

# Lotus World

The official newspaper of Club Team Lotus and Lotus Cars Limited



Smaller, lighter and slimmer, our brand new contender for 1984 World Championship honours was unveiled in Paris on the Tuesday before Christmas and if looks are anything to go by the JPS 95T will be way out front from the flash of the first green light. "Make no mistake, we are out to win with this car and I expect to see it take the chequered flag" said Gerard Ducarouge who led our Design Team in producing this exciting new car.

In unveiling the car Imperial Tobacco's Marketing Director Brian Wray applauded Peter Warr, Gerard and all the members of our Team for their efforts in producing such a striking Formula One car that marks the third generation Renault V6 Turbo engined John Player Special. In preparation for the new season the revised design of the more powerful 1984 Renault engine has enabled the car, with its increased fuel load of 48 gallons (220 litres) to be narrower and lighter.

With the Anglo-French liaison in its mainly British technology, the car incorporates an international flavour with Italian brakes and American tyres.

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## NEW CAR!

# Flash Black

20 FILTER



John Player Special  
KING SIZE

JPS 8A L W

MIDDLE TAR  
As defined by H. M. Government

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



# OUR 1984 CAR!

The adage "If it looks right it must be right" springs to mind immediately when looking at our brand new JPS 95T. Unveiled at our Lotus French importers showrooms (LOTUS-FRANCE) near the Arc de Triomphe in Paris its slim, aggressive and strikingly beautiful lines are quite unlike its predecessor. Our design team, led by Gerard Ducarouge, with more time available were able to start with a clean sheet of paper and this is obvious from any angle you view the car.

The most striking difference between the new 95T and the previous 94T is the much smaller sidepods, but the car is generally narrower and lighter, thanks in part to the revised specification Renault V6 engine which for 1984 has more power available.

## Gerard's Comments

Said Gerard: "The new and neater layout of the Renault engine has, to a degree, dictated the shape of the new car. But the shape is not entirely new, it is similar to last year. I would call it a classical design, it is certainly not radical in any way.

"The car has been designed to be light and easy to drive. Everything about it is well known, the suspension geometry is similar to the old car. Make no mistake, we are out to win with this car and I expect to see it take the chequered flag."

## Technical Changes

Apart from the revised body shape, the technically minded will also notice that the rocker suspension of the 94T has been replaced by the more aerodynamic pullrod suspension. Less noticeable, is the use of Kevlar only for the main bodywork section. This saves several pounds on the overall weight of the car, which complies with the minimum 540 kgs lower limit.

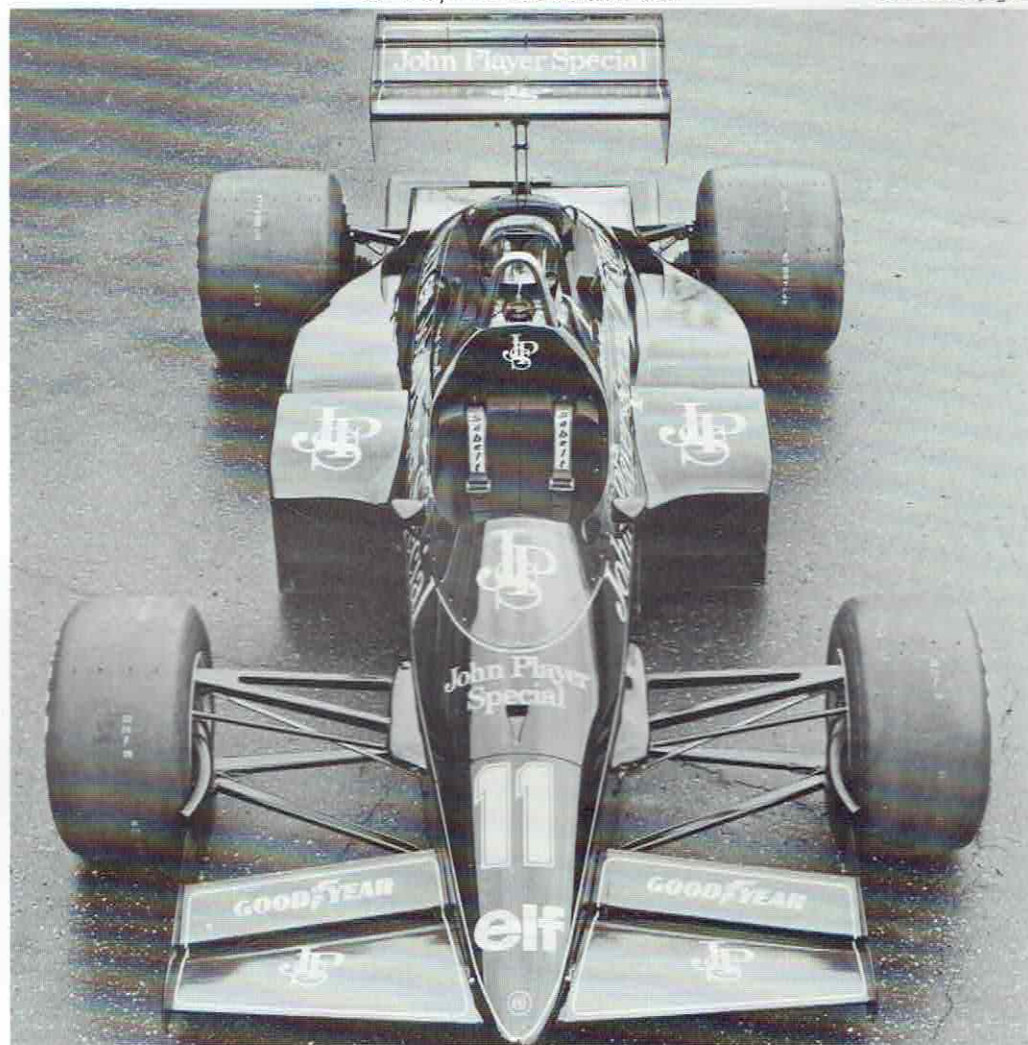
The chassis utilises our now well practiced technique of bonding carbon fibre, Kevlar and honeycomb Nomex material giving tremendous strength and safety, and is baked in our large body shop oven to produce the finished article. The fuel tank mounted directly behind the driver, holds

