

Lotus World

The official magazine of Club Team Lotus and Lotus Cars Limited



LOTUS INVADE BRANDS

No doubt local residents of Brands Hatch thought a Lotus invasion had taken place over our two day meeting in July, well over 800 models of numerous Types and Marks making their way to this excellent Kentish venue. It was therefore a great shame the weatherman was not as equally enthused, pouring rain on the Sunday morning no doubt keeping many spectators away, although the number that did attend was most impressive.

Undaunted by the dreadful conditions, our Club President Hazel Chapman braved the elements in partnering ex Team Elite driver Bill Allen in the Nigel Moores Mark 3, the latter making an equally gallant effort splashing around the Grand Prix circuit in great style.

Ayrton's demonstration run in the JPS 97T (both he and our

Team had travelled back from Zandvoort testing overnight) excited a great deal of enthusiasm on the day; for many spectators this was not only their first "live" close-up view of an F1 car in full-flight but also their first visit to Brands. That many spectators were enjoying their first ever trip to a race circuit has been mentioned in numerous messages and letters of thanks received since the event, together with the fact the writers and callers now plan to go to Brands for October's Grand Prix. All of which will, no doubt, be good news to John and Angela Webb who did so much to ensure our weekend was a success.

Incidentally our Club will be back at Brands for the three Grand Prix days in October and we look forward to meeting our many-friends again during our stay.



Circuit opening! Although offered the luxury and comfort of a Turbo Esprit in order to keep dry, Hazel pluckily insisted on passengering Bill Allen in the Nigel Moore's Collection Mark 3. Here the car splashes its gallant way around the Brand's Grand Prix circuit with its equally wet but delighted crew.



Think Black



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

LADY OF THE DAY AND MAN OF THE RACE



No one enjoyed the Brands weekend programme more than our Club President Hazel Chapman, who we are delighted to say arrived on the Friday and spent the next two days at Brands, accompanied by her family. Here Hazel hands Gary Brabham his father's first place prize for his exciting Celebrity Race win. (Sir Jack was already on the way to the bank so as to ensure his start and prize money was tucked away in the nightsafe!)

Photo: Gerry Stream



No one was more deserving of the victor's spoils than Sir Black Jack seen here being interviewed by commentator Brian Jones on the winner's podium. If there had been awards for racing on grass bumping and boring the opposition, plus sheer gutsy determination our popular Knight of the wheel would have won them all! (see photo record opposite!). Amazingly all thirteen cars that started finished the race and as one expert remarked afterwards "I've never seen so many undamaged cars after a Celebrity Race!" Then a pause and a quiet "well apart from Jack's that is."

Photo: Gerry Stream

GREAT WEEKEND

If the many letters and telephone calls to both our Club office and Team Lotus are anything to go by the majority of spectators and competitors who braved the atrocious weather conditions on our Club day of July 28th found the programme highly entertaining. There were snags we agree, but everyone was generous enough to accept these as first timers and we will ensure these do not arise next time.

A special note of appreciation is due the Celebrity drivers who took part in a spectacular race run in

appalling weather conditions, our old friend Sir Jack Brabham bouncing and boring his way through to a well deserved victory.

We would like to take this opportunity to warmly thank John and Angela Webb of Brands, and John Nicol of the B.R.S.C.C. and their respective staffs for their huge effort and enthusiasm on our Club's behalf and to all the numerous race marshals, stewards and officials who took the brunt of the bad weather in their good humoured stride.

GUNNAR'S REVENGE



Beryl Marshall of the Gunnar Nilsson Suite at Charing Cross Hospital London receives the Campaign's Celebrity sponsor cheques totalling £2,100 from Hazel. Beryl and Joe Rochester (of the A.A.) were present throughout the weekend as was Gunnar's Type 77. The total revenue raised from the race is listed on page 6.

Photo: Gerry Stream



Two men who each did a masterly job at our weekend—Brian Jones, our primary commentator over the weekend and who worked non-stop for nearly twelve hours on race day, interviews Ayrton before the latter's exciting demonstration run.



The all Lotus car park on race day. Our hard working club girls, Jenny and Mandy spent their few free moments of the weekend noting the registration numbers of the offending non-Lotus' that got in and parking summonses will be despatched shortly!

EVERY PICTURE...



Down from Druids on the first lap leader John Miles has already passed the camera with the two Knights John and Jack (seen here) leading Divina, Roy Salvadori, Jack Sears, Mike Beckwith, Peter Warr, Bill Allen and David Piper.

Photo: Gerry Stream



Believe it or not the man on the grass is race winner "Black Jack" Brabham with Sir John Whitmore on opposite lock behind him. In front it's John Miles pounding along in front of Divina (now see opposite!)

Photo: Gerry Stream



The Sears/Whitmore battle that lasted throughout the ten lap race (seen above) reminded many of their epic 20 lap saloon car dice at Silverstone in 1963 when Jack's Cortina GT beat John's Mini-Cooper across the finishing line by a mere three feet.

At Brands, Sir John (in car number 3) pipped his adversary by 3/100ths of a second so he was no doubt pleased to find he is getting quicker as time goes by!

Photo: Gary Scott



Amazingly Sir Jack is still on the rough stuff, continues to hold his third place and is still the same distance in front of Sir John! Watching the action is Jack Sears with Roy Salvadori (6th) next up.

Photo: Gerry Stream

...TELLS A STORY



Behind the leading bunch came the battling duo of Peter Warr and Roy Salvadori (read Peter's account of his race in this issue). Here Peter has Roy behind him on the last lap as they exit Graham Hill but Roy finished 3/10ths second ahead of "PEW" when the flag fell. Behind them is John Miles striving to make up the time loss caused by Black Jack.

Photo: Gary Scott



Oops! the start of the incident on lap 8 that took the lead away from John Miles. Here John gets a boot up his boot from Black Jack and starts to spin. John (see picture below)...

Photo: Gary Scott



...looks over his shoulder looking for a safe exit as Black Jack steers through the gap and into the lead.

Photo: Gerry Stream



Scene 3 and John is still waiting for his car to stop spinning so he can slap it into gear and chase after Black Jack (right).

Photo: Gerry Stream



John Player Special

British GP Report

SO NEAR...

In a season dominated by poor weather we might have known our own home Grand Prix would follow suit! This it did in no uncertain fashion virtually washing out Friday's scheduled programme when low cloud and poor visibility cancelled out any chance of using the airstrip. As a result the medic's ambulance helicopter remained grounded as did the morning's untimed practice session.

It was not until after lunchtime that running got under way the revised schedule giving the teams half an hour's unofficial practice followed by a ten minute break before the one hour qualifying session started. The race officials were anxious to avoid drivers going straight out onto a wet track in order to qualify and so the shortened unofficial session was slipped in as an opener.

The revised programme brought us two problems. One was the fact that unofficial running would be in the wet with all the signs pointing to a dry qualifying session to follow. The second was that the ten minute gap

between sessions would not be long enough to change Elio's car to its full qualifying spec of big turbos, blocked wastegates and changed rear ratios.

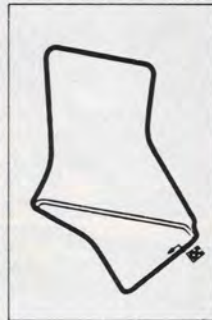
FIRST SESSION

Ayrton found himself in problems from the start of the session. His race car developed a water leak and when he jumped into the spare car (which was "his" for the weekend) he found it wouldn't start. By now his race car was in pieces as our mechanics searched for both the cause of the water leak and also used the time available to change to the big turbos and qualifying spec so it would be all ready for the qualifying session about to start. Eventually it was found to be a vapour lock that was preventing the spare car from starting; when this was cured there was only time for Ayrton to get two laps under his belt before the chequered flag. As a result he found himself down at the tailend of the grid.

