

Lotus World

The official magazine of Club Team Lotus and Lotus Cars Limited

The end of August saw Peter Warr making six major announcements concerning our continuing race programme over the next three years. Agreements had been reached with Renault, JPS, Goodyear and Elf and Peter is to be heartily congratulated on bringing these to a satisfactory conclusion. To have done this so early in the season is a huge bonus point which enables our Team to make an immediate start on preparations for 1985 from a secure base.

Additionally reassuring news was that Gerard Ducarouge was staying with us for a long term period, an announcement that was warmly applauded by every member of our Team.

Then at Zandvoort Peter was able to announce that Ayrton Senna had signed with us for the 1985 - 86 seasons.

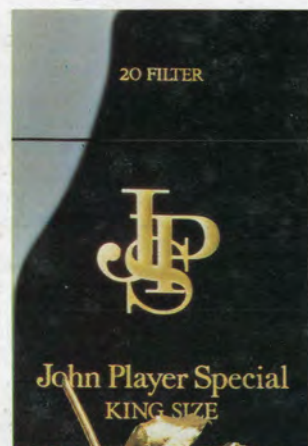
Lotus Cars were able to release details of their close connection with the new Toyota mid engine production sports car. On the Club front we had a new car insurance scheme for Members, and announced an all Lotus race meeting at Brands Hatch in 1985 (Details of all these topics in this issue).

GOOD NEWS MONTH



H.R.H. Prince Charles inspects our Active Suspension Esprit
(See story page 13). Photo: Courtesy Cranfield Institute of Technology.

Black in the beginning



JPS 1BLW

MIDDLE TAR
As defined by H. M. Government

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

World News...World News...World



Peter and Ayrton sign the contract that will see him drive for us in 1985 and 86. Peter looks remarkably fresh after an excessively gruelling month which saw him fulfill his normal race programme as well as successfully finalising new contracts with Ayrton, Imperial Tobacco, Goodyear, Renault and Elf together with the very reassuring announcement that put the icing on the cake for us that Gerard Ducarouge would be with us for a long time to come.

SENNA SIGNED

Exciting news announced at Zandvoort was that the Brazilian sensation, Ayrton Senna, will join us for the 1985 and 1986 seasons.

Ayrton completed contractual terms with John Player Special Team Lotus prior to the Dutch Grand Prix and advised his current team, Toleman, of the fact.

The 24-year-old from Sao Paulo, Brazil, made his Formula 1 debut earlier this year and finished sixth in his second-ever Grand Prix in South Africa. But he showed himself as a future champion by finishing second in the appalling conditions of the Monaco Grand Prix and then backed this up with an excellent third in the John Player Special British Grand Prix at Brands Hatch in July.

He is the first driver to enter into a contract with our Team for next season; an announcement about the other Team member will be made shortly.

BIG DAY FOR LOTUS

Commented Peter Warr, "This is a big day for us. Not only are we continuing our long-standing relationship with our friends at John Player but also we have signed the most talented newcomer in Grand Prix racing—a potential World Champion. We beat several other top teams for his signature and I am delighted."

Ayrton's career has closely followed that of his compatriot Emerson Fittipaldi who won the

World Championship at the wheel of our John Player Special in 1972. Like Emerson, Senna's first contact with racing in Britain was at Snetterton close to the JPSTL factory and like Emerson he came under the watchful eye of ex-Team Lotus employee Ralph Firman.

FITTIPALDI'S FOOTSTEPS

Also mirroring Fittipaldi's career, he has won in every category he has entered. He has won Formula Ford, Formula Ford 2000 and last year's British Formula 3 titles on his way up.

Said Ayrton, "I was brought up on stories of Emerson's victories in the John Player Special team. It is great to be joining that team that has so much history. With them and their excellent car, I hope to start winning in Formula One. I am sorry to leave the Toleman team but this is a new opportunity for me."

GERARD CONTINUES!

After much speculation by the media Peter Warr was able to confirm to a delighted gathering of JPS Team Lotus staff that our popular Chief Engineer Gerard Ducarouge has agreed to stay with the team on a long term basis.

Gerard joined us in May last year Colin having first discussed such a move with the highly talented Frenchman in 1982. He has been in top line motor-racing for over twenty years having first trained at France's National Aeronautical Institute, from where he joined a Government missile programme. He joined Matra in 1966 and soon transferred to their motor racing department where he became an engineer on their sports prototype team that scored victories at Le Mans in three successive races (1972, '73 and '74). The latter two years also saw Matra take the World Sports Car Manufacturers' Championship.

In 1975 when Matra disbanded he moved to the new Ligier team

and only two years passed before they won their first Grand Prix (Laffite in Sweden 1977). Between 1979 and 1981 Ligier won seven Grand Prix, a superb record by anyone's standards.

Joining us from Alfa Romeo, forty-two year old Gerard (who is married to Colette) instantly filled the engineering void left by Colin and within mere days had instigated a build programme that saw not one but two new cars (JPS 94Ts) built in a record breaking six weeks and running very successfully at the British Grand Prix in 1983. As this car ran so well 'straight out of the box' Gerard was soon hard at work on this season's JPS 95T a car that has seen us in second place in the Manufacturers' World Championship and Elio in third spot for the Driver's crown.

Whilst Gerard presumably misses the bright lights and cosmopolitan atmosphere of Paris, he has settled in well in Norwich and come to appreciate much of what the City has to offer.

Lotus World

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1985's SPECTACULAR LOTUS EVENT

OUR CLUB'S BRAND'S DATE

Highlight of Club Team Lotus' 1985 calendar will be an exciting two-day event at Brands Hatch run over the full Grand Prix circuit on July 27 and 28 next year.

Organised in close liaison with our friends John and Angela Webb and John Nicol of the B.R.S.C.C. (the Club's head office is at Brands) our Club's plans include races for all types of Lotus run under the official umbrella of the Royal Automobile Club Motor Sports Association and efforts are also being made to allow our overseas members to take part.

GRAND PRIX CIRCUIT

Up to thirty-eight cars are allowed on the start grid for the long Brands circuit, and those wishing to be included in the events run on what promises to be a most spectacular and memorable day of motor sport are invited to contact us now.

The brand new Expovillion facility built by Motor Circuit Developments this year and boasting a floor area of twelve and a half thousand square feet will house a galaxy of old and new Lotus', and specially defined areas outside the building will be allocated to displaying as many Lotus types as possible from our history. Readers will no doubt remember that for our Founders Day at the Lotus Factory last year around 80 to 90 cars were originally expected for the display area and over 150 came on the day!

FREE TO MEMBERS

A special bonus for Club members will be free personal access to the Brands circuit on both days (Saturday practice) on presentation of their Club Team Lotus membership cards. Provisionally programmed to start at



noon on the Sunday the event will include a Celebrity Race run in XR3i Fords for personalities well known for their association with Lotus such as Grand Prix drivers of our cars in previous years.

GRAND PRIX CAR DEMONSTRATION

Another highlight will be a demonstration run by a JPS Team Lotus World Championship Formula One car fresh from the British Grand Prix held the previous weekend and already promised to us by Team Manager Peter Warr. It will be piloted by one of the Team's two

drivers and will be on display throughout the meeting.