the new regulation 220 litres.

## Wind Tunnel

The aerodynamics of the car have been finalised following tests in the French wind tunnel at St. Cyr. Various aerofoil con-

figurations will be tried and the team will definitely continue with its unusual 'book shelf' or *continued on page 4*



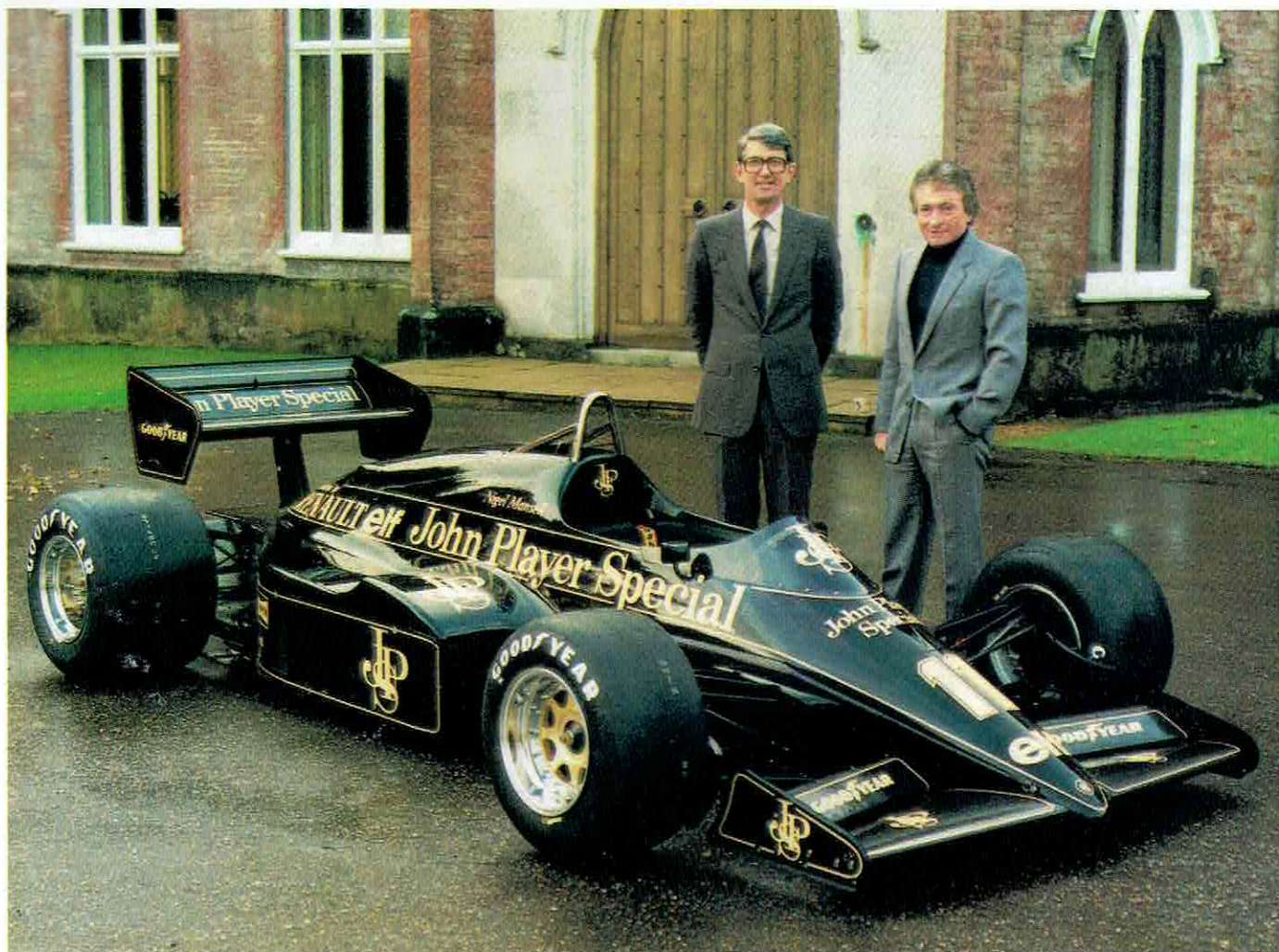
Seen at Ketteringham Hall immediately it was completed in the early hours of December 19th our new car had a two hour camera session and was then rushed to Paris for its press launch at the showrooms of the French Lotus importer LOTUS FRANCE.







