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& Clubman Notes



The Official Magazine of
Lotus Club Victoria,
Lotus Club Queensland

Features:

Yarra Valley EMR

A Day in a SPA

Elite 1073

Sevens Day



The passenger wing after many days of work



ELITE 1073 REBUILD PART TWO LOOKING BACK TO THE END OF APRIL 2011..... By Roger Morgan

August 18th and 19th were auspicious days. After 7 weeks at the body shop, during which 13 days work was completed, the car is in paint - Ibis Weiss for the informed, Lamborghini/Audi Ibis White for the non-German speakers.

The seven month target is long gone, I am now at 9 months this week, and expect that another 2 months will see the car restored to her former glory. My wife wants the car to have a name – I favour “Flat Bottomed Girl” á la Queen whilst Tess favours Ellie. Or maybe Melba (the Melba...motor show car) but as yet we don't have an agreement.

So why am I late? Bruce and my “paint shop” (they would be offended to hear them described this simply) instilled in me that the final paint quality will be down to how well I can get the body in shape using fibreglass before it is primed, filled, blocked and all pin holes are fixed. So 364 fibreglass repairs in total. Both front wings had flat top surfaces and careful additions of thin glass mat and gel then sanding and sculpting led me to the correct shape.

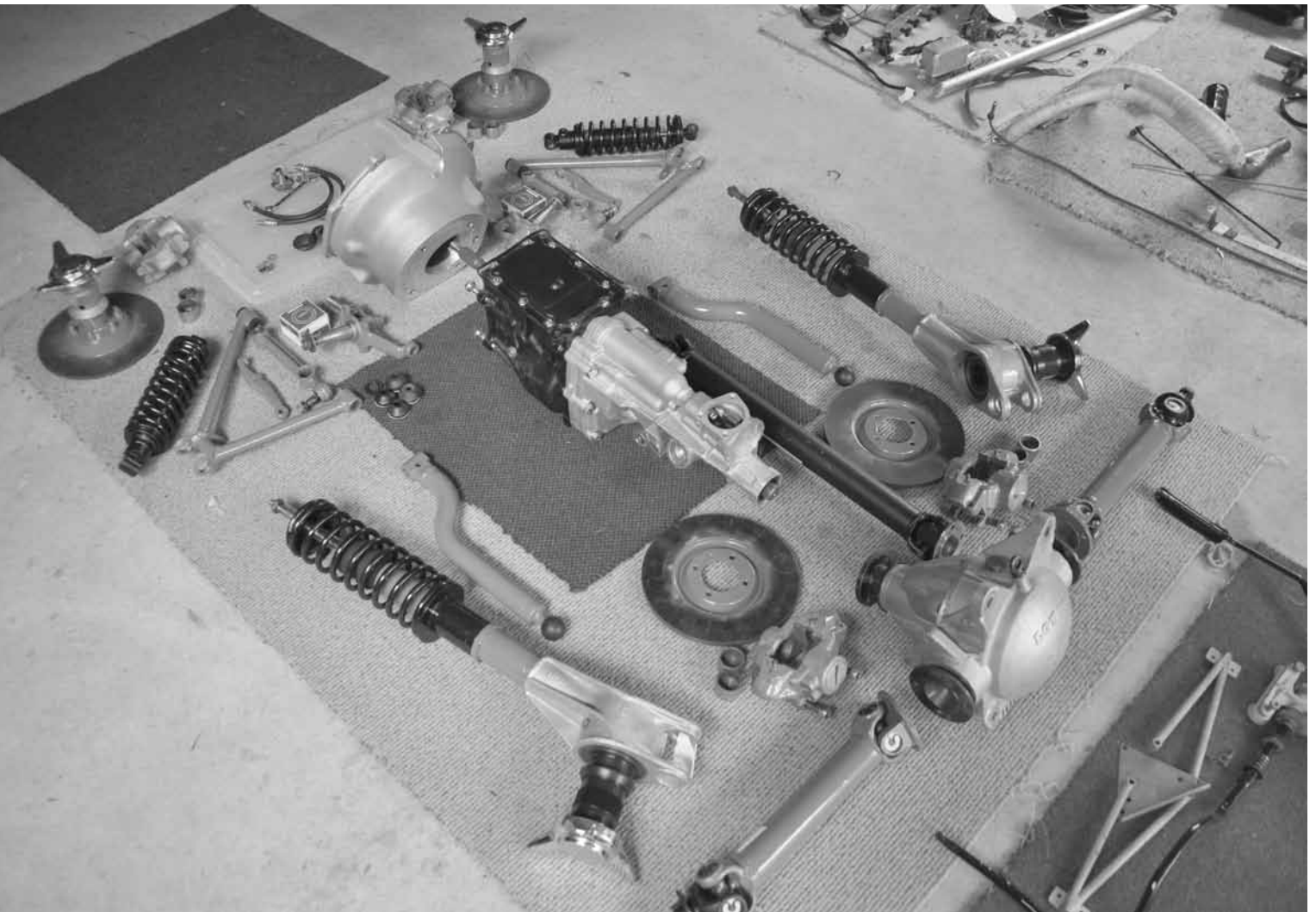
54 small fibreglass patches on the roof to fix flat spots left when the car was power-planed in preparation in the 80's to get quick coats of red acrylic on her for racing.....Having a nice, well-shaped body unit in glass was clearly not a priority.

