

LOTUS NOTES



**Kevin Neville's Evora
in the dappled,
Autumn morning sunshine**

THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



- COVID-19 Implications to LCV club activities
- Automotive Craftsmen Shed Tour
- Phillip Island – VHRR Festival of Motorsport
- Mathilde: the story of how not to restore a 1926 Dutch Barge

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Kevin Neville's Evora in the dappled Autumn morning sunshine

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Lotus Notes Magazine Editorial

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And, the LCV have a Facebook group page. Join here:

https://www.facebook.com/groups/599465000503381/?source_id=825446820817917

Lotus Club Queensland also have a Facebook group page:

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For any last minute updates check your State's website!

www.lotusclubvic.com

www.lotusclubqueensland.com

Queensland President's Report

by Steve Lennox



Well here we are April already and we have a 'semi-new committee'. A big thank you to the outgoing members (in particular Dick Reynolds, a stalwart who always says "I will do it if no one else will") and welcome to the new committee. The old executive has stood again this year with the new face of John Barram, welcome John and we are looking forward to you reviving some of the history and heritage of the club.

I would also like to welcome Gideon Street as the DTC coordinator, taking over from Daryl Wilson. Gideon ran his first DTC on the 15th of March, and it was a great success, mainly because he set second fastest time on the day – lol. Also welcome to Justin and Samantha Goosen and Winston Piddington as the social coordinators. They have already hit the ground running with planning in place for day runs. For a full list of the committee refer to the contents page

2020 is a commemorative year for Lotus Club Queensland as it is the 25th year of our club as we know it, and the 45th year since Lotus fanatics have been gathering here in Queensland. John's return to the committee is timely as he was the catalyst for the club first starting back in 1975. His return has been driven by his desire to represent the heritage of the Lotus marque and the club members who are interested in keeping these classic models restored and running, so with this brief John will liaise with these members and find out what the club can offer to support their interests. So, any members with the 'heritage' of Lotus as their main interest please make yourself known to John.

The 25th Anniversary will be celebrated in classic LCQ style, I have been reliably informed that June 1995 was the first meeting, so we are planning a celebration in June this year. Further details to come.

LATE BREAKING NEWS

The club is considering all our activities in the light of the current situation in Australia regarding the Covid-19 pandemic. Shannons have notified us that they won't be letting clubs hold meetings at their premises until further notice. Please be aware there will be no meeting this April. Further monthly meetings will be decided in the coming months.

During this time, we will communicate through the club Facebook page, and via email, to update members. Please check your email or our Facebook page to keep updated with club communications and activities.

The committee is currently looking at ways of running our activities while remaining safe and adhering to government policy. We believe that if handled correctly we can still enjoy our cars, events and the comradery within the club.

Enjoy your car and keep safe

Victoria ADDING Lightness

by Vicky Rowe



Whenever I put pen to paper to write this piece it's weeks ahead of the magazine going to print. I'm applying a bit of foresight and hoping the immediate past has gone according to plan. But over the past week (on my current timeline that is) the planet seems to have tipped off its axis.

It was only a week ago that I was excitedly planning a couple of upcoming club activities. Mary Johnston (club member and one half of MV2, a violin and harp duo), offered to perform for the club as a fundraiser. She called to say she'd secured a lunch venue that provided a beautiful setting for the concert that tied in perfectly with plans for the March EMR. I was thinking to myself "Wow, this'll be great!"

I'd also just locked in the April movie night and was delighted to see a growing list of club members booking in advance.

At the time we looked from afar, concerned over what was unfolding overseas. Then COVID-19 was declared a pandemic and everything seemed to get tossed on its head with major events cancelled, local schools closing, group gatherings banned, supermarket shelves empty and toilet paper fast becoming the new hot currency.

I can only hope that as you read this you and your loved ones have managed to maintain your health, that you've found ways to entertain yourself at home, and not gone completely mad. Perhaps you've been busy in the kitchen (like Lou) rediscovering old recipes or creating new ones as you look for ways to utilise what's left in the pantry. I especially hope that we're all a bit calmer and kinder towards each other, taking care of the vulnerable and realising that we're all in this together.

Our regular club activities are suspended until further notice, but that doesn't stop us from enjoying our fantastic cars and the pleasure of driving. At this stage we plan on continuing our early morning runs (EMRs) each month, without social stops. This is a great way to escape our worries and to feel connected with others, even if it's just a wave through the window.

Let's stay connected! Join our Facebook Group (Lotus Club Victoria) to interact with fellow members, or if needed, reach out to any of the LCV committee (see page 1 for email addresses)

WELCOME

New Members

J Scott Comte
Luke Nowlan
David Syme [Exige S]
Matthew Davison [Elise]
Mark Telfer

