

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



- Driving in the Time of Covid
- The Europa (Old) Man(n)
- Elan M100
- Driving Events (Paul Stokell)

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Peter Fortune's 12 year restoration – what an achievement!

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Lotus Notes Magazine Editorial

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

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Victoria ADDING Lightness

by Vicky Rowe



I wandered through our garage this week and looked longingly at our three Lotus, tucked away and covered up. It struck me that each one had a little bit of the car peeking out from under the covers. It was as if they were saying "come on, let's go".

One day blurs into another at the moment, such is life in lockdown, but I find it gratifying to know that I have a little source of joy ready and waiting in the garage for when we're allowed to venture out again. Okay, ready may not be the right word to use, but hopefully it won't take much more than a charge of the battery to get out on some open roads and wash off these lockdown blues.

I hope you're enjoying the monthly virtual club meetings. During August we learned all about batteries when Ray Greenslade from Every Batteries gave a presentation and answered member questions. If you missed this session you'll find a recording on the LCV website. Thanks to Ray for the education. Be sure to contact Ray if you have any sort of battery needs.

Stay tuned for upcoming sessions. We already have a few months ahead planned, but if there's a particular topic you're interested in, or an interesting project you'd like to see, then please contact myself or one of the committee members.

In this issue of *Lotus Notes* I'm sure we'll see our lucky LCQ cohorts enjoying their cars and club activities (albeit under some restrictions). Us Mexicans have to practice patience for now, but we can look forward to enjoying some of these things for ourselves in the not-too-distant future. In the meantime stay safe and keep well.

Is it over yet?
When can I come out
and play?



Queensland President's Report

by Steve Lennox



These are uncertain times. Our Victorian Lotus friends are locked down with no chance of even getting their cars out for a drive or holding any of their usual club activities. This must be hard, so if you know any of the LCV members perhaps give them a call or get in touch, to let them know we support them in these difficult times.

The flipside of this is that Queensland has most of the restrictions lifted, so we actually had a club meeting. However, finding a new venue proved to be a challenge, so, thanks to the great work on the part of our Treasurer, Daryl, who chased down various venues until we got a booking at the Holland Park Sporting Club. It is a very nice club and they were very welcoming, selling us beers and steak sandwiches on the night.

The meeting went well and the members attending all agreed that we should return. So, we have a new venue through to the end of this year. We may even have a barefoot bowls event.

This means we have a new meeting night, being the first THURSDAY of each month.

We had the Fish & Chip run early this year, thanks to Wade Greensill for hosting the run. Wade has recently returned to full Lotus ownership, having swapped the R8 for a very nice V8 Esprit. I do need to get a good look at that in the daylight. I expect we will see this at the DTC with his son, Aston, driving LOL. I'm guessing Aston will be stuck with the M100 for a bit longer.

The Noosa Hillclimb has been held, with some PBs and no damage to our competing members' cars. I haven't heard any news on Dick's new engine, so I expect it performed perfectly and he is even faster than before.

The sprints are back on with Morgan Park running early in August, I've heard that everyone is very happy to be back out using their Lotus as they were designed, flat out.

In the coming month we are hoping to hold another day run. Ken tested an idea that has been called the Pantry Run. The idea is we drive from farm gate to dairies and any other regional food markets with an Esky in the boot buying goodies to take home. We did this the other weekend and it was great fun and could be another option for a day run.

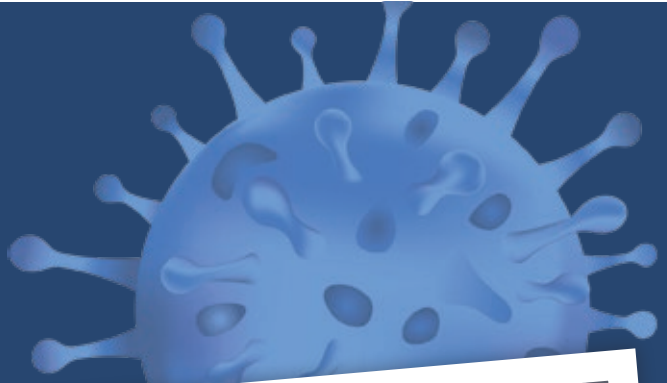
There is plenty of activity in the club, so please checkout our website, Facebook group or keep an eye out for any email invitations.

Here's hoping we can continue. Keep safe and enjoy your cars and the club.



Driving in the Time of Covid

by Chris O'Connor



We are all well aware of the various rules and prohibitions in this time of Covid but little has been said about Covid rules when driving. Here is a summary:

Maintaining Distance

You must drive 1.5m behind the vehicle in front (pleasingly most motorists have been doing this up to now and even before the crisis).

As for passengers, if you own a Cadillac or other similar sized American vehicle, your passenger can safely sit in the back seat. A stretched limo is an ideal vehicle for this. If you own a smaller car, your passenger will need to travel in the boot or the luggage area of a station wagon. The need for seat belts is over-riden by the need to maintain a safe distance. If your passenger is travelling in the boot and they need to talk to you, they can ring you, BUT you as the driver can only use the phone in hands-free mode. Text messaging is only permitted at traffic lights. While texting you are permitted to remain stationary into the green light cycle for up to ten seconds (longer if you have the appropriate permit).

As headlights cannot maintain an appropriate distance from each other either, one headlight globe must be removed. If this is not feasible, the headlight can be smashed. The same applies to tail lights and stop lights. Indicators are exempt but must not be used in the hazard mode.

In order to minimise the distance that your car travels, if you arrive at what you think is your destination, you are permitted to stop immediately and check to see if you have arrived at the correct destination. Minimising the distance your car travels over-rides the need to keep traffic flowing.



Hygiene Regulations

In order to minimise touching contaminated surfaces, the indicator stalk should not be touched and indicators should not be used whilst driving (it is pleasing to note that there has been a strong take-up of this recommendation over the last few years). If you feel you need to use the indicator when turning right at a controlled intersection, it is recommended that you engage the indicator at the very last moment (preferably when stationary after having entered the intersection) to avoid prolonged potential contamination from the indicator stalk (although some of these would not have been touched for many years).

The front radiator grille must be covered with a mask. The exhaust pipe must also be covered with a mask. This prevents ingress and egress of potentially contaminated droplets.

The air cleaner must be changed after each journey or after four hours of driving. Given the prevailing restrictions, a journey of greater than four hours is not possible unless you are cutting laps of your suburb.

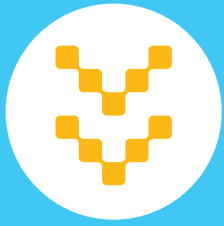
At the conclusion of each journey it is recommended that the car be washed. This includes jacking the vehicle up and washing the tread area of the tyres.

Driving instruction is not permitted. This activity does not breach Covid regulations but this request has been made by a large number of parents.

If your car is overheating, is missing or coughing under acceleration or has an irregular idle it must be tested. The car is not to be used while awaiting results.

Severe penalties apply if the above guidelines are breached. Among the possible penalties that the court can apply is the viewing, on loop, of *"Herbie Goes to Monte Carlo"*, or in the case of a first offence *"Duel"*. Courts may order that an offender's car have two spark plug leads removed (one lead for a four-cylinder engine) or that the offender be required to drive a Prius for a period of fourteen days. For more minor infractions the offender will be required to wear a Lewis Hamilton T-shirt/windcheater for a period of fourteen days, thirteen hours. This penalty can be held over until after the lockdown period for maximum effect.

We, as a community, can beat this scourge. If you think that these restrictions are not for you or that you can talk your way out of being booked, the time for discretion is over. Reread the paragraph above to see how you are potentially going to suffer. Imagine if one of your friends or family saw you driving a Prius or wearing Lewis Hamilton wally wear.



The Europa (Old) Man(n) Or The Saga of a Long Restoration

by Peter Fortune

A brief history of my ownership of Lotus Europa 54/2251, purchased from the same *Unique Cars Mag* as was Richard Mann's car. Unbeknown to each other, he went to Adelaide and I, supported by Chris O'Connor and Gavin Taylor, headed to Canberra and then drove the car back to Melbourne, all in the one day.

I wanted to try Marque Sports racing and the Europa appeared to be the cheapest Lotus way in. The 16TS engine was smoky and tired so off it went to Colliers in Sydney who modified 16TS engines to take 16TX pistons and sleeves to increase capacity slightly to 1647cc. A 17TS cam was installed with twin Webers which made the car a bit livelier. I raced the car for three years and had a great time, only losing the back wheel twice (a potentially common problem using Hillman Imp hubs in a bigger more powerful car on a racetrack!). Subsequently, I used the car as an everyday runner and occasional sprints car for many years after Dave Mottram rebuilt the engine in 1992.

In 2008, I had a run in with a Commodore and the front of the car to the plenum was demolished (fibre glass has excellent progressive crumple features) and, as I had temporarily moved to Tasmania, it sat for about five years or so and, although I had fantasised about bringing it back to life, it took the single minded enthusiasm of Iain Palmer to provide the planning and expertise to attempt the near impossible.

First task was to see if I could find a donor car, which I did in Newcastle, and in my misguided enthusiasm bought it virtually sight unseen and it turned out to be probably worse than the crashed one.

It was agreed that it might be better to rebuild the broken one and use the front of the donor car. I had already separated the chassis and body. The chassis needed a lot of work, including straightening, and the making of one of the rear chassis forks, for which Iain and Robert Nowlan provided the where-with-all. Eventually a pristine chassis resulted, strengthened in all the areas that Europas fail in, then it was powder coated and the steering was improved by fitting anti-bump steer spacers.

About three years of bodywork followed, which was a monumental task. Many times the call was heard "this is not economical to repair". The main task was to join the replacement front to the rest of the body, and here Iain's great expertise in structure and fibreglass was vital. The other key point discovered was that it seems no two Europas are the same. The inner front had to be detached from the outer front and made to fit. Luckily the outer was roughly the right shape but contained horrific amounts of filler and, at times, it was hard to find the glass. To attach it, we had use of a roll-over jig from Robert Nowlan and attached it to the frame that Iain had made especially for Europas, and eventually, in 2019, after ridiculous numbers of hours over a couple of years, the body was completed. Several sanders and electric files were worn out. The body then went to the painter and further work was done with the sander and after about another six months or so the painted body returned.