# John Player Special



Peter Warr and Gerard Ducarouge enjoyed a brief session of photography with the new car before flying to Paris for the press launch. This photograph is now available at our usual single prices, or the special discount prices for sets of any three.

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'cascade' rear wing.

## Gerard's Praise

Gerard, who has just been honoured by the French magazine L'Automobile for his contributions to motor racing, paid major tribute to the whole

of Team Lotus in the production of this car. "It would be quite wrong to call the new car a Ducarouge job," he says. "It is a team job - everyone has played a major part. I would pay special tribute to Martin Ogilvie who is in charge of the drawing office, Tony Jones the workshop

supervisor, Bob Dance the Chief Mechanic and all their crews."

Gerard sees the forthcoming season as one of the most competitive yet. "Brabham will be difficult to beat, so will the established turbo teams like Ferrari and Renault, as well as the newer turbo teams like

Williams and McLaren. This year, with this new car, I feel we have the combination to match them all."

The car will continue to use Elf fuels and lubricants and as can be clearly seen will be on Goodyear rubber again using their new radial tyres.

## THE 1984 RENAULT ENGINE

The new and neater layout of the Renault V6 turbo engine for 1984 was loudly praised by Gerard and enabled his design team to incorporate much smaller sidepods and generally make the whole car slimmer and lighter even though it incorporates the larger fuel capacity of 48 gallons (220 litres) as opposed to the 94T's 38 gallons (173 litres).

With more power available the 1984 engine incorporates a new block, new cylinder heads, cam covers and the repositioning of both the twin turbos and the intercoolers, which are now mounted vertically.

## Imperial's Support

Speaking on behalf of Imperial Tobacco, Marketing Director Brian Wray welcomed the press to the new car launch. "I would like to take this

chance of applauding Peter Warr and the JPS Lotus Team for their efforts in producing such a striking Formula One car" he said. "I must also congratulate Frenchman Gerard Ducarouge for his great design skills which

did so much to revive the team's fortunes in the latter part of last season."

Mr. Wray reminded everyone that it was now a year since the death of Colin Chapman and he knew he would have been proud of the way the team fought against adversity in 1983. As Elio and Nigel said at the time it was a great shame that he wasn't at Brands Hatch in September to see the team's superb performance both in qualifying and in the John Player Grand Prix of Europe.

## Great Patriot

"Colin was, of course, a patriot and was very proud to be

British." Brian Wray continued "and of what he and Lotus achieved for Britain. I would remind you that while the team is enjoying its French connections, JPS is still a very British team and of course, Imperial Tobacco is a completely British company."

"This will be Lotus' 23rd straight season in Grand Prix competition and a record 12 seasons for us as sponsors - first through Gold Leaf and now, John Player Special."

"We have always considered Grand Prix racing as a superb sales and marketing opportunity and we have always backed our investment in this superb British team to the hilt."

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