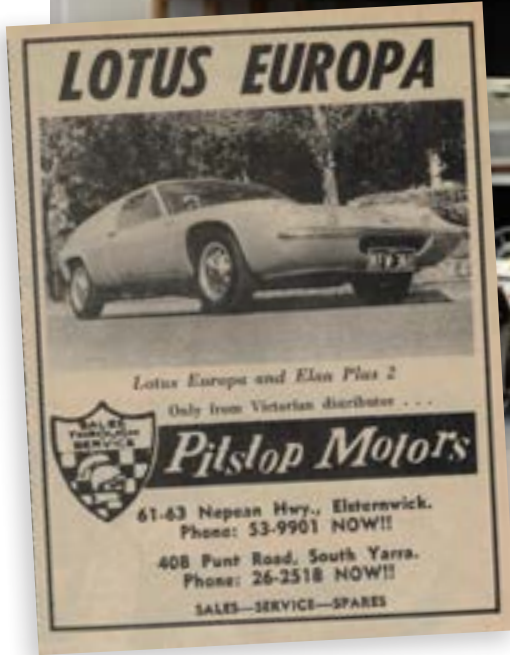




Member Profile

George Fishlock

by Peter R Hill



How many people have still got the car they bought when they were 20 years old? Well, George Fishlock has. He has owned his '69 Europa S2 since 1974. The car was first bought from Pitstop Motors in South Yarra. If you are of a certain age you might remember Pitstop Motors. Their yard was on Nepean Highway in the sixties, and it was the place to go to buy a second-hand sports car – MGs, TRs, Healeys, plus the occasional Lotus and Morgan. Anyway, when George bought his Europa it had had two previous owners, but only covered four thousand kilometres. George told me that the first owner was a Jeffrey Brown from South Yarra. It occurred to me that this may be the Jeff Brown who was a long-time member of the club and who now races a gorgeous Chevron B16. When I checked with Jeff he confirmed this, but said that he was the second owner.

George's Europa had been featured in *Modern Motor* magazine in 1969. He still has a copy. There were very few Lotus on the roads in those days and George became an early Club Lotus Australia member. When he joined CLA he recalls that two of the very few members at that time were Rex Collier and Iain Palmer.



His membership of CLA came about after he was passed by a yellow Europa while driving his daily car. He followed the Europa all the way to Mount Evelyn where he met the owner who turned out to be Peter Jones, the Victorian CLA President. George got involved in the tiny club that produced a Roneo'ed newsletter for the Victorian members. For a while he was the Minutes Secretary and he has remained a member of both CLA and CLV for 36 years!

Early in his ownership of the Europa George had the engine converted to a crossflow with 40mm twin Dell'Orto carburettors plus a ported and polished head. He enjoyed a single foray into racing when he ran in the first MSCA 6-hour relay at Calder (even six laps around the old Calder short circuit would be enough to put anyone off racing). Rex Collier was on the team, while Ron Harrop added some serious firepower with a very hot XU1.

Sadly, the life of an air traffic controller didn't allow a lot of time to enjoy the Europa, so after Lancias and Renaults, six Subaru Outbacks have provided essential transport while the Europa has remained in the garage. Recent retirement has provided the time and incentive to drag the Europa out into the sunlight. George got the car running but thought it needed a few things tidied up, so he drove it to Richard Mann's

shed. Those "few things" have turned into a full-on restoration with all the improvements that Europa owners have learned are needed to make the car strong and reliable. When the car was stripped back to the fibreglass the original words "Bahamas Yellow" were discovered written on the side. When cars were progressing in their build at the factory a worker would write on the bare fibreglass the name of the colour that it was to be painted.

George's other pursuits have included flying and skiing (Iain Palmer sold him a Falls Creek membership). He has also, with others, owned a Cessna 150 and a helicopter but has recently retired from flying.

When the Europa returns it will share the garage with a '97 Porsche 993 (the last of the air-cooled models) which Sylvia, his wife, has adopted as her own.

This little profile came about because Peter Murray was looking for an article from an early magazine. George had the wanted magazine and took the opportunity to have a clean out delivering boxes of magazines and minute books from the last 36 years. Just as well PM had a spot in his garage where the white Elite used to be.



