

Lotus World

The official magazine of Club Team Lotus and Lotus Cars Limited



SPARKLING DUO!

Just two weeks after Ayrton's spectacular and winning drive from pole to chequered flag in the atrocious weather conditions of

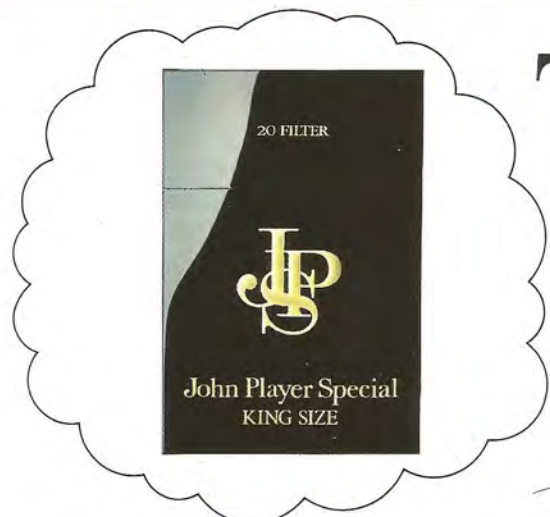
this year's Portuguese Grand Prix, came Elio's fabulous win at Imola in a race that for sheer excitement must also rank as a classic. Led again by Ayrton from pole position for all but the last three laps, when he sadly ran out of fuel, those last nine miles

saw two more race leaders and a disqualification before Elio deservedly took the victor's laurels. As a result we chalked up our 74th World Championship win, JPS TL led the Constructors' Championship by nine valuable points and Elio led the race for the drivers' crown by four points. It was our 45th win with John Player sponsorship, itself a record. (reports of both races in this issue).

At home Group Lotus announced increased investment, more jobs, higher profits and greater turnover as work went ahead on an 87,000 sq. ft. factory extension at Hethel.

Of considerable interest to our Club Members was Lotus Cars news of their Dealerships' involvement in our Classic Lotus Parts scheme together with a Restoration Service for the owners of the older Lotus.

Altogether a great month for good news, with our Factory Open Day and All Lotus Brands weekend to look forward to.



Think Black



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



John Player Special

PORTUGUESE REPORT

ROUND 2 • APRIL 21st

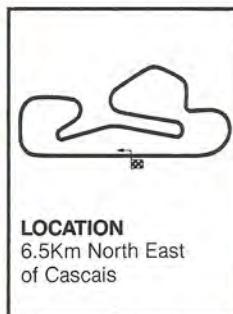
PARABENS* AYRTON!



*Portuguese for congratulations!



FIRST



LOCATION
6.5Km North East
of Cascais



FOURTH

Ayrton's masterly drive in leading the Portuguese Grand Prix from pole position to the winner's podium in atrocious weather conditions was a virtuoso performance that already ranks as a classic. In teeming rain that produced rivers of water running across the track and fountains of blinding spray around every car it seemed as if our Brazilian ace had found the only piece of dry track around. Reports from spectators and journalists who had been out on the circuit certainly indicated an almost magical performance. "It was just amazing", said one. "The other drivers were grabbing vast handfuls of lock just to stay on the road yet Ayrton was calmly setting the car up and driving smoothly through the corners on his chosen line with no drama at all."



Programmed preparations for the race went according to plan and gave us a good start over the other teams. Our cars and spares that had come into Lisbon airport from Rio were hurried through Customs and transported to the circuit by our agent on the Monday of arrival enabling our crew to start work first thing on Tuesday of race week, a full day ahead of everyone else. 'Duck' Martin who had returned to the factory from Rio so as to take our transporter out did not leave our base until the very last moment so the majority of parts that were required could be put on board. Tyreman Clive Hicks meanwhile took the Renault van to collect engines on the way down and incidentally was advised to take a longer route crossing Spain avoiding the Basque Separatist area due to the French display on the vehicle. It would be a round trip fractionally short of 4,000 miles and

with 28 fuel stops!

By Thursday we were in great shape. All three cars were finished; spare engines, gearboxes and rear suspensions were built up as complete units as was the spare spare engine/transmission unit. Like previous occasions when we have been well organised and finished preparations early came the nagging worry that the next day would see our plans turn to rubbish—which in fact is exactly what happened!

Rio's Mystery Solved

It was Ayrton's turn to have the spare car (Chassis/T1) in Portugal. With a 'race' engine installed (both 'race' cars had qualifying engines fitted) it was necessary for him to establish fuel consumption data in first practice and also to get some endurance running to try the small increase in boost Renault's engineers had indicated could be tried so as to make us more competitive.

However his running soon came to an end. After just four laps (in which he had quickly recorded a good time) he returned to the pits,

Fantastic drive—fantastic victory! After only his second race for JPS TL, Ayrton delightfully acknowledges the plaudits of the crowd from the winner's podium.

his clutch gone. In a film session for our sponsors that had taken place the morning after the Rio race he had practiced race starts and the heavily hammered clutch had decided to wait until Portugal before finally quitting.

Now that the car needed a lengthy period of work by our mechanics Ayrton was forced to jump into his 'race' car (chassis number 97T/2). Within no time at all he was back in the pits again with a repeat of his Rio race retirement; his engine had died out on the circuit and he had free-wheeled home. All of which was extremely aggravating as our crew had done just about everything they could between races to ensure there would be no repeat. They had changed the loom, the engine loom, changed the dash, the electronics box and the ignition box and they now found they were back to square "A". Finally the trouble was found and it was a fault that

would have gone unnoticed in the cool conditions of an evening investigation.

The offending part was the electric fuel pump that is deep in the car's fuel system. It had got blocked by a piece of the adhesive used in retaining the filter, had subsequently overheated and then short circuited the system. As readers of our Rio report will remember once everything had cooled down the engine had started perfectly well and it was only the heat of running that had caused the problem to strike again.

Ayrton was now without a car with only eleven laps to his credit (even so

he had recorded fourth fastest time!) when other drivers had completed around thirty. Also, the stoppages had prevented him from trying his qualifying tyres which of course was a major set-back to our programme. Now our crew not only had to change turbos, waste gates and gear ratios on all three cars in the ninety minute gap leading up to qualifying but they also had to drain fuel tanks and replace the fuel pumps in all three cars as a safety measure.

Meanwhile Elio's running had been faultless and he had taken pole spot in the first session two tenths of a second in front of Prost.

Friday Untimed

1st	ELIO	1.23.258
2nd	Prost	1.23.420
3rd	Rosberg	1.24.182
4th	AYRTON	1.25.229
5th	Piquet	1.25.486
6th	Lauda	1.25.571

FRIDAY QUALIFYING

The crew's efforts to complete the cars was coming to an end just as qualifying started so Ayrton was

late going out. Then with five minutes gone the rain started! Elio with his programme of work completed and his car ready to go had already zipped out and put up fastest time and returned to the garage. But now it was raining his time could not be regarded as infallible as conditions could so easily change once again. One bonus was that he still had another run left on the qualifying tyres he had just used.