The donor bodyshells



Body in white



Repaired chassis with engine and transmission



With Martini stripes

The colour was the subject of much discussion and narrowed down to three options. Originally I was keen on Gulf colours, which I still think would really suit the Europa, then Old English White gained some favour. But eventually white was chosen, as I thought it suited the Europa and I got the idea that I might put a Martini stripe on it. The white that the painter suggested is, I think, a Toyota colour, the same colour he uses to paint his sail boats.

Luckily the engine and transmission were in very good shape so putting it all together was almost fun. Previously I had the car fully rewired by Ron McPherson of Bolwell fame, and it now had about 20 fuses and a similar number of relays, and the whole thing was connected with modern plugs. I had kept the electrics intact and attached to the body all through.

One of the longest jobs was putting the doors together and a big mistake was made by putting the window frames in before the handles and lock mechanisms. It was almost an impossible task. Lots of parts along the way were bought from SJ Sportscars which stocks plenty of Europa bits. We had now reached December 2019 and I presented the car for its roadworthy as I wanted to utilise club plates. The car hit the road in January this year and, although there were a few carburettor issues (my fault), it has driven very well since. Despite sitting for over ten years the engine is in very good nick. Throughout the process I received great support from Chris O'Connor and David Mottram.

Those attempting to restore a Europa need to be aware that there are some key areas to be looked at. Foremost amongst these are the outer seat belt mounts, which reside inside the sills and are usually exposed to water and mud. They corrode badly and, if this is found to be the case, they must be replaced, as the seat belt can just pull out. Any original chassis by now will have key cracks, especially around the front box section and rear legs. The body must be removed so that the chassis can be checked, repaired and strengthened. Many jobs naturally are much easier with the body off.



The seat frames will probably also have rusted away, so check those. For all this, Iain is a great consultant.

As I have an Elan of the same vintage it is interesting to compare the cars. They are like chalk and cheese to drive. The Elan is prettier and much easier to drive with light controls, excellent handling, and that superb gear change. Whilst values have closed in recent years, it is clear that the Elan is a better investment. The Europa has presence, seems much bigger, has a tricky and heavier clutch and gearchange combination, but has better roadholding. The gear change is a known weakness in Europas but with some work can be made quite acceptable. Both cars are not that easy for an old arthritic person to access but both are great when you are inside. Richard Mann has recounted the engine mods to bring your Europa up to Elan performance levels. Both cars have a superb ride and both are noisy on the cruise.

Editor's Note:

Peter's Europa was written up in the November 2004 *Lotus Notes* in one of Iain Palmer's Europa Case Study series. You may have gasped at this 12-year restoration, but Kyran Meldrum's Elan restoration took 17 years.

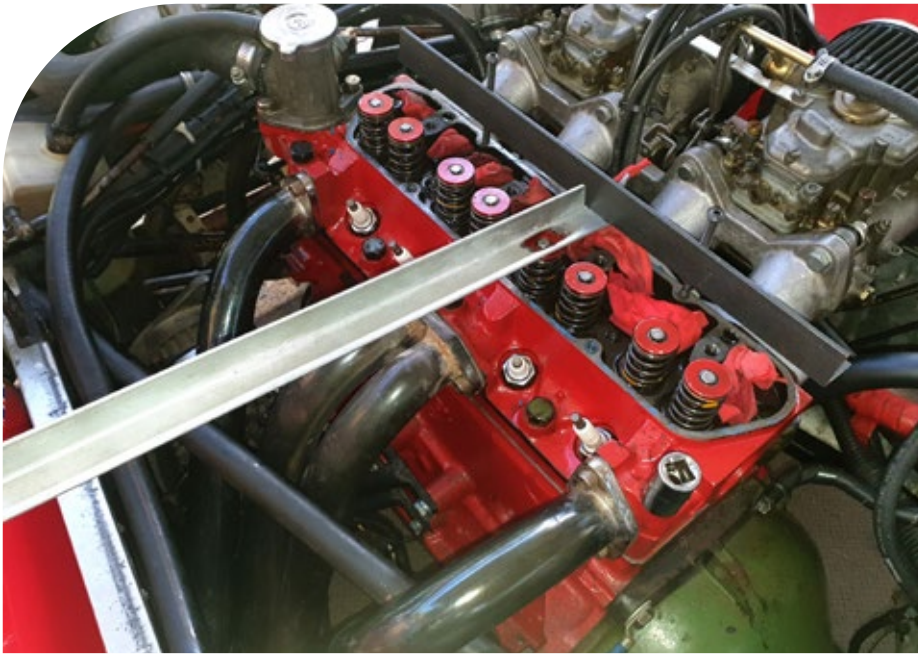


Lotus Europa Case Study #7 - Fort's Europa.

This is another car with a bit of history. Peter Fortuna's Europa has been hiding away for some time, but things are now on the move. Advertised in the same issue of *Unique Cars* in 1993/94 as was Richard Mann's before he bought his Europa, was a red Europa in Canberra. Peter had been looking for a Lotus for some time to do some racing in the Marque Sports Class. With the allowance at the time for 50mm of a Renault 16 TS engine into a Europa, the car was ideal for his requirements. Peter chased up the advertisement by going to Canberra with Gavin Taylor and Chris O'Connor and ended up driving the car back to Melbourne. At that stage the car had done around 70,000 miles and had already been fitted with a 16 TS motor. The engine was however a bit tired, but considering the knowledge of those involved this was considered easily solved. The engine was removed and sent as a change over to Sydney for a rebuild. Bruce Collier returned a 1647cc TX engine. This was fitted with Twin Webers, a mild cam and extractors made by yours truly! Peter then went to work on the chassis. Koni adjustable shock absorbers were already fitted to the back and a trip to GB led to 2 Spax dampers in hand luggage for the front suspension. To make things a little safer, a roll cage and full harness and brake booster (later), and handle pods were also fitted. The battery was moved to behind the LH5 rear wheel.

The car was then run in the CAMS State series from 1996 to 1997 and in MSCA Sprints and Hillclimbs. It was also run in two MSCA 6 hour relays. Peter says he considered the car to be reliable and terrific on the track during this time, but it certainly had its moments. He broke two rear axles, with the wheel and brake drum falling off on each occasion. At Phillip Island he had a very high speed spin at turn oneback (Danel Joseph!). As the car went through 180 degrees, the boot lock failed allowing the boot lid to lift. The lid shot up on its hinges, hit the car roof, broke in half and the broken rear end of the boot smashed into the windscreen. A badly adjusted rear wheel alignment (very common on Europa's) was identified. When corrected, Peter's times improved 4 secs per lap at the old Winton circuit! At one point a fault manifested itself proving very difficult to diagnose. The car would stop for no apparent reason, only to be able to be restarted at a later time. The cause, after a long chase was found to be solder in the fuel tank, blocking the fuel line. On a warm up lap at Phillip Island a piston burnt out! The engine was again rebuilt, this time by David Mottram and the car was then used as every-day transport and the occasional sprint and hillclimb. Apparently it held the class record at Ribby for a while for under 2 litre sports cars. Peter had now purchased his feed head Elan, Gavin Taylor's Europa wheel.





The Covid Cam

Part 2

by Dick Reynolds



So in a couple of hours the engine is out and a bit later I've lifted the sump off to see what has happened! All single handed thanks to a borrowed "Endless Chain".

It appears the follower or lobe – more than likely the follower – has failed, stopped rotating, lost hard face and begun to lose my much needed valve lift. Actually lift reduced from 10mm to 5mm in about 10 miles of driving! As an aside, the damn thing still seemed to pull like crazy!

Reason for the failure? Sadly, I imagine a lack of pre-assembly lubrication on my part, and possibly not run in well enough. Could also be a fatigue crack in the follower – yeah, right Dick!

So how to prevent a recurrence of this?

First off, get some good advice. Re-read the Bible (Wallage), spoke to various boffins – thank you Peter Bowl, Clive from Clive Cams, Daryl Jarvis, Greg and Paul at Taylor Street Mechanical, Steve Lennox and others.

Second off, take the bloody advice!

Strip the engine down and find out how far the bits of my "valve lift" went!

Oil filter, sump and bearing surfaces indicate the filter did its job perfectly.

Next, clean out the areas – bought a compressor and blew the thing clean.

Ordered some "Redline Assembly Lube" on the netty thing.

Chased up a valve spring compressor and took the inner of the double valve springs out. This reduced the pressure on the lobes by about 30 percent. Just have to work out how to put them back without taking the head off *again!* Postscript, found a valve spring compressor that does this at Supercheap for \$40!

Unfortunately Clive Cams are very busy and I have a three week wait for the replacement camshaft. Good chance to chase up a few annoying glitches in the car. Things like finding the ideal Allen key to get to the dry sump pump bolts, the ideal bolt length to get to that terribly annoying centre bolt on the inlet manifold, perfect the sump gasket assembly process, etc. Postscript – all done, and even stopped the head lights wobbling!

Cam arrived looking exactly like the last one, so began the re-assembly.

Steve Lennox turns up with a tube of angel dust. I'd tell you what it is but then I'd have to kill you – something about NASA or NSA or something! Suffice to say it protects – big time. Sorry for

looking such a dill on the morning Steve – really shouldn't try to set up a cam when "under the weather". By lunch I was on the ball again and assembling away. Block and head positively dripping with \$40 a microgram assembly lube.

Saturday night, minimal drink and early bed.

Sunday is the day to move the engine out to the driveway and stick it in the car. With some invaluable help from my golfing nemesis Dan Hodder the engine is back in by lunch.

A few glitches with wiring, etc, and it's late in the day before I can start the thing.

You guessed it – didn't start!

Pulled the pin and got a good night sleep.

On Monday, after work, I figure out we are one plug position out on the distributor. Quick twist of the dizzy (you Elise guys have no idea what I'm talking about, but that's OK!) and it's all go. Alive again! Oil pressure, no big leaks, but the exhaust pipes are glowing red on idle. Seems I need the 50F9 idles! As an aside, the bible says idle new cam for 20 to 30 minutes at no less than 2000rpm. Can't tell you how painful that is with a new engine, untested!

Did the 30-plus minutes cam run-in. Set the idle and went for a ten minute drive to see if all's well. Yep, all's well.

It's now next week-end and I've set off for a two hour drive to run the cam in a bit more! Did a plug check at a Truck Stop and all looks OK.