TRIBUTE PARADE

Also included will be a parade of Concours class Lotus' in honour of our late Founder. The main race of the day will be a Thundersports race run over 150 miles, and there will be a mass of attractions around the circuit all aimed at making a great day out for motoring and motor sport enthusiasts and their families particularly for those with a special affection for the world of Lotus.

Up-to-the-minute news of this exciting event will appear in

Perfect example of the broad span of our history that will be seen at Brands next year is depicted here as a Turbo Esprit takes Woodcote Corner in company with a Type 18 in our Tribute to Colin Parade at Silverstone in 1983.

Lotus World and all intending competitors and companies associated with us wishing to take advantage of the display facilities should write to us now at Club Team Lotus, Wymondham, Norfolk NR18 9RS to avoid disappointment.

JOHN PLAYERS FUTURE SUPPORT



Dutch Grand Prix time was particularly exciting for us as not only did we get our best result this season but press releases were flowing thick and fast as announcements concerning the successful completion of numerous contracts for future seasons were made.

Particularly good news was that our long relationship with John Player was to continue. As Britain's premier F.1 Grand Prix sponsor Imperial Tobacco became the first major "non-trade" commercial Team sponsors when they backed us through their Gold Leaf brand back in 1968.

In 1972 Imperial announced continued sponsorship of the Team but in the new black and gold JPS colours

that have become famed around the world. That was the year Emerson won the Championship for us both.

FIFTEENTH SEASON

Imperial have continued to sponsor us in the same livery up to 1984, with a break of two and a half years between 1979 and 1981. This sponsorship is the longest running "non-trade" commercial sponsorship in the sport of Grand Prix racing—1984 is our fifteenth season together.

Readers are no doubt well aware how vitally important Imperial's support has been to us through the years and the relationship has produced numerous victories and milestones in motor sport history around the world.

Brian Wray, Marketing Director of Imperial Tobacco Ltd



John Player Special

BEST SO FAR

AUGUST 26th
HOLLAND
Zandvoort



WINNER: Alain Prost FASTEST LAP: Rene Arnoux 1.19 465

The Zandvoort circuit gave us our best result of the season, our cars taking first and second places in the race for all the competing cars except those driven by Prost and Lauda! It compensated, only very slightly we must say, for McLaren breaking the record we have held for six years of eight World Championship victories in one season (1978). They thoroughly deserve the accolade's given them, as there appeared little chance in these days of highly pressurised and competitive racing any team would achieve such a feat.

Nigel and Elio's excellent third and fourth places again highlighted the extraordinary standard of preparation by our mechanics and the subsequent reliability of both our cars which has been such a valuable feature of our 1984 season.

As a result JPS Lotus moved into second place in the Manufacturers World Championship three points clear of Ferrari, Elio moving further ahead of Arnoux in the Drivers' scoreboard with a five point advantage in third place.

HECTIC WEEK

The month of August that led up to the Dutch Grand Prix was one of the most hectic in Peter Warr's life. This time it had little connection with car preparation but centred around the finalising of various contracts and ultimately the dotting of i's and crossing of t's on press announcements to be made around Zandvoort time. As any other Team Manager in the business would readily admit Peter's achievement in successfully negotiating and finalising so many contracts for the future was remarkable if only judged in volume performance but to have completed these in such good time so that the important part of getting down to concrete plans for 1985 and beyond was even more remarkable. A total of six major announcements were therefore able to be released to the media and just for good measure Peter had one or two others up his sleeve which are still to be announced.

DISCUSSIONS

As it turned out Peter saw more of the inside of various motorhomes at Zandvoort than he did of practice and the race and he gleaned more from the BBC 2 coverage that followed.

Proceedings opened in confident style our truck pilots earning gold Team points by arriving at the Dutch circuit after the long drive from Zeltweg as early as Tuesday lunchtime. Some idea of their achievement is emphasised by the fact they had come from just 50 kilometres short of Yugoslavia to somewhere near the Danish border in a remarkably efficient time.

ENGINE COLLECTION

Roger Pestell and Clive Hicks had driven to Paris with our Renault van to collect race engines and had also arrived at Zandvoort earlier than expected thereby giving our crew a more relaxed period in which to complete installation. When Peter arrived on the Thursday before the race, preparation on Elio and Nigel's race cars was almost complete and Sho's spare car already finished.

NEW TEAM FEATURE

A new procedure adopted by Team Lotus at Zandvoort was to have the Dutch equivalent of Securicor keeping a very watchful eye on our travelling circus from 8 each evening until 8 a.m. the next morning. It worked well and the principle has been adopted for future Grand Prix and hopefully this will put an end to those disturbing occasions when we have discovered various souls lying on their backs measuring our suspension geometry!

STRANGE BEGINNINGS

When the track opened for Friday's unofficial practice a strange element unfolded. The two McLarens, the single Brabham and ourselves were way up front in running times an exceptional intrusion to the pattern being that of Ferrari. The

Renewed Engine Agreement



Photo: Club Member Neil Gregory, (Germany)

The good news that Renault had renewed their agreement with us for the supply of racing engines over the 1985/86/87 seasons was given by Gerard Larrouse (right) Managing Director of Renault Sport, during the Dutch Grand Prix. Seen with him in this photograph sent us by Club member Neil Gregory of Halle, W. Germany is Jean Pierre Hanrioud who is in charge of the Renault hospitality organisation. Jean Pierre was the well known race and rally driver in the sixties who drove "works" Porsche, Renault Alpine and Ferrari's in such events as the Le Mans 24 hours and Rallye Monte Carlo.

Renault Sport and the John Player Special Team Lotus announced at Zandvoort that they had renewed the agreement for Renault to supply us with their Renault Gordini V6 engine for the 1985/86/87 seasons.

Gerard Larrouse, Managing Director of Renault Sport, and Peter Warr, General Manager of John Player Team Lotus, together signed the three-year agreement which again guarantees the supply of engines, their preparation and maintenance, and technical assistance supplied by Renault Sport.

The engines put at our disposal will again be assembled and maintained by Mecachrome in Bourges and will be identical to the ones used by the Renault Elf team. In making the announcement Gerard referred to Elio currently holding third place in the Formula 1 World Championship placings with a Renault-powered John Player Special Lotus - proof that the two-year partnership with us had been extremely successful and Renault Sport believe that its renewal will again soon meet with success. We'll drink to that!

lack of consistent progress and general falling off in form of the red cars had reached an all time low in Austria with chaos reigning all around but here they were in Holland just a few days after the previous race and back in the reckoning with Alboreto less than two tenths of a second behind our young Italian.

While Elio expressed satisfaction with his car in the first session Nigel's was suffering from a strange malady which could not properly be called a misfire although the end result was the same inasmuch as the engine was hesitant to produce its full supply of power. Other than this he was pleased with his performance and like Elio's car its balance could not be faulted.