Elio meanwhile had got his full quota of running underway and was reasonably satisfied with his



(Not classified)



ROUND 8 JULY 21st

car's set-up, and he posted a creditable second fastest time.

Friday Untimed:

1st	Rosberg	1.17.055
2nd	ELIO	1.17.735
3rd	Surer	1.18.994
4th	Johansson	1.19.043
5th	Mansell	1.20.191
25th	AYRTON	1.28.693

1st	Rosberg	1.06.107
2nd	Prost	1.06.308
3rd	AYRTON	1.06.324
4th	Alboreto	1.06.793
5th	ELIO	1.07.581
6th	Fabi	1.07.678

FRIDAY QUALIFYING

Elio was first out when the track opened, followed by Ayrton a short time later. The latter encountered a brake problem that turned out to be glazed rear pads and discs (which were probably as a result of running in the wet in the earlier session) and an engine that was not 100%. His final time on the score sheets was not one to make him happy but he felt sure it was one he could improve on. As there was no 'dry' running both drivers used "C" tyres (which lasted several laps) and the 'E' qualifiers.

Elio, with the race engine installed, couldn't run qualifying boost and the results at the end of a very wet day saw us in third (Ayrton) and fifth positions.

Saturday Unofficial

Full tank running opened the proceedings, Elio using his race car fitted with a qualifying engine and Ayrton in the spare.

Initially, our team engineers felt they had a pretty good set up, but there was a question mark about tyres. They were blistering and graining the inside shoulder of the right rears (which was in itself unusual) so the final choice was going to be quite hard. There was plenty of discussion about left side, right side, harder all round...

Saturday Unofficial:

1st	AYRTON	1.08.042
2nd	Prost	1.08.303
3rd	Fabi	1.08.452
4th	de Cesaris	1.09.404
5th	ELIO	1.09.648
6th	Tambay	1.09.758

WHAT A START



We doubt you will ever see a better example of how to get a current F.1 car off the line than Ayrton's sparking performance at Silverstone...

Final Qualifying

Both cars were in full qualifying spec by the time the final session opened and both Elio and Ayrton selected qualifying tyres for both sets. Ayrton was very disappointed with his first run as his engine hiccupped its way round the circuit, but he felt sure that once the problem was eradicated he would be much quicker.

Elio wasn't happy with his time after he found his choice of gear ratios was incorrect. Ayrton set out for his final run confident of improving on his previous best and then had his engine start to cut out on right hand corners (which of course at Silverstone are quite numerous) so his final lap time was spoilt. So much so it was slower by 4 tenths of a second than his time of the day before, which relegated him to fourth spot behind Rosberg, Piquet and Prost. Similarly, Elio also had to use his previous day's time and was pushed back from 5th to 8th on the grid as a result.

Starting Grid

1st	Rosberg	1.05.591
2nd	Piquet	1.06.249
3rd	Prost	1.06.308*
4th	AYRTON	1.06.324*
5th	Mansell	1.06.675
8th	ELIO	1.07.581*

*previous day's best time

WARM UP

Our cars went out on full tanks in the warm up session, the weatherman graciously arranging sunny weather but with the warning that heavy rain was anticipated at around 3 p.m. (shortly after the start of the Grand Prix).

The situation changed to one that was less than a sunny one for us when Pierluigi Martini's Minardi tangled with Elio, after completing only seven laps. Our Italian had come up to pass the Minardi on a straight; as he was half-way through this simple manoeuvre the other driver decided to tuck in behind and slipstream our No. 11 car. Unfortunately, he completely mistimed his move and drove instead into the side of our car! The result was that Elio returned slowly to the pits on three good wheels, dragging the right rear

along with him, its upright and suspension severely deranged. Pierluigi did come along to apologise for his error but this did not help Elio's crew who now had a frantic session of work to complete replacing the damaged suspension along with a new undertray and re-rigging the car again before the start of the race just two and a half hours away.

The session was also disturbing for us as the McLarens were found to be really quick, running in first and second place, Prost nearly two whole seconds faster than third man de Cesaris in the Ligier.

We chose the softer tyres of "C" spec all round; on race day these appeared to be the ideal choice as they seemed to be cleaner and less in trouble than previously, possibly due to races and other practices having taken place since then.

THE RACE

Drama returned when Ayrton completed his warm up lap and formed up on the grid. The splice on his right front tyre was showing signs of opening up and the Goodyear people recommended that it was changed immediately, which meant he would start with a cold front tyre.

When the light turned green Ayrton gave a magnificent display of just how to get a present day Grand Prix car off the line, passing Rosberg and Piquet on the front row as he did so. However he still had the cold front tyre to bear in mind as he approached the first corner; as he told Peter Warr afterwards he was conscious of Piquet and then Rosberg out of the side of his cockpit as they both tried to claw back their lost advantage. By now he was thinking "I've got to brake in a minute and I'm not going to be able to brake in a minute and I'm not going to be able to brake well because I've got a cold front tyre—in the end I thought I'd go for it and just managed to get round the outside, but very wide." Then on the run down to Stowe Keke again got up alongside and almost passed him; again Ayrton wasn't sure what to do but in the end he braked later than the Finn and kept the car straight, turning into the corner



Well you don't see delightful photographs like this emanating from Maranello! This one was taken by Peter Dyke, Head of Sponsored Events, Imperial Tobacco.

ahead of him. From then on Ayrton began to settle down, the tyres were all warm by this time and he found he could pull away quite easily.

INCREASING LEAD

From then on Ayrton was to control the race very much as he wished, drawing away as he liked. Long before Prost got into second place at quarter distance Ayrton had turned down his boost to its minimum position and was changing gear at 10,300/400 revs in order to conserve fuel. Both our cars were running lower boost than that recommended by the Renault engineers as our fuel consumption had been found to be quite heavy in the morning.

ELIO'S PROBLEM

Until lap 13 Elio's race had been his usual fast drive in the points, with every indication another good result awaited him at flag fall. Then his engine cut dead as he approached the chicane and he free-wheeled into the pit road from where marshals pushed him to our garage. Reporting that his engine had blown, the Renault engineers had a long hard look but could find nothing amiss. They checked the compressions and found they were normal and then discovered the engine would turn over. Renault's Bruno Mauduit had by this time taken the data recording box off to run it through on the

Continued on page 14



but by the approach to Copse Corner he had quite a quandary to solve! (see story)

MYSTERY SOLVED

It was the second time this year Ayrton had commanded a race with perfection only to be let down in the closing stages.

The world's media immediately blamed it onto lack of fuel, and the majority also called to task Ayrton's over fast pace that had caused the engine to drink far too much fuel.

What was fortunate in this race was that the data recording box held the whole story. The box is able to record 8/10 channels of information for a short period of time, or fewer channels for a longer period. By good fortune Renault had chosen for this race to record just revs and boost for the whole race and as a result the findings completely vindicated Ayrton. Not only had he kept to minimum boost (apart from the first lap) he had also been changing gear at very low revs through-

out the race, thereby conserving fuel to the maximum.

What then was the cause?