Maleny Day Run

by Steve Lennox

photos: Justin & Samantha Goosen

LEGO



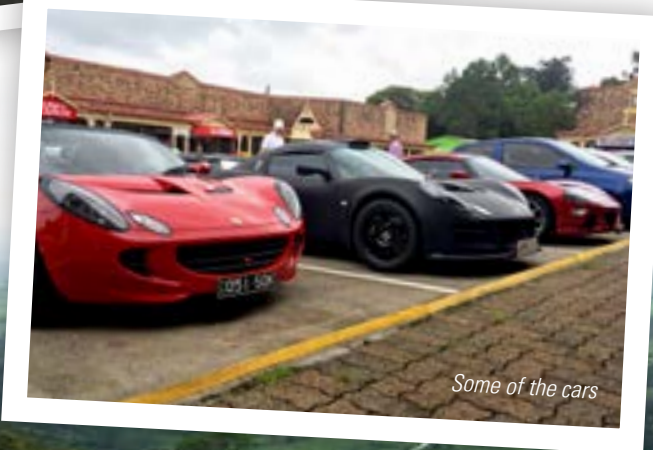
Milling around after morning tea



Regrouping

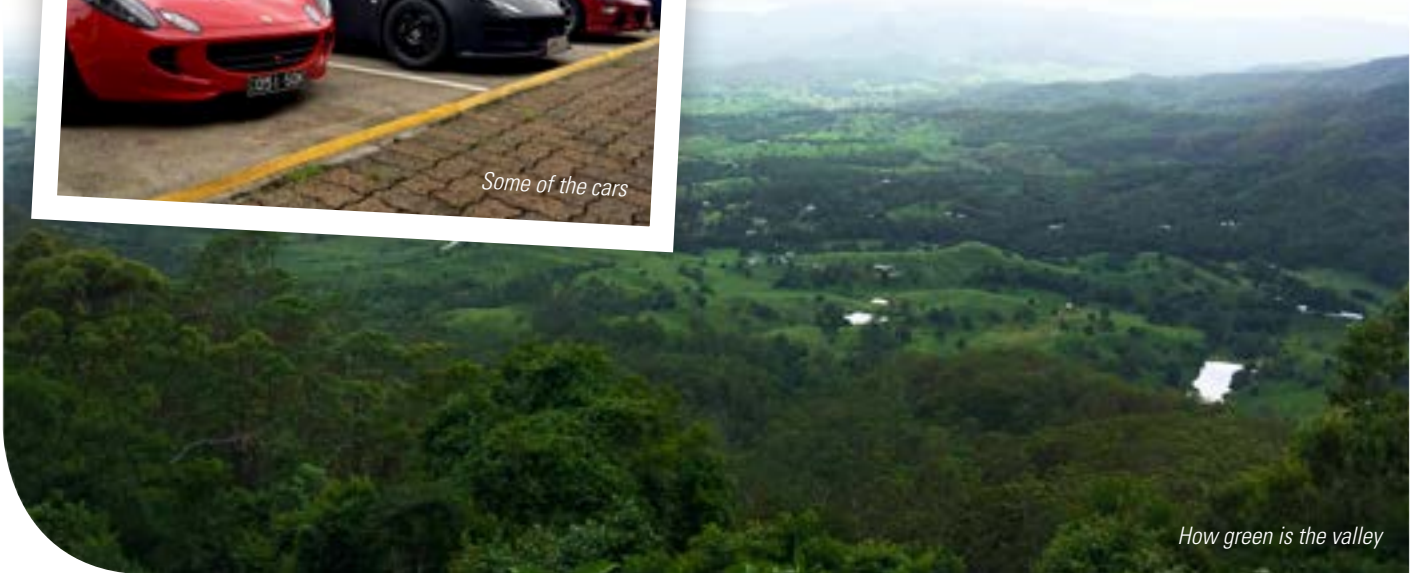
The Maleny/Woodford/Dayboro run was held on the 23rd February. This great run, the first of the year, all in the wet, was kindly hosted and run by Justin and Samantha Goosen, returning to the club after a short time with a Porsche.

We started off at the Old Fernvale Bakery Café and travelled through some very green and lush countryside, past Wivenhoe Dam through Kilcoy to Maple 3 Café in Maleny for morning tea. Then onto Woodford to the Pitstop Café for lunch. These are some of our best touring roads within easy reach of Brisbane and always a rewarding drive.



Some of the cars

The rains have really changed the scenery around South East Queensland and everything is looking sub-tropical again (as it should). Seems the summer rains were a bit late this year. It was overcast and drizzling for most of the run, with a couple of solid showers on the way making for some very delicate throttle applications in the Europa S (no traction control here ... we spin off the road like real men).



How green is the valley



Lunch at Pitstop Café



The Maleny stop

(Elise 250 Bathurst Edition), Alan and Gerry Kenn (Smart 2 4 as the Elite wipers weren't working), as well as Gary Wren. I trust you all enjoyed the drive, your car and the company of other club members.

These touring/day run events are always well attended and enjoyed by club members, so keep in touch via the website and our calendar, Facebook and monthly meetings to hear about the next run.

I find that I meet members that I haven't seen in a while at these events and it is always an opportunity to catch up and keep the friendships going. In fact, I bumped into Alister Rees (a founding member) as I was leaving the pitstop café, he was coincidentally enjoying the back roads and lunch with a friend.

We are always looking for members to share their favourite driving roads, so please volunteer to organise one of these great events.

We had a great turn out with 24 members turning up in 13 cars, and a great selection of waterproof Lotus (all modern). The nice surprise was Gary Wren and his newly-acquired red Europa S, it's a great looking car in that colour. We had quite a few new members on their first run with the club, including Patrick Zimmerman (Red Elise), Cossette Woolley



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LCV Club Night March 2020

by Peter R Hill

photos: Venus Lane
& Peter Murray

LCV



For our March Club night we were hosted by Lotus Cars Australia who have now taken over management of the Zagame operation in Cremorne. There was a modest turnout of about 30 people, and we were well looked after with pizzas and drinks, and had lots of time to catch up with other members as we wandered around the interesting Lotus and even a few Morgans.

Mark O'Connor explained the new arrangement then talked about the recent sprint day at Bathurst.

Lotus Cars Australia organised the sprint day at Bathurst on the Wednesday following the 12-Hour race. You don't get to use Bathurst by just calling and asking politely. There are very few times a year when it can be used as a race track, but four years ago Mark O'Connor



heard that a manufacturer had cancelled a booking and he quickly secured the vacancy and has run Lotus events there for the last three years.

This year 120 Lotus cars ran at the event. Other than a couple of grazes of the wall, the cars all finished in one piece. One hundred and seventy people enjoyed a sit-down dinner held on pit lane the night before the meeting. Wherever possible local services and products were used, and a local company looked after the catering, with a local band providing the entertainment.

For those who wanted stress-free travel, a charter flight took nine people from and to Melbourne. A Pilatus PC12 single engine turboprop operated out of Essendon. The event finished around four o'clock and the jet-setters were back at Essendon by seven.

Lotus CEO Phil Popham planned to be at the event but he had visited China, so COVID-19 virus restrictions kept him away. Well almost. He's a class act and he delivered a presentation via a big screen to the Tuesday diners. Marc Mustard (head of Content and Launch Programmes) and David McIntyre (Manager Lotus Asia Pacific) both attended and went away impressed.

It's great to see Lotus Australia being so active in promoting the brand and organising events to suit their customers and our members.



COVID-19 Implications for LCV club activities

As concerns have grown about COVID-19 and the Government has activated a number of strategies to curb the spread of the virus, the LCV committee has been considering the potential impact to the club's social events. While not all of our activities involve social contact, our regular club nights are primarily a social gathering.

Regrettably this means:

LCV club nights are suspended until further notice, and other club events are also subject to change.

Please note important changes to our club activities:

- The Brabham movie night, planned for Tuesday April 14, has been postponed (we'll try to reschedule when things are back to normal)
- Monthly club nights are suspended until further notice
- At present EMRs will not be cancelled:
Please follow the advice provided by the Government here, staying at home if unwell, and exercising social distancing if attending an EMR or motorsport event (if they continue to be held).