All that's left to do is put the inner valve springs back in, change the oil and re-torque the head then "give it one", but I'm feeling a tad reticent.

Maybe a couple more hours at easy revs and we'll see.

Well I've done the couple more hours, including an EMR to Mt Glorious, no revs over 5000 rpm.

Next day, devise a cunning plan to put double springs back on head. Most essential ingredient being clothes line cord – poke about 1.0m into the spark plug hole to hold up the valve!

Checked all, seemed OK and planned another run up the mountain.

Well, it seems the work has been well worthwhile. Noosa Hillclimb next week, so we'll see how it goes.



Letter to the Editor

I'm not driving anywhere much, but cars still manage to appear in my life. Pedalling home from the city along the flash car stretch of Swan Street, I was pondering who the hell is going to be buying these cars in the coming months? Or am I totally wrong – cheaper cars will not sell, the rich will still buy? The absurdity today was a blue Rolls-Royce Cullinan, the big-as-a-locomotive 4WD with a price tag just a smidge under a million dollars. Horrible.

Then Stirling Moss's death on 12 April, due to old age or something unhealthy, but not Covid-19 at least, and at 90 he had a good innings. It reminded me that he featured in the first motor race I ever saw, the Nassau Speed Weeks in 1955, my father was working in the Bahamas and took me along. I was very young, as you can see from this picture of me coveting a Jaguar D-Type, which featured in the races.

Stirling Moss was not a contender, he was in an Austin Healey against assorted Ferraris and Maseratis driven by the likes of Masten Gregory, Phil Hill and the Marquis de Portago. I must have been standing beside my father, as Moss, in the blue shirt, was driven through the streets of Nassau in a drivers' parade. The driver of the Austin Healey was 'Lady Oakes' who drove the car in a race for Nassau residents. Perhaps this was the same Austin Healey which Moss drove, but who was Lady Oakes? She was a Danish woman named Greta Hartmann who married Sir Sydney Oakes in 1948. He was the son of Sir Harry Oakes, who was murdered in mysterious circumstances in Nassau in 1943, possibly by his wife's lover? Books were written about the murder and a film was made. Greta and Sydney divorced in 1956, and in 1966 Sydney was killed in a single car crash in Nassau, driving a Sunbeam Alpine.

I collected a Stirling Moss autograph and the signature of the infamous de Portago after the race. Earlier that year Moss had his classic Mille Miglia victory and two years later, in the 1957 Mille Miglia, de Portago killed himself, his co-driver, nine spectators and the race. It was never run again.

The Mille Miglia was probably Stirling Moss's most famous victory and his navigator, Denis Jenkinson, 'Jenks' as he became known, became the 'Continental Correspondent' for *Motor Sport* magazine for many years. That meant he drove from Grand Prix to Grand Prix and to many other races around Europe to report on them – you didn't fly in those days. For years his transport was a Porsche 356, then later a Jaguar E-Type, and as a teenager, enthusiastic about motor racing and travel, I couldn't imagine a more interesting occupation. I even wrote to 'Jenks' once and to my surprise got a very polite and detailed reply. I wish I'd kept the letter.

Now, in the pre-Covid-19 era, I would have been in Sicily a few weeks ago, speaking at a tourism conference in Palermo. When I mentioned to the organisers my interest in their Targa Florio race they offered to put together a Targa day for me. That led – via a bit of Googling – to this Denis Jenkinson story on driving to Sicily in 1969 in – appropriately, since this is for the LCV magazine – a Lotus Europa.

Tony Wheeler



<https://www.motorsportmagazine.com/archive/article/july-1969/26/europa-to-sicily>



After the fire



Covid Re-build

by Neil Roberts

Ben planned the route for the LCV Early Morning Run, the coffee break was to be Gembrook and then on to Toolangi for lunch at the Tavern. He got his coffee, but never made it to lunch. He was driving my clubman with his 9-year-old, Lauren, in the passenger seat. They were barely back in the car when flames erupted and licked into the passenger area. An abrupt stop and Lauren bailed unscathed, closely followed by Ben, sans shoelaces. Despite three hand-held fire extinguishers, the car was still burning when the local brigade attended and drowned it.

Various theories were canvassed as to the cause of the fire. I had already replaced the melted wiring that was in the car when I purchased it from the estate of the late David Hayden (CLA, Sydney), so I crossed that off the list. Had it back-fired into the foam air-cleaner elements? Just recently, I had cause to separate the ruined Dellortos from the intake manifold and found the cause. A dislocated o-ring on one of the carburetor gaskets provided

a point for raw fuel to leak and drop below. On early Ford-engined cars this would have been onto the exhaust manifold. But this was a Kent crossflow engine, so no exhaust below, but a perfectly sited distributor instead! Clearly the car had leaked fuel on shut down for the coffee stop, then ignited as soon as the car was re-started.

RACV Classic Insurance wrote off the book value of the car but left me with the vehicle. It sat for some two years while I completed my Lotus 23B project. In the latter part of 2019, I decided to start work on the clubman restoration. All the engine ancillaries would have to be replaced, the wiring, brake lines and instrumentation, not to mention trim and distorted or burned body panels. As a rolling chassis, the car was restorable.

This was a badged and plated Lotus 7, series 3, but, in reality, it was a New Zealand Leitch Super Sprint. David Haydon thought he had bought, and imported, a genuine Lotus 7



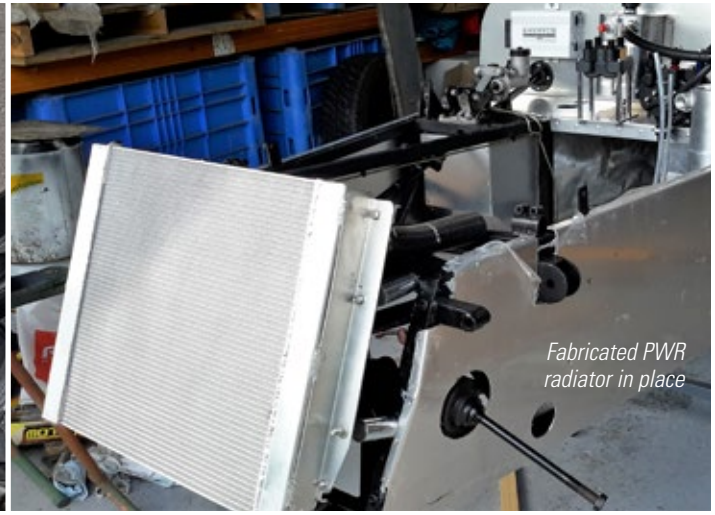
The dislocated o-ring

from New Zealand, but his CLA colleagues in Sydney soon dismissed the badging when the car arrived. Not a genuine "7", then. That removed the imperative to stick to authentic specifications! So why not add a little power?

Oh what a tangled web we weave when first we leave the straight and narrow! A 2.0 litre Duratec would slip in easily, as Caterham have shown. Might as well have the motor built to "club sprint" specs. Well, how much power can these make fully worked? As much as you



After the fire



Fabricated PWR radiator in place

spend, apparently. My “go to” guru Hassa (Anthony Haslam, Track Performance Solutions, 0419 110 504) quietly led me astray. His engine builder does the Duratec Formula Ford engines locally, so he was given the wrecker engine and a pile of fancy bits from SBD Motorsport in the UK. By February 2020, I had a built, but bare, engine ready for timing gear, dry sump etc.

Meantime, I had started work on the car itself. The chassis was stripped back and assessed afresh. Panels that had been “maybes” were discarded and the further I dug, the more that seemed to be needed. The completely

stripped rolling chassis was transferred to Hassa’s workshop in the latter months of 2019 and I began the jobs that required access to his special tools (not to mention his advice and help).

Using the stripped panels as patterns, I began the process of cutting and folding the alloy sheets. Fellow LCV member Keith Marriner had updated his track Caterham to a Quaife sequential gearbox, so his enhanced type 9 gearbox was available to give me the 5 speeds and strength needed for the new engine. Gearbox, bellhousing and spare Duratec block

were dummied into the chassis and new engine and gearbox mounts fabricated. The dummy power train was to remain in the car for the duration so that I could be sure that everything would fit when final assembly began.

PWR Performance Products in Queensland provided a radiator core to their specifications (you give them the data, of course) and a new radiator was built to fit the car perfectly. As usual, it took me three attempts to fabricate the radiator header tanks, before Hassa deemed them worthy of his alloy welding skills!

Then **Covid** struck.

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by Alister Rees

LOTUS ELEVEN REPAIR

New Front Clam



In last month's report we had arrived at the stage of the successful first trial fit of the bare skin to the chassis. The next stage is to fabricate the headlight buckets, then align and weld them into the correct position. At first glance the buckets look simple enough – roll up a couple of cylinders, weld on a backing plate – No worries – job done.

Life is not always that simple in Lotus land, so to make things exciting, the bucket is tapered. Fortunately we were able to make a flexible pattern from one side of the original clam, to give the required shape to cut the aluminium before rolling the tapered tubes.

The mounting rings were then fabricated with a 6mm edge turned out at 90 degrees to stiffen the mounting ring for the headlight assembly (photo 1). It looks easy but it is a time-consuming process. Most fabricators would simply use a piece of 3mm aluminium for this mounting ring, but that definitely would NOT be adding lightness.

These rings are then welded to the conical tubes (photo 2). The bucket and recessed area on the clam are then scribed and trimmed *very* carefully to give an accurate join line ready to tack weld into place (photo 3). The perimeter is then fully welded (photo 4).

The final stage is to dress and file finish this perimeter weld (photo 5).

A few moments studying this photo gives an indication of the patience and skill levels required to achieve this result on such a complexity of converging angles and compound curves.

Once the headlight buckets were completed, the next major task was to fit the 5mm stainless wire edge around the perimeter of the clam.

The major challenge with this task is to ensure the shape, that has been so laboriously created, does not move when the wire edge is rolled in. This process cannot be done with the clam sitting on the chassis to maintain alignment but must be done upside down on the bench.

To ensure the true lines are maintained, a series of profile gauges were made so the shape can be continually checked during the process (photo 6).

Once the clam is trimmed to its final shape around the front edge and wheel arches (including a 13mm allowance for rol wire), the challenge is to then dress this 13mm edge at 90 degrees to the body, and maintain the consistency as it flows around the compound curves of the front and into the wheel arches (photo 7).