The whole of the right hand side of the car looked very dark and sooty, and underneath where the exhaust discharges it bore all the traces of running extremely rich. Back at Renault the engine was carefully examined. The wire from the exhaust gas temperature sensor in the right hand turbo was found to be broken; without the information to send to the fuel management system the latter does not know the correct amount of fuel to send back to those cylinders. The result was that the right hand bank of cylinders had been running more than 15% rich on full throttle, and more than 35% too rich on partial throttle.

Ayrton and our team were vindicated.

BIRTHDAY SUCCESS



A surprised Vic Thomas (Secretary of the HLR) received not only a bottle of specially 'brewed' HLR wine for finishing his race but also a trophy provided by the HLR Club members commemorating his ten years of hard work as Secretary. Here he is seen receiving his spoils from Hazel Chapman. No doubt this pleasant surprise helped Vic to get his head functioning again! (See report). In the background is Alex Clarke, Lotus Quality Manager who was one of our hardworking Concours Judges on the day.

Photo: Gerry Stream



Ron Welsh, whose association with Lotus goes back to the early days of our Company's history through his father's business, Edmonton Tool, receives the HLR's Chapman Cup for highest placed member in the Historic Race driving his Mark 6. On the right (background) can be seen Graham Capel, Editor of the HLR Bulletin, who additionally organised Vic Thomas' surprise gift. (Incidentally Ron can supply wobbly-web wheels in aluminium)

Photo: Gerry Stream

Vic Thomas has reported the Historic Lotus Register's 10th birthday celebrations went off well, even if a little damp. Over sixty HLR members were present over the two days together with numerous delectable Lotus' from the past. A delightful surprise for Vic at the evening's prizegiving was a cup presented to him to commemorate his ten years of hard work as the Register's Secretary, which HLR Editor Graham Capel had organised with fellow members.

Winner of the Chapman Cup was long time Lotus man Ron Welsh who won his award for being the highest placed HLR member in the Historic race driving his Mk 6.

The HLR certainly 'one-upped' everyone else at the prizegiving by presenting bottles of exclusive HLR wine to members finishing in their race. This had been 'brewed' specially for the occasion by member John Marshall of Bristol and was certainly a prize to be treasured (see separate story).

There was some sad news to cloud the day's party mood. Race entrant Angus Graham, who was driving his recently acquired and fully restored Eleven went off into the armco leaving Druids on lap 2 and badly damaged his car. commiserations Angus. Ean Pugh (Type 15) from Dublin also left the road leaving Clearways (lap 5) but

JUDGES

Our thanks go to the Concours Judges at Brands who worked so hard in the atrocious weather conditions to ensure every one of almost 150 cars on display was assessed not once but twice to ensure everyone received a fair judgement.

We are therefore doubly indebted to: Peter Brand, Quality Engineer Lotus Cars; Alex Clarke, Manager, Quality Control, Lotus Cars; Peter Day, Lotus Service Dealers, Daytune (Cambridge); Ann Edwards, Club Team Lotus; Vic Thomas, Sec., Historic Lotus Register; Miles Wilkins, Lotus Service Dealers, Fibreglass Services, Singleton, Chichester.

Incidentally, HLR Secretary Vic Thomas not only worked with Graham Capel (Editor of the excellent HLR magazine) to ensure the HLR's 10th birthday celebrations at Brands were a success, but also gave valuable time to judge our Concours as well as taking part in the Historic race with his Eleven.

was saved external damage by the gravel safety run off, although Vic tells us his car suffered gravel and stones down its intakes. John Gray (Mk II) also retired on the first lap but we didn't learn of the reason so hopefully this was due to a very minor mechanical fault.

Vic Thomas' account of his own race in his Eleven made our hair (and his no doubt!) stand on end. In a race run in atrocious weather conditions Vic was having to lift his vizzor at the end of the straight in order to determine just where Paddock Bend was sited. On one lap the cars' aquaplaning got out of Vic's control and he exited Paddock backwards at a high rate of knots—it doesn't take much imagination to put yourself in Vic's position at the time. No doubt his mind struggled with fright as his mind was rehearsing his next conversation with his bank manager! Fortunately, he didn't hit anything and after a few moments spent replacing his heart in his chest he bravely resumed.

CLASSIC LOTUS CAR SCHEME

Lotus cars Ltd are pleased to announce the introduction of their Classic Lotus Car Scheme for the owners of Elan, Elan +2 and Europa cars.

The Scheme enables owners of these Lotus classics to have them fully serviced and restored by factory trained experts using Lotus approved parts.

Classic Lotus dealers have the full support and backing of Lotus Cars Ltd. including complete access to the expertise and engineering technical information available at the factory.

Dealers initially appointed to the scheme are:

Automobile Workshop	Lancaster Mews, off Hill Rise, Richmond Hill, Richmond. Tel. 01-940-0593
Bell & Colvill Ltd.	Epsom Road, West Horsley, Nr. Leatherhead. Tel. 04865-4671 and 119/123 Croydon Road, Caterham. Tel. 0883-48013
Daytune	Coldhams Road, Cambridge CB1 3EW. Tel. 0223-211889
Fibreglass Services	Charlton Saw Mills, Charlton, Singleton, Chichester. Tel. 0243-63320
Kelvedon Motors	Bourne Road, Spalding, Lincs. Tel. 0775-5457
London Lotus Centre Ltd.	Ballards Yard, High Street, Edgware. Tel. 01-952-6171
Lotus Cars (Service)	Hethel, Norwich NR14 8EZ. Tel. 0953-608000
Mike Spence Ltd.	School Green, Shinfield, Reading. Tel. 0734-884545
Norfolk Motor Company	242/254 Sprowston Road, Norwich NR3 4HT. Tel. 0603-407766
Soutar and Rhodes Ltd.	Union Mills, Harrogate Road, Bradford BD2 3SP. Tel. 0274-630865/632736
Yardley Wood Service Station	1018 Yardley Wood Road, Yardley Wood, Birmingham. Tel. 021-474-4972

Lotus Cars Ltd. and its appointed Classic dealers are fully committed to the Lotus Classic Car Scheme. Use this scheme with confidence.

CELEBRITY SPONSORS

Sponsor	Celebrity	Race Result	Gunnar Nilsson	Racing for Britain
Armstrong Patents	John Miles	7th	£125	£125
Brands Hatch (MCD Ltd)	1st Prize	—	£250	£250
Elf Petroleum	Les Leston	11th	£125	£125
Guestair (Team Freight agents)	Chris Barber	13th	£125	£125
Olympus Cameras	Peter Warr	6th	£125	£125
Packhorse Case Co (Team suppliers)	Roy Salvadori	5th	£125	—
Pearl Associates (Team Insurance Brokers)	Sir John Whitmore	3rd	£125	£125
David Piper/SeaLink	David Piper	8th	£100	£100
Primark Stores Ltd	Peter Jopp	12th	£125	£125
Speed Merchants (Nigel Moores)	Bill Allen	10th	£500	—
Stelux-Clewley (JPS Watches)	Jack Sears	4th	£125	£125
Wheels Trade Centre	Mike Beckwith	9th	£125	£125
Zone Power (Off-shore engineers)	Sir Jack Brabham	1st	£125	£125
TOTAL			£2,100	£1,475
			Grand Total	£3,575

There is no doubt, judging by the telephone calls and letters we have received since, that everyone at our Brands event thoroughly enjoyed the Celebrity race. And what a great race the drivers put on for us! Roy Salvadori echoed his fellow drivers' similar reaction immediately the race was over

—"Can we run it again in the dry?" he asked!