Fifteen minutes into the session Ayrton was ready to go out. The track was now quite wet and seeing the conditions around the circuit on the TV Peter Warr rushed over to him as he prepared to leave. "It's very slippery out there", he warned, "all we want is a 1.40 to get you qualified; there's no need to throw the car away!"

Out went Ayrton. His first lap time quickly came up. 1.34! Excellent. His next lap was faster than anyone—1.26! Remember it was now wet and he was on slicks. It was a mind-boggling performance and the effects of it vibrated down pit lane.

When he returned to the pits he admitted he had been totally out of shape in one place and nearly on the grass; it must have been a hair-raising moment but with both cars home in one piece it was an incident best forgotten.

Now came the wait to see what the weather would do. At around thirty-five minutes into the session Ayrton said "I think now's the time."

Out he went. Result? Pole position.

Now it was Elio's turn. With his previously used set of qualifiers still on the car he asked for these to be changed left to right so as to get the best use out of them. Result? Second fastest time!

Back in the pits sat Elio's second set of qualifiers and it was obvious he planned to use these in taking pole position. His prospects looked good—the car was going well, it was nicely balanced and he was obviously fired up.

Then the rain returned and his chance had gone. Elio was a disappointed man, but for the Team the plaudits of the day were theirs. First and second on the grid, with pole man Ayrton a fraction under 2 secs quicker than the opposition.

Friday Qualifying

1st	AYRTON	1.21.708
2nd	ELIO	1.22.306
3rd	Lauda	1.23.670
4th	Alboreto	1.23.831
5th	Prost	1.23.887
6th	Patrese	1.24.519

There were no engine changes that night. The spare car had done only minimal mileage and the other two were performing perfectly. Ayrton's car needed its fuel pump checked and there was a trace of oversteer to put right on both cars.

SATURDAY

The usual full tank running was on the agenda. Both drivers had an extra set of qualifiers left over from the previous day (Ayrton from his lack of running in the morning and Elio because of the rain that had returned) so these could be tried at morning's end. The circuit characteristics at Estoril are such that it



Elio's magnificent drive with a punctured tyre saw him hold off a determined Prost for nearly thirty laps in a ding dong duel that is well captured in this photo.

always starts in a dirty condition and then gets appreciably cleaner and cleaner as the day goes by.

The cars went out brim full. Soon Elio was back, delighted with the improvement in the car. "It's better than on empty tanks", he beamed.

Both cars just went faster and faster as the unofficial session continued. Various tyre combinations were tried (there isn't a huge selection this year). We were quite clearly first and second fastest on full tanks and repeated the honours again when our drivers used the left-over quallies.

The period between sessions produced increased pressure on everyone so as to get all the work done in good time to ensure both cars were ready to go immediately running re-started for that all important final session.

Saturday Unofficial

1st	AYRTON	1.21.656
2nd	ELIO	1.22.022
3rd	Prost	1.22.602
4th	Cheever	1.23.134
5th	Patrese	1.24.060
6th	de Cesaris	1.24.390

FINAL QUALIFYING

Ayrton in his usual fashion ensured he was first out when the track opened and promptly posted fastest lap. Elio followed and improved on his previous day's time quite substantially even though he was baulked towards the end of his run. With first and second fastest times tucked away came the inevitable



Ayrton is seen marooned out on the circuit as race warm-up time slowly ticks by (see story).

'wait and watch' period as the other drivers did their utmost to dislodge us.

With twenty minutes to go Ayrton went out again and promptly took .7 off his previous time, a performance that set the pit lane tongues wagging again. Elio waited, judging when best to go out. It is always difficult to tell quickly and accurately which of those out on the track are about to do a blinder and those who are on their final laps. Both Prost and Rosberg had bumped him in the meanwhile but both had used all their 'quallies' as had Ferrari and when he eventually went out it proved he had picked just about the best time. He was obviously very, very quick—someone was recording times through the section after the pits and he was obviously far faster than anybody. Then going up the hill on the back leg of the circuit he reported later the engine didn't feel quite right—as he came into sight of our crew and with a very quick time coming up that would have improved on his previous best the engine let-go some one hundred yards from the line.

It was a real big one—a 'fire job' that was accompanied by numerous bits of metal bounding down the road in all directions. It transpired it was a turbo that had failed in quite spectacular fashion; the inside had disintegrated and blown the pieces through its casing culminating in bits exploding out of the exhaust which left it looking as if a hand grenade had gone off inside it. A bitterly disappointed Elio found

he would stay in fourth place on the race grid after all.

Race Grid

1st	AYRTON	1.21.007
2nd	Prost	1.21.420
3rd	Rosberg	1.21.904
4th	ELIO	1.22.159
5th	Alboreto	1.22.577
6th	Warwick	1.23.084

RACE DAY

Warm-up saw Elio going fantastically quickly. Part of the half-hour was spent trying softer tyres to see if we could use them in the race and thereby gain a further advantage.

Ayrton went straight into a gearbox problem. He had difficulty finding the gears and was forced to stop out on the circuit with no chance to sample his race engine or full tank running. As it turned out it was an event that worked to our advantage for when the car was brought back to the garage it was found the engine had also expired! In suffering an internal haemorrhage the engine had pressurised itself and pumped oil through every outlet it could find; the result on this occasion was only too obvious.

Now we were in the situation of having our pole position car without an engine or gearbox! On top of this the ratios in the replacement gearbox were qualifiers and so they also had to be changed; additionally the brakes had to be changed as did the brake ducts. Again it was a mammoth task; just how mammoth can be judged by the fact Bruno our Renault engineer started the engine just five minutes before the pit road opening to countdown for the race.

From then on our luck changed for the better. Ayrton flashed onto the circuit, got a warm-up lap under his belt, the rain started and the red flag went out! It was the only car to complete a warm-up lap. The fifteen minute delay that followed was ideal and enabled us to check systems and possible oil leaks. The situation was definitely brightening.

THE RACE

When the green light flashed on both drivers made impeccable starts, Elio nipping through into second place behind his teammate. From then on Ayrton's performance was unbelievable. Reports from people with a close up view at various parts of the circuit said he was the only driver whose hands didn't move on the steering wheel while everyone else took great handfuls of lock going all over the place. It was a delightful fact that he was finding grip where others could find no traction at all. On lap 5 he was 6.5 seconds ahead; lap 10 and it was 12.8. By lap 13 he was 15.3 seconds in the lead ahead of Elio who was putting up an equally fine drive in second place. Not only was our Italian embroiled in a determined battle to keep Prost at bay, but from lap 10 he also had a slow puncture in a front tyre to contend with. His determination to keep going so as not to lose his advantage with a time wasting pit stop can only be marvelled at. No way could Prost get past and finally

continued overleaf

after nearly thirty laps of cut and thrust the Frenchman made an error and was into the guardrail and out of the race.