The passenger wing took most of May to repair, achieving the correct lip on the guard, and matching the driver's side shape took endless days. . I have to say I am most proud of the work done in this area. I wanted the car to measure up and look as it did in 1959, when it was first built, and without adding unnecessary weight.

Then I got sick and lost nearly a couple



Almost everything lies waiting



You don't need a body or water to run up a Climax

of weeks, The water channels surrounding the boot and bonnet were next and took me too many hours, partly as a result of the bonnet leaving the car at speed in the 1961 Lakeside episode, and my fingers were sore – the only downside to glass fibre work is the dust and the pain from the glass shards, but ultimately this work paid off.

Did I mention the doors? The driver's door was badly damaged and poorly repaired after Lakeside, the passenger door had no mounting bobbins for the hinge bolts – at least it explained why the door sagged.... Most of June went on the doors, the boot lid and the striker plates which cover the hinges in the front door wells, which were handed down to me in the late 70's BRG paint colour, damaged of course.

By early July I had all these fibreglass components in good order, 30 or so repairs on the doors, replacing filler with glass, fibreglassing non-standard speaker holes, which were not in a common location each side. All these items ended up looking pretty good.

A new bonnet with NACA duct was made in Bruce's shop. The "original bonnet" weighed more than 15 kilos – the new one, maybe 2. A trial fit for a rebuilt Coventry Climax 1460cc engine and 5 speed gearbox was



its only a small hole!



On its way for paint

undertaken in early August, since I am putting the original engine and non synchro Magnette based four speed box aside.

I could go on about the fibreglass work, how the seats were held in by the carpets, or the repairs in the boot. Let's just say the car has now been lovingly restored to the satisfaction of Bruce and Nick Mansell..... and I need to move on, and return the shed space to Bruce.

And then there is the rest of the car.....New front shocks, new bushes, nuts and bolts all round, new rear two piece outer drive shafts with sealed bearings to replace the original shafts held in with Fiat conical bearings which don't hold grease.....This is a mod developed by Peter Joy in the UK who successfully rallies an Elite – better him than me.....

All the mechanicals have been bead blasted, painted and are ready for re-assembly, during the time the car was "resting" at the painters.

When Bruce and I trailered the body unit to the body shop on 9th July 2011 we both believed she was in excellent shape. It was clear that wasn't the view "from the paint shop management", although 4 weeks later there was an acknowledgement from those who worked on her that in hindsight the shape had actually been very good.....it just didn't look that good, because of the various tints that displayed themselves across the CBU. Lotus sticking the original fibreglass laminations together with resin and slate dust gives the car a weird look that belies its true shape.

One day of two pack priming, and "Nikki" left the car looking different and better, but then pressure of work in the shop had her sitting for four weeks with no advance. Things changed mid August and a solid 10 days of body prep work by two of us brought her to the paint booth.

3 coats of Glasurit paint over a thin coat of poly primer brought out what had been achieved over the painful days of fibreglass work and sanding at the shop, which had left me with stubs from my previously manicured nails – I'm kidding about the manicures, but I did have good nails, now worn down on the sanding blocks and sheets.

You may not appreciate the magnitude of achievement from the photos, but when you see her you might remember how I started.

22nd August brought the CBU back to my workshop – I took a week's rest to organise stuff that still needed to be achieved before the rebuild, and then on to the fettling of the new gearbox and rebuild of a "new" 1460cc ex Firepump Coventry Climax engine, again with help, support and shed space from Bruce Mansell.

Bruce makes many new Coventry Climax tuning bits – variable cam





pulleys, water pump assemblies, the Peter Joy rear hub conversions and full sump block strengthening kits, with additional centre main cap in steel to stop the 3 bearing crank twisting itself out of the block. We are lucky enough in Australia to have Bruce, his knowledge, helpful attitude and tuning bits and occasional finds of ex-Aussie MOD Coventry Climax Firepump engines, many of which have car cylinder heads and cranks. This allows one to effectively put a new engine in the car at an affordable, if not cheap price.