Friday Untimed Practice

1st	Prost	1.15.865
2nd	Piquet	1.16.947
3rd	Lauda	1.17.299
4th	ELIO	1.17.547
5th	Alboreto	1.17.710
9th	NIGEL	1.18.781

FRIDAY QUALIFYING

The usual ding-dong battle between Elio and Piquet started as soon as the green light flashed on. On this occasion Nelson used both sets of tyres very early on giving Elio a better chance to catch and pass him, which he very nearly did being only a fraction over one tenth of a second slower. Another intruder in the shape of Keke Rosberg also did well in this session taking fourth spot behind Prost.

Friday Timed Practice

1st	Piquet	1.13.872
2nd	ELIO	1.14.027
3rd	Prost	1.14.946
4th	Rosberg	1.15.137
5th	Warwick	1.15.184
9th	NIGEL	1.16.533

AFTER THOUGHTS

Not only did Elio have his aerodynamic problem and his excitement on the oil but he also had a huge avoidance with Winkelhock when the latter chopped him during the Race.

There were many good tussles all the way down through the field in Holland one of the best being between the Arrow and Ligier Teams.

Boutsen was an extremely lucky boy when having reached maximum speed and finding himself right behind Rene Arnoux's Ferrari he was confronted by the little Frenchman then backing off to go into the pits. Boutsen had nowhere to go but to run into the red car the contact of wheels launching him straight into the air fortunately landing the right way up still going in a straight line after a perfect landing. There was no way he could continue as a front wheel was left cocked up in the air.

Scott-Weir our Glaswegian pilot friend who had performed so

FRIDAY EVENING

While Nigel's race crew changed the engine in his chassis a press conference took place at Renault's mobile home at which the reassuring announcement was made that Renault had renewed their engine supply agreement with us for the next three seasons. Following this Ms. Francois Guiter, Marketing Director, Elf France told the assembled audience his Company would be continuing to sponsor our Team in the future. To round off this happy occasion Peter Warr and Gerard Ducarouge presented Gerard Larrouse and Bernard Dudot of Renault with JPS watches. Unfortunately this gesture turned humourously sour when the strap fell off the one given to Dudot as he attempted to put it on so Peter Warr had to bring it home with him and return it under guarantee!

Saturday morning's untimed practice session saw both cars doing full tank tests in preparation for the Race. Later on in the one and a half hour session and after large quantities of fuel had been pumped out Nigel put his car on the unofficial front row eight tenths of a second ahead of next man Fabi in the Brabham BMW.

This session emphasised the huge effort being made by our old friends at Goodyear as they pressed hard in their battle with Michelin to take the title of top tyre manufacturer. With large quantities of compounds in A, B, C and D specifications (the latter was particularly good) and with their contracted teams up front in practice times they were obviously and successfully continuing a rapid rate of development and since Hockenheim

creditably in the *other Olympics* in Austria took time off to come and watch our Zandvoort performance. Obviously his appearance reminded our crew of their crushing defeat but they put this out of their minds as another contest started in the evening. This time the do or die battle settled on eggs, our crew's hotel owner being kind enough to ask all their other guests if they wanted eggs for breakfast! Suitably armed battle started and was handsomely won by Duck, the originator of the contest in Austria, in a record breaking swallow of 15 raw eggs in 9.4 seconds. As a result and with the R.A.F. pilots intent on taking the lost honours back our crew have now been invited to an out-of-season visit to their Gutersloh headquarters. Any reader who nurtures the ambition of bring a race mechanic with Team Lotus should watch the situations vacant columns after this event has been held.



Our two cars held these positions for twenty-six laps until Elio's excessively oversteering car made it too difficult for him to keep Nigel at bay.

their tyres had been getting better and better.

Untimed Practice

1st	NIGEL	1.16.079
2nd	Fabi	1.16.937
3rd	Alboreto	1.17.191
4th	Tambay	1.17.223
5th	Rosberg	1.17.325
16th	ELIO	1.20.497

FINAL QUALIFYING

That afternoon's final qualifying session followed the usual 'explosive' pattern and oily condition. Again the Elio versus Nelson battle took place the Italian having to repeat his mind blanking act from Austria; this time he had to once again pick his way around various oil slicks left on the circuit by cars whose engines had been asked to do more than they were able.

Both drivers were clearly out to beat each other and also to keep Prost's McLaren at bay but the latter eventually beat them to it Nelson taking second place after a huge spin on his final run, resulting in him having to use his previous day's time which was one hundredth of a second quicker than our number 11 car. Prost's performance in taking

pole was a real sizzler for which he deserved the highest praise.

Final Session

1st	Prost	1.13.567
2nd	Piquet	*1.13.872
3rd	ELIO	1.13.883
4th	Warwick	1.14.405
5th	Tambay	1.14.566
12th	NIGEL	1.15.811

*taken from Friday's practice.

THE RACE

Early morning warm-up at Zandvoort starts at noon due to the proximity of the town's churches to the circuit. Both our cars continued to run without any problems Elio finishing third in this session (behind Prost and Lauda) Nigel taking sixth position. Preparation of race cars for this circuit is even more intensive than usual as the track is a very demanding one. Gearboxes take a heavy pounding (one gear is used five times in one lap) the cars being subjected to full bore running on the straight with braking efficiency being at a premium and with fuel consumption higher than usual.

Continued on back page ►



Elio doesn't seem too worried about after or before thoughts. This picture was taken just minutes before the start of a Grand Prix.



I NOW PRONOUNCE YOU 'MAN & LOTUS'

Lotus Europa handling was marginally better than the Elan in Rod Bean's opinion but for him "drivability" was not as good. The car pictured was part of Bulmer's Woodpecker Cider promotion in America in 1981 as they felt their production of a rare quality English cider went particularly well in the U.S.A. with an English car of rare quality. The whole exercise was judged to be a huge success.

California is not only famous as the recent home of the Olympic Games. It also has a very active organisation headquartered in Canoga Park called Club Elite. Secretary Alex Bollinger's Newsletters make good reading for Lotus enthusiasts and we acknowledge Alex's approval to re-print this article by Rod Bean.

PART I: PRE-ELITE

I have always appreciated many different cars at the same time, most being sporting in nature. These days, of course, most enthusiast cars and almost all of my even changing list of "cars I'd like to own" tend to fall into the collector's item category. Indeed, out of nine cars currently owned, only one, my tow car, is post-Nader.

Back in 1959, at age 18, I began a process of trying to own, one after the other, every desirable car in the world, going up this automotive ladder of achievement at a pace dictated by the going price and my ability to pay it at the moment. Chronologically, the first car on my completely unofficial, mental list was "any sports car I can afford". That ended up being a \$650.00 MGTD which was a worthy introduction to "sport", and SU electric

fuel pumps. From there, I progressed through a Triumph TR2, a '53 Porsche 1500 Coupe, and then, a Speedster (for \$1,750.00). At this point, with the Speedster's engine getting a little loose, I detoured to a practical solution. I traded it in on a new '65 Spitfire. Although I enjoyed the Spitfire, I'd be rich today if I had been able to predict what was to happen to prices for Speedsters, or TD's, for that matter.