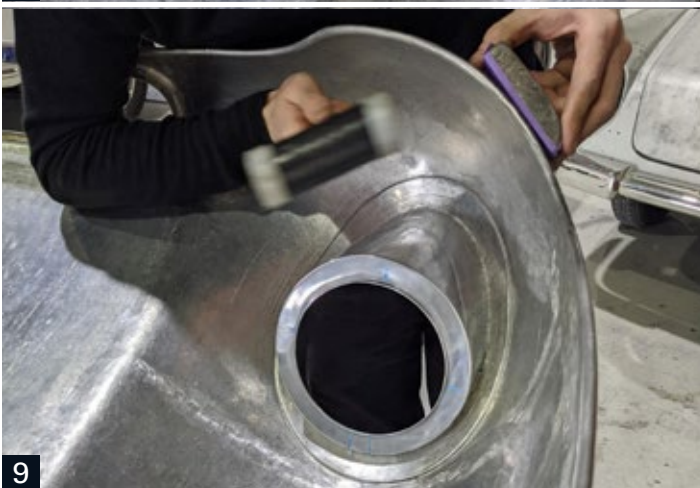
The pre-bent wire is then placed into the corner and clamped in place with vice grips (photo 8), while the edge is rolled over with a nylon-faced hammer and a sheathed steel dolly (photo 9).

The final dressing of the rolled wire edge is done with a modified vice-grip and sacrificial strips of aluminum to avoid gouging the edge.

When the wire edge is completed across the front and around both wheel arches, the clam is fitted back to the chassis to mark the final trim line for the rear edge of the clam.

Once this rear edge is trimmed and the wire rolled in, the temporary braces (photo 10) are removed and the wire edge process is complete.

To be continued.





Elan M100 (as told by its new owner)

by Barry dal Herbert

I have always loved the M100 Elan. During a visit to my brother in England in the early 90s I got him to take me to Bell & Colvill, the Lotus dealership not far from where he lives in Surrey, and although the snooty salesman would not let me sit in the car in their showroom (yes, really!), I did leave with a postcard which has sat on my desk ever since.

In 2009 I bought a '91 green Elan for really not very much money at all, knowing full-well that it was going to require loads of work, but with retirement coming up it seemed like a good idea at the time.

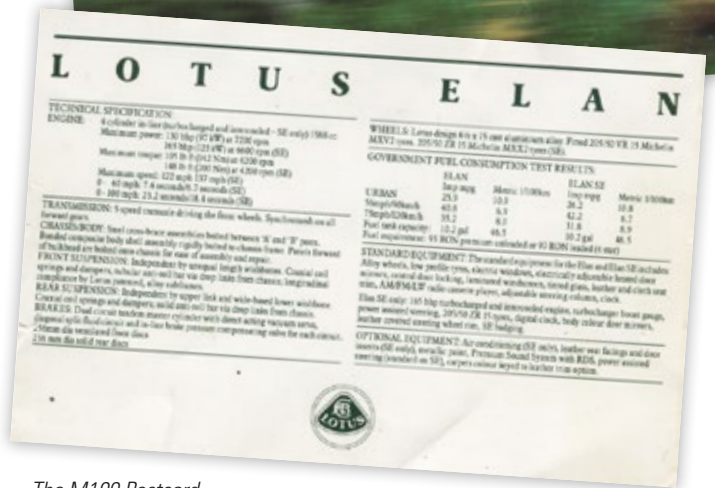
Now I am retired and moved from Canberra to the NSW South Coast, I've still got it and, although it has received time and money (quite a bit of both), it still looks sad.

I saw Peter Hill's LM-100 advertised right at the beginning of COVID-19 in Australia. The right colour. In l-u-v-e-r-l-y condition. So rather than having a garage ornament, I could have something to be driven and enjoyed right now – instead of sometime possibly, maybe in the probably distant future.

It was only the virus pandemic that stopped me from being on Peter's doorstep the very next day!

We talked on the phone, communicated electronically, I did my due diligence, and was now just waiting for the NSW/VIC border to reopen.

I live 700-ish Princes Highway kilometres away from Peter and, even in a non-Corona virus world, getting to Melbourne by aircraft would be a palaver. A small aircraft regional service does operate from Moruya, but the ticket prices are hilarious. Driving the 200-odd kms to Canberra, or the 320 kms to Sydney (twice the journey time) would bring the cost down, but instead I decided to turn it into an adventure by investing those CBR/SYD kilometres to instead drive LM-100 back to Tuross Head, which also allowed my wife to be included. But how to get to the Elan? A V-Line coach travels the Princes Highway from Batemans Bay (pretty much due east of Canberra) to Bairnsdale twice a week, and then it is onward from there by train.



The M100 Postcard

A neighbour took us the 4 kms from our house to the highway to meet the 09:15 Sunday coach and the journey through NSW and into VIC was quite pleasant with a lunch break at Cann River and the Bairnsdale arrival on time at 16:15. A couple of hours later we walked the length of a virus-deserted Bairnsdale main street looking for an evening meal which became TV dinners from Coles heated in the motel's microwave. Luxury!

The following morning was a stupid o'clock McDonald's "breakfast" before the 06:03 train whizzed us through 90 minutes of darkness and then, far slower, into Melbourne's suburbs. Change trains and 20 minutes

later here's Peter collecting us from his local station. After a welcome of nice coffee and lovely home-made Madeleines, walking once around the Elan was enough because it was obviously everything that Peter had described, but we went for a drive around the suburbs just in case I needed convincing! The insurance took longer to finalise, because even though all of the companies were great at asking questions, many were woeful at giving answers and I had to talk to them from Peter's house before making my selection.

Driving away from Peter's house my overwhelming feeling was that all those dopey SUVs were at any moment going to ride right over me, and the trucks were huge and very rapid tyrannosaurids! I was reminded of riding a motorcycle, where the vehicle behind can see past you to the car in front, and they distance themselves from that car, getting so close that it is as though you don't exist. Once it got dark the trend away from sedans and wagons had the majority of headlights uncomfortably positioned at the height of my rear view mirror.

After 315 kms with a few stops along the way for food and to look at things that interested us, we stayed overnight in Lakes Entrance, which I am certain will be a very pleasant place to visit once everything reopens.

The following day we travelled back through the parts of VIC and NSW that were so very badly affected by the bushfires. It still looks very stark, but an encouragingly large amount of regrowth is evident.

Amazingly (for me at least!), there is no "Welcome to NSW" sign – so here is Victoria's "Thank you" exit sign.

It wasn't actually top-down weather, but we elected to laugh at winter for about 150 kms of the 240 kms of that day's drive to Eden in NSW for our next overnight stay. We were comfortable enough that we could easily have gone the remaining 160 kms to home, and the car effortlessly ate up the kilometres, but we were in no hurry, and happy to be out on our mini-break after having been cooped-up by the virus.

DRIVING OBSERVATIONS

Don't take this as Vic-vs-NSW – there were some very obvious differences.

Even driving at a GPS recorded 105 in 100 zones I was still being overtaken at the very first opportunity by the vast majority, and absolutely all of the utes (who made it extremely obvious that they were impatient to get past).

Judging by the huge number and variation of power nap signs, you Victorians must have all been given detailed instructions such as these: www.sleepcycle.com/how-to-fall-asleep/how-to-power-nap-like-a-pro/



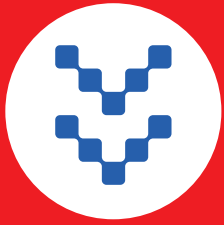
In NSW the white lines on highway bends, to the left in particular, are all visibly being erased by the almost universal practice of crossing the lines, so I was amused to see the sloppy NSW drivers jumping off the rumble strips built into the Vic white lines!

The road surface on the Princes Highway got progressively worse the further away from Melbourne we travelled. Was it kept like this for Ford and Holden to use as suspension testing in the same way that Lotus use the public roads in Norfolk? The highway is far smoother in NSW.

THE ELAN M-100

Supposedly the cost to design and produce the dashboard of this Elan alone was more than the total cost of the Excel production line, and yet the car was not a commercial success. The global recession that accompanied the car's launch, in conjunction with Lotus' asking price, certainly were contributing factors, and Mazda's release of the cheeky re-imagining of the first Elan, in the far cheaper MX-5, was unfortunate. But surely the condemnation of the car, in the motoring press, for not needing to fight with it to make it do your bidding, was also a big, fat nail in the coffin. When was going sideways on public roads ever desirable or acceptable? And yet long before that oaf Clarkson was shredding other people's tyres, and drift mode was on a switch (never) to be selected, the UK motor magazine writers declared that the Elan was effectively too good, too safe, and therefore that the very traits that Lotus had meticulously engineered into the car were wrong.

In 1994, UK *Autocar* said, when looking back on the S1, "The car worked beautifully and looked great. It had tenacious road-holding, a supple ride, remarkable high-speed stability and foolproof handling; people said its ground-covering ability rivalled that of the Esprit. If road testers had a complaint, it was that the car's enormous cross-county performance was too easy to use: the engine was quiet, you couldn't make the chassis over-steer on wet roundabouts, the traction was enormous and the steering was so uncorrupted that it felt lifeless."



Why would you write a book?

A conversation between
Peter Murray & Peter Hill

Editor: Long-time LCV member, magazine contributor, former *Lotus Notes* editor and good friend, Peter Hill, has just had a book published — it's the story of USA motorsport entrepreneur Fred Opert. I talked to Peter to find out more.

PM: What inspired you to write this book? I think you've had other work published.

PH: Yes, I've always enjoyed writing across multiple genres. I've had a number of short stories, a poem and three IT books published, but I've written for motor magazines for many years, starting during the '70s in New Zealand.

In August 2017 I was writing a blog post about a friend's historic Chevron B14 racing car when I discovered that it had been originally imported into the USA by Fred Opert. It was then that I discovered that Fred had died one year earlier. More research revealed that there was very little information about the man, which struck me as strange given his achievements and personality.

PM: It seems like a big jump from your occasional blog posts to a book. Why write about this Fred Opert?

