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& Clubman Notes



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Features:

Diamonds in the rust
Hampton Downs NZ
Lotus 61
F2 Racing



David Reid returns to the pits a happy chappy.



My New Zealand Drive

by John Barram

Last month Peter Hill wrote in this magazine of the Historic Weekend at Hampton Downs and what a great event it was.

As Peter mentioned we did have a contingent from Lotus Club Qld, mostly in formula juniors although Graham Vaughan took his Lotus Eleven Replica and Peter Boel took the Lotus 41C along with his Lola Mk5 junior. Also in juniors were David Reid in his Cooper and Mike Goodfellow with the Talisman while Alan Conway's Gemini came over for the holiday although Alan was unable to come over to drive. And I was to have a few drives in Peter's Lotus 41C with the Tasman cars.

When Peter very kindly offered to give me a few drives in the Lotus at these New Zealand Historic meetings I felt truly privileged. Now here I was in the middle of the grid at Hampton Downs. The noise was building with red lights flashing, then off, and away we went. I was thinking "don't stall it now" as I have never made a serious start in the car. I was just getting away when the guy in front of me threw his hands up – stalled. Great! "Let's go up the right side" so I started moving that way. Someone blasted

past me on the right like I was standing still. "At least I have not been hit yet". About one second had passed and we were building speed towards the right hand, down hill, tightening radius corner off the straight where you can't see the apex until you are half way around. With cars front, back and sideways I found my line to the apex and got through there. About two seconds had passed. Now to accelerate down the short straight towards the first tight corner. The leaders had gone but there seemed to be a dozen cars in the corner as I approached, "don't brake too early," with cars behind. Brakes were still a bit cold and I was closing more quickly on the car in front than I intended. Think, "don't bend Pete's car". There was no-one inside me, I turned into the corner and powered out and I had time to think, yes, this is racing. You are not in a sprint meeting now! About three seconds had passed, the adrenaline was up, the brain was in gear and I knew why we love racing.

The cars soon strung out and I found myself dicing with a 1961 F1 Cooper T53, much quicker in the straights, much slower in the corners.



The Boels, Goodfellows, Reids and Ealands ready for battle in their Formula Juniors.



Peter Boel, Lola Mk5 FJ at Hampton Downs



It was an interesting tussle that lasted until the finish. The subsequent drives at Hampton Downs and Pukekohe were also most enjoyable while not quite matching that first one. The car behaved perfectly and I was able to hand it back unscathed. Thanks again Peter.

But the real racing was in formula junior. There were very quick cars from the UK and some beautifully prepared Lotus 18 and 20/22's, a couple in Team Lotus livery. David Reid had engine problems in his Cooper T59 at Hampton, but after a week of work on the oil system returned to race at Pukekohe and achieved reliability and some good results. Peter was placed as high as sixth at Hampton Downs but had motor problems in the last race Saturday to ruin the weekend. For Pukekohe he had another motor installed but in qualifying it became one of a large number of motors which appear to have failed due to some race fuel which was not what it was supposed to be. There are some very unhappy racers and talk of seeking redress. Mike Goodfellow was all smiles as the Talisman continued to circulate reliably, with Mike enjoying some of his best racing in this



John Barram, Lotus 41, #40 in the field at Pukekohe



Peter Boel, Lola Mk5 FJ chases Team Lotus



car until the last race at Pukekohe when the motor went bang. No more racing.

Graham Vaughan ran the Lotus 11R Climax in Invited Early Historic cars from 30's, 40's and 50's with a very mixed bunch of cars. He had some fun asserting the superiority of a Lotus against an Allard and 100/4 Healy, particularly at Hampton Downs. By Pukekohe he had tuning problems and despite the best efforts of some very knowledgeable people the car never ran sweetly again and was put away early at Taupo.

In between all this was sight seeing around New Zealand, a great place to visit at any time. My only problem is that now I need an open wheeler.

Graham Vaughan, Lotus 11R closely followed by a supercharged MG P type



Mike Goodfellow, Talisman FJ at Pukekohe



Chris Atkinson (NZ) in a superb Lotus 20/22FJ recently bought from the USA.





Diamonds in the rust!

by Garry Saunderson.

New front bonnet anyone?

My new project car, talk about DIAMONDS IN THE RUST.

It is a low mileage 1965 Ford Cortina 240 2 door sedan with the original hand book from new and it must have been sitting around for 20 years.

It is nice and straight, but has a little rust; most of old Cortina's are now bashed up and rusty.

So far I have cut the rust out of the right hand side guards and under door sill, left hand side guards and under door sill and replaced the front bonnet – see before and after pictures attached.