The committee will continue to monitor the situation and will advise further as necessary.

Thanks for your understanding.

Vicky.



Automotive Craftsmen Shed Tour



March 2020
by Craig Wilson



Adam and a trial fit

Photo: Craig Wilson

It is always interesting when you are invited into a business and find an owner who is not only a master of his trade, but a young lateral thinker with a 20-year vision mapped out. This was my privilege in 2018 when asked by a mutual friend, Alistair Rees, to talk with Adam Doyle-Smith about his business (Automotive Craftsmen, Browns Plains Brisbane) and his vision to create, not only a world class restoration business, but an institute to bring back the art of proper coach building, learning and restorations. Embracing the age-old artisan skills of metal forming with modern technology is the essence of this young man's dream.

He started out as a schoolboy working in his school holidays in Brisbane, or travelling to Melbourne (courtesy of his mum, Sharon, who joined us) and other places to learn the art from people like Peter Tommasini (Classic Car Restoration & Panel Fabrication Melbourne), Nick Contarino (Exclusive Auto Centre Brisbane) and to work on some exquisite cars with Wolf Grodd (Sleeping Beauties Brisbane).

One of the recent projects was driven there, by Wolf, for us to see on the day. The 1925 Lorraine Dietrich is just amazing and a tribute to all those craftsmen who have worked on it. Adam built the body from the firewall back and it is spectacular workmanship. These cars won Le Mans in 1925 and 1926 so a pretty special car.



Beautiful Lorraine Dietrich detail

Photo: Gavin Goeldner



Adam, master of the wheel

Photo: Gavin Goeldner



Adam's handywork on the Dietrich

Photo: Craig Wilson



Lancia Flaminia lives again

Photo: Gavin Goeldner

Long time friend and Lotus man, Alistair Rees, is mentoring Adam on his journey and the development of the business. They have plans to reintroduce and develop the Coach Building trades, introduce specialist composite repairs and new technology, including their current specialised IT solutions in the future.

When I visited in 2018 Adam was finishing off two US made Ferrari California replica alloy bodies which were not correct, so entrusted to him to remake them true to the original. He did a beautiful job on them too.

Adam, and his business associate Luke, have spent four years restoring three 1960s Lancia Flaminias – 2 GT Coupes and a convertible, which is the last one to complete. As usual the Italian metal has rusted away to lacework and Adam has completely rebuilt the body structure and remade the alloy panels. Luke has completed much of the assembly and they are better than new.



Ian Wright & Tony checking progress

Photo: Craig Wilson



Eleven gurus – George Row & Tony Galletly



Tony's Eleven masterpiece

Photo: Gavin Goeldner

Photo: Gavin Goeldner



Norma & Peter Upham



Peter Drane tries the English Wheel

Photo: Craig Wilson



Norma, Sharon, Daryl & Craig enjoying afternoon tea

Photo: Gavin Goeldner

Photo: Gavin Goeldner



Adam at work

Photo: Craig Wilson

And to the Lotus scene...

Many of you will know that Ashton Roskill's Eleven met with some unfortunate body modifications on route to Lotus 2019 Nationals in QLD. I recommended Adam to Ashton on the Lotus 2019 weekend and eventually Shannons Insurance gave the go ahead for Adam to repair/rebuild the car.

It looked very sad but is coming along nicely. Adam gave us a very noisy master class in how to transform a flat piece of alloy into one of the original 18 sections of the Eleven bonnet. It was truly mesmerising how he beat this piece of alloy on a tree stump with a hammer, shrinking and stretching the alloy into the shape then created a beautiful piece by manipulating the metal with the English Wheel. It is an art and he said it keeps him very fit.

Tony Galletly also bought along his pristine S2 Eleven for display. Looking beautiful as always. Thanks Tony.

For an old Lean and Continuous Improvement specialist, it is great to see a workshop so well organised, with a place for everything, and everything in its place, clean light grey floors, even on a casual, drop-in visit. The workmanship is amazing, the attitude is welcoming, and we hope the vision comes true. www.automotivecraftsmen.com.au

Thanks to Adam, Luke and the Automotive Craftsmen team for a very enjoyable shed tour and we look forward to progress on the Eleven project.

MSCA SANDOWN

23 February 2020

by Tim Schreiber

photos: Simon Messenger



Clearly people were keen to get back on the track after the summer break, with 125 participants showing up at Sandown for the first round of the MSAC 2020 calendar. (I am not including the Rob Roy Hill Climb event, which was run earlier as a 30-second charge up a goat track, and is a very different form of motorsport.)

Following completion of the usual check-in and scrutineering processes, we gathered at 8:30am for the driver's briefing. Unfortunately, one of the spectators fainted at the end of the briefing, resulting in the first stoppage for the event – little did we know that this was to set the pattern for the day.

Despite close-to-ideal conditions, both track and weather, there was a litany of incidents during the day due to both driver over-exuberance (i.e. error) and mechanical malfunction.

While there were some injuries, the most serious being a broken collar bone and fractured ribs, all will return to drive another day.

There were fifteen Lotus (Europa/Elise/Exige) and nine Clubmans (Caterham, PRB, Locost) competing in the timed sessions. I can report that of the top 10 times posted during the day, three were filled by Lotus and Lotus derivatives. A great showing for the brand considering that Sandown favours high power cars. Congratulations to all Club participants.





photos:
Eddie Lankhorst
& Vicky Rowe

MSCA

PHILLIP ISLAND MSCA SPRINTS

by Eddie Lankhorst



Typical of Phillip Island, the forecast was for a fine day and 23 degrees. However, true to form for the Island, the weather started off quite different with some showers throughout the morning. This didn't see a confident field of competitors. This was soon further hampered by group two and a certain MG, that decided to drop oil from the dummy grid exit onto the track, right through turn one and onward.