One driver who thoroughly enjoyed his tangles with Roy was John Player Special Team Lotus Manager Peter Warr, who creditably finished in 5th place. We interviewed Peter after the event and these were his comments.

INSIDE STORY



"PEW" about to depart.
Photo: Steve Jones

Practice

PEW: I must say it was all great fun.

Ed: You spun twice in practice?

PEW: Well I arrived at the circuit to drive Cedric Selzer's Type 24 in the Historic parade. Then when I arrived back from that and got out of the car people were shouting to me to get to the Celebrity area! So not only was this the first time I'd sat in both cars, I was the only driver not to have got some private practice in during the run up to the event. It was raining hard by this time and the circuit was very, very slippery.

This guy by the car said: "Do you want to know how to go around in these things? and I said "yes please"— I didn't know who he was—I just hoped he knew what he was talking about—"well it's fourth all along here, third through there, and then you put it back in fourth" he said, pointing in the general direction of the places in question. So off I went and as I roared along Bottom Straight I snicked it into fourth thinking well this is what the bloke said, turned into Surtees and the thing swapped ends so fast you've no idea! I went all the way up the hill and onto the grass spinning like crazy. And I thought "Well that's funny" so the next lap I decided I'd do it like I used to when I raced years ago and clip the kerb on the inside of Surtees. And as I went in I remember thinking "that's the way to do it" and at that moment the thing just took off and landed in this river that was streaming

across the track and promptly spun again! And of course I had the Olympus Video Camera on board so it's all down on record.

(In practice Peter was sixth fastest of the 13 car grid.)

THE RACE

PEW: I started off in the race and I have to say I got held up by Mike Beckwith for three laps—he wasn't in the wrong place at the wrong time but he certainly didn't make it easy for me to get past and I was obviously faster than him. When I eventually got by the leading bunch was miles away and I had a tremendous chase to get back to up them.

I caught up with Roy and we had the most fantastic dice—it was really good, passing on the inside of Paddock, passing on the outside and up the hill and into the hairpin and nudging each other at Clearways.

I really, really enjoyed it and I can tell you why. The last time I drove in a similar race with Colin and Frank Williams and Stirling Moss—it seemed like everyone just wanted to shunt each other off. Going down the straight we were three abreast and the one on the outside just moved over and tried to push the other two into the Bridge onto the grass but this time everyone decided it was a race and they all went out and bloody well raced and put on a super good event.

(Continued on Page 8).

COLIN CHAPMAN WAY



Unveiling completed, Colin's family relaxes (left to right) Sarah, Hazel, Jane and Clive. Photo: Gerry Stream

In a delightful ceremony arranged by John and Angela Webb in the week leading up to our weekend, Hazel Chapman and her son Clive, unveiled "Colin Chapman Way" at the Kent circuit. Attended by Hazel's family, Team Lotus International Chairman Fred Bushell, Chief Mechanic Bob Dance, your Editor, representatives of the Brands Hatch staff and members of the press, the occasion took place on a warm sunny day and was followed by an excellent lunch in the relaxed atmosphere of the Grovewood Suite. In his informal address, John Webb reminded the gathering it was he who, in 1954 as a new member of the Brands organisation, had looked around for someone rather special to try out then newly com-

pleted Druids Hill extension for the first time and had invited Colin along. The only memorable part of those proceedings was that Colin's car had expired after only 1½ laps! John went on to say that the name Colin Chapman Way now marked the busiest thoroughfare of any motor racing circuit worldwide; with its year long calendar of car and motor cycle events and the very busy school activities, along with numerous other functions at this superb venue, the traffic in vehicles and pedestrians along this road easily surpassed that of any other race circuit. It was therefore entirely fitting that from now it would be Colin's name that would be displayed for all to see in future years.

peart associates limited

Specialists in High Performance Vehicle Insurance

As Insurance Consultants to:

TEAM LOTUS INTERNATIONAL LTD.

We wish them every success for the 1985 World Championship.

As specialists in high performance motor vehicle insurance we know that it takes more than luck to succeed against stiff competition.

If you own a high performance vehicle and are seeking competitive rates, a first class professional service and security — why not approach us for your next quotation.

**EXCLUSIVE RATES FOR
LOTUS — PORSCHE — FERRARI**

FOR IMMEDIATE QUOTATIONS WITHOUT OBLIGATION AND IN STRICTEST CONFIDENCE

WRITE TO:

PEART ASSOCIATES LTD.

FREEPOST
MILNTHORPE, CUMBRIA. LA7 7BR.
OR
TEL: (04482) 3808/2546/2553.

RACE REPORTS FROM BRANDS HATCH...



You can't have a much closer fight for a lead! Robin Longdon's Elite holds off Tony Dron's immaculate Mk9 in the Historics Race. Just!
Picture: Gary Scott

POST HISTORICS (10 LAPS)

The nineteen car starting grid for this race produced a fine cross-section of Lotus' ranging from the two Type 24 BRM engined cars of Bobby Bell and John Foulston through Elans, Bill Friend's Type 47 (driven by Roger Friend but sadly retired on lap 1) three type 61's to Detlef Schwarz' twin cam engined Lotus 7 that had come all the way from Nurnberg in Germany.

Practice:

Pole	John Foulston	Type 24 BRM	1.37.97
2nd	Roger Friend	Type 47	1.40.43
3rd	Bobby Bell	Type 24 BRM	1.40.83
4th	Brian Cocks	Type 30	1.43.15
5th	Paul Campling	Type 61	1.46.18
6th	Dave Lowe	Type 61	1.46.28

Poor John Foulston could not be envied by anyone in this event, as he had to hold his car's gear lever in place throughout the race and drive with one hand as a result. No one's task was made any easier by Paul Campling arriving at Paddock from the start and promptly spinning! Lotus main Dealer Bobby Bell's Type 24 was into the lead by lap two and drew away steadily to win by half a minute in a 21½ minute race. Second man Richard Ward in his Elan, also got past the gear stricken Type 24, (possibly as a result of the latter's time consuming spin at Graham Hill Bend on lap 7) after a keenly contested fight and the single seater had to be content with third place three seconds behind the road car.

Nevertheless, Ward took race fastest lap at 2.06.62 (74.30 mph) so he wasn't exactly hanging about.

It was good to see German Club member Detlef Schwarz from Nurnberg taking part in this race with his twin cam Seven that we pictured in our July issue. Although penalised 10 seconds Detlef finished ninth.

Poor Brian Cocks, Chief Executive of the H.S.C.C.! Trying hard to forget the Lotus Type 30 unreliability tag he qualified fourth fastest in practice but fell foul of a mechanical problem on lap 2 and then thoughtfully returned the car to the Expovilion so spectators could have a closer look.



Brian Cocks, Chief Executive of the H.S.C.C. thoughtfully put his Type 30 in the Expovilion Display after it retired in the Post Historics race.

Photo: Steve Jones

Results:

1st	Bobby Bell	Type 24 BRM	21.33.21	72.75 mph
2nd	Richard Ward	Elan	22.03.51	
3rd	John Foulston	Type 24 BRM	22.06.67	
4th	Paul Campling	Type 61	22.16.45	
5th	John Wrightson	Elan	22.22.34	
6th	Dave Lowe	Type 61	22.26.65	

Fastest lap: Richard Ward (Elan) 2.06.62 74.30 mph.
(Establishes record lap for this category)

HISTORICS

Run over the Grand Prix circuit some doubt has been expressed during the run up to the weekend as to the number of Historic car entrants that would want to race over a distance as long as 10 laps. As a result, participation for Historics was reduced to a three lap parade for some twenty of the more cautious owners, followed by a race reduced to 7 laps for either the more venturesome and/or wealthy.

