



The Official Newsletter of the
Lotus Car Club of British Columbia



Lotus Car Club of British Columbia

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Meetings: **The First Wednesday of Each Month at 7:30PM**

April 2, 2008 – Wednesday – 7:30PM	May 7, 2008 – Wednesday – 7:30PM	June 4, 2008 – Wednesday – 7:30PM
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The Cam Journal is the official newsletter of the Lotus Car Club of British Columbia. The Cam Journal is published bi-monthly and is supported by membership dues and advertising revenues. All opinions expressed in the Cam Journal are those of the individual authors and does not necessarily reflect the opinions of the Cam Journal staff, the club executives or members of the Lotus Car Club of British Columbia. Others clubs are welcome to use material printed in this newsletter, provided the Cam Journal and the Lotus Car Club of British Columbia is duly credited. All contributions to this newsletter should be submitted to the editor by the published deadlines. The editor reserves the right to edit in whole or in part any and all contributions.

Our new Lotus Car Club of British Columbia website:

<http://www.lccbc.ca/>

(Work in progress by Paul Reid)

The Phil Smart
20th Annual
PACIFIC NORTHWEST HISTORICS

VINTAGE RACES

sponsored by
Edelbrock

benefiting
Children's
Hospital & Regional Medical Center

Sanctioned by
VINTAGE SOVREN RACING

JULY 4-6, 2008
Celebrating the
60th Anniversary of PORSCHE
With Guest Celebrity **Al Unser, Sr.**
Featuring **Vintage NASCAR Grid**

Calendar by Malcolm Muir

MARCH

5	Monthly Meeting 7:30 PM
9	Daylight Savings Time Begins
10	Commonwealth Day (CA)
14-16	FIA Australian Grand Prix F1 Albert Park Melbourne
17	St. Patrick's Day
21	Good Friday
21-23	FIA Malaysian Grand Prix F1 Sepang International Circuit
23	Easter Sunday
24	Easter Monday (Canada)
29-30	Driver Training (Confirmed) Mission Raceways www.sccbc.net
29-30	British Touring Car Championship Brands Hatch

APRIL

2	Monthly Meeting 7:30 PM
4-6	FIA Bahrain Grand Prix F1 Bahrain International Circuit
12-13	British Touring Car Championship Rockingham, Northamptonshire
12-13	CACC Race #1 Mission Raceways
18-20	Defrost Kick-off Vintage Car Races Pacific Raceways, Kent, WA www.sovren.org
25-27	FIA Spanish Grand Prix F1 Circuit de Catalunya, Barcelona

MAY

2	Cam Journal Deadline Submission May-June Issue
3-4	British Touring Car Championship Donington Park
3-10	One Lap of America Challenge www.onelapofamerica.com
7	Monthly Meeting 7:30 PM
11	Mother's Day
9-11	FIA Turkish Grand Prix F1 Istanbul Park
16-18	Knox Mountain Hillclimb Kelowna, BC www.knoxmntnhillclimb.ca
17-18	All British Field Meet Van Dusen Gardens, Vancouver, BC www.westerndriver.com/abfm
17-18	British Touring Car Championship Thruxton
17-18	SOVREN Spring Sprints Pacific Raceways, Kent, WA
19	Colin Chapman's Birthday (1928)
19	Victoria Day (CA)

MAY

22-25	FIA Monaco Grand Prix F1 Circuit de Monaco, Monte Carlo
26	Memorial Day (USA) Circuit de Monaco, Monte Carlo
26	Memorial Day (USA)
31	British Touring Car Championship Croft
31	CACC Race # 2 Mission Raceways

JUNE

1	British Touring Car Championship Croft
1	CACC Race # 2 Mission Raceways
4	Monthly Meeting 7:30 PM
6-8	FIA Canadian Grand Prix Circuit Gilles Villeneuve, Montreal
14	Flag Day (USA)
14-15	SOVREN Maryhill Loops Hillclimb Goldendale, WA
21-22	ICSCC Race # 1 Mission Raceways
22	FIA French Grand Prix F1 Circuit de Nevers Magny-Cours
27	Cam Journal Deadline Submission July-August Issue

JULY

1	Canada Day
2	Monthly Meeting 7:30 PM
4	Independence Day (USA)
4-6	Pacific Northwest Historic Races Pacific Raceways, Kent, WA
6	FIA British Grand Prix F1 Silverstone Circuit
12-13	Portland Historic Races Portland International Raceway
12-13	CACC Race # 3 Mission Raceways
12-13	British Touring Car Championship Snetterton
19-20	Driver Training Mission Raceways
20	FIA German Grand Prix F1 Hockenheimring
26-27	British Touring Car Championship Oulton Park