Hunt, Jones & Opert

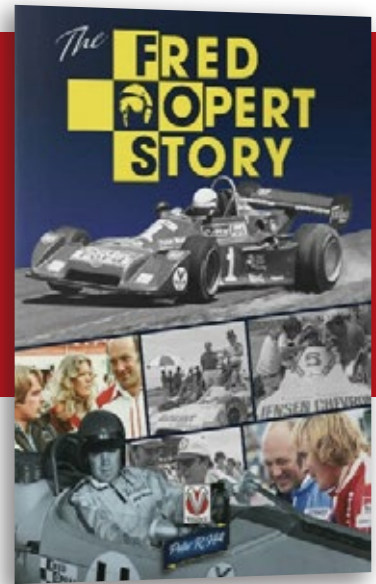


Photo: Marc Sproule

PH: Not many people in Australia have heard of Fred Opert, but I met him in 1977 in New Zealand when I was living there. A group of us had gone to Fred's room at the Travelodge hotel overlooking Auckland harbour. It was the year that Opert brought out the Finns, Keke Rosberg and Mikko Kozarowitzky, to race in the Peter Stuyvesant series. Rosberg won the championship and repeated the effort the following year. A year earlier Opert had brought Brian Redman to NZ in an F2 BMW-powered Chevron to take on the F5000s, and he did well. The Opert cars were always immaculate and Opert and his drivers really enjoyed themselves. And as it happens, Opert's cars were Chevrons, built in the Lancashire town of Bolton in the UK, where I was born. Opert was a real character who had been a good racer, then started the rent-a-race-drive business and racing schools, as well as importing and exporting race cars. His story appealed to me.

PM: But how did you go about it if there was little information available?

PH: Some people have joked that I just had to get on the internet, but there was virtually nothing there about the man — not even a Wikipedia page. I created that a couple of years later. So the first job was to start with the contacts I knew and go from there. Actually, the very first job was, with the help of the internet,



to find Fred's sister, Judi, and her husband Jim. They told me that no one had written about Fred and they had no objection to me taking on the project. Then I contacted my Kiwi connections. I emailed race driver and engineer Garry Pedersen to tell him what I had in mind. Before I even received his reply, emails from NZ mechanics Barry and Ross Sale arrived and the flood gates were opened. It turned out that Fred Opert employed a large number of Kiwis and Aussies.

All of those that I made contact with were happy to help, and full of great anecdotes. People like Barry Green of Kool Green Indy winning team fame; Dick Bennetts, whose West Surrey Racing has won multiple British Saloon car and F3 championships; Bernie Ferri; "Wombat" Devereaux; and Kiwis Dave McMillan, Tom Hooker and Grant Walker. Their lives have been so interesting, I'm now writing their stories for NZ Classic Driver magazine.

PM: What was the most difficult part of the project?

PH: Tracking people down was perhaps the most difficult work. Almost all the people I wanted to interview were overseas, but Facebook, LinkedIn and other personal contacts allowed me, bit by bit, to get in touch with pretty well everyone I wanted to talk to. I thought it would be difficult to get to speak with some of the famous drivers, Keke and Nico Rosberg, Alan Jones, Bobby Rahal, Brian Redman, Vic Elford, and a long list of ex-F1 drivers who drove for Opert, but in the end I did speak with all of them. They were generous with their time and willing to share their stories.

Although I had an intro to Keke Rosberg, and he had emailed saying he would talk, I was having trouble getting him to respond to my requests to provide a preferred day and time. I knew he hadn't given an interview in about eight years. Then I got lucky. I was doing some research of the Motor Sport magazine archives. The first thing that came up when I searched on Keke was a letter I had written

to *Motor Sport* in May 1982, taking issue with Denis Jenkinson's assessment of Rosberg's talent, and stating that in my opinion he would be a future world champion (he did win the title that year). I sent this to Rosberg and he replied: "Hi! I read your little column ... Funny! I am back home since yesterday ... Let me know what you prefer ... I'll be free tomorrow ... Shall we try Skype? ... Regards Keke r."

Through Tim Schenken I got hold of Alan Jones. Although he had only driven for Opert twice he had stayed with him and had some interesting experiences, and AJ is always quotable! He was also kind enough to write a foreword for the book, as did Keke and Nico Rosberg.

The one person I wasn't able to contact was Ron Dennis, which was a pity as he and Opert had a long association. Also, sadly, because we are talking about the '60s and '70s, some of those involved are no longer around, so I couldn't speak with Brian Hart, or Chevron founder Derek Bennett, or talented Kiwi driver Bert Hawthorne.

PM: Were there any other notable characters you interviewed?

PH: It seemed that just about everyone I spoke with was a character, after all, they were involved in racing during a period when it was part of a good-time life, whereas today it's all much more serious.

Carl Liebich, an American driver, told a story of a trip to Venezuela, where Opert had seven entries in the 16-car field. Various drivers found themselves entered as different nationalities, even though they were American. Perhaps Opert had promised the organisers international drivers. Carl Liebich was entered as German, Bill O'Connor as Irish and so on. Liebich finished on the podium and the organisers had to scurry around to find the German national anthem, which Liebich wouldn't have recognised anyway!

Then there were the races in Bogota where Bert Hawthorne won, and discovered that part of his prize was free services at the local brothels. The stories just kept coming.

PM: Was it difficult to secure a publisher?

PH: I made a list of publishers that I thought would be interested. I had lengthy discussions with a publisher in the USA who I thought was a perfect fit, and as Opert was American, it seemed logical. I still don't understand why, but the owner decided it wasn't for them. William Taylor of Coterie Books, that has published a number of Lotus titles, was very helpful. He might have been the person who suggested Veloce in the UK. Luck was on my side, as the person I got hold of at Veloce had lived in NZ and knew all about Opert and even my magazine writing in the period. So Veloce took it on.

Some writers suggested that I should self-publish, which is quite easy these days

and cost effective, but my problem was distribution, as Opert is best known in the USA, Europe, and NZ. New Zealand would have been OK for me, but organising distribution in the USA and Europe would have been too difficult, I think.

PM: How long did it take from start to finish?

PH: Well, it wasn't as long as your Elite project, but it took three years from the initial decision to the book being available. Research and initial drafts took about eighteen months then around six months on edits, reviews, restructure, then another 12 months from signing with Veloce to the book being printed. Covid19 didn't help the last bit. Of course, it's still ongoing as now I'm involved in promotion of the book.

PM: You're deeply involved in Writers Victoria. Would you write another book?

PH: I would, but it would have to be a subject I am passionate about. Right now, I don't have a subject that has fired my imagination, and I have a lot of other projects on the go.

You can read a review of Peter's book here:



<https://www.peterroberthill.com/book-review>

And order the book here:



<https://www.peterroberthill.com/order>

FIBREGLOSSING LESSONS

Hands on class where we will repair this damaged Lotus Elan S4



To be held over 3 nights - dates TBA. (Melbourne area only)

Course each night is two hours. Arrive 6.30pm for 7.00pm start.

Cost: \$300 per person. Maximum of 5 persons per class.

Register your interest with LCV member Richard Mann on

0419 565 959 OR richard.mann047@gmail.com



Brian Meade



The Maxwell duo's Lotus Elise

LCQ Lakeside DTC

Friday 14 August 2020

by Daryl Wilson
photos: Steve Johns

LCQ



In the pits

The third LCQ Lakeside Driver Training Centre Timed Laps event for the year was on the Friday public holiday for the Royal Queensland Show, better known as "EKKA" Day. Due to Covid-19 the EKKA was cancelled this year and the public holiday was moved from its traditional mid-week Wednesday to the Friday, to give BrisVegas people a long weekend holiday.

The long weekend break combined with several other events also scheduled for the weekend – MG Car Club Mount Cotton Hill Climb, Noosa Hill Climb – meant that many of our regulars escaped for the weekend or had other commitments. Shane Murphy, Jon Young, Dick Reynolds and Jason McGarry had all committed to the Noosa Hill climb, and Andrew Row and partner Bridie Moran headed off for the weekend escape. This translated into a smaller than usual field of 17 entrants and only 15 runners on the day.

Special thanks to Jason McGarry who detoured to Lakeside on his way to Noosa, to help set up and do the scrutineering. Unfortunately for Jason and the others going to the Noosa Hill Climb, the traffic north to the Sunshine Coast was extremely heavy, so they had a horror run.

The day started off foggy and a little cool, around 14°C for you poor southerners who are doing it tough as I write this! Gideon did the driver briefing and we were about to start at our usual time of 9.00am, when the QR Lakeside Supervisor arrived to tell us we could not start until 9.30am. Unsure why the change of time, but probably has to do with the complaining neighbours.

Despite the track being a little dirty from a previous skid pan and drifting group everyone soon got into the groove and times dropped steadily. Dick Reynolds was running his rebuild engine Mark 2 for the first time, (we won't mention Mark 1!) and was initially unimpressed as he felt little improvement in performance on the short track. However he came back with a big smile on his face after running the long track, he was heard to say "lots more torque over 3000 RPM!" It seems his new Cams/Power band is much more suited to the faster flowing, longer track.

Brian Meade, a new LCQ member, had his first track outing in his Lotus Exige 350, and put together some good times to be in the top 7 on the short track, and top 5 on the long track. Father-and-son duo of Graham and Byron Maxwell ran their very tidy and quick Lotus Elise, with Byron pipping dad by 0.282sec on the short track, and a mere 0.0018sc on the long track. Other Lotus members, Juan Renato Laporta, David Yule, Campbell Anderson and I made up the small Lotus field. Colin McKay drove his Lotus Elan up from the Gold Coast in the fog and heavy traffic to see his friend Colin Berneville-Claye run and was soon drafted into action as Timekeeper. Thanks Colin for your help.

As is usual we had a few newbies on the day. Colin Berneville-Claye ran his very tidy Fraser Clubman for his first outing after a period of maintenance, repair and rebuild. We also had a group of guys running in Mazda MX5s, Peter and Callum MacLeod, Gary and Calum Balingier and Peter Cox. Calum Balingier being the fastest on the day on both the short and the long track.

Gideon Street was on fire, blitzing everyone, being almost two seconds faster on the short track with a best time of 46.521sec, and on the long track with a best time of 54.842sec. Very impressive.

A great day with perfect weather after the foggy start, with everyone getting lots of runs, and a well-organised event thanks to Gideon. This was the first time we have used the RACERS entry and login system and, despite a few minor glitches, everyone seemed to manage the change and it should only be better for future events.