Ten cars lined up for the race, out of the fourteen entered, and it was good to see Julius Thurgood's immaculate Mark 9 on the grid. This was a late entry driven by journalist and author Tony Dron and what a race he and Robin Longdon (in a replica Team Elite car) made of it. Robin started from the front row of the grid, Ean Pugh (from Dublin) had his 1500cc Type 15 on row two, Dron starting from the third row alongside Ray Hunter's 1216cc Elite and Vic Thomas' 1200cc Eleven. Ken Coad, ex Team Elite Manager was on the fourth row in his (what else!) 1216cc Elite. Sadly, pole man Colin Thurston's Elite Super 95 didn't start and Tony Hildebrand's Le Mans Eleven also stayed back in the paddock.

Run in appallingly wet conditions, the race saw a fine perform-

ance by Tony Dron and Robin Longdon, the latter leading on laps one, four and five the Mark 9 edging ahead on the others. The gap stayed at .6/8 second most of the way, the two cars opening up a long gap to the next group of three cars, which were themselves covered by 1½ seconds.

On the final lap 7 and it was the Elite in front and it won by just over a second, taking fastest lap at 2.19.0 (Robin's fastest practice lap in the dry had been 1.54.91). Perhaps if Tony had hunched his lanky frame a bit more, he might have made it! Ken Coad was third, twenty seven seconds behind the Mark 9.

Ron Welsh (Mark 6) was the highest placed HLR member, poor Angus Graham damaged his Eleven on the armco on lap 2 and Ean Pugh went off at Clearways (lap 5). For HLR Secretary Vic Thomas' story of the race see page 6!

Results:

1st	Robin Longdon	Elite	16.49.78
2nd	Tony Dron	Mk 9	16.51.01
3rd	Ken Coad	Elite	17.18.34
4th	Peter Aylett	Elite	17.22.65
5th	Ron Welsh	Mk 6	17.28.33
6th	Ray Hunter	Elite	18.11.26

Winners Speed 65.22 mph.
Fastest lap: Robin Longdon 2.19.00 (67.69 mph)

INSIDE STORY (Cont)

But it was very slippery and very skatey.

Ed: How many times did you pass Roy?

PEW: I couldn't tell you for the life of me, but we were alongside each other in so many places and I actually took him on *Bottom Straight on one lap! It was all most enjoyable and very relaxing and that goes for the whole day. I saw more people there I haven't seen for more years than I can remember. I thought everyone took it in very good spirit—John Miles was a bit pxxxxd off though. (laughter)

Ed: He said he could see it all coming in his mirrors—Jack thumping Divina's car, (John actually heard one of the bangs) and he thought "oh sxt—if he gets by he is going to do the same to me." And that's exactly what happened. PEW: In hindsight I'd have liked a lot more wet practice. To get round the hairpin I was roaring up the hill in third, changing into second and pulling the hand-brake on to get the tail out to make it go round. I'd like to know what the others did. One thing I must say is those guys in front were b-----y quick! Let's face it, there was a triple World Champion race driver, John Whitmore was a Saloon Car Champion

two or three times, Jack Sears was Saloon Car Champion, John Miles Sports Car Champion and Roy's record speaks for itself; there was a lot of b-----y good guys out there you know!

It wasn't surprising they were so smooth and so quick. I've thought about it since: I didn't make a fantastic start but I'd caught them by Paddock—the others seemed a bit nervous about going in three abreast. I tucked myself in on the inside line and could have gone faster and leaned on the others—then I could have bumped and bored up the hill. But I think this would have been stupid in such poor conditions—it was so wet

and you could have got it all mixed up and sideways on.

But you know what I'd like to do now, and that's to race in Historics. That could be really something. You don't want to mess about with slick tyres and wings and all that crap—it would be really good.

Ed Note: So there you are, you owners of Historics; Mike Beckwith has said he would like to start again and now Peter Warr's off on the same tack. Start and prize money percentage cheques to Club Team Lotus please...

*Bottom Straight is the name known by old-timers for what is now Cooper Straight.



Excellent view of the lunch time Lotus parade. The total seen here amounts to half the Concours cars that were on site!

Photo: Steve Jones

CELEBRITY RACE (10 LAPS INDY)

With a starting grid that fielded what has been regarded by many as the best ever star entry for such an event the story of the race was also one of the best and kept its interest through to flag fall. Sweden's Reine Wisell, absent for some months on a long business trip away from home, only received his invitation three days prior to the event and telephoned to say he was prepared to fly over and Bruce Halford was also there to watch the fireworks from the Grovewood Suite, so we have no doubt we will be able to provide another equally star studded line up for any similar event in the future.

The official practice sessions that the majority of drivers had enjoyed in the lead-up to the race had seen Roy Salvadori slip in a lap time of 62 seconds only fractionally off John Watson's lap record. A telephoned enquiry from 'Black Jack' (when he heard Roy was at Brands) had resulted in a quick visit to Brands by the triple World Champion later the same day when he equalled his former team mate's time!

Regrettably, Innes Ireland's recurring problem of a trapped nerve (first caused by his Team Lotus 1961 Monaco tunnel incident and revived by his participation in a long distance race just two weeks prior to our weekend) prevented him from taking part but he commendably came along to meet up with his old chums. In his place was slotted Divina Galica who had suffered many trials and tribulations in trying to run in other events on our weekend programme, first with a Lotus Type 23B Divina has driven regularly in the past that the entrant decided to scratch and then as a co-driver in the Thundersports race in a car that crashed in practice when an upright failed and was withdrawn. Unfortunately for male egos, Divina then took pole position in the ten minute official practice!

Practice

1st Divina Galica	5th Sir John Whitmore
2nd Sir Jack Brabham	6th Peter Warr
3rd John Miles	7th Mike Beckwith
4th Jack Sears	8th Roy Salvadori

From flag fall it was Lotus Cars' recently joined employee John Miles who forged into the lead, Sir John holding second place ahead of Black Jack and Divina. Came lap 2 and Sir Jack was off the road exciting Graham Hill Bend and did not rejoin it again until approaching Surtees! But he was past fellow Knight Whitmore and that's all that mattered to the charging World Champion. By now his Zone Power sponsored car had

over a hundred yards to make up on the two leaders (John Miles Armstrong sponsored car and that of Divina's) but it wasn't long before the lady was enjoying the regular reminder that someone wanted to get past in a hurry and lap 7 saw the required manoeuvre take place. Now Jack had John Miles in his sights and coming down the hill from Druids on lap 8 gave the leading car a hearty nudge that sent John off the circuit (see page 3!).

It was all over bar the prizegiving and the ever popular Jack took a victory that everyone, (except John Miles presumably!) thought well deserved.

Divina was commendably just two seconds adrift, with a delighted Sir John Whitmore (Peart Associates sponsored) snatching third place from his old adversary Jack Sears in the Stelux-Clewley/JPS watches XR3i.

Roy Salvadori (Packhorse Cases) came home ahead of Peter Warr's Olympus car (see Peter's report on page 3 of this battle) the charging John Miles finishing 7/10th behind our JPS TL Manager. David Piper's Sealink car (8th) had enjoyed a race long dice with the Wheels Trade Centre Mike Beckwith entry (9th), Bill Allen (Speed Merchants), Les Leston (Elf Petroleum) Peter Jopp (Primark Stores) and Chris Barber (Guestair) following home in a race (remarkably) that had no non-finishers!