It was not until lap 43 Elio had to give way to Alboreto and then with the offending tyre even further deflated he went off the circuit just two corners later but skilfully kept everything under control and regained the road with only minimal delay.

At this stage Ayrton was holding a lead of 63 seconds. It was a scintillating performance, enlivened on one lap when he made signals to the start/finish line officials that made it quite plain he felt the race should be stopped. No doubt his memory of last year's Monaco race had come to mind, but his request was to be ignored. It was not the only one by any means. Ferrari's representative made a similar plea, Gerard Ducarouge followed suit, as did Niki Lauda when his car finally quit.

Unfortunately it was Ayrton's mastery of the conditions that worked against him. To prove the validity of their decision the race should continue the officials merely pointed to Ayrton's never slowing lap times! "What could be more positive than that?" they implied, disregarding the fact the race was now virtually a demolition derby as car after car skidded and waltzed off the circuit.

From lap 43 the gap between



The picture that says it all! A delighted Peter Warr welcomes Ayrton home after his slowing down lap, tyreman Clive Hicks (far left) waves and Kenny Szymanski goes weightless with exuberance!

PORTUGUESE POTTERINGS

Elio's offending tyre was as flat as a tack at race end. It says a lot for Goodyear's product that in this condition and with huge chunks missing from it, Elio was still able to continue. It also speaks well of Elio's performance—it had but 2 pounds of pressure left at race end.

Just twenty kilometres on the Portuguese side of the Spanish/Portuguese road there is a road block where foreign registered vehicles again have their Customs documentation checked. Gathering together various goodies such as JPS stickers and pictures of Elio and Ayrton as his Renault van came to a halt, Clive Hicks found his subsequent gesture coolly received. Next on his list of peace tokens came April's edition of Lotus World. With a sigh of disappointment the Police Officer beckoned Clive over to his car and pointed in the rear window. There lying on the seat was an April edition—our Volvo transporter had passed through some hours previously!

Ayrton's mother and father were in Portugal to witness their son's fantastic victory.

Tambay's third place Renault had their new 1985 engine installed. We looked forward to having the same unit in our own cars for Imola's Round 3.

The pre-race night dinner of the Team, with drivers and sponsors was well timed for this race as

members of the press and the BBC were also invited and it proved a good run-in to the success of the following day. It coincided with John Player Marketing Director Brian Wray's birthday and the relaxed atmosphere of the evening was a great success, our two drivers quietly answering all the many questions put to them followed by the Team's jovial presentation and slicing of a birthday cake.

In the week following the Portuguese race, Ayrton personally met and thanked everyone at our Team's base for their effort. At a get-together in our Race Shop and with his race winning Trophies on display he said how much he appreciated their fine effort and hoped his victory marked the start of a highly successful season.

A selection of Ayrton's race lap times make interesting reading:

Lap 2	1.46.27	Lap 40	1.47.80
Lap 10	1.45.70	Lap 50	1.46.20
Lap 20	1.44.90	Lap 60	1.49.90
Lap 30	1.53.72		

(traffic)

His fastest lap of the race was 1.44.121 (93.459 mph).

No doubt our readers saw the JPS TL victory advertising nationwide. Full page coverage in the Daily Mail, Mirror, Star, Express and Sun ensured that 14 million people were reminded of our victory the morning after the race.

first and second places remained constant for eight laps and then began to open up again. With 10 laps to go, Ayrton held a commanding 72 seconds advantage, with 3 laps to go it was 76.

From now on it was a nerve tingling sensation for our crew as they all craned their necks to watch for the yellow helmet to appear through the mist and spray signifying another lap had been safely completed. It is a period when everyone listens intently to every voice, every sound in case disaster has struck as those interminably long minutes tick slowly away. Surprisingly Steve Hallam (Ayrton's race car engineer) only succumbed to the emotion surrounding him when Ayrton started his last lap, as his rain sodden race sheet, ending on lap 66, later testified.

Then it was all over! Ayrton was home (but not dry) and the tension was broken. We had won! As he crossed the finishing line Ayrton's arms went high above his head as he relished the sheer ecstasy of the moment.

Behind him, Elio finally lost third place to Tambay. He had successfully kept his car in contention for the majority of the race; hampered by a steadily deflating tyre he had done all that could be asked of him and fourth place was a huge disappointment to him. He deserved far better.

1st	AYRTON	4th	ELIO
2nd	Alboreto	5th	Mansell
3rd	Tambay	6th	Bellof

Fastest Lap: Ayrton 1.44.121

continued on page 15

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Di

It is not that long ago, 1971 to be exact, that the current world of hospitality within motor racing circles first came about. That is not to say such vehicles had never been seen on race circuits previously but they were caravans or trailers used primarily by the teams for their drivers and other staff members. The first unit specifically aimed at dispensing hospitality was the Firestone caravan, launched on its way for the 1971 season by the head of their UK Race Tyre Division, Bob Martin. Its first crew was Mike Murphy later joined by his wife Anne, who together joined our own John Player Team Lotus in the same

Countless spectators at motor racing events have viewed with some admiration the obvious luxury of the hospitality units or mobile homes of each of the Grand Prix teams and sponsors that nowadays are an accepted part of the 'circus'. A number of these spectators obviously regard the task of running such units as a plumb job in the sport and no doubt every team receives as many letters as we do from people who see themselves as suitable applicants. However, the job is not simply confined to mixing g and t's as our report explains....



Stuart

Talking to Di about systems was a reminder of her most catastrophic experience in the seven years she has spent in racing. Hospitality units are famed for plumbing systems that can go out of control immediately a crew's attention is diverted to more pressing problems. The Tyrrell home in 1979, like the others in the paddock, needed a constant watch on the holding tank that took the washing-up water; one pint too many and all the left over delicacies from numerous plates inevitably gurgled into view in the shower tray at the far end of the vehicle. On this occasion the team's drivers had been testing the



Our Team's hospitality unit photographed before receiving its current John Player Special display.

HOME FROM HOME...

capacity for 1973 and stayed with us for eleven years until the end of the 1983 season when they took up a similar post for the Electrolux Corporation in America.

Now about to start their second season with us, Stuart and Di Spires came into see us the other day during their preparations for departure to Portugal. They have been in the hospitality business since 1978 sampling not only tours of the motor racing circuits but visits to offshore powerboat events and hot rod spectaculars as well.

Stuart first took an interest in motor racing in 1953 when as a small lad his father took him along to Silverstone. Di was slightly older when her father and brothers' enthusiasm for the sport first exerted an influence on her and by the time she met her husband to be both were what can be termed dyed-in-the-wool enthusiasts.

When they married seventeen years ago Stuart was a Quality Engineer with a battery manufacturer and Di was a Civil Servant. Together they continued to make the British GP an annual must and then set their sights on additional pilgrimages to continental events. By 1974 they had purchased a Caravette and were going to four European events across the English Channel each year.