LOTUS CORTINA

After a few other practical diversions (VW's), I got back on track by getting a new Lotus Cortina. Now this was a real turning point. From here on, I became a performance junky and if it had been important before, it became an obsession when I discovered slaloming. After a while, I reasoned that if a 1900 lb. Cortina can go that fast and go around corners that well, a 1500 lb. Elan with the same engine ought to be a driver's delight. I got an Elan. OMIGOD! That did it. I began to concentrate on driving. An Elan makes you see the whole subject in a different light. You aren't making up for deficiencies in the car as



(left) This lefthand drive Elan pictured at Hethel after rolling off the production line could so easily have been one of the versions that excited Rod Bean over in the States.

much as trying to make sure you are at least as good as the car.

Later, after considerable slalom success with my Elan and others (Lotus West member, Dr. Fred McClung was my friend, mentor and owner of the most "magic" Elan in the world during this period), I decided to go racing.

DREAM CAR

I reluctantly, and temporarily, sold my Elan to buy a beautifully race prepared Yenko Stinger (Corvair) which I gleefully ran in SCCA Regional and National races for several years, while continuing to slalom Dr. Fred's Elan and other cars as race schedules permitted.

Then one day, it was time to have another dream car. The price I had been paying for racing was driving on the street, a permanently destroyed Corvair I'd bought for a parts car. So I decided to resume the escalation game which had been interrupted by the discovery of the wonders of the Elan, and after that, by the commitment of racing.

LOTUS ELITE

The Lotus Elite was definitely on my list but none was available in the Los Angeles area at the time. I did test drive a Fiat Dino Coupe, an Aston Martin DBA (albeit, with a Chevy V8), a beautiful Mini Cooper S, a near-concours Volvo engined TC, a mid-engined V8 Corvair conversion, a Ferrari 250 GT ex-race car and even a '48 Jaguar MK.IV. I ended up going down to San Diego with my trailer and bringing back a non-running Elan S2 which had been painted with a broom. I got it working and was in heaven again.

I had finally reached the end. There was no place left to escalate to! I hadn't thought it would end this way. When I was 22, I was going to have the ultimate driving machine someday, a Ferrari SWB Berlinetta. Now, it was hard to think of that big (beautiful), solid axle (fast), bulky car as being the ultimate driving machine—depending on what one means by "driv-

ing'. The Ferrari could certainly go 50 mph faster than a stock Elan. But the only way I saw of surpassing the Elan's "driver's car" qualities was to drive a formula car on the street (not enough room for my briefcase). Europa handling was probably marginally better than the Elans but the drivability was not as good, at least for me. I do like Europas but going fast in an Elan feels natural—comfortable.

SEVEN'S

So that I can be sure that nobody is left unoffended, I'll talk about my impressions of Sevens. Fun. Fun

Part II: I Begin To Go Backwards

I now have four Elans, one SCCA race car (which I successfully campaigned in regional races during 1981), an S2, a very early '63 S1 and a '64 S1. In typical Lotus fashion, most are "under restoration" but it doesn't matter because I've become romantic about Lotuses. The consequences of that condition are many and varied. For instance, when I decided that I should have a going-to-work sedan, for carrying things home from noon buying trips, among other pur-

FASCINATION

By the way, this new fascination with reliving the pre-Nader years is not limited to Lotuses. I may be getting senile but I'd like a '47 DeSoto (and, of course, a SWB Berlinetta). It's just that I have, it seems, a close family relationship with the cars of Colin Chapman. Lotuses aren't merely the result of a study of what the bulk of the public will buy.

They are, to a large measure, the personal statement of a brilliant engineer—the same engineer who has given me all this driving pleasure already.



Like countless others Rod regards the ageless Lotus Elite (Type 14) as one of the most beautiful cars in the world, period. The one pictured here is Bernt Lundströms 1959 model seen at a race meeting in Sweden.

like a Mini is fun. Also manoeuvrable and light and fast. But all that is not the same as sophistication and with the Seven's weight distribution, sliding one around, however controlled and precise, is an absolute ball but makes one go slower.

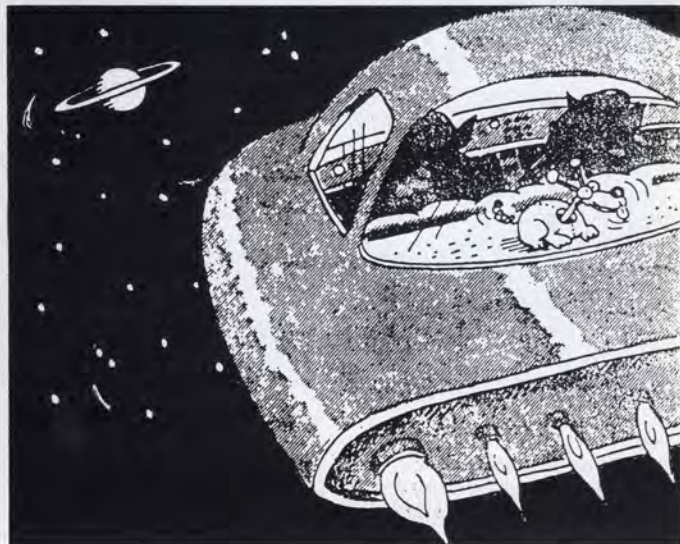
Driving like that is one of my favourite things and Elans seem to be made for it. Going around a turn the "right" way and the fast way at the same time is a nice feeling.

I began collecting Elans, one for every conceivable purpose, until I had the "required number".

poses, I found, not one, but two, Lotus Cortinas.

And then, already possessing a lifetime supply of "driver's Lotuses", and "practical (a relative team) Lotuses", I got very nostalgic about historic Lotuses. Twenty Threes, Nineteens, Elevens, Thirties, Nines. Boggles the mind. Well yes, I'd love any one of those but this has to stop someplace. There are only so many hours in the day available to enjoy a car. Too many cars and you might have to learn to require less sleep.

And now we come to Chapman's idea of what an advanced road-going Lotus should be like in the late fifties. Sure it would be entertaining and nostalgia to drive an 11 on the street but the Elite seems to represent what Colin thought the young, racing-oriented driver would really like in 1959 and should be driving. Besides, an Elite is certainly more practical (did I say that?) than a pure race car. Not only that but the Lotus Elite has remained in my mind, one of the most beautiful cars in the world, period.



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News from Japan

New Links

The exciting new Toyota MR2 mid engined 1600c.c. production sports car that has close links with Lotus



The new plant at Sanage where its speedy construction took our Team completely by surprise. It is now complete and the official opening ceremony took place at the end of August.



Albert Adams, General Manager of our Process Research and Plastics Division tries the driving seat of the new car, passengered by Mr. Yoichiro Kojima Director of Kojima Press Industry.



Lotus Engineers, Roy Holmes (Process Controller) and Dick Moore (Toolmaking Supervisor) work with their Japanese colleagues in the Kohnosu Plant ensuring the new patterns are absolutely perfect.