Fastest lap: Sir Jack Brabham 1.08.39 Speed 63.35 mph.



Ayrton put on an impressive display in his JPS 97T that had returned from Zandvoort testing overnight.

Photo: Steve Jones

AYRTON'S DISPLAY (6 LAPS)

Arriving at Brands after their overnight trip from Zandvoort testing, our transporter made straight for the F1 pits area where Ayrton's JPS 97T was put on display for all to see.

After an interview with commentator Brian Jones, which drew appreciative applause from the spectators, Ayrton initially completed a three lap warm up and returned to the pits for a detailed check over. His demonstration six lap run provided considerable interest for the enthusiastic onlookers, many of whom remarked on the blast of sound that came from beyond the surrounding trees some time before the car came intosight each lap and which, for numerous spectators was a first ever 'live' view of an F1 car.

Ayrton's times were as follows:

1st lap warm up	4th	1.14.80
2nd 1.19.04	5th	1.15.62
3rd 1.15.68	6th	1.13.91 (127.32 mph)

Ayrton surmised that lap times would be in the region of 1.08.0 (138.37 mph) when the F1 circus returned to Brands just weeks ahead. Such a time gives an approach speed to Paddock Bend of 180 mph plus which gives food for thought!



Club member Detlef Schwarz (Nurnburg, Germany) did well in the Lotus 7/Caterham 7 event. (Report page 11).

Photo: Steve Jones



Jonathan Woodward, JPS TL race mechanic took part in the 'Road Legal' race and attracted lots of attention as he tried to keep the car going in a clockwise direction. Photo: Steve Jones



John Player Special

Report from Ricard

POOR REWARD

After our earlier pre Grand Prix testing on the 3.61 mile circuit of Paul Ricard we had had good reason to believe we would be quite competitive; Ayrton had been fastest quite comfortably and at this early stage in the build up to this particular race we had no reason to feel anything other than confident. However in the interim period around the Montreal and Detroit GP's the revised Honda engine quite suddenly became a force to be reckoned with. What we believe is a long stroke version of the earlier specification was now able to deliver its considerable power advantage smoothly throughout the range, without the lag and then sudden bursts that had been prone to catch the Williams' drivers out. But most important of all was the fact the unit's fuel consumption was much improved and more power

could now be used for much longer periods without the fear of fuel tanks running dry. This fact was proved beyond doubt at Montreal. As we reported in these pages Ayrton had rejoined the race after his pit stop some five laps down, and intelligently had turned up the boost quite considerably to see what the car would do when hard pressed. Then in his subsequent "battle" with Rosberg it had been made very clear the latter had considerable power on hand and what was even more worrying was the fact he had run through to race end without a fuel problem.

With the Williams finishing the last three races (and winning one of them) there is no doubt the Japanese unit is very powerful and also very efficient and there was no reason to doubt this would also be the situation in France.

PRACTICE OPENS

In the Friday morning unofficial session we appeared to be in good shape; Ayrton was fastest, but significantly had the two Williams close behind him with the two McLarens fourth and fifth. Elio was well up in 7th place and surprisingly after their North American showing the Ferraris were nowhere. By the time the session closed it was perfectly clear that unlike recent events, qualifying tyres were the correct wear for this circuit.

1st	AYRTON	1.35.243
2nd	Rosberg	1.35.341
3rd	Mansell	1.35.738
4th	Prost	1.36.121
5th	Lauda	1.36.128
7th	ELIO	1.36.603

Friday Qualifying

As readers will already know it has been Ayrton's habit to go out early for qualifying so as to get a fast run completed before other people start dropping oil. Now it has become accepted practice for Elio to do the same, and if not the first to leave the pit road he certainly likes to make an early departure.

ROUND 7 AUGUST 4th



FIFTH



D.N.F.

For this session our Olympus liaison man Noel Stanbury (who joined us at the beginning of this season) was operating the speed trap on the long Ricard straight, and as a sign of the fireworks to come he was soon reporting ever increasing speeds.

Although 'Q' tyres were the way to go their life was marginal; not only did the drivers have to virtually creep round on the warming up lap they also had to use reduced speed coming onto the start/finish line so as to ensure they could complete the one and only lap at maximum speed; even so the left hand tyres were obviously wellshot at the completion of their runs and the cars were adopting pretty strange attitudes coming out of the corner in front of the pits.

Ayrton's first run produced a 1.34.4 which was fastest up to then, but he returned to the pits desperately unhappy with his effort as he had missed a gear coming onto the start/finish line at the beginning of his attempt.

Around this period the results of our timekeeping had become somewhat confused as both Tim Densham (Elio's Race Engineer) and Steve Hallam (Ayrton's equivalent) found their own times differed substantially from the official timesheets. Picking this point up in the course of conversation, Ayrton intelligently attentive to every aspect of the game soon discovered the reason for this apparent failure by our time keepers. The official Longine timing strip had been placed by the pit road entrance some hundred metres short of the start/finish line thereby producing slower times for those who were using the latter as the start of their all-can-do-efforts. As a result of his discovery Ayrton's next attempt produced a superlatively quick lap of 1.32.8 compared to Rosberg's second fastest time nearly half a second adrift. (It never became clear if any of the other teams picked up the timing strip "deficit").

Friday Qualifying

1st	AYRTON	1.32.835
2nd	Rosberg	1.33.484
3rd	Prost	1.33.547
4th	Lauda	1.33.860
5th	Piquet	1.33.981
6th	ELIO	1.34.022

FERRARI'S FOIBLES

Ferrari's times had been way off the pace all day on the Friday. They had brought substantially revised cars to Ricard which had been cleaned up considerably in areas of detail and which looked most impressive. However the beauty was not matched in practical terms; the monocoques had been cut and altered to improve accessibility and as a result were simply not man enough for the job

(Continued on Page 11).

AYRTONS LOST POLE

That last all-can-do run by Ayrton to take pole back from Keke would undoubtedly have produced a sizzling time if only the engine had lasted. Look at the evidence. Before the pits at Ricard (shown on our circuit plan) there is a 2nd gear corner, then a swooping long right hander followed by a 3rd gear corner to the left; then it's down to 2nd gear, perhaps followed by 1st, then into the right hand corner that leads onto the pit straight (where the cars come in sight of the pit crews).

In order for Ayrton to do a really quick lap in the low 32's he needed to come in sight of the crew in the pits with 1.25 on the watch; on this particular run the engine blew on the long right hander. The engine had seized and for Ayrton to reach the pits he free wheeled through the quite lengthy part of the track taking him back to the pits. Nevertheless his performance had been stupendous as was proved by the watches; it was 1.27.0 when he came into sight!



Serious stuff as all attention is concentrated on Elio's car during practice at Ricard. Bruno Mauduit (wearing Renault shirt to the right) is plugged into Elio with (to his right) Peter Warr, Tim Densham and Gerard Ducarouge. Bob Dance stands by the left hand pod.

