid times

1st.	Piquet	1.28.517
2nd.	Prost	1.28.628
3rd.	Rosberg	1.29.418
4th.	Warwick	1.29.682
11th.	ELIO	1.31.173
18th.	NIGEL	1.34.477

The Race

Race morning dawned sunny and warm in true Italian fashion, throwing preparational plans into confusion. Race settings now had to be decided in the morning's warm up. By now Sho's ailment had become a lot worse so we were also a man short on the crew.

On full tanks we were initially the fastest Goodyear shod cars running. Prost was now demonstrating his overall superiority but it was difficult to tell if he was on full or 1/2 full tanks.

Only Nigel's engine had been changed the previous night (from it's qualifying specification) but now the new unit

BELGIAN BRANCH AT ZOLDER

Brilliant sunshine at the Zolder circuit on Grand Prix day brought pleasure to the 65000 spectators attending, particularly those members of our Belgian Branch of Club Team Lotus who also enjoyed the hospitality arrangements of our Branch Secretary Anne Leeson at a function provided by courtesy of our Belgian importers, The International Motor Company of Diegem. The headquarters of our Club, Lotus dealers Antwerp Car Service, organised our Club's presence at the I.M.C. stand adjoining the race paddock on which was displayed two Excels, a Turbo and an Esprit. Festivities opened with pre-race cocktails (derived from a rather special punch) at which Mrs Hazel Chapman and her son Clive were VIP guests. The top

management of I.M.C. attended, as did Mike Bishop, our Export Sales Manager.

Following drinks the party enjoyed a magnificent cold buffet in the I.M.C. hospitality area situated over our Team pit from where they were able to watch the Grand Prix. The whole event was judged to be a huge success, for which International Motor Company are to be congratulated.

As the noise and excitement of the race and no doubt the clicking of members' stop watches as they watched Elio's drive through to fifth place prevented relaxed socialising amongst all the Lotus enthusiasts, they now have a cheese and wine supper organised for June.



Colleagues of Andrew Pleavin, a Production Engineer at Lotus Cars, and his wife Judith (who works at Boulton and Paul in Norwich) sponsored his recent half-a-beard week to the tune of £320, all of which went to the Gunnar Nilsson Campaign. Gunnar's mother Elizabeth visited the Suite at the Charing Cross hospital in April and presented it with an oil painting of her late son. Together with Barbro Peterson, she enjoyed talking to staff and hearing of the many contributions made by people such as Andrew and Eric Crawley and all the other generous schemes that continue to be organised by well wishers of the Campaign.

decided to blow up in highly dramatic style that could be termed anything from violent to explosive. Suffice to say both it's radiators were banana shaped as a result!

Drama

With overheating in the warmer weather conditions also affecting both cars the decision was taken to change to the larger units; so now in only the space of minutes our team crew found themselves with job lists as long as arms and with time ticking away very quickly.

An engine change in Nigel's race car was obviously out of the question so attention immediately focussed on the spare car which needed preparing to the new race specification. The change to larger radiators meant both engines had to come off the back of each tub; coupled with all the ancillary work such as loosening and retightening linkages and piping this was a time consuming task. With the enforced absence of several of our usual crew members things understandably took longer to happen and at the same time Peter Warr was busy deciding who should do the set tasks at the mid race pit stops ahead of us.

Disappointment

In normal circumstances it falls to Tim Densham, Elio's Race Engineer, to have charge of the spare car. Now with his



Poor Nigel ended his Imola race on only lap three when a front disc brake bell failed.

hands full on Elio's rebuild, Steve Hallam supervised the spare car's conversion to "Nigel spec," both crews working against the clock to ensure both were ready before the 40 minute countdown to the race itself commenced.

Then just as the huge job list dwindled to nothing and it looked like our crew had won through in their remarkable effort it transpired that Nigel's "new" car still had it's experimental "practice only" front disc brake bells in place.