Keep your eye on the LCQ Club Calendar for the final scheduled 2020 LCQ Lakeside DTC on Sunday 20 September 2020. This is scheduled to be a round of the Interclub Challenge, so please be quick if you plan to enter.

Lakeside DTC – Short Course 1

CAR	Driver	Make	Best
15	Gideon Street	Lotus Exige V6 S	46.521
13	Byron Maxwell	Lotus Elise	48.281
12	Calum Ballinger	Mazda MX5	48.397
4	Graham Maxwell	Lotus Elise	48.563
7	Dick Reynolds	Caterham Super 7	48.760
9	Daryl Wilson	1998 Caterham Super 7	49.471
14	Brian Meade	Lotus Exige 350	49.810
16	David Yule	Lotus Elise S	50.216
3	Peter Cox	Mazda MX5	50.734
8	Colin Berneville-Claye	Fraser Clubman	51.643
5	Campbell Anderson	Lotus Exige Sport 410	52.009
17	Gary Ballinger	Mazda MX5	53.200
1	Juan Renato Laporta	LOTUS ELISE 2013	53.607
2	Peter MacLeod	Mazda MX5	57.294
11	Callum MacLeod	Mazda MX5	59.077
6	Ross Ponting	Porsche Boxster S	–
10	Graham Sorensen	Cooper 1978 Special	–

Lakeside DTC – Long Course 2

CAR	Driver	Make	Best
15	Gideon Street	Lotus Exige V6 S	54.842
12	Calum Ballinger	Mazda MX5	56.419
13	Byron Maxwell	Lotus Elise	57.205
4	Graham Maxwell	Lotus Elise	57.223
14	Brian Meade	Lotus Exige 350	57.243
7	Dick Reynolds	Caterham Super 7	57.330
16	David Yule	Lotus Elise S	59.903
3	Peter Cox	Mazda MX5	60.014
17	Gary Ballinger	Mazda MX5	60.611
9	Daryl Wilson	1998 Caterham Super 7	61.850
8	Colin Berneville-Claye	Fraser Clubman	62.255
5	Campbell Anderson	Lotus Exige Sport 410	63.249
1	Juan Renato Laporta	LOTUS ELISE 2013	64.189
2	Peter MacLeod	Mazda MX5	68.171
11	Callum MacLeod	Mazda MX5	69.827



Gideon Street



All the Exiges



Colin's Elan



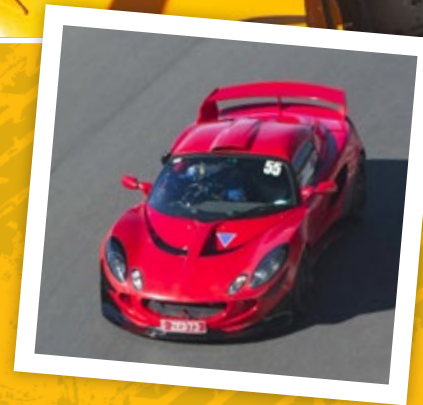
Dick



Morgan Park Group B Sprints

August 1st & 2nd 2020

story & photos: Cris Johansen



It was getting close to six months since I had driven down to Warwick in the Granite Belt region of South East Queensland, and I'd forgotten just how picturesque it is around there. Coming down from Cunningham's Gap towards the New England Highway it was looking stunning in the winter sunshine. When compared to the same time last year, when the region was suffering through severe drought without a blade of green grass to be seen, this year the countryside was looking so good that I stopped for a photo of the landscape.

Most of the Lotus contingent had gathered at Morgan Park for practice on the Friday afternoon, and joined those who could not get down in time at Pit Stop Lodge on Friday night to catch up, over a drink, on the impact of COVID 19 on our lives since we had last gathered. We walked down to the Stockyard Tavern for a socially-distanced meal, and enjoyed the crystal-clear night sky and a great view of the moon, in close proximity to both Saturn and Jupiter, on the way back to our accommodation.

Saturday morning brought perfect conditions for the track with full sunshine, no wind and a temperature in single figures and, despite the challenges of social distancing, the Warwick District Car Club had things running very smoothly with the first group of cars out on the track by 8am. With round 2 being cancelled, as a result of the lockdowns of late, this event was counted as round 3 and ran on track layout E that most of us enjoy, particularly since they had resurfaced the section of the track just leading onto the main straight.

The Lotus cars made up two run groups. Group 3 consisting of a Clubbie, an Evora and four Elise variants, while run group 11 had the Honda-powered and/or supercharged Elises, along with two V6 Exiges and an S2 Exige.

Some of us were a bit rusty, having not driven on the track for several months, but no one embarrassed themselves too much and everyone enjoying the opportunity to put in some quick laps. Geoff Noble was fastest, as usual, but was keen to ensure that his recently applied silicone sealant was staying in place, and lost track of the laps, while Barry Mather was having trouble with a wheel bearing that ended his weekend prematurely.

It was great to see two guys down from the Sunshine Coast in their Elises, and both Pat Richards and Peter Quinn kept getting quicker as the weekend progressed. There were relatively few hold-ups on the track, so we all managed to get our four runs in on Saturday, finishing in plenty of time to head back into Warwick for a catch-up before dinner at Bluebird Smokehouse. This was followed by dessert back at The Lodge, thanks to Marie, who organised the ice-creams and chocolates.

Sunday was another stunning day with identical, perfect weather for a day at the track, and most of us managed to put in our fastest times during one of the three runs we had on the second day of the event.

At the conclusion of the event, the consensus was that everyone was a winner for having the opportunity of driving our Lotus's as they were meant to be driven at our first, much-anticipated track date, after such a long break.

For those looking for more trophies to fill their garages, results were:

Sports Cars 1501–2000cc:

Gary Pitt 1st, Allan Hunt 2nd, and Rob Stevens 3rd

Sports Cars 3001cc and over:

Geoff Noble 1st, Tony Seymour 2nd and Martin O'Brien 4th



Driving Events (Paul Stokell)

Track Day, July 2020

by Steve Lennox



I've been considering doing one of these days for a couple of years now, mainly because the DTC doesn't really give the Europa the opportunity to open right up. So this year when my boys asked, "What do you want for your birthday, Dad?" I was prepared with "Sign me up to one of these track days."

Before going to the track, I got the expertise of club members and a professional set-up of the suspension geometry. This made a massive difference to the 'road manners' of the Europa. I also spent a day before the event bleeding out brake fluid and thoroughly checking over the car.

Friday 24th July rolls around and it's WET... I'm feeling nervous about the day. Anyway, I get to the track, do the paperwork, grab a great complimentary coffee and sit in on the drivers' briefing. Paul (Stokell) is the absolute professional and runs us through the day's event, he is very reassuring about driving in the wet and lets us loose.

I head onto the track feeling quite nervous, and in the green group (this is for the old and slow – if it were a wildlife documentary, we would be the group most likely to be eaten). I get a couple of laps under the belt and start pushing the Europa along, going fine until I have a spin on one of the tight corners, it just let go mid-corner and, before I knew it, I got an up-close look at the rest of the group driving past. Not a problem, get started and push on again, several laps later, same thing happens again.

Our session is over, so I head in and talk to Paul, he suggests that I get one of the driver

trainers in the passenger seat. I reply "probably be better if someone skilled actually drove the car". Paul responded "I've never driven one of these, let me get my helmet." Well... how fast is the Europa? A lot faster than I ever thought! We just shot by all manner of cars and we were out with the red fast-group. Finally got onto the tail of Michael Blessas in his very well set up Elise for a couple of laps. We pull in and Paul said he liked the car and the handling, plus he made special comment on how he did enjoy the turbo boost.

So, I ask, what about the spins? Paul says there's too much pressure in the rear tyres. Thanks Paul, but according to the experts at Yokohama, they advise 'blah blah blah' on their website. Paul shows me the tyres and says I'm not using the outside of the tyre, so too much pressure. So I drop a couple of PSI out of the rears and head out on the second session – a completely different car! Handling and behaving very predicably, and therein is the reason why these days are so worthwhile and FUN. No more spins all day.

I had many more runs throughout the day, getting faster and more confident as the day went on, mainly because the rain stopped, and the track dried out. I know I was braking a long way before I should and not pushing the car as much as it could take, but I enjoy the car and don't want to break anything, as parts for these Europas are impossible to source.

Paul, through his business Driving Events, runs a great day, worth every cent. The day went without a hitch and was well-catered with lunch,

drinks and coffees all included. He has great clientele with some of the world's best cars running. We had an array of Porsches, including the very new and exclusive GT2 RS, plus McLarens, American Muscle, BMWs etc. and of course, Lotus. Walking up and down the pit bays was part of the attraction, then to see these cars at full noise on the track just made it so much better than the static cars and coffee events.

Paul also has Lotus Cars Queensland attending these events with a couple of their mechanics/technicians, and all their tools, to support the Lotus enthusiast on these days.

There are a lot of businesses running driver training and track days at present. Based on my experience, all I can say is "Club members, spend the money and come along to one of the best track days". It really is worthwhile and the support for the Lotus brand is First Class, plus we support one of our club member's business.

I will finish by saying "Win, win, no more spins".





Noosa Winter Hillclimb

by Shane Murphy

photos: Dick Reynolds,
Jason McGarry & Shane Murphy



This year, the Noosa Beach Classic Car Club teamed up with the Sunshine Coast Motor Sport Club to revitalise the Noosa Winter Hillclimb. This year's hillclimb, postponed since June, was held in August and restructured around COVID-19 restrictions, resulting in many changes, however even with these COVID changes, a new and vastly improved format was born.

Unfortunately, the Friday Hastings Street parade and Friday welcome drinks suffered the fate of many social outings and were cancelled completely.

With entrants limited to 125 cars, no spectators and only one pit crew member per car, the paddock, usually a bubbly mass of humanity, was remarkably serene and bush-like. You could even hear the crickets chattering in the background.

The course was lengthened by about eight metres, the bitumen was well swept, the earth gutters cleaned, so the track was fast and stable.

In a clever move, the remarkably unreliable historical timing system was updated to include Natsoft software and Westhold timers, as a result, times were available immediately after each run, a fantastic improvement.

Due to cost cutting, the option of road registered cars retuning to the paddock via the main road was eliminated, however with groups of forty cars all parked up at the top of the course waiting to be ushered back down the track, a great social setting was introduced, as drivers all chattered about their recent run and compared times and g-forces etc.