ELFS CAMERAS

Elf, our fuel sponsors and themselves involved in all areas of motor sport, had for the first time brought along a little micro camera to be carried on board one of the race cars. This fed through a dish style aerial mounted in the top of the bodywork behind the driver, sending signals up to a helicopter which then re-transmitted it to an outside broadcast truck that then in turn inserted it into the TV network coverage of the race. The one in our car (the spare) was fitted in time for a Friday night rehearsal, prior to a live run on the Saturday night that would be incorporated into the French National TV system for news coverage. We jumped at the chance to take part as the episode would provide an ideal "shake down" for the spare car which had not so far run. First came a warm up lap, a stop for a check of the car, then 3 laps with the camera working, another stop, then another run, all the selected cars on the track also using the opportunity to scrub tyres and bed-in brakes. The first evening of trials provided an amusing moment when the helicopter overstayed its airborne time and had to land for more fuel, but overall it was felt by many to have been a successful pointer to the future and a decided bonus for the sport in general.

The media as a whole made various criticisms of the exercise, particularly the quality of the film but Peter Warr didn't go along with this. "The press boys jumped on the band wagon in criticising the poor results when the cameras were pointing into the sun (it was evening and the sun was going down) but the bits of the run with the sun at the back of the car were, believe me, quite fantastic. All the drivers were having a go ducking, weaving and slip streaming and pulling out and the whole spectacle was very exciting. Ayrton was anxious not to get sand and dust in the intake and blasted off at the start; as a result the engine started to breathe heavily and splattered the camera eye with oily mist! With the camera sited at drivers eye level you saw the circuit for the first time from the drivers' point of view sitting as he was just a sniff above the road and it really was quite, quite different—you saw horizons you never knew existed and blind bits that took you quite by surprise. Imagine in the future every car carrying a weight equal to each of the half dozen or so cameras spread amongst individual teams and the TV director able to switch to whatever race situation he wanted? It would be quite fantastic I can tell you".



Ayrton seen at full chat in the French Grand Prix. A blown engine subsequently took him out of the race, his car mowing down 15 rows of catch fencing in the process.

expected of them. The red cars were in the same garage as ourselves (along with Brabham) and our crew was surprised to see the covers go on and the Italian mechanics depart for their hotel as early as 7 p.m. on the Friday evening. With only 11th and 18th places on the day's time sheets to show for their efforts this was surely no time to relax?

The answer became clear at 4 a.m. the next morning. Awoken by sounds of activity outside our mobile home, Stuart and Di Spires' peep through the curtains revealed two big trucks with Maranello/Modena number plates unloading two of the "old" cars! From then on the Ferrari garage area looked like World War III had broken out; total chaos reigned with front suspensions, engines and numerous parts lying all over

the place, the working area severely reduced by the fact they now had double the number of cars to work round in a limited area plus three blown up engines that had expired expensively the previous day.

Saturday Unofficial

The Pirelli message became louder and louder as this session progressed, with Piquet 3rd fastest, de Cesaris 6th, Fabi 8th and Laffite 10th. It was during the morning session Nigel Mansell had his huge accident following a rear tyre failure on the very fast and long straight which no doubt our readers will have already read about in some detail. Suffice to say our ex-driver was extremely

Continued on page 15

LOTUS SEVENS & CATERHAM SEVENS (10 LAPS)

Twenty four cars were on the entry list for this event, sixteen Caterham built cars rather over-shadowing, numerically that is, the true vintage Lotus'. However, our friend and Club member Detlef Schwarz from Germany took fourth fastest time in practice and followed this up with an excellent second place in the race. Caterham's Graham Nearn must have been very pleased with his customer turn out.



We were delighted to find ex Team Lotus/Jim Clark mechanic Cedric Selzer in the Concours awards again...not once but twice! Photo: Gerry Stream

Practice

1st Robin Gray	Caterham Super 7 (QED)	1.46.44 B
2nd Bob Sands	Caterham Super 7	1.48.72
3rd Reg Price	Caterham Super 7 (Kent)	1.50.63 B
4th Detlef Schwarz	Lotus Super Seven Twin Cam	1.52.60
5th Kelvin Foy	Caterham Super 7	1.53.59 B
6th Clive Roberts	Caterham Super 7 Sprint	1.55.21 B

B=Roadgoing

Robin Gray's car led from start to finish, Bob Sands holding a useful second place for eight laps before dropping out. Detlef Schwarz's exciting looking example of the Mark held third place behind the Sands car until the latter's retirement elevated the German car to second place overall. In doing so Detlef held off Reg Price's Caterham Super 7 (after the latter had an impressive 'moment') by finishing half a second to the good.

Overall

1st Robin Gray	Caterham 7	17.55.77 B
2nd Detlef Schwarz	Lotus Super Seven	18.50.06
3rd Reg Price	Caterham Super 7	18.50.59 B
4th Clive Roberts	Caterham Super 7	19.17.89 B
5th Kelvin Foy	Caterham Super 7	19.28.11 B
6th Fergus Oakley	Caterham 7	19.42.07 B

Fastest lap: Robin Gray 1.45.50 89.18 mph (new record)

ROAD LEGAL RACE (10 LAPS)

Of particular interest to the members of Team Lotus staff and race crew attending Brands was the participation of fellow race mechanic Jonathan Woodward in his Sunbeam Lotus. The race attracted eighteen entries, ranging from a Type 14 Elite through Lotus Cortinas to Esprit Turbos.

Practice

1st John Wrightson	Elan Sprint	1.55.38
2nd Richard Ball	Elan S3	1.55.89
3rd John Newbold	Lotus Cortina Mk 2	1.58.92
4th Martin Colvill	Excel	2.01.18
5th Jonathan Woodward	Sunbeam Lotus	2.02.00
6th Jeremy Ferguson	Esprit Turbo	2.05.16

The race was a benefit for John Wrightson, who led almost from pole position to the finish after dealing initially with the Elan of Richard Ball that finished second, twenty seconds behind. The gap to third place John Newbold was a lot closer, the latter's Lotus Cortina Mk 2 finishing just 1½ seconds adrift.

Winner John Wrightson's Elan took fastest lap with a 1.55.18 (81.68) which also saw John's name go in the circuit record books.

Whilst the three cars up front smoothly circulated at high speed Team Lotus' Jonathan Woodward provided sufficient fireworks to keep the spectators from going home (this last event of the day started at 7.20pm).

Determined to put up a good show our Jonathan held 5th place initially, heading Ken Snailham's similar car for three laps, then lost it at Clearways but continued at unabated speed one place down. Next time round he was up with Ken once more but nearly overcooked it at Surtees and then lost it again out in the backwoods. By lap 7 he was in front of the other Sunbeam but then had another 'moment' and slipped back to sixth. By the end of the race he had Ken in his sights once more but eventually finished four seconds adrift in 6th place.

He hadn't won, but he had certainly provided the excitement of the race no doubt to commentator Brian Jones' relief who was nearing the end of a twelve hour working day!

1st John Wrightson	Elan	19.26.62 (80.65 mph)
2nd Richard Ball	Elan	19.46.88
3rd John Newbold	Lotus Cortina Mk 2	19.48.43
4th Martin Colvill	Excel	20.06.94
5th Ken Snailham	Lotus Sunbeam	20.58.50
6th Jonathan Woodward	Lotus Sunbeam	21.02.60

Fastest lap: John Wrightson 1.55.18 81.68 mph (record)



Atlantic Trading's main showroom in Tokyo complete with up-market boutique. The latter incorporates a Club Team Lotus section.



Lotus importers, Atlantic Trading's splendid new headquarters in Tokyo.

UPMARKET IN TOKYO



Kenji Koyama, President of Club Team Lotus in Japan, talks to over nearly fifty Club members who attended the branch's second Annual General Meeting last month. Next to him (right) is Mr Kishinosuke Nohara, President of Atlantic Trading.