I will be removing the 1200cc motor, gearbox and 4.4 diff and then will sell it. Any one interested! With most of the rust removed its now waiting for some eager Ford Cortina nut to whack in a motor and other bits and pieces to make it into another winning car.

On a historical note; there were about 3,000 Lotus Cortina's made and there are about 4,000 now running around in the Lotus Cortina world and that is not including the ones that have been destroyed.

It is fairly difficult to pick a rebirth or replica Lotus Cortina as Ford sent standard Cortina's to Colin Chapman to modify.

At the 50th anniversary Brisbane Motor show when our club had some of their cars on display, a guy who used to work for Lotus (cannot remember

his name) who now lives in Cairns flew down to the show just to have a look at all the Lotus cars.

He advised he was there when they started to make Lotus Cortina's and the cars turned up on a truck and they drove them into Chapman's workshop stripped out the bits that they did not want and sent the gear back to Ford. Once they got into production the cars were sent to Chapman only as a roller with no motor or gearbox fitted.

So be careful when you are looking for a Lotus Cortina as some of them are fetching between \$30,000 to \$100,000 and it may not be a real one. But what is a real one!

What do you look for when going to buy one?

Ahhhh, could we make a good article out of this info.

Maybe at a later date if anyone is interested!

Cheers

Saundo





Bonnet replaced



LHS sill guard rust removed



LHS Slightly rusty!!



Looks like a challenge!



RHS More Rust!!



RHS Sill guard rust removed



Anyone know a good upholsterer?

09/19/2008



John and Ron and others



2F Racing at Lakeside

by Ron Perfontaine.

Hello all,

Just thought I would update you on John's (my son) and my debut at 2F wheel to wheel racing over the weekend at Lakeside using our newly acquired ex Lotus Cup Elise's. This is the first time the Lotus Elise's have raced in this class in Queensland.

After receiving the cars from Lotus in late January, we did the once over, upgrading fluids – particularly racing brake/clutch fluid. Had to do some minor repairs to the blue Elise which was not quite finished and decided we would run with the tyres that the cars came with (budget constraints). The Blue Elise will be our development car since it has no air conditioning and we have removed the windows. With John and my weight difference, the combined weight of driver and car is about 50 kg less than the Red Elise.

Practice on Saturday morning – the first time the cars were rolling with us at the wheel proved they were set up pretty well and had no real obvious handling or brake problems. Suspension set ups can be improved and it became clear after a few laps that the used khumo tyres which came with the cars lacked real grip. On inspection at the end of practice, there were two or three tyres that appeared to be past their use by date. As expected the Blue Elise was slightly faster on the straight and John, who has had better times at Lakeside than me in the yellow Elise in past

outings, was the quicker of the two. Regardless of the deficiencies of the cars, we decided to go racing on Sunday as the cars were.

2F production sports cars are meant to be standard road cars but there can have modifications to the internals of the motor, suspension, exhaust (see attached 2F regs for more detail if you are interested). The class is mostly MX-5s and some are extremely well set up and those with the worked motors generating a lot more pull than then our standard Elise's and combined with some really talented drivers – we expected after the Saturday practice and our crappy tyres, we were not going to be frontrunners on our debut.

Qualifying on Sunday is only 10 minutes on the track and I really felt I was just getting warmed up when the session was over. I did not get a clear run due primarily to my inexperience which showed since a clear run needs to be created – not waited for. This is something I need to work on in the future. I qualified 11th out of a field of 19; with a time that was about 2.5 seconds of my PB at Lakeside, while John qualified 5th with a very respectable 1.03.

The racing consists of 3 five lap races and 1 seven lap race over the day. The field of 19 (6 2B and 13 2F cars) cars do a warm up lap then line up 2 by 2 for a rolling start past the waving green flag. The rolling start is wild with the first run in Carousel (first corner after the start) being absolutely

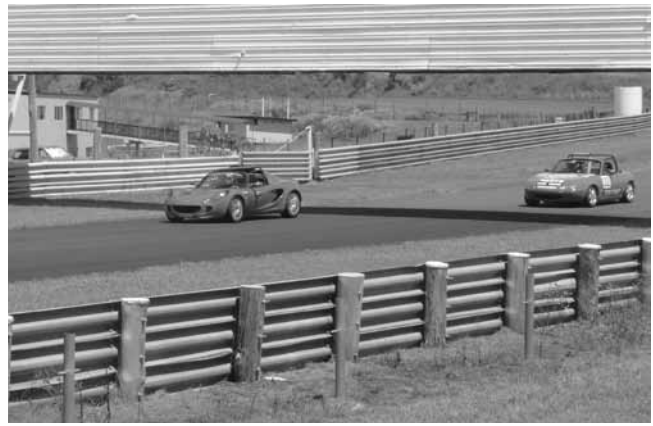


chaotic. Luckily I managed to hold my position in that first corner and on the next lap, out braked the car in front of me in the entry to Carousel and made my first wheel to wheel racing pass on the inside which ended with a reasonably controlled slide on the exit. For the next two laps, I chased down the next car in front of me and was right behind him when he went wide at the exit of Carousel and I darted past. The second car I had ever passed in wheel to wheel racing.