The marshals quickly put out the red flag and brought everyone in, and quickly announced that it would take more than an hour to clean the spill

unless volunteers came to help. As quick as a flash drivers and crew ran up to help with brooms from most of the garages. This helped get the cars back onto the track, albeit briefly. As fate would have it, another incident from group two held up proceedings yet again, but the offending car was quickly towed back to the pits. So now, finally, group three was out and after a few laps a huge bingle strewn debris across the track. It was just after 11am and lunch was called to allow time for the massive clean-up by the marshals.





At this point, group 4, the Lotus group, still hadn't had a run on the track. Once we had all filled our bellies, we eventually got on the track. Our group had a great "uneventful" session, even with everyone feeling a little trepidation from the oil, accidents and the drizzle.

After the first full run by all groups, the skies eventually cleared, and the track dried to give us a good surface, so we could push a little harder with our cars. The times set were a little slower than usual but the pace setters to beat were Phil Nicholson, Tim Schreiber, Charlie Wakefield,

David Buntin and Rhett Parker to name a few. WA was even represented by Julian O'Hara in his fast Exige S2 "200MPH", his first time at Phillip Island and he was having the time of his life.

As the day was nearing an end, everyone had had three good runs, and it was looking like we may even get a fourth late run, when another incident put an end to that ever happening. What a day, a day we will not forget quickly.





Round 1 – 2020 Interclub Challenge HSCCQ Motorkhana

by Shane Murphy (LCQ Interclub Representative 2020)



Dick



ICC Crowd Scene

The 2020 championship kicked off at the Sleeman Centre carpark on Brisbane's southside. Most events organised by the HSCCQ team are held at Queensland Raceway at Willowbank, so the lure to a new arena was strong amongst the ICC community.

As usual, the organisation by HSCCQ was slick, with three test areas laid out in the undulating car park area. Just to mess with competitor's senses, the test areas crossed the car park markings at random angles, offering a counter intuitive perspective on direction changes.

Over the three precincts, tests were established and included the Open Slalom, Off Centric, Try Angles, Noughts and Crosses, Lazy Eight, Top Hat and the Bowler. Each competitor had to complete two timed runs, and with no sighting run, the red mist had to descend from the get go.

Congratulations, of course, to Keith and the HSCCQ team, a great day well organised.

The challenge is a team event, points are available for clubs and individuals, so a full compliment of entrants works well for the Club Championship.

The Round 1 LCQ team consisted of Dick Reynolds and Tony Galletly, Phil Hart rotated for the Porsche Club, the late withdrawal by the writer sent shock waves through the paddock. Never-the-less, the team was well supported and cheered from the sidelines by Steve Floss, Shane Murphy and Gail Hart.

Thanks to Mrs Galletly for allowing Tony to use her little blue machine, Tony trumped most on the day in the blue buzz box.

As mentioned above, the tests were tight and challenging, not many competitors got through the day without an F, G, WD, DNS or DNF against their name. Two strikes on any test and your points tally was jeopardised, so getting a

banker time was essential, although once the light went yellow most caution was thrown to the wind. An attention span of more than one minute, a good turning circle and a slippery diff were the three main ingredients, of course a little driving skill helps enormously.

So, the results. For Outright Club points, LCO landed four points behind the leaders HSCCO (not surprising) finishing a creditable fifth out of the eleven clubs (let's ignore the fact that four clubs could not make it to the starting grid). Not a bad result.

Tony finished the day in fourth outright place, with Phil eleventh and Dick thirteenth. Considering a total of forty-one cars competed, we did well, probably as expected, to be frank.

The next round (2) is the Macleans Bridge show organised by the Triumph Sports Owners Association Queensland. This annual event is at the Belmont Rifle Range, and is a great day out with all marques represented.

If you are interested, and it is fun, the full ICC event schedule is available on the club calendar on the website, and an explanation of the rules was published in the March *Lotus & Clubman Notes*.



Tony G



Reynolds



ICC Car Park Layout

automotion



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Exiges through the ages



Daryl Wilson



DTC Report

15 March 2020

by Jon Young
photos: Dick Reynolds

LEQ



Lindsay relaxing between runs

Having endured droughts, fires and floods, it was something of a surprise to find the first DTC of the year enjoyed reasonable racing day conditions.

Although, in the lead-up to the event, we did suffer a bit of a catastrophe when we learnt that Daryl Wilson, our esteemed DTC organiser, coordinator, timing king and gatherer of volunteers, decided to pass on the baton and bow out of the position after only about ten years.

As many of you will have picked up elsewhere, Daryl is also our club treasurer, so I suppose that even though taking a break from multiple duties, enjoying a few events, driving instead of running the show, and having more time with his family, mitigates his selfish action to "what a great idea".

The club owes Daryl a great deal for being instrumental in setting the DTC up in the early days, through to managing affairs to the extent that spare revenue, generated by opening up the event to other clubs, could be put aside to help others less fortunate during the drought period.

Daryl's organisational skills have been second-to-none, and will be a difficult act to follow, though I suspect he is mentoring his successor in grumpiness. Writing of whom, we welcome Gideon Street as our new, younger Daryl v0.2.

Gideon, no doubt having suffered visions of disaster for a few weeks, made the day run smoothly, aided by the 'volunteers' that do stuff anyway, because they have been conditioned like Pavlov's dogs. Great stuff Gideon, you are now a fixture for the next decade.