Toyota's announcement of their new and exciting 1600 c.c. mid-engined MR2 car not only marked an important and much needed addition to the world's production sports car category (prior to this announcement the only sporty production car available was the Fiat X1/9) but also emphasised the increased strengthening of the links between our two companies. Utilising the Lotus licensed Vari System (the process of Vacuum Assisted Resin Injection) developed over many years to a very high standard of quality by Lotus engineers. Toyota, Kojima Press Industry Company and Uchihama not only utilise our technical know-how to produce the spoiler and door sills for the new car, but also built a brand new factory measuring 186 metres x 36 metres, at their Sanage site in Japan centred on

their fifth visit). The magnitude of the Japanese Company's involvement in our Vari Process was the first surprise, the exciting new Toyota car was the second. The third surprise unfolded when their Japanese hosts took our Team to Sanage, a site they had last visited in November last year when it was merely virgin ground. Now there stood a large plant measuring 186 metres x 36 metres incorporating composite moulding requirements for the Vari System.

As can be seen from our photographs our team joined the working staff shortly after arrival on the Saturday evening, completing their assistance successfully after a long week that ended on the following Saturday morning in time for them to get the next plane home to Norfolk.



All Tooling is of the Lotus Vari design seen here at the Kohnosu Plant.

our system, and which was commissioned around the end of August.

SURPRISE

The first indication of this exciting project came about early in June when Mr. Yoichiro Kojima, Director of Kojima Press Industry telephoned Albert Adams, General Manager of our Process Research and Plastics Division, requesting his team pay a visit to the Kohnosu Plant of Uchihama Industry Company Ltd. Our team had no idea of the surprise that awaited them as they travelled to Japan (now

By June 19th. both Mr. Kojima and Mr. Saeki (President of Uchihama Industry) had written to Managing Director Mike Kimberly warmly thanking him for the Lotus effort that had considerably hastened the solutions to the Kojima Press and Uchihama Industry problems in satisfying the Toyota production requirement and inviting our team to Sanage for the official opening of the completed building scheduled for the end of August.

This is another example of Lotus' composites technology achievement and trend setting around the world.



HIGH PERFORMANCE CAR INSURANCE SCHEME FOR CLUB MEMBERS

Taking nearly two years to bring to fruition Club Team Lotus' insurance brokers have successfully completed their negotiations with a major Underwriting source for the provision of highly competitive premium rates and a broad scope of cover in respect of high performance vehicle owners.

Special benefits of the Scheme are as follows:

1) The Scheme has been specifically designed to cater for every type of High Performance Vehicle, either currently or previously manufactured.

4) Whilst Rallying is a Standard Exclusion, the Policy can be endorsed to include such events, other than those of major National or International Rally status. For those who involve themselves in one or two Rallies per annum, such events can cost as little as £7.50 to include full cover per event, and the only change in the Policy cover, would be the introduction of a £100 all sections Excess whilst actually rallying.

5) Extensive research into current Market Rates has proved that the

7) The Scheme is available only through our Brokers, and Club Team Lotus Members have the advantage of being part of the first organisation to whom this Scheme has been made available.

8) All Vintage and Collector Car Owners may secure an agreed Market Value on individual vehicles to be paid in the event of a total loss, subject to the standard Engineer's report, plus a recent photograph of the vehicle itself.

9) Like many other companies, the Scheme will also provide a Pro-

tected No Claims Bonus Endorsement if required.

Quotation questionnaires for UK members are enclosed with this copy of Lotus World and when filled in should be returned to Peart Associates, The Pavilion, Covell Close, Lancaster, Lancashire LA1 1HQ.

Editors note: Club member owners of current Lotus and other high performance cars should not be misled by the fact we have published two pictures of earlier models, as the Scheme covers all ages and types of motor vehicles.



One of the countless types of car the new Club insurance scheme will cover. The one pictured here is Club member Ann Edwards' immaculate Twin Cam Lotus Europa.

2) Provided the Proposer is eligible to join, the method of rating includes a wide range of voluntary discounts not usually available to high performance vehicle owners.

3) Such discounts include: Age of Driver Discount, Restricted Driving Discount, Voluntary Accidental Damage Excess Discount, Age of Vehicle Discount, and Restricted Mileage Discount.

new Scheme's rates are currently the most competitive against any other major Motor Insurance Underwriting Source.

6) The Policy is Underwritten by Beacon Motor Policies at Lloyds who for many years have specialised in writing pure Private Car business of every description and the Policy contract has the full protection of Lloyds of London, as per the current Board of Trade requirements.



If you are the lucky owner of a car similar to the one pictured here no doubt the new Scheme will greatly benefit you. This particular Lotus Cortina belongs to Club member Tony Edgeley from Peterborough and is shown after taking 1st Prize in the Historical Class of the Concours d'Elegance held in Peterborough in July and organised by the A1 Lotus Car Club.

The Other Olympics (RAF style)



Some of the RAF ground crew pose with our Team prior to battle commencing.

Everyone knows the age old custom of firing off the start of the Olympics by a runner carrying a flame. The only international flavour about the other Olympics was that they were held in Austria after this year's Grand Prix, the opposing Teams being the RAF pilots (from the Red Arrows, Harrier and Puma helicopter) versus JPS Team Lotus. And instead of a man with a flame, this programme of 'sport' was fired off by a remark from 'Duck' our transporter driver about the sexual habits of helicopter pilots - who needed a flame?

'MILTON' BREAKS OUTRIGHT RECORD

First came the display of strength. This was delivered by Scott Weir the six feet four inch Glaswegian Puma pilot who performed the 'Scott-Roll' which saw Duck (appropriately) lifted off his feet and thrown over Scott's shoulder.

Then came the Jacob's Cream Cracker eating/speed contest (dry of course). The average times recorded to date have been around the 30 to 35 seconds mark until "Milton" (Team mechanic Paul Simpson from Milton Keynes also famed for his long distance running) stepped forward. As the last contestant representing our Team everything depended on him and he recorded a devastating 26.5 seconds which not only put us in the lead but also broke the outright record of 28 seconds displayed in the RAF team's mess at their Gutersloh base in Germany.

"LIKE AN EGG, SIR?"

From here it was downhill for JPSTL. Eating complete and raw eggs were next on the list and the RAF won easily. Later we learned the boys in blue were adept at biting a hole in each egg and

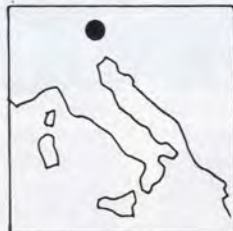
continued on P.11



John Player Special

BANG! BANG!

AUGUST 19th
AUSTRIA
Zeltweg



WINNER: Niki Lauda FASTEST LAP: Niki Lauda 1.32 882

Practice for us at the Zeltweg circuit started badly when the engine in Elio's race car blew up in the opening laps. Mysteriously two pistons had failed and our young Italian had to switch to our spare car, the engine of which already had two hundred miles on it.

In Saturday's practice Nigel's engine also blew up, and with a fresh engine in Elio's race car which we obviously did not want to use, our crew elected to make a very quick change on the spot.

Regrettably all this effort was in vain. After starting from 3rd (Elio's run on an oil covered track was masterly and nearly took pole position with it!) and 8th place our cars were holding 4th and 6th places when Elio's engine decided to quit.

Just five laps later Nigel's power unit also called it a day and our sole remaining enjoyment was to watch the old fox Lauda come in to a fine first victory on his home circuit.