Nowhere else in the world has as many Climax engines known and yet to be discovered as Australia – and if you know of one please let me know – a spare engine for a 53 year old car is always worthwhile.

Whilst the crank, rods, flywheel and clutch stuff had been away being balanced I got on with sourcing modern thin soundproofing material for 1073.....Dynamat Xtreme, the chosen material is barely 2 mm thick, but

it substantially reduces resonance, and sound levels although its almost as expensive per kilo as the "stuff" my young wife smooths on her well appreciated appendages.

Friday 9th September had the engine completed, running on the floor of Bruce's workshop and the car soundproofed ready for assembly.

Monday 11th September I have other pressures from my manageress, but come Tuesday 12th September I will start to rebuild her.

The final chapter will be published in the December edition of the magazine and I hope to take you through the rebuild experience with me.....Enjoy your Lotus driving in the meantime...

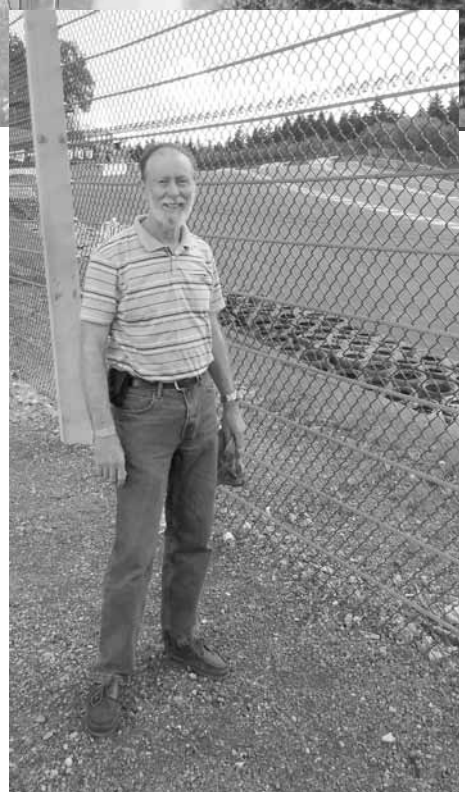
Roger Morgan, 1073 Guardian





What a wonderful thought. Ah, the anticipation and that special realization. I'd been looking forward to this for a long time and finally was able to fit in a bit of VIP treatment at the best of all possible venues Spa-Francorchamps.

This is a place I had wanted to visit for as long as I'd been into motor racing. For me its up there with Le Mans, Monza and The Nordschleif and it has that corner. Did I fall on my feet here? I was able to visit Spa with the JOTA/MAZDA team for this year's Euro Race in June. Icing on the cake: entry to everywhere including the pit wall. Our pit, right at the start of Eau Rouge!





Spa is a fabulous circuit in a fabulous setting. Seven kilometres long, it provides varying and complex corners as it rises and falls in the mountains of the Ardennes, in Belgium. Corners such as Blanchimont and the downhill run through Double Gauche provide wonderful challenges. Then there is Eau Rouge with its long run downhill past the pits, crossing over the Eau Rouge stream and before thumping rapidly uphill, first left then right. . To add that little touch, the weather in the Ardennes can best be described as changeable. It can be heaving it down rain on one side of the circuit and sunny on the other!

Just recently Fernando Alonso said of it that it was “probably the most challenging circuit on the calendar.” It is an absolute icon of motor racing. Like many things though, until you see it you can’t understand just what is there.

We had accommodation booked in the small market town of Stevalot in a hotel that could be described as of “wonky” construction. The floor sloped so that when in bed, you had to decide if you wanted your head higher than you feet or the other way round. A small motor museum in there celebrated the town’s proximity to the circuit. This museum in an old chateaux is a simple affair but contains a few Lotus racing cars including a rare ‘76 F1 car.

Racing that weekend included F2, F3, GT, was Dutch Supercar Challenge and Maserati Trofeo so we had plenty to see. Our team was running 2 MX5’s, one with 150hp, driven by an exF1 driver and Porsche 917 champion, with the second car a 300 hp version. We had more than our share of problems and ended up with both cars bent. The instrumentation and detail of the racing modifications were fascinating. We could tell exactly what the drivers were doing. This led to some interesting discussions with the drivers and certainly helped setting up the cars. I was impressed.





Again Lotus, including a 2/11 GT4, were involved. Elises and Exiges were prepared by the Lotus importers in the Netherlands. The drivers paid for the year's racing, have their cars prepared by Van der Kooi and turn up on the day to race. This same technique is used by the 20 drivers in the Maserati Trofeo. Bent cars (and there were plenty of these) are billed to the drivers. Exiges and Elises were doing very well in the standings with teams very proud of this.