The McGarry's very quick Caterham



New DTC coordinator Gideon Street



The pits



Evan ready to run

There is someone else without whom the DTC would not happen the way it does – a special thanks to Gail Hart, unstinting paperwork scrutineer and recorder of times. How Gail puts up with the mob of drivers peering over her shoulder checking their times and that of their rivals is beyond belief.

Anyway, aside from all the above, we did get a bit of running in, six runs on the original track layout, and four runs on the longer and not-so-tight 'new' layout. It's a moot point which is better, favoring either nimbleness or pure grunt, or possibly just the better drivers.

The track record on the short layout set by Paul Stokell at 44.856 was very much under threat by Evan Molloy, who was slicing time off his runs through the morning ending at a magnificent 44.898. I don't know how long 0.042 seconds is, but it must be less than a trice. It will be great to watch Paul and Evan battle it out with same day conditions.

There were all the usual side battles going on throughout the day, notably with Daryl leading the Sevens/Caterham pack with an outstanding morning session run. Must have been the effect of not being in organising mode!

Unfortunately Stephen Foss had some electrical issues, but his XTR2 was keeping the Exiges of Jason McGarry, Gideon Street and Lindsay Close honest, all sitting between 46.370 and 46.770.

A car that looks like it will go quicker as Jonathon Reynolds gets more seat time is his (replica) Lotus 23 – very pretty looker. Rumour has it that Jon hasn't driven this much so far.

One thing that is great about the DTC is that we are now seeing father and son combos – Ken and Liam, Jason and Euan, and now Wade and Aston. (No mum and daughters yet – come on ladies!) Notable that Liam was often quicker than Ken, and Euan is starting to chase down Jason. Too soon to comment on Aston and Wade, but I believe it was Aston's first track day, and he truly excelled, after a tentative start, to cut 10 seconds off his time. Good clean, smooth driving – watch your back Wade.

What an absolutely great day once again at Lakeside – thanks to everyone who stepped up to keep it one of the best attended events in the calendar.

Have to finish with the most profound quote of the day

"The best way to get better times is to go faster"

No clues as to who might have said this, but he could be described as "competitive".



Jon & Shane

Members' Memorabilia

by Peter Hill

Each issue of *Octane* magazine has a page that features someone's memorabilia. We think this is an interesting idea, so we have "borrowed" it. This is the first of, hopefully, many. If you have interesting items of memorabilia we will be delighted to showcase them.

Goodwood Press armband

Armband Passes for Goodwood meetings

Mine is the Press armband from when I covered the meeting in 1998. The Driver armband was Stirling Moss's from 1960. The latter is particularly special for me as it was left to me by John Allison, long time club member, talented engineer, designer, car builder, writer and artist.

He was a thoroughly engaging bon vivant. I miss him.



Greeting Card signed by Enzo Ferrari



This thank-you card from Enzo Ferrari to someone who had sent him birthday wishes, fell out of a second-hand book I purchased. I have had it mounted with a good picture of il Commendatore. It is signed, in his trademark purple ink, after his last birthday in 1988.



A Culver Block

This is a brick from the “Brickyard” Indianapolis Speedway track that my son, Damon, bought for me. The track was at one time paved completely with bricks, but now there is only a ribbon of bricks at the start/finish line.

“Automobile Year” No.13

This is one of my collection of the first 35 years of “Automobile Year”, but it’s special because Jim Clark is on the cover after his world championship win in 1965. This volume usually commands a higher price than the “ordinary” ones.

Photo of Jim Clark



This photo was taken at Sandown in 1967 by Australian photographer Peter Dabbs.

It is signed by him. If you look carefully you will see Clark’s winning Lotus Type 33T reflected in the trophy. For years this picture hung in Lou Molina’s pub, the Anchor and Hope. I lusted after it and eventually bought it at auction after Lou’s death.

Phillip Island VHRR Festival of Motorsport

5-8 March 2020

by Peter R Hill



Grant Walker Jim Richard's Lotus 18



We got up before the sun to enjoy an easy run down to Phillip Island on Saturday morning. I suspect this is the biggest historic event in Australia and, although a few entrants less than the record years, giving the pits and paddock a little extra elbow room, 420 entries is impressive.

We were slightly surprised that there was a queue when we arrived around 8.15, but perhaps the gates had only just been opened. We were only delayed for a few minutes. The weather was slightly cool as we ate our egg and bacon rolls and sipped our coffee, but it got warmer and sunnier as the day wore on. The track and surrounds looked magnificent as the recent rain had ensured lush green grass and no dust.

We bumped into David Mottram and had a chat, learning about his difficult role checking cars for conformity to their Certificates of Description. He wasn't wearing a bullet proof vest... I checked. He should keep a diary and write a book one day about his experiences. Ross and Anne McConnell joined us. Ross no longer has a Lotus

as he concentrates on his Bolwells. His Nagari (#1 I think) was on display in the huge shed on the spectator side of the main straight.

We hadn't ventured very far into the pits when we came across Graeme Noonan, who had restricted himself to one car for this meeting, entering his Lotus Seven Series 4 in Group Sc. I watched his first race. He picked up an amazing 12 places, in the process passing Rohan Hodges in his Lotus Elan S4. Mike Byrne would normally be at the front of this big field, giving large capacity cars a hurry up in his Lotus Seven S4, but he was recovering from a work accident.

The most Lotus appeared in Formula Junior with an impressive five Lotus 18s. Kim Shearn was present as always. Stephen Moody was again driving "Big" Phil's black car. Paul Faulkner had his yellow and blue example, while Grant Walker was driving the car that he restored for Jim Richards. Jim was busy steering a BMW. This car had belonged to a friend of mine in NZ, but he never got around to restoring it, so basically

Jim bought boxes of bits and Grant put them all together for a very smart looking result. Grant was a very competitive racer in NZ in the 70s and worked for Fred Opert on Keke Rosberg's Chevron when they won the Peter Stuyvesant championship. If he could have found the funds Grant would have been driving that car, and perhaps Rosberg's trajectory would never have headed up towards F1 and a world championship.