EASY RIDER'S

The journey from England to Zeltweg has always been a fatiguing affair. However well you plan your interconnecting flight (from Norwich you stop in Amsterdam, Frankfurt and Graz, or Vienna, or Klagenfurt!) the final part of the journey by road from the nearest airport of arrival is a slow tiring affair and you have to do it all over again when you leave for home. This year Peter Warr beat the system; it was easy really. He just left home a day earlier.

CRICKET

On arrival he found the Team in a relaxed mood, some playing cricket in the pits while others were visiting a trout farm ten kilometres away. The latter group consisting of Clive Hicks, Kenny Szymanski, Roger Pestell and Andrew Warr (Peter's son) took only a little over an hour to boast a catch of fish sufficient for our crew and the family running our hotel to enjoy that evening, Andrew winning the heaviest catch award.

FIRST TROUBLE

When running opened in the untimed session on Friday morning Elio was soon in trouble with a major engine failure. Not one but two pistons had wilted and the cause of the failure was a complete mystery. The spare car was made ready but the engine in this had already logged 200 miles from the recent Donington test.

Nigel meanwhile was completing his full fuel tank running, his crew busily accumulating data for the race.

NEW TYRES

Goodyear had arrived at Zeltweg with three different tyres in three different compounds. A new tyre they had also brought along was thinner and taller than previous specification. However both Elio and Nigel not only had the new tyres and compounds to evaluate but they also had to concentrate harder than usual during their qualifying runs as the "Quallies" were lasting less than one lap the rears blistering right across the surface of the tyre.

Untimed Practice

1st	Piquet	1.28.893
2nd	Prost	1.29.022
3rd	Tambay	1.29.263
4th	Senna	1.29.443
6th	ELIO	1.30.026
9th	NIGEL	1.31.357

PHENOMENAL SPEEDS

If you want to impress a layman with the current speeds of Grand Prix motor racing the Zeltweg circuit provides an excellent example. Show the man a detailed drawing of the track lay-out and then give him a list of lap speeds! On Friday's qualifying session pole man was but a fraction under an average of 155 mph, a total of seven drivers exceeding the 150 mph barrier. It was interesting to reflect after the race that however much quicker cars have gone in the last four years Rene Arnoux still held on to his 1980 lap record in the Renault RE20 with a 1 minute 32.53 or 143.659 mph.



Elio relaxes before the start with his lovely German girlfriend Ute who has obviously dressed for the occasion.

Both Elio and Nigel elevated themselves on the afternoon scorechart our Italian obviously blanking from his mind a hair-raising spin in the spare car, fortunately without damage or injury, his JPS 95T closely resembling a hay wagon on his return to the pits.

Friday Qualifying

1st	Prost	1.26.203
2nd	Lauda	1.26.715
3rd	Piquet	1.26.928
4th	ELIO	1.27.531
5th	Tambay	1.27.748
7th	NIGEL	1.28.430

SATURDAY

The first untimed session saw us out early repeating our full

fuel tank runs. After Elio's major engine failure the previous day Nigel had run with less than full boost as a precaution. Now with full boost restored his engine also expired, which quite apart from the time lost, posed another problem for us. Elio's race car had already been made ready for the Grand Prix the following day and we were therefore anxious to leave it as it was. With Elio now running in the spare car Nigel's crew elected to change to a new unit a task they accomplished in an incredible 1 hour and 20 minutes which even beat the Tyrrell Team's similar engine change but, of course, with the simpler Cosworth DFV unit. At the back of our Team's

minds must have loomed the thought this was merely a temporary procedure as it was a 'qualifying only' engine and they would have the same task to repeat later on that day.

Untimed Practice

1st	Tambay	1.28.519
2nd	Prost	1.28.997
3rd	ELIO	1.29.110
4th	Fabi	1.29.355
5th	Piquet	1.29.488
13th	NIGEL	1.33.742

FINAL QUALIFYING

Once again the habit of oil droppage early on in final qualifying reared its ugly head. Quite suddenly five engines blew up out on the track including those of Tambay, a Ligier and an Alfa Romeo together with the Ram.

With the track surface awash with oil Nigel was undismayed and raring to go so as to improve on his seventh official position of the previous day. It was not to be however and although he knocked nearly a second off his previous best time he slipped into eighth place when another set of qualifying tyres expired before the end of his run.

Summoning up all his courage and enthusiasm Elio launched off from the pits in fine aggressive style but after putting in a blistering lap missed taking pole position by just a little over one tenth of a second. It was a really great drive.

Final Qualifying

1st	Piquet	1.26.173
2nd	Prost	*1.26.203
3rd	ELIO	1.26.318
4th	Lauda	*1.26.715
5th	Tambay	1.26.748
8th	NIGEL	1.27.558

*times taken from Friday qualifying

WARM-UP

With the fuel tanks again filled to the brim so as to check race settings for the Grand Prix soon to start our cars were running quite obviously quicker than the previous day but again we had another question to answer. The other Goodyear runners were found to be on sets of B or

sets of C tyres, even a set comprised of three Bs and a C but not one of them was found to be sitting on a set similar to our own selection! It is at times like this when the person who has made the final decision has to go away for a little while and carefully think through the reasons for his final choice!

Race Warm-UP

1st	Prost	1.31.561
2nd	Lauda	1.31.868
3rd	Tambay	1.32.193
4th	Warwick	1.32.609
5th	ELIO	1.32.899
9th	NIGEL	1.34.693

THE RACE

After a stunning display by the Red Arrows, a Harrier and a Puma helicopter (see accompanying story!) which Peter Warr found was even more impressive than on previous occasions, the cars assembled on the grid.

From his second row position Elio had dropped to fifth when the field streamed back past the pits at the end of lap 1 and had dropped to 6th on lap 2 and was down to 7th by lap 5. The picture brightened on lap 8 when he moved up a place and then moved up two more on successive laps to hold a comfortable 4th spot behind Piquet, Prost and Lauda.

However, by this time the word Renault had been written large for everyone to see and not in the best advertising sense! First the engine in de Cesaris' Ligier blew on lap 15 closely followed by Derek Warwick's engine on lap 16.

Next it was Elio's turn and on lap 28 he was trailing flame and smoke as he headed for the pits.

UNFAIR CRITICISM

The subsequent spillage of oil (Prost is presumed to have slid off into the fencing as a result of this) has produced considerable comment both by TV commentators and writers in the motoring journals who have insinuated that Elio's continuing drive around the circuit following such mishaps merely reflects on his distaste of walk-



In this picture Elio leads Philippe Alliot (RAM-HART 02) through one of the Zeltweg turns.

ing any great distance! Peter Warr's opinion of the two episodes this year is one of some surprise. "Let's face it", he said later when back in his office at Team Headquarters "when the car arrived back in the pits we assumed from the volume of flame and smoke it was merely a turbo that had let go. Whenever a turbo fails power output is reduced to such an extent you have the impression someone has quickly inserted a rather old engine from a Cortina. For Elio to then establish that it was an old Cortina engine less one piston is a trifle unfair given the circumstances, added to which neither Piquet or Lauda spun and they were just ahead and behind Prost...

Whatever the cause, or the result, the retirement of number eleven was intensely disappointing as Elio had driven a really fine race.