Atlantic's combination of up-market boutique with exotic cars has been very tastefully designed.

We had the pleasure of welcoming Mr. Kishinosuke Nohara, President of Atlantic Trading (Japanese importers of Lotus Cars) at British Grand Prix time together with a party of Japanese Club Team Lotus members. Included in his party was Mr. Kenji Koyama (President of Club Team Lotus Japan) and his wife and Mrs. Nakamura from Osaka who we pictured in our April issue and who is still a true Lotus enthusiast at the remarkable age of 76! Mrs. Nakamura, who was accompanied by her son (who is our Japanese branch secretary) has her own Turbo Esprit incidentally. Following a pleasant lunch Mr. Nohara reported that the Club's activities in Japan are going very well

indeed. They now have nearly 50 members and held their second Annual General Meeting in June. Their meeting was attended by a new CTL member who had joined principally as a result of the impressive and elegant Club display within Mr. Nohara's new showroom and boutique, the latter providing Guigliaro designed men's wear. As it transpired he was then so impressed by the hospitality and atmosphere generated by the dinner that he promptly purchased an Esprit! Our April issue of Lotus World mentioned that Mr. Nohara was shortly opening a fashion shop and the result of his splendid achievement is well seen in the photographs on this page.

LOVE A LOTUS

Arriving just too late for inclusion in our August issue came news of LOLO's part in the 9th ALL BRITISH FIELD MEET taking place in Portland, Oregon, USA for the three days commencing August 30th. LOLO, or to give it its full name, the League of Lotus Owners, is run by Lotus devotee Richard L. Keyes and Lotus owners in that part of the world should note Richard's address which is 8660 S.E. King Road, Portland, Oregon 97266 (Tel. 503.654.1272).

This year the event centres on Lotus as *the* marque and had an all British Rally, a British car sales

area, Giant Slalom, Funkhana, cocktail parties, video shows and an awards presentation on the programme. The Lotus part of the programme included a People's Choice Concours (with six classes) and Giant Slalom, all Lotus entrants receiving a special commemorative gift of the event. John Spiech of Lotus Performance Cars was scheduled to attend and John was to present L.P.C.'s "Best of Lotus Show" award. Accompanying John were Jim Weber (National Sales Manager L.P.C.) and Max Griggs

Continued on page 16



LOVE A LOTUS (Cont)

(Western Area Sales Manager L.P.C.). Guest speaker was Satch Carlson, Editor of Auto Week and author of that famous column "Life in the Fast Lane". Richard sent us a recent extract from Auto Week which went something like this: "All right, I'll admit that I don't need the Yaller Dawg, the 1974 Lotus Elite that I bought on a whim in San Francisco lo these many years ago. (San Francisco can do that to you. San Francisco makes anything seem possible; I start hanging out in San Francisco, I start believing I *deserve* a car like this.

What a car!

You show, or try to show me, another genuine sports car that will hold four adults in relative comfort. OK, so the two in the back seats have to be smallish adults, which means one of them is invariably me...it is nearly 10 years ago when I got to know the Lotus through the mountains of

California, Oregon and Washington, rolling up from Ess-Eff-Oh to Seattle (with no speeding tickets! No radar detector! Just magic, I tell you), so I am preparing to ship the car from the frozen north (*Ed*: he means Alaska!) back down to Seattle to drive it from there to Portland for the All British Field Meet in September.

Let me tell you about these Field Meet people.

Every year they gather around Labor Day in Portland, run their leaky British cars at Portland International Raceway, have a Concours and a swap meet and a dinner party and a rally and a real good time. And every year they feature one specific marque, one car that is specially honored.

This year the car is Lotus. Now, I do not expect the Yaller Dawg to win any Concours; this is a car, not some pedigreed lapdog we clean with a toothbrush. I expect there will be Lotus' there that will make the Dawg look slightly tatty.

Ed: Sounds good doesn't it?

Richard Keyes of LOLO (League of Lotus Owners) sent us this picture taken at the 1985 Exotic Sports Car Show in aid of the March of Drives in Portland, Oregon. Entitled the 'Loving Lotus Couple' (seen on the left) Richard tells us they first viewed the Lotus video programme and then inspected the League's collection of twenty six lithographs. Then they surveyed the montage of Lotus Worlds under glass, picked up a Lotus World subscription form, stood back to admire the Elite on display and started embracing each other...as Richard says, the Club stand was obviously the prime instigator of this emotional reaction! The cars seen above are (right to left) Scott McCallum's +2, John Strange's Super 7, John Berger's Europa, John & Helen Strange's Esprit S1, and far left, Dick and Letha Keye's Elite. The red Turbo took the "Best of Show, People's Choice Award" and LOLO were indebted to Herzog Motors of Portland for the loan of the car.

JACK'S LOTUS CONNECTION

Re-reading our piece on Sir Jack Brabham's connection with Lotus that we published in July's magazine led us to think we might have misled readers by implying Jack's last Type 24 drive was in the Dutch Grand Prix of 1962.

Black Jack also drove at Monaco in the same car (Chassis No. 947) where he retired, the Belgian Grand Prix when he finished sixth and the French Grand Prix at Rouen when he retired. Jack also drove his Lotus to fifth place at the British Grand Prix (Aintree) in the race won by Jimmy in his Type 25.

YOU'LL NEVER BELIEVE THIS...!

Numerous Lotus World subscriptions are received over the telephone, and in answer to one such request Jenny, our Secretary, asked for the caller's name and address. "You're not going to believe this", came the warning, "it's John" . . . pause . . . "Player!" "You're joking", said Jenny, firmly

convinced it was a practical joke. As it turned out it was perfectly true. John lives in Sheerness; wonder if he has a sailor's hat in his wardrobe?

YOUNGEST MEMBER!

George Hayes has just been enrolled as a member of Club Team Lotus by his father and has the honour of being our youngest member. George who lives in Sheffield is just six months old!

WORLD CHAMPION GOES ESPRIT!

Boxing's new Featherweight World Champion, Barry McGuigan, took delivery of his new Lotus Excel on his triumphant return to Northern Ireland after his highly popular win and insisted on driving himself from the Airport to the welcoming Reception laid on in his honour.

The vehicle was supplied by Lotus Main Dealers Malcolm Templeton of Belfast and an invitation has been extended to Barry to visit the Lotus Cars' factory.



Primark's Brighton store.

SUBSCRIPTIONS

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

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

FASHION GROUP SPONSORSHIP

Primark Stores Limited, the family fashion and household group sponsored Peter Jopp's car in the Celebrity Race.

Primark are no strangers to the racing sponsorship scene as they were previously associated, along with Downtown Radio, with John Lyon's bid to win the Ulster Rally and Circuit of Ireland.

Sponsorship of a racing event by a retail fashion chain is not as out of place as it may initially seem. It is logical that a fast moving and young fashion group should associate itself with a sport that so accurately reflects its own philosophies of speed and up-to-the-minute flair, combined with a

talent for winning against tough odds. The ground rules of the fashion industry are not so different from those of the racing circuit.

But it would be wrong to attribute Primark's participation to these glamorous reasons alone. The charity aspect is equally as important to the Primark philosophy of community involvement.

Primark wished the Gunnar Nilsson Cancer Campaign every success in its continuing programme. Racing for Britain will also no doubt produce more top drivers to grace the international circuits and Primark was pleased to have been associated with two such worthy causes.