The only other Lotus I could find was Gerard Lawson's Lotus 11 Le Mans which he ran in Regularity competitions. I'm always surprised that there are far more Lolas than Lotus at these events.

The crowd seemed thinner with gaps on the main straight where there are normally display cars squeezed together. Perhaps the COVID-19 virus scare kept some people away. I didn't see a Lotus Club display.

If you are not a regular, put this on your list for next year. It's a great event.

THE EUROPA MANN

PART 13



by Richard Mann

Last month I promised to write about Europas for a change, because that's what I'm supposed to do. Around July 2018 I received a call from George Fishlock. I had never met George, but his name existed on a list of Europas/owners that I started to compile when I got my car back in 1987. Who was this mystery man?

George pops in for a chat at Shed 2, and we arrange for me to pick up his car 54/1164. It was originally invoiced on 24 Dec 1968, making it an early S2 Europa. I arrive to find the car sitting in the driveway, ready to be whisked

away. Surprisingly George started the car and drove it on the trailer! In recent times all cars I had towed needed to be winched on, so this was a great start. Except for a light crunch in the rear, the car was very straight, with excellent door fit. A few bits of flaky paint here and there, but this car is virtually unchanged since he bought it in 1974!

Simply the most remarkable thing about the car is its original Bahama Yellow. In my 33 years of Europa ownership, I've never seen a Europa in this colour, yet my records show plenty were

delivered in L10 Bahama Yellow. In the period, Porsche also used a very similar colour with the same name, and Alfa had Yellow Ochre. Invariably these cars were repainted another colour, such as re-sale Red, or "she'll be right" white. So this colour has almost disappeared from the classic car landscape. My father had an Elan Plus 2 in this colour, so I am quite familiar with it, and understand it has peculiarities. Some days the colour can look very orange, some days mustard, and other days just plain yellow or brown.



Off to the shed



Arrived at the shed

A quick whip around the car revealed numerous stress cracks, which is entirely normal, all original badges, chrome, etc. in place, and a fairly original interior.

The engine lid was removed when I first saw the car, and a 1565cc cross-flow engine with twink-arbies replaced the original 1470cc non cross-flow engine. It has a nice set of extractors, so the car should punt along very well indeed!

Fundamentally it was a case of get it going again. I noted the rego sticker says 1996 and a pesky bit of vine was lodged in the engine bay

so, after 25+ years sitting around, it would need to have the basics, such as wheel bearings, suspension bushes, brake rubbers, brake hose, universal joints, etc., etc. I agreed to do some touch ups with the paint work at the front, as I had some fibreglass repairs to do on the rear which demanded repainting anyway. George supplied a new dashboard to be fitted and mentioned some shenanigans had occurred behind the dash. I figured the boy wires and girl wires were touching each other inappropriately and needed a jolly good talking to!

Back at Shed 2, it became obvious both front and rear bumpers were damaged, and a previous repair to the RH front corner had been done. The RH head light ring was somehow jammed on, and I really, really struggled to get it off. Much grinding of the headlight recess was to follow. It had been repaired and glassed over way too much.

The windscreen rubber was well and truly knackered, so by the time everything was "off" for various reasons, I mentioned to George that it was probably the very best time to



Purposeful interior



Engine bay with patina

paint the whole car, rather than just patch certain areas. The old acrylic lacquer lacked shine, but had also suffered from tiny bubbles, probably due to humidity when the paint was applied some 40+ years ago when the car had been repainted.

At some point, I guess in 1996, the car broke down, and it was pulled backwards onto a tow truck. The knucklehead tow truck driver managed to bend the rear chassis cross member, gouge the flat floor from front to back (actually split it open!) and then lost the large engine boot lid while towing it. The boot lid was retrieved and repaired under insurance by File Finish many, many years ago and sits at Shed 2 resplendent in sparkly new Bahama Yellow, awaiting the rest of the car to be painted.

One day when George came to visit, Iain Palmer and Peter Fortune were there to inspect George's car. Between the four of us we had a collective 155 years of Europa ownership. Pretty amazing since we are all young bucks in our 40's right.....?



Repairs and mark-out

Better I let the pictures do the talking, but George did mention that the first time he took Sylvia on a date, it was in his Europa. They subsequently got married and have owned the car ever since. As I drove off with the car on my trailer, George, Sylvia and the pooch waved

me good bye. I'm sure there were tears in their eyes, as 44 years of memories flashed past. I realized I had an extremely important bit of family history in my possession, not just a car but a part of the family. I am duty bound to give it the love and attention it deserves.








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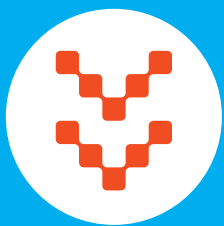
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Mathilde

The story of how not to restore a 1926 Dutch Barge

by Matthew Arnold

CHAPTER 1: A RECAP...



Dear Readers

So after numerous decades of trying to work for a living, I finally pulled the pin and returned to Australia to spend some time with friends and family. Unfortunately this information was relayed to our new (again) Editor-in-Chief, Peter Murray.

He pointed out that I have been woefully derelict in my duties to keep the club supplied with magazine articles.

"You no longer have a job, you don't do anything else for the Club, so you may as well fill your empty purposeless days and give me some copy to print. Oh, and make it interesting."

OK Boss.