Facilities were really first class. Most of the entrants had huge transporters and hospitality semis. Catering for competitors was provided by the venue at the Brasserie set at a high point on the 3rd floor overlooking the two pit straights and the first corner, La Source. With live TV and this great view it was a memorable place to spend time.

So what of the cars. Preparation of all I saw was first class. Great paint jobs and lots of polish. Mechanics thick on the ground. Plenty of cars I'd not seen racing before and many I had no idea of. How about Praga, Saker, Mosler, SRX, Aquilla and Tampoli. Also there were many cars you don't see in Australia, Marcos, Ginetta and a whole range of special versions of the big manufacturers' cars. Fields were very large and this lead to a lots of pushing and shoving. Rain made the event more entertaining.

So for me it was a week-end to be long remembered. Motor racing in Europe is certainly on a whole different plain to that in Australia. It could have only been better if I had been on the track.





LEYBURN SPRINTS BY GARRY SAUNDERSON





Rain, rain go away and come back another day. Rained all day on Saturday and was nice and clear on Sunday... First car to get smashed was an XY falcon GT which hit a POWER POLE. The car is absolutely trashed and will have to be re-bodied. The driver walked away limping on one leg.

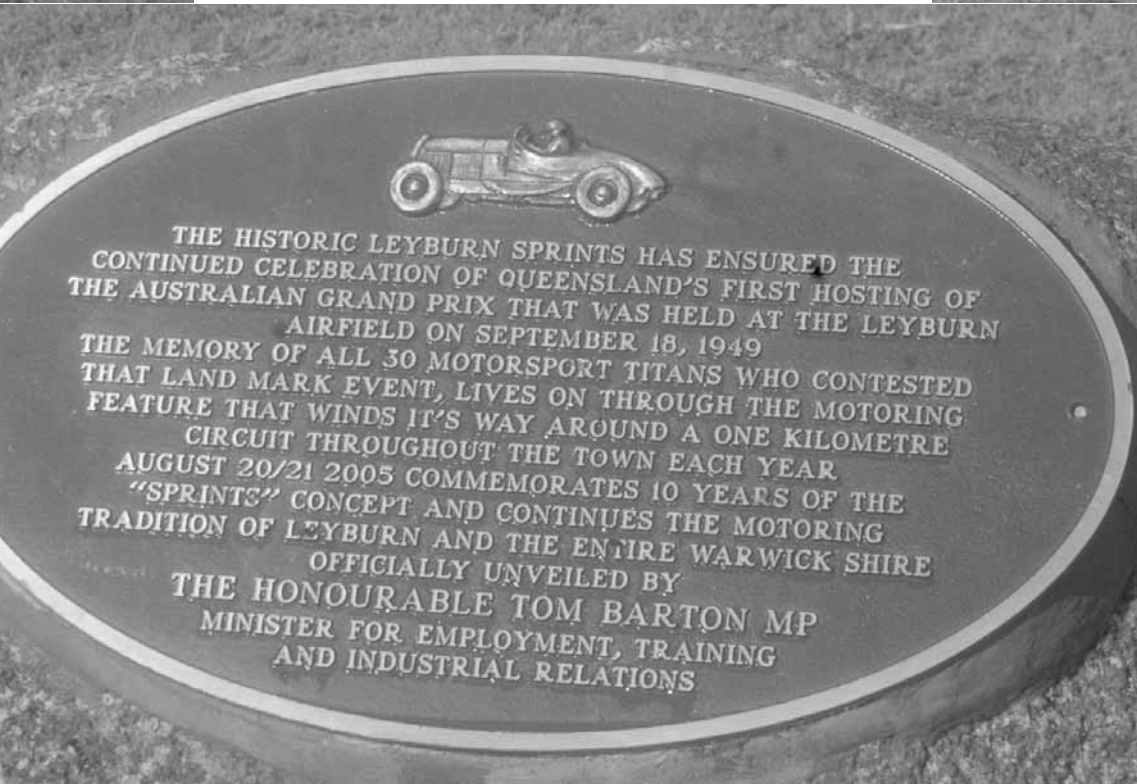
Allan (car number 47) was in Historic Touring Cars - Group Nb (log book) class. There were 4 cars in the class, 2 Cortinas a Hillman Imp which never showed up and a EH Holden. Allan won the class with a 55.97, the EH driven by Claude Ciccotelli second 58.77 and Ken Freeburn 3rd with 1.00.79.