Then in 1975 their ambition to get into the sport full time began to materialise. A Hesketh mechanic who was a friend of theirs got them into the paddock at Silverstone. It was when they both enjoyed a quick look-see in the team's hospitality unit they suddenly realised that here was the type of job that would suit the two of them down to the ground. As Di herself says

"being a Civil Servant has its moments but it hardly compares with motor-racing!"

SUCCESS

They immediately started writing to teams for possible vacancies. Then they advertised in "Autosport". It was not until 1977 they were asked to attend their first interview, but nothing materialised. Then their persistency paid off. Pete Briggs of the Surtees team talked to them and they joined the team for 1978 (running Brambilla and Rupert Keegan) albeit its last year of Formula 1.

For 1979 they joined Uncle Ken's team but this again only lasted a year. The Tyrrell team's new sponsors for 1980, Candy, had their own facility and wanted an Italian Chef. As a result Stuart and Di joined Toleman for their highly successful F2 programme of that year that saw them take first and second place in the Championship with Brian Henton and Derek Warwick respectively.

It was a season they look back on with fond memories. Firstly they enjoyed the variety of working at race circuits coupled with their first sample of offshore racing with Toleman's participation in powerboat events as far apart as the Isle of Wight and Key West, Florida (where the World Championship took place). Secondly they were to enjoy their first contact with Derek Warwick who has remained a good friend of theirs to this day. "Obviously we get very attached to 'our' drivers" said Di. "Elio and Nigel are just great to work with and we are looking forward to having Ayrton around us this season".

For 1981 they went freelance and bought their own motorhome. They still went along with Toleman's FI and powerboat races but added some of Barry Lee's hot rod events to their programme as well. In 1982 they had their own Winnebago Chieftain 26 foot "home", working for Toleman and Barry Lee in a programme that encompassed Europe again; the following year Toleman's crowded calendar was such that Stuart and Di stayed with them throughout the season.

As the end of the 1983 season drew near the Toleman team were still undecided on sponsors and they gave Stuart and Di the opportunity to look around for another Team. Mike and Anne Murphy, our own hospitality crew at the time had felt for some time they should move to pastures nearer their Vancouver home and growing family and so the change over suited everyone.

SECOND YEAR

Now they are about to embark on their second season with us. The Team's 35 feet long Executive has had a thorough overhaul over the winter as this is the longest period the vehicle can be off the road. 1984's last race in Portugal was late in the season and by the time everything had been cleaned up and "cocooned" temporarily at Ketteringham Hall it was well into November. The "homes's" arrival at each circuit is even earlier now; with the majority of transporters shuffling into their allotted positions in the paddock on the Wednesday prior to each race, our crew likes to be settled and with all systems 'go' by the Tuesday evening.

latest in-helmet headphone communication gear. Needless almost to add that when the day's running came to an end, the two helmets were placed in what appeared to be the safest spot of all; the shower tray. Some distance away our Di was busy clearing up and hurrying through the washing up so as to have the unit ready for its next spell of group occupancy, so her horror can be imagined when she glanced into the shower compartment and found both helmets virtually submerged in less than savoury liquid! Quite convinced she had now jeopardised the whole team's chances in the Grand Prix due to start only hours distant she sat up all night using her hair dryer at full blast trying to dry out the thick, soft and now very soggy, inner lining to each helmet. First thing the next morning, unable to contain herself any longer and with a very red face, she confessed to the drivers. Imagine her relief when they took the whole affair as a huge joke!

COWBOY COUNTRY

For the long trip to Estoril Stuart and Di left on the Wednesday week prior to the Grand Prix entering France at the port of Le Havre and going down the western route to Spain. Over the border the road from Madrid to the Portuguese border is classified on maps as 'good' but it is far from this in reality and our unit's crew ensure this part of the journey is covered at reduced speed. To them this area is known simply as "cowboy country".

Like similar journys in the past Stuart and Di were looking forward to linking up with the other teams' units on the cross channel crossing



Some idea of the parking problem that faces the crews of motor racing 'homes' en route to each event. This stop is at the Rallye Supermarket, La Napoule (near Cannes) en route to Monte Carlo.

before setting off in convoy. The convoy "regulars" are Williams, Spirit, TAG, Arrows and BMW. "We keep in touch with each other over the winter and it's good to be back in the group again", said Stuart. He was obviously looking forward to enjoying the dinner and get-together all the crews' organise on their first night at the first circuit as the year's calendar begins to unfold.

Their favourite circuit is Paul Ricard. "Monaco is tops for atmosphere", they both agree, "but it is really hard work with the unit so far from the pits. Also there is a constant stream of visitors, guests and hangers-on; you start your day around 5 a.m. and think about closing up at well past midnight".

Ricard has by far the best facilities. It is set in beautiful countryside, the paddock is large and can take lots of people without seeming to be crowded. Also there are lots of useful shops nearby. As for the worst circuit of all there was no doubt DIJON! "It is remarkable for its sheer lack of everything", said Stuart dismally. "Electric points are virtually non-existent, there is one water tap (in the toilet block incidentally) for all of us and this is so far away all the crews have to join their inlet hoses together in order to get to it! Also the officials there just don't want to know or help anyone. It really is a pain of a place, and you spend most of your time travelling to and from the nearest shops".

SHOPPING

Mention of shops brought us onto



It was Di's birthday at the Austrian GP last year. To celebrate the event our mechanics 'borrowed' this flower arrangement (complete with "bowl") from the race organiser's office situated some distance away.

the subject of stocking up the unit—surely a most formidable task when you bear in mind the wide variety of items that are vitally necessary to the efficient running of each day's programme and menus.

"We get most things en route", said Di, "usually at the supermarkets we all know for their wide range of items and good value. Where these are close to the track Stuart borrows a hire car from the team and makes daily visits. For special requirements though, like top quality French wines we make detours on our journeys to pick these up."

Also you have to remember to keep your most regular customers, the drivers, requirements in mind. Nigel Mansell always enjoyed a sandwich of Cheddar cheese and Branston pickle—the latter is impossible to find out of England so we would always be sure to take supplies out from here. The same with tea bags, English ones are so much better and obviously much preferred by the mechanics."

When Di mentioned Stuart's shopping excursions by car it occurred to us that to be marooned in Europe with your only "wheels" attached to a 35 ft. long vehicle might not always be an ideal mode of transport. Where do you park the thing for a start?

"It is quite a problem", agreed Stuart. "Can you imagine trying to find a parking place big enough to take our usual convoy of other teams' units? We have our special set places on most journeys, usually camping sites, but these are getting fewer and farther

between as each season goes by—let's face it six or seven units take up quite a considerable space! When we get turned away we know how gypsies feel, that's for sure!"