AUGUST

1-3	FIA Hungarian Grand Prix F1 Hungaroring, Budapest
4	BC Day
6	Monthly Meeting 7:30 PM

Calendar by Malcolm Muir

AUGUST

- 16-17 Historic Motor Races - VRCBC
Mission Raceways
- 16-17 British Touring Car Championship
Oulton Park
- 22-24 FIA European Grand Prix F1
Valencia Street Circuit, Spain
- 29 Cam Journal Deadline Submission
September-October Issue
- 30-31 Columbia River Classic Races
Portland International Raceway
- 30-31 All British Field Meet
Portland International Raceway
www.abfm-pdx.com
- 30-31 ICSCC Double Race Weekend
Mission Raceways
- 30-31 British Touring Car Championship
Silverstone

SEPTEMBER

- 1 Columbia River Classic Races
Portland International Raceway
- 1 Labour Day
- 3 Monthly Meeting 7:30 PM
- 7 All British Picnic
- 5-7 FIA Belgium Grand Prix F1
Circuit de Spa-Francorchamps
Hougan Park, Abbotsford
- 11 Patriot Day (USA)
- 12-14 FIA Italian Grand Prix F1
Autodromo Nazionale Monza
- 20-21 Fall Finale VRC/SOVREN
Pacific Raceways, Kent, WA
- 20-21 CACC Race # 4
Mission Raceways
- 20-21 British Touring Car Championship
Silverstone
- 26-28 FIA Singapore Grand Prix F1
Singapore Street Circuit

OCTOBER

- 1 Monthly Meeting 7:30 PM
- 10-12 FIA Japanese Grand Prix F1
- 11-12 CACC Race # 5
Mission Raceways
Fuji Speedway, Oyama
- 13 Thanksgiving (CA)
- 13 Columbus Day (USA)
- 17-19 FIA Chinese Grand Prix F1
Shanghai International Circuit
- 31 Halloween
- 31 Cam Journal Deadline Submission
November-December Issue
- 31 FIA Brazilian Grand Prix F1
Autodromo Jose Carlos Pace

NOVEMBER

- 2 Daylight Savings Time Ends
- 1-2 FIA Brazilian Grand Prix F1
Autodromo Jose Carlos Pace
- 5 Annual General Meeting 7:30 PM
- 5 Guy Fawkes Day (GB)
- 11 Remembrance Day (CA)
- 11 Veteran's Day (USA)
- 27 Thanksgiving USA

DECEMBER

- TBA Club Christmas Party
- 25 Christmas Day
- 26 Boxing Day



Dave Rush – Europa S2 & Elan M100 – President's Point of View

The big news in the club is that Paul Reid has taken the bull by the horns and is creating a LCCofBC website that will be truly great. Stay tuned , plugged in, wired or whatever the correct expression is.

Ex President Stephan Harper showed up unexpectedly for the January meeting at Kevin's with Aysun, his bride of 5 months. They are living in Turkey and we all wish them the very best.

The cheapest car ever made (in current \$) is being made in India at \$2500 and it gets great fuel economy and is so crude that it will have good longevity. I'm trying to figure out the issues involved when it shows up here in 2023 under the 15 year rule.

I don't know if I'm a control freak or not but I am having a lot of trouble generating patience for a mechanical transportation servant that gives me less control each year. OK, I think that a computer controlled auto-idle is pretty cool but auto-locking doors are simply irritating and then there's that chime to warn us of every impending issue. If I run out of gas, I should be punished by the inconvenience. And then to use as intended, I have to take the transportation servant out into a domain where the other transportation servants have so filled-up the transportation venue that the transportation masters are left to sit inside and wait. I feel that I have little control or freedom driving around the lower mainland.

Now we have so filled the world with so many mechanical internal combustion servants that the world is indeed suffering. I have certainly consumed more than my share and not only has it become frustrating to continue this consumption, but now there is lots of guilt attached.

After many years of trials, I have found that you can do anything you want on a bicycle as long as you wear a helmet. One can go as fast as one wants almost all the time and there is still a very significant element of natural selection, all very similar to a vintage 7 in it's day. I treat Skytrain like a skilift. I race up to it, jump on, it takes me where my energy can't always, I get off and away I race. Your comments are welcome.

Soon the rainy season will be over and we will have to rinse the car after washing it.