NIGEL OUT

Fourth engine to let go was that of Nigel's and this occurred only 6 laps after his team-mate had suffered a similar fate. Again, it was a great disappoint-

ment as he had taken over his team-mate's position in the race and was now running comfortably in 5th place. Just ten laps later Tambay's similar engine also expired only Hesnault bringing home the sole remaining Renault engine in his Ligier which not only had its wick turned down but had it clipped down as well!

It was certainly a mechanical fault that had taken everyone by surprise and some time after the Race investigations were still in progress as to the cause. The only pleasurable part of the Race left to our crew was to watch the wily old fox, Lauda, come home to his well-deserved and surprisingly only first time victory on his home circuit. Judging by the loud clanking noises from his gearbox that could be heard by all the other drivers that got anywhere near him he was extremely lucky.

Austrian Grand Prix Results

1st	Lauda
2nd	Piquet
3rd	Alboreto
4th	Fabi
5th	Boutsen
6th	Surer



Nigel's engine failure took place six laps after a similar fate had befallen his team-mate. Only one out of the six Renault engines that started the race reached the chequered flag.

Other Olympics cont...

swallowing the internals whilst tucking the pieces of shell up in the roof of the mouth until it could be discreetly disposed of away from the gaze of the by now horrified new comers. Our own contestants laboriously munches the shells into minute fragments ... thereby losing valuable time.

WANT A TEA?

Then came the dry tea bag eating competition which the RAF again won. By this time we were beginning to understand why with so much 'g' exerted on them so often in their flying displays they

were never ill - with an intake of so much dried food it can hardly come unstuck.

Next came the bottle of wine category (one glup style) and the RAF again took the Gold medal with a time of 37 seconds.

Then tyreman Clive Hicks gathered some flowers from the log receptacle still displayed outside our hospitality awning and for a moment our Team thought a Gold might come our way. But no - the pilots ate 12 to our six and we were very positively in second place!

Unknown to us was that this was only part one of the Games, with Part Two to come at Zandvoort.

PRINCE CHARLES ADMIRES...

H.R.H. Prince Charles recently visited the Cranfield Institute of Technology and asked to see examples of what the students were actively involved in for their Post Graduate Courses. There were numerous items on display including a Harrier and a Hawk aircraft that were the subject of conversion programmes. The one car on display was our own Active Suspension Esprit that was at Cranfield for a continuation of its Research and Development programme. As can be seen from our front cover photograph the car certainly caught the eye of the Prince and after its specification and capabilities had been outlined rumour has it His Royal Highness was heard to say "that's what I need on my Aston...!"



Photo: Courtesy Cranfield Institute of Technology

ELF & LOTUS

The links forged by Elf Petroleum and Lotus last year and enlarged at the beginning of this season were further strengthened at Zandvoort by Elf France Marketing Director Francois Guiter's announcement to the press the two companies would again be working in close liaison for 1985.

Originally brought together as a result of the Renault agreement to supply us with their Turbo EF4 V6 1500 cc power unit (which was itself originated by the management of Elf eight years ago) the Elf/Lotus liaison has been a huge success and one which has benefited not only our racing team.

PRODUCTION BENEFITS

This year saw the relationship further consolidated by Elf's contract with Lotus Cars to supply lubricants for all their requirements including what is known within the industry as "first fill". This as the wording suggests means that every one of our new cars rolling off the production line is filled with Elf lubricants, brake fluid and anti freeze the new owner's handbook recommending that Elf's

products are used throughout the life of the vehicle. Such recommendations are only made after exhaustive testing by our Lotus Engineering Department has been completed and such lubricants found to be one hundred per cent suitable for our vehicles in all the varied working conditions of every day motoring.

LONDON DISCOUNT FOR CLUB MEMBERS

Mann Egerton, a recent addition to our Lotus Dealer Network, has a fully stocked new and used car Showroom at 14 Berkeley Street, London W.1 and their Parts and Service Departments at 68 York Way, King's Cross is close to Main Line and Underground Stations.

All their mechanics are fully skilled and their electrical section can undertake all manner of electrical repairs and servicing, including air conditioning units. A special feature to note is that their charges are based on manufacturers time schedules and their parts prices are as issued by our factory. Mann Egerton's objective is to provide an individual and personal service for Lotus owners and for Club Team Lotus members who provide proof of membership they will give a 12½% discount on stock parts, or parts ordered. They also operate a post and C.O.D. service and accept all major Credit Cards, and are always willing to provide estimates for work.

STOP PRESS...STOP PRESS...

Lotus production breaks all records

Figures just released by Lotus Cars show a huge increase in their production performance this year, previous records being broken by large margins.

The month of August saw 110 new cars being registered which was the best for 10 years. A total of 390 new cars had been sold in the eight months up to the end of August, which compares well with the 288 sold in the same

period last year. What is so heartening in the 1984 result is that the figure has already exceeded 1983's total production of 383 vehicles.

The total number of cars rolling off the line in the first six months of '84 was 58% up on last year, our American exports increasing by a huge 83%, export of cars destined for other overseas markets going by up 44%.

LOTUS ELAN S4 SE DHC 1970. IN SPRINT COLOURS. GOOD CONDITION £3,200 ono. Tel: (0306) 881886

This is the 1600 horse power Kitty Hawk aircraft that Lotus P.R. Don McLauchlan eclipsed with his Lotus Turbo Esprit in the speed contest shown on BBC T.V. recently. Pilot Ray Hanna, son of the equally well-known RAF aerobatics pilot of the late forties and fifties much enjoys flying such warriors from World War II and took a very close second place behind our car.

LOTUS APPROVED PROTECTION

August marked the introduction of two new important schemes to benefit the new Lotus Owner, details of these exciting new benefits being:

MONDIAL ASSISTANCE

All Lotus' registered from August will incorporate new and comprehensive benefits at no additional cost.

(a) Lotus' normal full unlimited mileage warranty continues unchanged but now carries an additional Rescue and Recovery package including an 'At Home' service, both for accidental damage as well as immobility in the event of a breakdown.

(b) The programme is operated

continued overleaf ►





Gerard and Peter present watches to Bernard Dudot and Gerard Larrouse...it was then the strap fell off!

ESPIONAGE

At a race meeting which was surrounded by a mass of politics, numerous press announcements and team managers and drivers resembling a Tom and Jerry cartoon as they tip-toed furtively behind race transporters to their next mobile home meeting it was left to members of our Team to bring a touch of humour to the proceedings.

Taking a microphone from one of our headsets a long length of wire was professionally attached and the mike duly fastened to the Renault mobile home. The wires were dug into the earth and led across to our transporter awning where earphones were plugged in and left beside a notebook and pencil. The plan was for Bernard Dudot to draw attention to this during their team de-brief but in fact Gerard Larrouse made the discovery himself on coming out of the vehicle after one conference.

"What's THAT?", he shouted. Jean Sage and Daniel Champion who were close behind him eloquently followed Gerard's exclamation with "Bloody hell... where does it lead to?"

Tearing the wire out of the ground the two shaken executives followed the trail across to our awning where by now a mechanic had put the earphones on and was busy scribbling away on his pad!