"Gas supplies can be another huge headache, particularly in Spain and sometimes in France. Belgium and Holland are okay as numerous cars run on it there. At Monaco I have to drive over the Italian border to get some if we run short. Also, and perhaps most people don't realise this, it's not merely a question of humping gas bottles into the boot of a car; the unit's LPG (Liquid propane gas) tank is built-in so the vehicle itself has to be moved to the nearest supplier to fill up. Normally our 50 litre tank lasts for two Grand Prix."

Portugal's best food markets are still to be found so for this trip our couple were going to stop in France to stock up.

items in the unit needs careful planning. Although well equipped with lockers and cupboards, there is a huge amount of merchandise to pack away. Their own wardrobe is pretty well filled with uniforms and these are not the easiest things to lose. All the detractions of the job only come to light when Stuart and Di are pressed for an interview such as this. Overall they thoroughly enjoy the whole business and were obviously keenly looking forward to the first departure of the new season. "We meet so many interesting people," they said. "Just think, the Beatles had been very special to Diana for more years than she cares to remember. At our first Monaco, with John Surtees, who should come into the unit but George Harrison! Now I'm delighted to say he will just pop in for a chat. Then there was Dallas' Ray Krebbs and Bobby when we



With heart-a-flutter, Di samples a hug from Ray Krebbs (actor Steve Kanaly) of Dallas soap opera fame.

IS IT FRESH?

Shopping for good quality food has to be their main concern if only to ensure everything they buy is totally "reliable". As Di pointed out, with obvious concern, "imagine our drivers getting gippy stomachs!" "In our year with Tyrrell Jean Pierre Jarier went down with an ailment that prevented him from driving. "All I could think of was, is it food poisoning?" remembered Di. In the end it was diagnosed as hepatitis (inflammation of the liver) and Di's cooking was exonerated, but the memory is still obviously vivid nevertheless.

From getting off the ferry they were allowing themselves four days to get to Estoril which seemed to the writer a pretty good average speed. Having driven the unit over a short distance such a journey did not classify as a major ambition; it felt very long, too softly suspended, and all a bit too "wallowy" to be a delight. More like driving the Goodyear blimp in a constant and blustery side wind.

Storage of their own personal

went there for the Grand Prix" said Di "and a friend of ours took photographs of us together! As I'm such a fan they had them framed for me and they're in pride of place back home".

GREAT CREW

Stuart and Di will not be back in this country until after the Belgian GP at Spa in June. All told they will cover between 14 to 15,000 miles this season always with the thought that come what may they must not be late at the next rendezvous with the Team. Then it will be all action for them if everyone's needs are to be catered for properly. Politeness is the name of the game whatever the situation; they have to know all the V.I.P. guests by sight and clear the unit's seats whenever they appear so that no one is made aware that they might be termed "hangers-on"!

"Mechanics are a great bunch of people, especially those on our own Team. They normally have breakfast at their hotel and then eat



John Player Special

IMOLA REPORT

ROUND 3 • MAY 5th

ELIO EXCELS



Elio was pleased with second place initially, but sadly missed the honour of standing as winner on the podium. When the news of his win eventually broke, his huge group of family & friends were ecstatic.

Imola's Grand Prix on May 5 was probably the most spectacular World Championship race seen in recent years. Never once did the tension let up throughout its 190 miles and with excellent satellite TV coverage transmitted live around the world the excitement was enjoyed by countless millions. Although the end result was a ghastly disappointment for Ayrton, who had led for 56 of the 60 laps, it gave a well deserved victory to Elio who at long last was rewarded for his consistency and determination to be in the action when it mattered most.

"GRUESOME"

The three day lead-up to the race was quite simply a repeat of our preparation for the Portuguese race. As Peter Warr summed it up back at the factory "it was just gruesome! Imola has never been a happy hunting ground for the Team. We have always experienced problems in setting up the cars correctly for the circuit and it has always been just beyond our reach to get a good result there. It

looks very attractive on the TV with all its swoops and curves, but in fact is all about horse power and chicanes—you have to get in and out the latter very quickly and then be able to put your power down well and have an abundance of it available so as to accelerate away either up the hills or the long straights that follow them. Our cars are always super through the long sweeping corners of Rio and Portugal but they have never quite clicked at Imola."

"Renault had approved an increase in horsepower so in a way we had overcome our previous disadvantage, and with aerodynamic changes made the previous week we had retained the same car balance but increased our straight line speeds by 10 kms an hour which was exactly as our engineers had predicted when establishing the changes to be made."

DIFFERENT CARS

For comparison we sent one car (Ayrton's) in the same configuration as it ran at Estoril whilst Elio's was set up as it had run at Imola in recent testing. Ayrton was given the bulk of the free time in practice

as Elio had one of the new Renault F15 engines to try and it was envisaged that setting it up could take a long time. As well as this he would have to jump into his qualifying car to check all was well so Ayrton would spend his time deciding if the Estoril specification was suitable for Imola.

We were amused to find that our deflectors, new at Rio, were to be seen in abundance down the pit road. Later it was even more amusing to see the looks registered on other team personnel faces when we then took ours off and ran without them! In first practice on Friday Elio was 3rd (with them fitted), and Ayrton 4th (without them) so that caused even more confusion!

Friday Untimed

1st	Johansson	1.29.639
2nd	Rosberg	1.29.807
3rd	ELIO	1.30.133
4th	AYRTON	1.30.169
5th	Prost	1.30.333
6th	Lauda	1.30.491

Ayrton was obviously very happy to keep his car as it was as could be seen in the qualifying session that followed when he took pole over two seconds quicker than Johansson's previous best in the morning.

Elio was into problems with his car which dropped him down to 12th with a fastest time slower than his morning run. He first complained that the new engine wasn't pulling well at high revs and then that it was making a funny noise—this was later traced to an air temperature sensor in the collector. As his was the brand new engine we felt it best to change it immediately and to keep its replacement low on mileage to ensure it was well bedded in and perfectly set up.

Ayrton used a qualifying engine throughout practice so as to keep a good place on the grid. Elio had the advantage of collecting fuel consumption data on both 1/2 and full tanks with his race engine and had the spare car with its "Q" engine for official practice. As this turned out these events were to act significantly to his advantage in the extraordinary circumstances that were to come about at race end.

On his first qualifying run Elio had the repeat disaster of a turbo letting go at full chat in similar fashion to his Portuguese explosion or "implosion" as Peter Warr described it later. Again the pieces found their way into the exhaust system which was also destroyed

Elio holds off Johansson in the closing stages of the race.





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Elio holds off Johansson in the closing stages of the race.



as a huge ball of flame appeared the event stranding Elio out on the circuit.

It is interesting to note that both drivers used "B" type race tyres in qualifying. With the morning's dramas preventing us trying 'qualifiers' we felt it best to take the chance of running both qualifiers and race tyres in the afternoon as the former had not proved to be faster during previous testing at Imola and so it proved again when Ayrton ran.