The most remarkable improvement over previous events was that we each managed ten or twelve runs, the tyres even managing to keep a little heat in them between runs. Congratulations to the joint organising committee.

With numbers limited due to administrative restrictions and the clash with the Hillclimb Championships, the LCQ team was missing a few key runners, we certainly missed Zaid and Gayle as foundation members of the Noosa Club.

The fastest time for the weekend was set by Trent Laves in his Nissan S15 200SX with a 58.8557. Unfortunately Trent put the Nissan into the wall on the final run of the weekend, she is a treacherous strip of road.

As usual, the weekend is a hive a fun and this year was no exception. A little drizzle on Saturday afternoon was the only hiccup, otherwise we were blessed with temperatures in the mid-20s on both Saturday and Sunday

Smoken Jon suffered a blowout during his four-hour trip to Noosa on Friday, luckily for Jon, he was able to race-tape his boots together and get on with the important affairs.

Observers noted that Pat was really on pace the whole weekend, a steady diet of pies and baked beans was clearly part of his winning strategy.



Peter Quinn, clearly an important and potent player in the world, kept us safe as he paraded around the pits, in his HI Viz jacket, as a COVID-19 security officer.

Luckily for Dick there was enough bandwidth for his g-force analysis of each run.

Unluckily for Jason, he got rear-ended on the dummy grid by an overzealous driver warming up his tyres, a bit of panel beating required to straighten his rear end out.

In a remarkable turn of events, Dick and Shane dogged each other's times all weekend, even on sighting laps, its was uncanny how close the elapsed times were on each run.

Jon managed to lead the B1 [Formula Open Wheels / (Race Tyres) / 1301–2000 cc class] for most of the weekend, and it would have been a brilliant result for Jon if he could have maintained his form and pulled out a win, all things considered.

Newby, John (Ross) Johnson, put in a steady first-time appearance in his 260 hp Toyota 86.

Flick Coffee managed to keep us all caffeinated the entire weekend, if you ever need a Coffee Van at your event, Flick is the answer.

The summer Hillclimb is set for November, watch out for the entry notification in the next few months.

The entry list included:

Class C1

#19 Shane Murphy
Clubman / ADR Tyres / 0–1600cc

Class C2

#13 Jon Young
Clubman / ADR Tyres / 1601–2000cc

#15 Dick Reynolds
Clubman / ADR Tyres / 1601–2000cc

Class E2

#37 Peter Quinn
Sports Cars / ADR Tyres / 1601–2000cc

Class E3

#36 Pat Richards
Sports Cars / ADR Tyres / 2001–3500cc

Class F2

#47 Jason McGarry
Sports Cars / Race Tyres / 1601–2000cc

Class G6

#75 Paul Carroll
AWD Non-Modified / ADR Tyres / 3001–5000cc

Class E2

#112 John (Ross) Johnson
Modified Passenger INC SUV / 3001–5000cc

LCQ featured big-time in the results

Shane won class C1 with a PB of 65.0776
Dick finished second in C2 with a 65.3214
Jon a strong third in C2 with a 66.9961
Peter brained E2 with a 65.6768
Pat nailed E3 with a 64.5833
Jason romped it in F2 with an impressive 61.5950
Paul and Johnno setting times of 71.2370 and 75.4258 respectively





THE EUROPA MANN

PART 18



by Richard Mann

In February last year I was working for Ford. "But haven't they closed?" I hear you ask. Certainly, manufacturing closed its doors, but the engineering group were up to their eyeballs designing the Ford Ranger. This has been a major success globally for Ford, and it's all being designed and developed, right here in good old Oz, since about 2008. Well done guys and girls! Aussie Aussie Aussie Oi! Oi! Oi!

Just when everything seemed to be going swimmingly, it was announced the US had decided to take some design work back in-house, to the land of the Orange Turd. Our senior manager took us aside in large groups and announced the bad news. Over 200 engineering jobs, and even more hourly rate heads, were to be axed. The senior manager was visibly upset passing on such bad news, and many a tear was shed. By the end of April, a major restructure was required to maintain the full-time head count, and contractors like me were told there was zero chance of being retained. I sat amongst my grieving colleagues for a week, and decided the environment was not to my liking, so I resolved to get up and leave at the earliest possible moment.

I had work to do, and it was all there in my Shed awaiting my undivided attention.

I had some on-going infrastructure I wanted to complete. First off, I built another layer of car storage. It was important that I get enough space to store endless dead car projects. It is all very well building three layers of

car storage but getting them onto the second and third layers required a solution. Many people suggested using a forklift. All I know about fork lifts is that they are heavy, expensive to buy, problematic to maintain and take up space when not in use. The number of pedals and levers to operate such a device always concerned me, and I had visions of me skewering a little Lotus like a saveloy on a toothpick. Not a good look! And just how do you pick up a car on a forklift without damaging some vital parts of its underbelly? I'd seen a 4-poster hoist put to good use, and it allowed the storage of one more cars on top when not in use. A big bonus was the hoist came with four wheels, so it could be wheeled around.

One afternoon we wheeled it outside and spent a splendidly wet three hours cleaning the underside of four Porkas (German saveloys?). For all their famed engineering, the mighty Porka air-cooled engine has a nasty habit of bleeding oil if left standing for a long period. Porkas have a dry sump, and the oil collection tank of 8+ litres is nicely tucked away in the engine bay above the RH cylinder bank. Over time this tank lets oil seep back into the sumpless and flat crankcase. Oil migrates down the bores, past rings, into heads and along exhaust ports. Large pools of engine oil are deposited onto your nice clean concrete floor.

The 4-poster gets the cars up to the second level. The hoist gets dropped on the ground, and the car can be rolled back out onto my nifty wooden double storey stacker. Up we go to the third level! Noice! Very noice!



Third layer under construction



Clean Porka belly



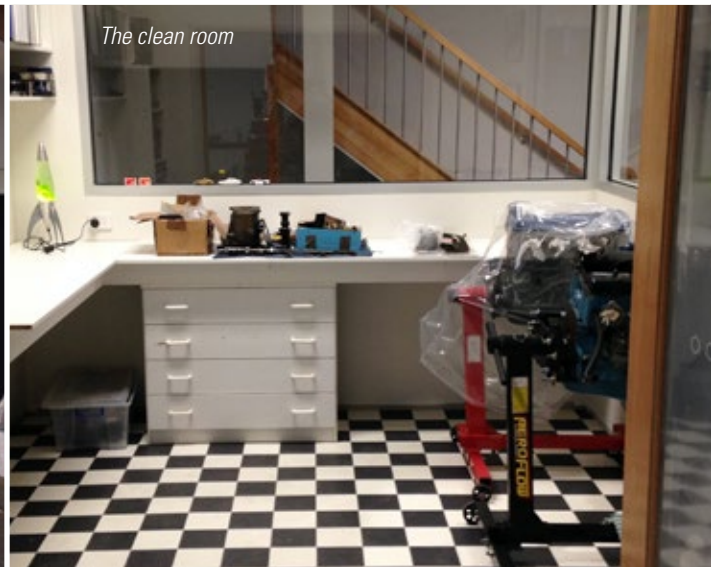
Tricky Dicky's nifty lift



Enclosing the carport



I've been framed



The clean room

George's Lotus Europa S2 restoration had grown legs and I needed a dedicated area to do fibreglass bodywork and painting. Repairing fibreglass and detailing a body shell in bog is a frightfully dusty business. If I did this work inside the Shed, then it would be never be clean again.

Outside my main shed, is a carport area that is open on two sides. The office is located above. I found eight nice, second-hand windows on gumtree for the princely sum of \$80, and set about framing up the east wall, and cladding it.

Onto eBay and I found an unused roller door in a suitable colour, that was almost 6m long. Perfect! I retrieved the roller door on my car trailer, and set-up two sturdy steel posts to support it. I vaguely considered putting the roller door on my roof rack to bring it home from Lilydale, but that would have been a huge mistake. The damn thing feels like it weighed 200-300 kg, and there was no way I'd get it onto the Audi roof racks. My neighbour's forklift and forklift driver were persuaded to lift the door into position. That was all relatively easy. During a moment of distraction I undid the strap on the roller door while up the ladder. Stupidly, I had disengaged the motor and the entire roller door quickly unwound and came down with a mighty bang. I momentarily tried to wrap my arms around the unravelling door and found it was likely to remove me from the ladder (and my right ear in the process) as I tried to hold on tight. Very luckily, the ladder and door did not have a disagreement as this unravelled.

I then spent about four hours rolling up the door again and setting the counterbalance spring. A thankless task which I intend never to repeat.

With the carport area now fully walled and contained, the main access door was behind the roller door and not accessible to visitors, so the visitor reception area was looking like a large dead space. I've always fancied having a "clean" room for assembling nicely restored parts like engines and gearboxes, so I got cracking and built some walls and installed more second-hand windows. I am extremely pleased with the result and rather like the black and white checked flooring, which is a MUST for any Mann cave. My old analogue sound system was plugged in, so I could play my modest collection of vinyl records, cassette tapes, and CDs. Through some magical device that Krishnan supplied, we even got Spotify hooked up and hot-spotted off my iPhone. Much awesomeness! This technological leap forward was a significant milestone. Plenty of loud doof-doof music, fibreglassing grinding and metal bashing now fills the vacant streets of Sunshine West on the weekends.

After six months of unemployed nirvana, and much progress on George's Europa body work, I figured it was time to get back into full time paid work. A quick phone to call to Ford, and I was back for my third stint. Ford Australia's ability to win work is quite amazing, and there was plenty of heads needed to fill new roles. I must say it was a welcome relief to have a full-time, steady income again. Thanks Henry!



Mathilde

The story of how not to restore a 1902 Dutch barge

by Matthew Arnold

CHAPTER 6: THE POOP DECK

Dear Readers,

So, let's talk about poo. A subject of great fascination and the foundation of many comedy shows.

When you have finished reading the morning paper, feel comforted and adequately ablated, you flush the toilet and yesterday's Vindaloo mercifully disappears from view. But where does it go? Well, usually it descends, using our old friend gravity, several feet down through a variety of large diameter pipes into the mains sewer system and makes its merry journey to Werribee. The critical, initial part of this journey is its ability to drop vertically down before getting pumped away.