In the meantime, John was at the pointy end of the field being very competitive. He managed to pass a couple of cars with one pass captured on video (fast forward to 5 minutes) http://www.youtube.com/user/TeamChapmanRacing#p/u/2/JzZdjiM_q4c on the last lap and was clearly catching the next two cars in front of him.

Lining up for the second race, I botched the rolling start when I had to brake for a slow car in front of me and was passed by two cars right off the start line. Again, lack of experience. Unfortunately I did not pass anyone else in this and subsequent races since my tyres were getting less grippy during the day but continued to run near the end of the mid pack.

John was giving it his hardest up front – maybe too hard. As he was turning on the straight on the second lap in the second race, he swerved around a car which was on a braking slide in front of him, spun at 130 km/hr and hit the tyre wall at the start of the straight backwards at 101 km/hr (as shown on his data logger). The race was immediately red flagged and



Ron in action



Loti in the workshop



Pits 1



his racing day was over. There were some tense moments while the ambulance and safety crews attended to him but thankfully, no injuries except a sore shoulder and his pride.

I managed to keep my car on the track for the remainder of the day, primarily by taking a more conservative attitude on my first wheel to wheel racing and ended up to tie for 6th out of the 13 cars in the 2F class.

The damage to John's cars looked pretty bad as the whole back end was crunched (see below). We removed what was left of the rear clam shell on Tuesday and luckily there is nothing structural and really only need to replace the rear clam and do some minor sheet metal work. I have managed to find a complete used rear clam for \$2000 so that is a real saving. If you know of any spare body parts around town at reasonable prices, we are looking for potential replacements since there is a high risk of more carnage – particularly if we want to be competitive.

Interesting, there is great article in the latest Lotus club mag on making an opening rear clam shell. We will try this on the Blue Elise while we fix it and see how it works. Also will get it painted in a burnt orange colour so it looks better. We did not have time to get it painted for the first race – luckily.



A large crack to sniff! - Ed.



Lotus damage





Fish n' Chip Run by Wade Greensill

We only left 10 minutes late for the second run of the year. Surprisingly (or not) we were only waiting for Derek. I don't really know why he drives one of the fastest cars in the world as I was to find out later. 14 cars or so were in toe, a smattering of Elises, 7's, 340R, two Esprits, and two Elan+2, one of which we met along the way (an hour after I told them we would be at the meeting point). Alan Rose drove Derek's BDR, he was NSW 250 kart champion in 1997 and 1998 and was up from Sydney for a visit and had a ball.

As per usual I had seriously underestimated the time it takes to complete the run. You would think as it is the third time we have done it I would start getting it right. Problem is in February it is too hot to leave before 4:30pm but I don't want to miss out on any of my favorite roads. Anyway, I didn't care as after about 340 hints Derek had finally agreed to let Aston and I take the 340R for a spin. (actually I don't think he saw the spin, only joking Derek) What a car. Is this the kind of car you Elise guys drive all the time? Once again the roads were great with few traffic hold ups once we got out of town.

When we got to Kippa Ring it was dark and close to 7 pm. Well, in order to get us back on time I thought I would throw a little twist in the run and in the tradition of the movie 'Crying Game' there was an unexpected twist near the end which led to a significant "cock up". Yes, everyone had religiously followed me from the start until about 50 meters before my planned deviation from the notes when some went in front of me which led to a few going the way they thought correctly we were meant to be going, some of the field following me in the 340R and the rest following Derek thinking he was me in the Esprit.

The Crying Game had nothing on this cock up (yes I repeated my Crying Game joke just in case you didn't catch it earlier). I must say that Cameron who had the other walkie talkie was well aware of the new plan and so I repeat my recommendation that those who like to participate in the social runs buy a CB radio because it does prove very handy at times, will make it much easier to say together and will increase Russ and Lee's listening



audience the next time they choose to sing their rendition of "Islands in the Stream" or any other such 1930's classic.

The upshot was that we all eventually made it to Sandgate where the ever working Derek met a customer and completed a car sales transaction in about a minute. (Tip of the week, make a deal with Derek when he is hungry, has a dinner reservation and it is night time and he therefore can't be that bothered to look over your trade in). The Fish n chips were up to the usual good standard and we finished dinner at about 8pm. Thanks for the drive Derek.





by Greg Bray.