These had not as yet been passed off as suitable race wear and the fact they were still on the car had come about very easily. Sho, head mechanic of the car who in normal circumstances would have changed them immediately the car had been selected for the race was laid low in the hospitality unit, and in the desperate rush they had been overlooked.

When the starting lights flashed to green both cars got away cleanly, Elio passing the pits on lap one in 8th place which he held for three laps until Niki surged past and Fabi followed suit on lap 5. Poor Nigel's disastrous Italian trip came to nought on lap three when a centre of one of the brake bells pulled out and he spun into retirement.

Heavy Consumption

Right from the start numerous drivers knew they were competing in something more akin to an economy run, and were turning boosts right down in their effort just to remain running until the chequered flag was hung out. De Cesaris, who at the start was rumoured to

have suffered from the effect frozen fuel had produced on his now frozen fuel pumps and injectors, had had to commence his race from the pit road but by quarter distance was up with Elio and they remained together until our man had his pit stop for tyres. Regaining the track, it was not long until Elio had caught him up again but unknown to our young Italian he had another bigger problem looming up on him - fuel! Or rather lack of it.

Renault's radio link with Warwick (Tambay had gone out on lap 1) had produced the chilling revelation fuel consumption was way off target. As Elio was dicing for 8th place and then 7th (with no points to be scored) it was obviously best to leave him charging as he was. His pit stop (performed by a changed crew) had been slow, but then with Piquet's departure only 11 laps from the end Elio was up to 6th, he was in with a chance and racing again.

Nailbiting

Those last laps were a nightmare! Each lap seemed

hours long as everyone craned their necks and listened for the phut-phut cough that would herald a fuel starved engine. Meanwhile, Elio, oblivious of the drama was out there fighting to get past de Cesaris for a welcome third place and valuable points. Two laps from home de Cesaris gave Elio a bonus by himself running out of fuel (in front of the pits!) but the drama had not gone by any means. Only a short distance from home on his very last lap Elio's engine stuttered and died.

To our crew in the pits the situation was a confused mixture of elation and depression until his final placing had been confirmed - luckily Prost had lapped Warwick with two laps to go so Elio could not be relegated to fourth or anywhere else.

He was home and dry in third place with 4 valuable World Championship points safely tucked away in the black and gold team bag!

Results

1st.	Prost	4th.	Warwick
2nd.	Arnoux	5th.	Bellof
3rd.	ELIO	6th.	Boutsen



Jonathan Woodward, Tony Fletcher, marathon runner Paul Simpson and 'Sho' Fujikke are seen in our race shop preparing for the next Grand Prix.

DURBAN ROADSHOW



South African Lotus distributor John Hatfield, of Status Cars, had a stand at the 1984 Durban Roadshow displaying our current range of road cars. Also present was the B.A.T. (British American Tobacco) inspired replica of the JPS 91 seen here behind the local beauty posing on the **Classic Seven**. Status Cars has recently acquired a Baron B55 twin engined aircraft which is seen here in JPS Team Lotus colours.



Some of the Lotus cars on display.



THOMAS COOK GALA DAY

Each year sees a very popular Gala Day attracting nearly 20,000 people taking place in the Sports Ground of Thomas Cook's headquarters in Peterborough. Lotus is well represented at this event, the A1 Lotus Car Club members providing two models each of Elans, Europas, Elan +2, Sunbeam, Esprit Turbo, Excel, Eclat, Esprit, Sevens and Lotus Cortinas for their Club display. Terry McNally's Eclat won the

Concours award outright at the last event 2nd place going to Gary and Jackie Elliott's Elan. The award for winner of the "Guess the Mileage" Competition was a thirty minute ride around the town in dealer Pat Thomas' Esprit. This year's event will take place sometime in July and Secretary Val White (telephone (0775) 69786) will have details available shortly.



Terry McNally's Concours winning Eclat.



2nd place in the Concours went to the Elan of Gary and Jackie Elliott.