Therein, Dear Readers, is the critical catch when you live on a barge. There is no ability to use gravity and no vertical descent available to flush away Mr Poo. There is no 50 kilometre pipe connection to the local sewerage treatment plant. So, what happens? Well, I am here to enlighten you.

In the early stages of designing Mathilde, we were figuring out where to put all the utilities.

Francois the barge builder asked: "So what type of toilet do you want?"

"A white one", I replied.

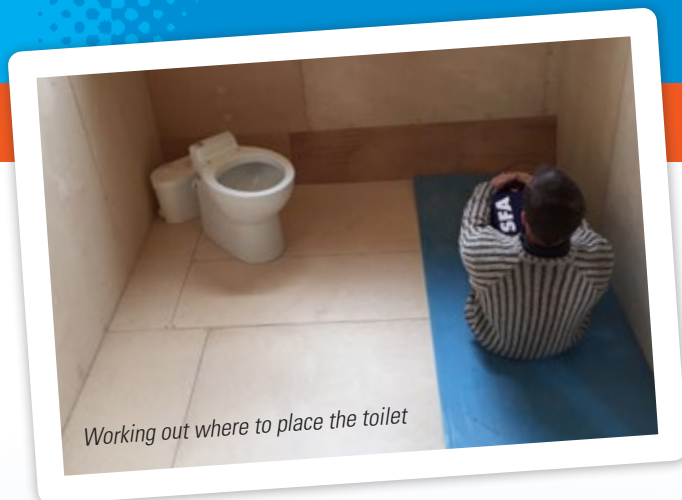
This generated the irritated response I was seeking.

"Non, non. What type? A marine hand pump or a domestic flush?"

By now we had been on enough barges to know what he meant. The hand pump version is a small and quite round bowl, very close to the floor, with a hole at the bottom about an inch wide. You literally squat down, do your business, then close the lid which creates a seal and then you pump away on a lever and pressure differentials act to flush the toilet. Usually.

The issues with these are:

- (1) they are uncomfortable;
- (2) they smell; and
- (3) the next occupant runs the risk of a fluffy floater greeting them when they lift the lid.



Mrs A was adamant that we were to have a comfortable modern domestic one.

"OK" said Francois, "but this means we need to put in a Sani."

What's that?" I asked.

A roll of the eyebrows later he replied, "It makes le toilette work."

So, Dear Readers, let me explain. On any barge there is only about a foot or so from the bottom of a toilet to the hull. There is no way for gravity and hydrostatic pressure to come to your aid. Any liquid waste, whether it be from a toilet, sink or washing machine, needs to be actively pumped away. Sinks, showers and washing machines are not really a problem. You just need a simple pump because it's just dirty water you're dealing with. But the old WC crapper is another thing altogether. For this, you need an extra and very important bit of kit, called a macerator. This does exactly what it sounds like. Basically, it is a blender and a pump all built into one. You press the flush button and a series of little blender blades start up and enthusiastically turn everything in its path into a puree which makes it easy to pump away. Once you get your ear in, you can tell from the sound of the macerator what people have had for dinner the night before, who has irritable bowel syndrome and who needs some laxative tablets. Let's face it, living on a barge is an intimate experience.

Now, this system is not fool proof. The blades are sharp and they spin fast, but they do not deal well with anything other than soft squishy stuff. And what happens if someone drops something else down? Well, I will tell you. Firstly, someone declares the toilet broken. Then everyone on board denies responsibility. Then one person blushes a bit more than the others. Then I have to get down on all fours in a very confined space, open up the macerator and then, Dear Readers, you can guess what is in store for me. With very thick gloves and a pegged nose I unblock it all, declare all is well, and notice people not shaking my hand for a few days following.

But where does the end product go you ask? Well, for those of you not grossed out already, read on.

The French inland waterway regulations specify that a barge needs to be able to collect all its waste water and store it in tanks for disposal at designated sites. You are supposed to have a grey water tank and a black water tank. The grey water tank is there to collect water from your shower, sinks, bath, washing machine, etc. It is aptly named as the water coming out of these sources is sort of grey.



Cleaning out the macerator

It transpired that while the French authorities had mandated that all barges had to have on-board tank storage, they had not got round to building any facilities to pump out the tanks. Nor indeed do there seem to be any plans to build them any time soon. Seriously, there are about 10 in all of France!

“So what do we do?” I asked.

And with no sense of irony Francois replied.

“We must abide by the regulations, as that is important. We will build two tanks as required, each 5 litres big, because the regulations do not specify how big they must be. Then we will install a bypass and do what everybody else does and pump out directly into the canal. The fish like it very much.”

And indeed they do, especially the two-headed ones.

So, Dear Readers, the next time you are in Southern France in summer and the cool waters of the canal beckon and you are wondering why none of the locals are taking a dip ... now you know!

The black water tank? You guessed right, Dear Readers.

“Why do they not call it the brown tank?” I asked Francois.

“Merde” was his impatient reply.

At this point, I went off and tried to calculate how big the tanks had to be. Grey water. For each day you shower, wash hands, brush teeth, do the dishes, then a few loads of washing a week. Wow. Big number. Black water tank; 4–5 flushes a day, per person. Wow, even bigger number. I worked out that we would need 2 x 1000 litre tanks, and would have to empty them every fortnight or so.

I had heard of the English canal “pump out” stations, and the fact that they were dotted all over the English canal systems, so I asked Francois where the nearest one to us was.

“Paris.”

WTF?



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The Theory of Everything

by Mike Richards

Like all good stories there are some things you first need to know. I now have four geekays (grandkids) from two through to eight, and yes, they are all delightful, thank you kindly for asking – well, one is a bit strange. My Dad made we kids a billy cart which was pretty awesome. My dog, Horrible, takes me on a walk every morning (a sort of chien de flaneurisme) to meet all the other dogs. I think that's everything.

On a recent morning morning the dog remarked on an awesome set of wheels belonging to an abandoned child's pram. And indeed they were, on a Bertini X2, the Spear & Jackson No. 1 with copper rivets of the perambulator world. Lovely Italian wheels with proper inflatable tyres, just the ticket for a billy cart. The dog also remarked that it was "a mighty fine buggy". Further inspection at Chez Richards revealed numerous useful bits, so the theory was operating: to wit, take any random selection of items and there are always enough bits to make something else. The whole back axle and wheels flipped over 90 degrees and gave a perfect back end with beautiful trailing arms and the seat had a five point harness eligible for CAMS approval, and it reclined from upright to horizontal. Trust the Italians to make a pram like a race car. The project lacked some bits but serendipity came to the rescue in the form of another abandoned pram, a local Steelcraft with three real Kenda bicycle wheels.

As one ages, the shed is filled with a cornucopia of items which might just become useful for something in the future, and so it proved that these items' time had arrived. A steel framed bed with 20 and 15mm square tubes, and four of those adjustable bedside arms found in hospitals, for the little machines that go "ping". Throw in a few accumulated nuts and bolts and that's just about everything.



Nearly everything in place

An addendum to the theory states that there is a number of different items in any machine in a range of common sizes such that another machine can be made from these components. And so it proved that these pram designers worked with a small range of standard dimensions, so parts were compatible between the Italian Bertini and the local Steelcraft.

All one needs to make a billy cart is a welder and an angle grinder, so, seeing how things were a bit grim outside of home, the dog and I set about creating the Enzo of carts to seize the day.

The Bertini yielded back wheels, axle, trailing arms, seat and front axle. The Steelcraft offered front wheels, front uprights and steering wheel mount. The steering wheel was the only item bought – a 270mm Kart item on eBay for \$47.

One always starts a project with an angle grinder so the 20mm tubes were salvaged from the bed to make a ladder chassis. Assuming that the cart would not exceed 25kph on smooth surfaces, it was decided to invoke the Lotus design principle that states chassis flex would give enough suspension movement. In fact, the chassis had just 4mm of sag loaded with a 35kg "driver", so it exceeded the Lotus standards.

Abandoning the idea of disc brakes, I settled on a spring loaded brake bar transversely across the back of the chassis, having alloy pads bearing on the back tyres, operated by a cable to a brake pedal. After much research in the shed's pile of bits, springs of the correct tension gave an excellent braking action.

The hospital items offered alloy extrusions suitable for seat runners, so the Bertini seat was modified and we got a seat with 230mm of adjustment, accommodating various sizes of geekays as drivers. The seat could now be firmly locked in any position, unlike those new fangled automobiles I've heard about.

The front axle and uprights proved to be a tad tricky but, thanks to the absolutely awesome Bertini alloy extrusions and a section of Dexion shelving, a sufficiently robust item was fabricated to hold the uprights and steering. Not wishing to copy the exceptionally acute angle of the steering column on a kart, it was easier to make a steering operating in the reverse manner to the convention, in that, to turn right, one turns the steering wheel left. I theorised that the geekays, being too young to drive a car, would accept this unconventional steering



The ultimate test

as normal. After consulting with numerous experts on Facebook I was universally accused of blighting the poor children's future ability to drive cars. The Facebookers declared that, after their experiences as youngsters on land yachts, which steer in the reverse manner, their ability to fly their Lear jets was compromised and I should change my steering to conventional. Oh well, one can't ignore the advice on Facebook can one?

So I spent a day and a half reversing the steering. With the you-beaut kart wheel, it had better than Formula 1 steering, to wit, 46 degrees lock to lock for a turning circle of 4.3 metres. Having no need for all that Acklerman nonsense I dispensed with trail and toe since the estimated speed is so low.

However, the wheelbase is 1.12 metres with rear track of 540mm and front track of 660mm, so it should be pretty stable at the estimated speed.

It took just three weeks to fabricate, and weighs 29kg. The only fly in the ointment being that, as I live on the world's largest volcanic plain, slopes on which billy carts operate are rare. So, throwing caution to the wind, I hoisted my 72kg into the seat and attempted forward motion on my driveway proving the brakes are very effective and the chassis is strong. Before things got extra grim outside home, two of the youngest geekays visited to assess the cart for kid-proofness. They behaved like a pair of Ferrari Formula 1 team mates, clawing each other's eyes out to get control of the vehicle, so they both piled on board. Apart from the brake cable getting tangled up in feet, the cart passed the test with flying colours.

The project is now called Feenix since it arose from the remains of other machines like a phoenix and nix because it cost almost nothing. That's Everything.



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