It's been a year now since my 1969 Lotus 61 Formula Ford arrived from England.

Lotus 61

To recap; the beauty of the car was it had only done 9 years track work from new, because it had been in an accident in America in 1978 and was then dismantled. Over the many years to follow in America it changed hands twice in this state. The only work achieved in this time was it had the engine and gearbox overhauled, body and chassis repairs were never done.

The car was offered for sale on the internet. It was bought by a friend of a friend in the UK. It was carefully wrapped and put into two crates to be shipped back across the Atlantic. This friend decided after having it sitting in his garage for four years that he was too busy looking after his other Lotus' to ever get around to the rebuild. So I saw it in it's original shipping crates and bought it whilst over in England on holiday in 2007.

I've been delighted as I've worked through its many parts to discover that it is all there, and because not a very old vehicle when dismantled, it has all its original gauges and Lucas switches. So I have been able to confirm that it is an early 1969 car from the numbering on the original switches.

Due to its accident the chassis had one lower right front suspension lug ripped out, and a slight twist to the frame. So I gave the chassis to Ken Gray who's an expert in such repairs and he did an original type bronze weld to the lug. Mechanical parts bent from the accident in it's last event

were R/H vertical link, top ball joint and main shaft of steering rack. I was easily able to straighten the steering rack, fit new vertical link, top ball joints, trunnions, caliper pistons and seals, hub bearings etc; etc.

All three master cylinders were badly corroded, so I replaced them and made all new brake and clutch pipes. The three fluid reservoirs cleaned up OK. The dry sump oil tank was badly dented at the bottom, so Ken cut it off and remade a new one and welded it on. I like to restore and reuse as many original old parts as possible. I had all the original high tensile suspension bolts zinc plated. Suspension arms and drive shafts were originally chromed, so I had them rechromed and then hydrogen released heat treated to stress relieve them.

A dummy assembly of suspension, hubs etc; to chassis was made to check all suspension, so that geometry could be made easy with adjusters. I then disassembled all to take chassis for sand blasting and powder coating.

The overhauled engine was basically all good from the previous rebuild. I fitted 'Speedi-sleeve' to rear crank seal surface to cover corrosion line. Spray painted engine Healey metallic green because traces of that original colour were on engine block. This is the same colour that the late Holbay Caterham engines are painted.

I then played with the Mk6 Hewland gearbox; I have a very expensive bill





Almost there!

for its rebuild done in America in 1999. Even so I could not select reverse, so I had to dismantle the box to find its fault. I found the reverse fork on the shaft was adjusted, so it missed the reverse hub slider, easy to fix thank goodness. Whilst I had box apart I was able to count the teeth on all gears and work out the ratios. It has dog change, straight cut, close ratios. None of these ratios are standard all being very close, diff very high. With these gear ratio's it's going to be a case of 'suck it and see' because I think I'm going to find them far too high. It was obviously built for very long high speed tracks in America.

I bought two new joints for the gear linkage from Merlin Motorsport based at Castle Combe race track whilst on holiday in the UK last September. To digress a little, I had a fantastic 'car fix' whilst there as you always do at the wonderful Goodwood Revival held a few miles away from my home town in the South of England. Last September they were celebrating Stirling Mosses 80th birthday. With him in attendance and a parade of 80 of his racing cars around the track, an amazing sight. Also they were celebrating 50 years of the Mini, with a huge parade of the cars around the track. This time I walked around the whole race track as I was sharing the day with male company, my brother.

The ladies usually don't want to be bothered with such things. Just prior to this event I managed to get to the absolutely huge Auto Jumble held

at Beaulieu Motor Museum also in the South of England and well worth a visit. Coming away with my arms full, but alas there's only, so much you can get into a suitcase.

Back to the 61, I tested the Smith's chronometric tacho and oil and water gauges. All were good, so I only needed to partly dismantle them to clean and fit. The original R/H front shock absorber was broken and worn out. So I bought four replacement AVO fully adjustable shock absorbers. I then cleaned and repainted the old good original springs. The new pre-engage starter with the car wouldn't fit, so I had to drill and tap the base plate to position the solenoid in upper position away from chassis. I fitted the drive shaft coupling centreing plates/bearings as a safety precaution in case of rubber coupling breakage.

The car seems to have come on in 'leaps and bounds' lately having spent a lot of time working on it over Christmas and the New Year. As with all rebuilds, the hours spent doesn't bare thinking about. I only have final assembly of brakes, suspension and wiring plus small fiddly bits to finish now. Also need to source and buy seat belt, tyres and battery and it's done.

I'm looking forward to my first single seater experience, hopefully at Morgan Park race track in March.