There are some members who have nothing better to do than actually read the club magazine. Some of you who have not been beset by alcohol-induced amnesia may recall my previous missives several years ago, regarding the restoration of, no, not a small petite fibreglass car, but an old and very large, steel, Dutch barge called Mathilde.

Well eight years later, God knows how much money, numerous ulcers and broken fingers, it is finally done. Mathilde is finished, certified and ready for her maiden voyage to Bordeaux next Spring. What follows will be a few articles on this odyssey into madness and bankruptcy.

Now, just a word of warning. My memory is poor and my imagination undisciplined, and so what follows will have a vague correlation with actual events, persons real and imagined will have their reputations and intentions besmirched, but hopefully I will by the end of it persuade you to never, ever, ever, contemplate following in our footsteps.



The Scene Set:

Circa 2010, Mrs A and I were living and working in the Middle East. Summer can be a tad on the warm side there, so we took a short holiday to Southern France where frankly it wasn't that much cooler. Mrs A decided that we should look for a small house in the region as a sort of family gathering point. After two weeks of very pleasant meandering through the Languedoc region, (largest wine producing region in France, tick) it became pretty apparent that our bank balance and house aspirations were badly misaligned.

The last port of call was a place called Le Somail, a very small, quaint village about an hour from Carcassonne. Lovely old villas with the famous Canal de Midi running through the middle. The house we looked at was a dud. Before leaving, we started chatting to a slightly shifty English bloke running a small boat hire business.

As we were chatting, I looked around and noticed several large and majestic dutch barges.

"Bet it would be nice to live on one of them" I said.

Mrs A concurred.

Shifty Pom commented "yeah, but they never come up for sale."

So we said our goodbyes and wandered up the canal 100 yards and what did we see? An old and very tired looking barge with a "for sale" sign on it. (We learnt later that Shifty Pom was in the middle of trying to buy it).

A phone call was made and we went on board. In front of us was 30 metres by 5 metres of bare steel hull. "No bedrooms or bathrooms?" you ask, Dear Readers. No, just a completely empty hull with water gently seeping up via the rusty joints, a clothes locker that still had the clothes of the owners 50 years prior, and the original engine that needed to be started by propane flames on the cylinder heads and a dangerous blast of compressed air.

Well, Mrs A saw our next home. I saw a very expensive and very rusty hole in the water.

"We will take it" said Mrs A.



Post Purchase Remorse

The next day we flew back to the Middle East and the enormity of what had been done hit me. You know the feeling of dread when you're driving along happily and then your pistons and valves suddenly decide to have a swingers party? Well, think that and amp it up some.

I discovered all the stuff you are supposed to do BEFORE you buy a boat. Get the hull surveyed. Nup. Have the engine checked. Nup. Find a qualified and experienced restoration company. Bit difficult when you don't speak French. Have a clear budget in mind. Yes, but that never stopped getting revised until I stopped counting. Have a pilot's licence. Not really.

So no knowledge of barges, no real idea of what was needed and no idea of who was going to do the work. Because just a small detail to remind you of, Dear Readers, the barge was in France and we were living in the Middle East. A small issue, but worth pondering on.

But proceed we did.

"Darl, you have bought all those shitty rusty cars over the years and turned them into lovely classics. You can do the same on Mathilde. No problem. It's just a barge."

Isn't it nice to have a wife that has unquestioning faith in your abilities!

The Restorers

Well the tyranny of distance demanded we find someone local to do the work. What was the scope of the work? Turn a leaking bare hull into a comfortable three bedroom mobile home that we could take across Europe. So basically the scope was short. We needed everything.

It turned out that the guy who had the barge next to us had just started a barge restoration business. Good news. And he could speak English, Better news. And he could start straight away. Excellent news. Oh, and he had a Dutch mate who used to restore barges. Super, excellent news.

Where is the bad news you ask? Don't worry, plenty of that to come Dear Readers.

So the initial work was done by Francois and Johanus. It turned out that Francois was clueless as to what to do but worked like a man possessed. Johanus had many opinions but never really did that much. It turned out to be a pretty combustible combination but eventually work got underway.

The Initial Work

While I was busy thinking about room layouts, our two local mates were more focused on keeping Mathilde floating. Why do you do a hull survey before you buy a boat? Well that's easy – so you don't get landed with a \$50,000 bill to turn a colander into something pore-watertight. That was the first job.

Why do you test the engine before you buy a boat? Also easy. So you don't get landed with another mahoosive bill to replace it with an engine that actually works. That was the second job.

What then followed was six years of work. Well actually it was probably only a year of actual work but it turned out that our likely lads, as dodgy as they seemed, were actually the best game in town. So almost straight away after setting up the business, they were swamped with work from all the other local barge owners.

Every month or so I would ring up for a progress report. The response would always be the same. Yes absolutely, we're onto it and working as fast as we can. Lots of problems, delays with supplies but don't worry work is proceeding toute suite. In reality they worked on our barge two months a year and bullshitted for the other ten.

Oh, and what can you do about that when you live in another country, know nothing about barges and there are no other alternatives? Well you just suck it up, Dear Readers.

The Result

Eight long years later, after numerous progress trips, countless overseas funds transfers and finally a vague grasp of barges and what they entail, we finally moved on board in 2018. Despite all the trials and tribulations, what we ended up with was magnificent. We did it all wrong, we should have been utterly ripped off or at the least been charged a fortune for half-done work. God looks after fools and horses. Well we were certainly looked after by a higher benign force. It was definitely not the result of careful planning, close oversight and adherence to detail.

So what follows in future instalments Dear Readers is some of the highlights – well, actually, mainly lowlights – of the journey from rusty hole in the water to a very chilled and comfortable home.

See you next month when I take you through the pleasure of doing the first dry dock.

Until then, happy and safe motoring.





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