Elio ran back to the pits and jumped into his race car with EF15 engine (that we had hoped would not be used) and qualifying tyres. Unfortunately this engine cannot use 'Q' boost so he found himself without the surplus of power he required and he finished in twelfth place, an unhappy man.

Additional aerodynamic tweaks were tried which included an extra wing, or flap, fitted below the main wing. As so often happens one driver liked the tweaks and one didn't so we found ourselves in the situation of one car covered in all the aids available, the other car looking like the day it was born! Result? More head scratching by the other teams.

Friday Qualifying

1st	AYRTON	1.27.589*
2nd	Alboreto	1.27.871
3rd	Rosberg	1.28.347
4th	Prost	1.28.604
5th	Berger	1.28.697
12th	ELIO	1.30.325

SATURDAY

Ayrton's extraordinary time the previous day spoke well for the Estoril set-up so Elio's car was duly

changed to suit. Next door to us in the garages was a decidedly cool Ferrari team obviously enduring an atmosphere that could be cut with a knife—it was quite obvious that here on home ground they had received explicit instructions from Enzo himself that only pole position was acceptable. Just to add to their misery it was also clear they had a real sizzler of a qualifying engine on hand to ensure outright success and they now had to live with the fact Ayrton was nearly $\frac{3}{10}$ ths quicker than their car. It was almost too much to bear.

First running was, as usual, on full tanks. Almost immediately the old Imola saga of the circuit being very hard on brakes, fuel consumption and tyres (particularly the right rear) reared its head again. Nevertheless it was a good session for us for as far as we could judge we were about quickest on full tanks—it is always difficult to tell who is *really* full and who isn't as every team's opinion as to what constitutes the exact meaning of the word differs quite considerably!

We finally used three "B" tyres and a double A right rear, both drivers reporting they were happy with the balance of their cars, another reassuring note being the improved fuel efficiency of the new F15 engine.

Each driver tried the qualifying set of tyres left over from the day before and we finished 2nd and 3rd behind Lauda.

Saturday Untimed

1st	Lauda	1.28.908
2nd	AYRTON	1.28.920
3rd	ELIO	1.29.254
4th	Piquet	1.29.344
5th	Mansell	1.29.733
6th	Tambay	1.30.413

That Weighing Controversy

After the race Elio's car, still with ample fuel on board weighed in at 547 kilos, Ayrton's at 546.

Gathered round the park fermé immediately after the race were ranged various Team Managers and interested parties as everyone awaited the return of the McLaren that had been stranded out on the circuit and which the race officials were bringing back. Showing more than the usual interest in the weighing procedures were our own Peter Warr, Piccinini of Ferrari, Jackie Oliver (Arrows), Gerard Toth and Jean Sage of Renault, Denis Jenkinson and others..

The set of scales used are provided by FISA and are used by all the teams to check weigh their cars and they are also used during practice for spot checks. Finally the McLaren arrived and was pushed on and the weight read out—538 kilos. In such an event the system calls for a check weighing with certified spot-on weights amounting in total to 500 kilos. These were now called for and the reading announced—502 kilos. All of which presupposed that re-adjustment of the scales would show the McLaren to be 536.

Part of the McLaren argument was that the car had weighed 540

on crossing the line, but had used the offending loss of weight in fuel on its slowing down distance and which was not part of the race. Then McLaren called for the spare set of scales which after a verbal protest from the sidelines was eventually allowed. Again the check load went on, the scales re-adjusted to zero and the car was pushed back on. Result? 536 kilos!

Now followed the lengthy procedure whereby the scrutineers made their report to the Race Stewards who then deliberated the evidence at a further meeting. Following this came the revised results print-out and then another delay of one hour to allow protests to be made. None came.

As soon as the news of the disqualification leaked out a delighted Peter Warr rushed back to the Team to announce the win, but he couldn't find Elio anywhere. As it turned out our winner had no idea the wranglings were even going on and he was up in the Press Box doing interviews with the press and TV people.

Peter eventually found him and broke the good news. "It's not *quite* official", said Peter, "so don't open the champagne yet—just put it on ice!"



Ayrton sinks slowly into his driving seat as preparations are made for the start of the race.

Ayrton repeated his habit of being first out when final qualifying started to avoid possible baulking and oil spillages and immediately improved on his previous day's time by $\frac{1}{2}$ a second. We also discovered we had obtained the advantage of a bonus given us by Elio in the morning session. He had tried a set of "C" tyres that couldn't possibly be raced, but he reported they held the advantage of feeling better and had lasted for 3 laps so these were now tried by both drivers in qualifying along with a set of "E's".

It proved to be a great success. Ayrton did a really quick lap plus two others in the "27's" on the "C's" (which kept him on pole) while Elio immediately moved up through the field to register third sport on the grid. Incidentally Ayrton went through the speed trap at 332 k.p.h. or 208 m.p.h. on his quick lap!

As Elio found himself being bumped rearwards, Ayrton quietly sat in the garage watching the monitor to check how secure his pole was, to be as time slowly ticked by. Elio, now on his set of "E's" went out for his second run and put his third place beyond reasonable doubt.

Now it was beady-eye time! Everyone gradually used up their qualifying tyres until only Ayrton and Alboreto were each left with a set to use. It was a question of who would break first in going out for that all important last run. Would Alboreto set a time our Brazilian ace (sitting in the adjacent garage) would have to break, or would it be the other way round?

With just six minutes to go the first sprinkles of rain came down! Alboreto was now faced with an impossible task but he still had to make an effort and out he went. He was closely followed by Ayrton as the latter would have no time left to reply in the event of the Italian being faster. Thankfully both were in the 1.30.0's. Alboreto had to use his previous time, the session ended soon after and the danger was over. Oh! to be a fly on the wall when the telephone call went through to Enzo!

Final Qualifying Grid Positions

1st	AYRTON	1.27.327
2nd	Rosberg	1.27.354
3rd	ELIO	1.27.852
4th	Alboreto	1.27.871*
5th	Boutsen	1.27.918
6th	Prost	1.28.099

*previous day's time.

WARM-UP

In similar fashion to events that overtook us on race morning in Portugal, disaster struck again for Imola warm-up.

First it rained. Remembering Portugal it seemed like a bonus from heaven initially but then a cold chill set in when we found ourselves faced with the quite incredible situation that on this circuit our cars just would not handle.

What was worse was that we couldn't find the reason as to why this had come about. Ayrton returned to the pits absolutely crestfallen. "Look if I have to drive the car like this," he said "and it's wet in the race I'm going to have an accident—it's only a question of which lap it's going to happen on".

A long and agonising time went by very quickly as everyone got together with very long faces to go over all the possibilities of where the secret of our cars' lost balance might lay. To add to the general dismay the final time sheets were circulated—we were 11th and 15th!

Eventually it was decided that if it continued to rain for the race all our aerodynamic tweaks that had worked so well in the dry would come off and our cars would run exactly as they had in Estoril. Immediately a plan was drawn up to take in all the complications involved if such extensive changes had to be made on the dummy grid.