Smiling weakly in an attempt to share the joke the two men from the French team gathered up all the equipment they had retrieved and returned to their mobile home. Later we heard a detailed investigation had been made of the offending equipment in their effort to discover how it operated although no one noticed there was no power supply so it could not possibly have worked!

Eventually the French saw the funny side...

DUTCH GRAND PRIX
"BEST SO FAR"
continued...

NIGEL SHINES

Nigel again ran a most sensible race assessing the situation from early on and adapting himself perfectly to the situation as the laps rolled off. At the end of lap 1 he was in 14th place moving up to 13th on lap 7. Gradually he moved up through the field until at half distance in the 71 lap race he was in 6th spot immediately behind his teammate.

ELIO STRONG

Elio made a good start when the light flashed green and held 4th position behind Piquet, Prost and Tambay until lap 4 when Rosberg forced his way through. At just over quarter distance (lap 20) the upside-down wing positioned in front of his rear wing structure failed and could be clearly seen bowed upwards at maximum speed. It was presumed that at lower speeds around the back of the circuit the structure was assuming its correct posture, the overall effect obviously giving Elio a most disturbed ride and seriously affecting his effort to keep position.

Some idea of the enthusiasm he put into his drive can be seen from the fact that he continued to hold 4th place from lap 20 through to lap 51 before having to give way to a charging Nigel.

OVERSTEER

The situation for Elio worsened as the considerable excess of oversteer caused by his subsidiary "wing" failure became very bad indeed and his left rear tyre was through to the canvas at the end of the race. We could only consider ourselves fortunate that no official observer noticed it as otherwise there would have been every chance the black flag would be shown him and his plucky effort brought to an end.

EXPERT

Lap 25 saw Laffite's Honda engine blow up in a big way the oil which dropped on the circuit taking out both Warwick and Winkelhock without injury or damage. Warwick said later "There was nothing I could do - I was just a passenger." When Elio came upon the deadly liquid he went into a huge spin but successfully kept the engine running and continued on his way without losing a place. However, it had wasted valuable time and the cars running behind him were now a lot closer.

FINAL LAPS

At the start of the last 17 laps through to the chequered flag Nigel was into a well-deserved third place behind the two dominant McLarens which actually lapped him one lap later. However, by lap 63 he was back up with the two leaders and successfully unlapped himself being the only car to remain in this situation when the flag dropped.

Meanwhile Elio was still struggling hard and had lost 4th place to Rosberg who was still charging hard even though his on-board fuel indicator told him that it was most likely he would run out before the end of the race. Just three laps from the end the Honda engine spluttered to a halt and although commiserations must go to Keke, Elio thoroughly deserved this stroke of luck and he was into 4th place and with it 3 valuable World Championship points.

Although dominated by the two McLarens the final result in this race was an excellent one for JPS TL and moved us into 2nd place in the Constructors' Championship with Elio finding himself in a more secure 3rd place in the Drivers Championship.

Race Results

- 1st Prost
- 2nd Lauda
- 3rd NIGEL
- 4th ELIO
- 5th Fabi
- 6th Tambay

WORLD CHAMPIONSHIP DATA AFTER ZANDVOORT...

World Championship Manufacturers

1st McLaren	106½	4th Brabham	32
2nd JPS LOTUS	42½	5th Renault	27
3rd Ferrari	39½	6th Williams	24

World Championship Drivers

1st Lauda	54	4th Arnoux	24½
2nd Prost	52½	5th Piquet	24
3rd ELIO	29½	6th Warwick	23

1984 World Championship

Races:	16	Events to date:	13
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Total Victories: Since 1960

1st LOTUS	72	4th Tyrrell	23
2nd Ferrari	60	5th Brabham	21 (Bernie)
3rd McLaren	38	6th Williams	18

1984 Winners

Constructors		Drivers	
1st McLaren	9	1st Prost	5
2nd Brabham	2	2nd Lauda	4
3rd Ferrari	1	3rd Piquet	2
Williams	1	4th Alboreto	1
		Rosberg	1

Tyre Battle: Goodyear: 2 Michelin: 11 Pirelli: -

Pole Position:		Fastest Laps:	
1st Piquet	5	1st Prost	3
2nd Prost	4	Lauda	3
3rd ELIO	1	3rd Piquet	2
NIGEL	1	Arnoux	2
Alboreto	1	5th Warwick	1
Tambay	1	Tambay	1
		Senna	1

David Yorke

Motor racing personality David Yorke, who retained his bubbling enthusiasm for the sport for so many years complete with a refreshing sense of humour, sadly passed away whilst attending the Austrian Grand Prix.

Your Editor had known him since his highly successful days at Vanwall and later teamed up with him under 'Lucky' Casner's Camoradi banner during 1959 when the team was busily filling its stable with Formula 1 Coopers, Lotus' and "Birdcage" Maseratis. Ten years later as an expert on Porsche matters he was providing the writer with invaluable background help for the Steve McQueen film, 'The 24 Hours of Le Mans' unpaid but unable to quell his enthusiasm

for helping anyone in strife; the manager of the Porsche team in the film was in fact a Hollywood portrayal of David.

It was there he was asked by a bystander the question what did he consider would be the most useful piece of advice he could give a Team Manager competing at Le Mans for the first time. "Oh that's easy" he replied, "If you think your engine isn't going to last the distance make sure it blows up on Saturday in good time for you to get back to the hotel for dinner".

David's sheer professionalism and subsequent achievements and successes will be well documented elsewhere. Suffice to say he will be sorely missed, and our condolences go to his family and many friends.

THE LOTUS COLLECTION NO1



Hans Nordström of Helsinki who runs the Finnish branch of Club Team Lotus is, as his photograph shows, a confirmed Lotus addict! Not only does Hans own the three shown, but he also has a Lotus Cortina which was being rebuilt when the photograph was taken.



Club members Mike and Marilyn Hoskins of Kenley in Surrey sent us this photograph of their children Natalie (aged 7) and Gregory (aged 5) in their Club Team Lotus gear. Their parents are obviously bringing them up the right way!

PRIDE OF PLACE

As an appreciative token of their highly successful association with our Team, John Player gave Colin a framed set of David Phipps photographs some years ago each depicting one of our World Championship victories. Presented by Geoffrey Kent, now Chairman of Imperial Group plc but who as Marketing Director had masterminded the original deal back in 1967 the gift was particularly appreciated

by Colin who subsequently had them hung in pride of place at Ketteringham Hall and added to them as the victories flowed in.

The above picture was number one in the selection and shows Stirling Moss on his way to Lotus' first World Championship victory in the 1960 Monaco Grand Prix.

Further pictures from this treasured collection will appear in future issues of Lotus World.

CREW RACE

In Detroit the Race organisers laid on a yacht race for the Formula 1 team mechanics, the regular 10-man boat crews of the NA40 (North American 40 foot boats) fortunately doing the difficult bit of ensuring none of them ran into each other. Our "own" boat captained by suitably named Doug Wake led the race for a while but eventually finished third in the one and a half hour event sailed in calm conditions, this attractive (and very heavy!) trophy being presented to Bob Dance and our crew.



SUBSCRIPTIONS

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