There is a picture of My mate Allan Greenbury in his Hillman Imp lifting a wheel as he goes through corner 5 a bit out of shape.. We had a 2 female pit crew this weekend. Alice, Allan's girlfriend and our relation from Toowoomba Cath Stiller which is where we camped Friday and Saturday night.

There was a tow truck parked next to our tent with some good sign writing on the door and I talked Cathy into posing for a photo. That's it for now

Till the next race meeting.

Saundo





LAKE SIDE!

By Garry Saunderson



What a weekend of racing! There were 57 cars entered in Group N so there were two groups, 28 cars in Allan's group and 29 in the other Group. We took our blue car number 111. In qualifying on Saturday morning Allan qualified 4th in his group. Race one was called off after a couple of cars went bush into the sand pit at the end of the straight (this race was rerun first thing on Sunday morning). Race 2 Saturday afternoon he came fourth.

The rerun of race 1 Sunday morning he got hit up the back by the Customline (refer to pic of the bent rear bumper) he came 10th, race 3 he got side swiped by the Customlime and ended up 9th and in the last race he came 8th but was penalised 30 seconds for jumping the start and ended up about 16th. He protested the result and proved them wrong but they just said it was too late to change it. Not a bad result for the weekend as it is his 4th time in group N and he is still learning, the car is still going and he is not hurt.

I spent \$650 on a new distributor and \$250 on the dyno the other day and we have gone from a best of 65.6 seconds at the April meet this year to a 65.1 seconds which is half a second quicker, you have to be happy with that.

The pic of the pit crew from left to right is Brad, Alice (Allan's girlfriend) Allan, Peter, Mike and Graham. We kept them busy. There were 3 other Mk1 Cortinas racing in our group of which Allan was the



quickest. Greg Meredith from Sydney in his white 2 door with the black flash went into the sand pit and there is a pic attached of all the gravel he pulled out of in front of his radiator.

Kev Moore (Moose) lost the EH going into Hungry and I got a couple of good pics of him on the way around. It is called "Moose gets a bit loose". Garry Herron (green Twin Cam Escort) and Ian McIwainL (red white Datsun) did a good job to miss him.

That's it for now, till the next race meeting



Lakeside Timed Laps

Special thanks to Mike Warner and his team at Battery World for their support of this LCQ event.



Mike Warner
Franchise Owner

9a Kessels Crt, 567 Kessels Rd.
MacGregor 4109
p: 07 3849 6500
f: 07 3849 7622
www.batteryworld.com.au

e: macgregor@batteryworld.com.au



ANNUAL SEVENS DAY

Photos by Karen George

John Barram and John Lungren have been organising the Lotus Seven and Caterham Seven owners of SE Queensland for an annual low key gathering of their cars since 2007. The number of cars is growing with private and dealer imports from Japan and England and we now estimate over thirty cars in Queensland. Many of these owners keep a low profile not joining the Lotus Club or joining in any other car club activities but we coax them out for this once a year. We managed to get 19 this year and we suspect this is the largest gathering of SEVENS ever in Australia.





Letters to The Editor

In response to Geoff Noble's comments, (page 5 August issue), see below

"One other significant piece of general business was the policy and conduct of members / cars during social runs. We actually managed to lose one of our members on a recent trip to O'Reilly's, so it's now policy to issue run notes with regrouping points along the way. Another option is the purchase of hand held radios to go with the lead and tail cars to ensure that we keep every one together."

Giles Cooper writes:

While I would agree that run notes might be helpful, they do mean a lot of extra work for someone, so IMHO are a luxury rather than a necessity. Nice to have, but... Additionally I would suggest that hand held radios are not only expensive and a potential nuisance, but their use while driving might possibly be illegal? Maybe someone in the legal business could advise on this?

Surely a much better, safer, and more enjoyable option is to use the "buddy behind" system that is used in all UK and European runs as a matter of course. Whenever a turn is made off an existing road, then any car that does not have the next car behind in full view then waits at that junction, keeping visible, until the next car catches up. Once he has caught up, then the first car can go, but once again, if the new car cannot see the car behind, then he in turn waits. If everyone can see the car immediately behind them when a turn off is made, then no one has to wait. That way every one has only to keep tabs on only one car – The one behind them.

An added advantage is that everyone can then proceed at their own pace, and if a car does have to wait for someone behind to catch up, then they can have the fun of having an open road in front of him once they start again.

We have run 60+ cars in convoys on 3 and 4 day runs across Scotland and down through multiple countries in Europe and never lost anyone using this system. And no one has to print run notes and no one has to purchase or use handheld radios. (er – Why radios? What happened to mobile phones?)

Might be worth trying?

Giles