Fortunately our luck changed; the rain stopped and the track began to dry. But the drama was not yet over by any means.

As the dummy grid formed up Ayrton arrived to take his pole position trailing gearbox oil behind him—a plug had come out but another was quickly re-installed and the oil topped up. It was not a moment for relaxation though. Elio's refuelling can jammed in its

Continued on Page 14

HOME FROM HOME

continued from page 9

with us wherever they find a spare moment; they're certainly easy to cater for probably because they are working so hard all the time."

Probably the worst period at any race is when they wake up in the paddock on a Monday morning. "It's terrible", said Di, "it's all over, the stars and the Team have gone and everyone is busy packing up." They are looking forward to an equally reliable performance from the unit such as they enjoyed last year. They only had one let-down in 1984 and that was right at the end of the season when it overheated and quietly boiled all its water away holding up all the following traffic in the middle of a Customs check.

"We really enjoy being with JPSTL", said Stuart. "It never occurred to us when we started we would ever be a part of the black and gold. You get far more attention wherever you go—no doubt it's the Team's history that is known to everyone you meet".

"Believe us when we say it's just great!"

ELIO EXCELS

continued from page 11

connection and stubbornly resisted initial attempts to come off and then Bruno found that one of the cable adjusters on Elio's engine had broken!

As Peter Warr said, "The bit of television everyone saw, with our two shiny black cars on the grid all ready to go didn't reflect the situation at all!" Elio's bodywork was in fact replaced between the three and two minute boards.

THE RACE

Both cars made impeccable starts and slotted straight into their Estoril pattern of line astern holding first and second places. With the almost certain knowledge the older style engine in his car had a higher fuel consumption than the F15 version in Elio's, Ayrton was committed to a tactical drive throughout the race. With his boost set at minimum and keeping his maximum revs to a lowly 10,000 he still managed to keep command of the race, his team-mate keeping just under a

Continued opposite



Ayrton's tag of "brittle" by the media last year seems ill founded going by his appearances at press conferences this season. Here he talks to the press at Imola. On left of stage is Tony Jardine of C.S.S. the company looking after JPS promotions.

The Club's Special Offers...

Lotus on VIDEO!

You can now bring the world of Lotus right into your living room! This exciting and informative 15 minute film from Lotus Cars opens appropriately from the driving seat of a Lotus entering our factory past the attractively landscaped grounds surrounding it and then takes the viewer through the production areas, shows a road car being built from scratch through to final inspection, tested on our factory track and finally driven on the public roads adjoining our factory. An additional bonus is the inclusion of a parade of Lotus' old and new driving past our factory which features a Lotus 7, Elite (Type 14) Elan, Elan + 2, Europa, the later model Elite and our current production Turbo, Excel and Esprit models.

This exciting video film can be obtained on VHS, BETAMAX or U-MATIC formats on the PAL system (U.K.), the NTSC system (U.S.A., JAPAN etc.) and SECAM system (France and some other countries).

PRICES: (Members and Non-Members)

	U.K.	Europe	Worldwide
PAL (U.K.)			
VHS	£17.40	£18.40	£19.30
BETAMAX	£19.00	£20.00	£21.00
U-MATIC	£38.95	£39.95	£40.95
NTSC (U.S.A./JAPAN etc.)			
VHS/BETAMAX	£46.50	£47.50	£48.50
U-MATIC	£71.75	£72.75	£73.75
SECAM (France and some other countries)			
VHS/BETAMAX/U-MATIC	£71.75	£72.75	£73.75

New Lotus Model

Government tobacco regulations have restricted model sales of our racing cars in the past two years but new kits are planned for the future when the sponsor display will be replaced by the laurel-wreathed TL seen on our cars at the British and German Grand Prix. We still

have some Tamiya 1/12th and 1/20th kits of the JPS Mark III (Lotus Type 78) in stock and you are advised to send your orders for these very quickly to avoid disappointment. However, there is another Lotus kit to fill the gap for devotees all over the world (as below) and it is this new 1/24th scale Lotus Super Seven Series 2 also from the world-renowned Tamiya company. Prices are as follows:



	U.K.	Europe	Worldwide
Members:	£5.40	£6.10	£6.85
Non-Members:	£6.00	£6.70	£7.65
JPS MK III (Lotus Type 78)			
1/20th scale...only a few remain!			
Members:	£7.20	£7.80	£9.80
Non-Members:	£8.20	£8.80	£11.00
JPS MK III (Lotus Type 78)			
1/12th scale...now almost gone!			
Members:	£17.85	£17.95	£21.70
Non-Members:	£18.85	£18.95	£22.70

Club Sweater

A much requested item in our clothing range is this warm high quality lambswool sweater with the words "Club Team Lotus" tastefully embroidered in yellow (his-and-hers).



	S	M	L	XL
	38"	40"	42"	44"
	98cm	102cm	107cm	112cm
PRICES:				
	U.K.	Europe	Worldwide	
Members:	£17.50	£18.75	£20.50	
Non-Members:	£18.50	£19.75	£21.50	

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:

	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



The Club's return to black has been made by popular demand. On page 16 in this issue you will see our new black 'his and hers' Sweatshirts. Take it from us they are great value.



Elio is seen wearing our Club race driver style hat complete with Club Badge that has proved so popular. It will fit any size of head and is in black with yellow/gold embroidery.

	U.K.	Europe	Worldwide
Members:	£5.20	£5.40	£7.20
Non-Members:	£5.80	£6.00	£7.95

The Club cloth badge (seen on the hat) can be obtained separately:

	U.K.	Europe	Worldwide
Members Only:	£2.10	£2.20	£2.65

Elio is also wearing the fashionable Club Leisure jacket which is in 'his and hers' style and which has remained in constant demand since our Club was inaugurated in April 1982. It is black with "Club Team Lotus" embroidered in yellow/gold as is the discreet piping. It is made in poly-cotton chintz with 2ozs nylon liner, with woolen acrylic knitted collar, cuffs and waistband.

Sizes are:

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	U.K.	Europe	Worldwide
Members:	£27.50	£28.20	£31.90
Non-Members:	£30.80	£31.40	£35.20

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 above) 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.

IMOLA TALK

Our crew's work load was enormous at Imola. In four days they totalled over 66 hours in the garage.

Preparations for Monaco started immediately we left the Imola circuit. Our fourth car will have been completed and the usual tests at Nogaro and Ricard were scheduled prior to the all important Monaco qualifying. Remember only 20 cars qualify and top teams have been known to not qualify with either car!

Elio's huge group of family and friends were at Imola to enjoy their hero's delightful win.

Ayrton's mother and father also continued their European tour from the delights of Portugal but were equally devastated by their son's bad luck in Italy.

In the middle of one duel during the race Elio found time to wave his thanks to back marker Brundle for keeping out of the way.

Contrary to newspaper rumours of rivalry between our two drivers they have in fact already established a very good relationship.

Our hopes are high that we will have two of the new F15 engines in Monaco.

JPS GRAND PRIX NEWS SERVICE

A reminder to all of you who teeter on the brink of cardiac arrest as TV coverage suddenly switches from pictures of Elio and Ayrton to ice hockey and darts, is that the JPS telephone News Service inaugurated last year continues to operate in 1985.

Each day's practice times are detailed in full together with a summary of the results of the race and the reasons for retirements.

The telephone number to ring is (061) 246 8066 (or 8088) and as we have learned since publishing news of this excellent service last year many of our overseas members will also be dialling the number during frantic Grand Prix weekends to come!

HIGHLY RECOMMENDED *continued from page 13*

customers' time schedule and pocket. Working from parts catalogues instead of micro-fiches has made parts identification quicker and easier and in the case of the part that isn't on the shelf, Brian is confident that a well placed 'phone call can have the part to the customer within a few days.

All fast moving and service items are on the shelf the whole time but as a "new boy" to "Lotus" he is still learning what the customer wants. I am balloting our local members for a "Top 20" list of items which they would like to see in stock—it helps the garage, which in turn helps us.

Discounts of between 5% and 15% are available on most items upon production of a valid CTL membership card. If you have a large or expensive order, contact Brian direct and he may be able to arrange a special deal for you.

Should any member win the Pools or benefit from Great Aunt Maud's Will, then Mr. Billy Hume, the assistant Sales Manager, is the

ELIO EXCELS

Continued

second behind him until lap 11 when Alboreto charged past. Nothing the Ferrari driver could do endangered Ayrton's lead, even though our Brazilian star resolutely stuck to his imposed limits; by lap 24 the red car was in the pits for an ignition box to be changed.

Now Prost, having overtaken Elio, was trailing our leading car, the gap first reading 4.6 seconds (on lap 23 of the 60 lap race) and then a worrying 0.3 on lap 33 as our number 12 car encountered traffic. Once clear Ayrton's command of the situation once again asserted itself and by lap 37 he was 3 seconds ahead, 4 seconds by lap 41 and 6.9 by lap 43.

Meanwhile Elio was still holding 4th place behind first, Lauda and then Prost as the Austrian slipped back. By lap 53 Ayrton was 10.9 seconds ahead of the Frenchman but now Johansson was charging and looked set to upturn the appercart as first he deposed Prost and then started cutting first one and then two seconds a lap off Ayrton.

There is no doubt that had the Swede got too near Ayrton our Brazilian could have opened up again. As he said later it gave him no problem to pull away from anyone if he wanted to, and he was also having to contend with a slow puncture over numerous laps. But disappointment was but a short distance away. Lap 56 marked the end of his reign as the engine spluttered and died. It was all over.

There was a touch of gold still to come though. The ever consistent Elio, now with his brakes far from 100% (his pads had worn out) became third as his team-mate dropped out. Then as the new race leader Johansson spluttered to a halt he was up to second again with just two laps left.

The rest is history, controversial history without doubt. Came the long wait for Prost's McLaren to be brought in from where it had stopped on the circuit, the weighing procedures, the arguing and the lobbying. Then, talking over,

person to see "out front". I have been told that he will arrange for you to leave your old Cortina in the Tidybin and supply you with a new or used 3rd generation 'Lotus' to impress your girl/boy friend with.

The showroom, which is tastefully decorated using the current green and gold as on the sales brochures, gives the impression of exclusivity and shows off the cars to maximum advantage. While I was there, several people stopped to look at the cars before paying for their petrol, which, considering the rain shows what an impressive sight a group of 'Lotus' cars makes.

Driving away from this garage of the 80's, I took with me the impression that when the 'Lotus' franchise was taken on, it was seen as a challenge to meet head on; to provide the customer, however big or small, with exactly what he wants, and I, for one, am very happy to see this.

My thanks to Brian Gray and Billy Hume for their time.

came that long one hour wait to enable any protesters to make their views known.

They didn't. Our man Elio, long deserving a second GP win to his record, but with his moment of glory on the winner's podium taken

away from him, was in the history books. It was a victory to remember and enjoy for years to come.

1st	ELIO	4th	Lauda
2nd	Boutsen	5th	Mansell
3rd	Tambay	6th	Johansson

CHAMPIONSHIP DATA AFTER ROUND 3

World Championship Manufacturers				
1st	JPS LOTUS	25	4th	Renault 10
2nd	Ferrari	16	5th	Arrows 6
3rd	McLaren	12	6th	Williams 4
World Championship Drivers				
1st	ELIO	16	4th	AYRTON 9
2nd	Alboreto	12		Prost 9
3rd	Tambay	10	6th	Boutsen 6
1985 World Championship Races:				
		17	Events to date:	3
Total Victories Since 1960:				
	LOTUS	74	Tyrrell	23
	Ferrari	60	Brabham	21 (Bernie)
	McLaren	43	Williams	18
1985 Winners				
Constructors		Drivers		
1st	JPS LOTUS	2	1st	ELIO 1
2nd	McLaren	1		AYRTON 1
				Prost 1
Tyre Battle:		Goodyear:	3	Pirelli:—
Pole Position:		Fastest Laps:		
1st	AYRTON	2	1st	AYRTON 1
2nd	Alboreto	1		Prost 1
				Alboreto 1

NEW PRICES

Lotus Cars' new price structure was announced in March. The new prices (average increase 5%) became effective from Monday 1st April.

LOTUS EXCEL

Ex Factory Price	£12969.52
Car Tax	£ 1134.83
Recommended Retail Price inc. Car Tax & VAT	£16220.00

LOTUS ESPRIT S3

Ex Factory Price	£14096.95
Car Tax	£ 1233.48
Recommended Retail Price inc. Car Tax & VAT	£17630.00

LOTUS TURBO ESPRIT

Ex Factory Price	£18198.90
Car Tax	£ 1592.40
Recommended Retail Price inc. Car Tax & VAT	£22760.00

Lotus reserve the right to change prices and specification without notice

Readers Answers

Member Derek Eddestone has suggested doing a swap with Richie Longo whose request for older style Lotus advertisements was published in our January issue. Incidentally Derek's interest in Lotus goes a lot deeper than collecting posters; he owns two Elan +2s 130/5's, has rebuilt an S3 Lotus 7 and maintains both a 1972 and a 1973 Elan Sprint DHC for friends who work in Saudi Arabia.

Derek has a collection of Lotus brochures and press releases from our past and along with his friends

who are also Lotus enthusiasts he feels sure they can help Richie with "doubles" they have collected, in exchange for similar posters from over-the-pond.

Incidentally Derek is keen to obtain more Lotus literature such as brochures, handbooks, press releases (production or racing) that emanated from the company in its early days through to the present day. He can be contacted at his home address of 9 Conifer Close, Hythe, Southampton, Hants SO4 5EL (Tel: 0703 842125).

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

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