-Dave



Here's the Factory. Google Earth is great

Ian Green – Elise 111R – Editor's Expletive – Lotus “Eagle” 2+2

Photos of the still secret, not ready for prime time, new 2+2, codenamed “Eagle”. My question is; 2 plus 2 what? Doesn't look much bigger than the current Elise-Exige. Maybe it's not the “Eagle”. Maybe it's the Series 3 Elise.
<http://jalopnik.com/photogallery/2010LotusEagle/>



Keith Robinson – Elan +2 & Europa – Ice Racing

Here is the site I mentioned at the meeting. Randy Lewis has been to Mission (October last year) and he came to Barnes Lake in January (track #1299). He is a very nice guy and he has a rather unique hobby, his reports are more than just the tracks as you will see. (That's Keith below... Ian.)
<http://www.ranlayracing.com/1299barneslake.htm>



Mike Sattler – Elite & Ducati – Snowy pictures, but words the Editor lost

(Yes, sorry people. Mike sent me the words to go with these two pictures, but my laptop took a dive, I was lucky to find the photos, but words escaped me. Elite is on the cover, Ducati below. Ian.)



Ian Green – How about a TRIFUEL 270bhp Exige?



Before I installed the dash I borrowed a friend's rad pressure checker, and made up fittings so I could check the pressure of the heater core. I pumped it up to about 16 psi and it held. Last thing I wanted to do was to have to remove that dash & crash pad due to a heater leak.

I couldn't find replacement sun visors but figured out how to clean and glue together these split and blown up items.

The door panels had half of the panel clips broken off with the other half of the clips taking chunks of the back panel out with them when they were removed. I repaired these with fiberglass and removed red overspray paint and yellow overspray which was probably 20 years old. I probably put 30 hours into the two panels.

All, of the under dash and tunnel interior panels were originally bonded to vacuum formed plastic which had disintegrated into corn flake size pieces stuck to torn old vinyl. I slowly peeled the vinyl off the remains of the plastic and made paper patterns from the remains. I cut out light weight aluminum and formed it to what I thought was the original shapes, then cut out new vinyl, sheet foam to give contours and bonded the vinyl foam and aluminum together remaking the panels.

The seats required new backs, done by an upholsterer. I used the remains of the old parcel shelf, made a new base, and covered it with vinyl in a similar manner to the interior panels, making cut outs for some new speakers.



I bought carpet sets and after numerous trial fits, took them to an upholster and had them re-contoured because they just didn't fit. I purchased and installed all the mounting buttons. I obtained underlay and used the remains or the original carpet & underlay to cut out new underlay.

Back seats, back side panels, seat belts were all cleaned up. New seat belt mounting hardware was made from tube & custom bolts. I took four stainless steel bolts and re-profiled the heads to match the other four bolts which came out of a junk jar. Seat belt bolts have a really flat profiled head shape so they don't rip up the surrounding upholstery.



In talking about re-working bolts, I cut full threads on close to 20 bolts of different sizes, to match what was required. I just couldn't find full thread bolts readily every time. Also, other than the structural bolts, every fastener I used was stainless. I spent close to \$600.00 on nuts & bolts.

How long should it take to install a rear bumper..? Maybe 20 minutes, 40 minutes, after all it is only two license plate lights and six mounting bolts. The license plate lights had their mounting holes angled 45 degree off from the bumper, so mark out and re-drill new holes. The light's body was bigger than the holes, so file them out. The lights had rubber coated bodies and no ground wires, make new wires, solder them to the bodies, re-profile the body holes for the ground wires. Finally fit the lights. The mounting bolts for the actual bumper did not fit into the square non-rotating holes, dress every bolt down a hair to fit the holes. Finally mount the bumper, eight hours later.

Front bumper took two days to fit and required a couple of cut down spanners to fit into the tiny spaces where the bolts go.

It took a full week of evenings to get the headlight pods in place and working. Nothing fit and I eventually determined that the two pods came from different cars with the holes in different places, so fill, & re-drill. Sounds easy.

The "bonnet" took a couple of days to re-work the original undercover, peeling it off, cutting away the frazzled bits, gluing it back and coating with high temp paint. Fitting the bonnet took almost a full day of messing about to get the gaps straight.

I re-hung both doors, again this took at least a week. There is virtually no space for adjustment. Unless you get it just right, the red back lights scrape the "B" posts, or the front edge of the door scrapes the inside area of the "A" posts, or it doesn't fit at the bottom and scrapes the sill, or doesn't match up with the latches. There is virtue in having a steel car where you can adjust the doors with a 6"-0 long pipe and blocks of wood. Some bastard, some time in this car's life had dragged the drivers door along a concrete floor or something similar.

The quarter window had really deep scratches in the glass. I got some jeweler's rouge and spent close to 20 hours trying to rub the scratches out. I wore the ends of my fingers off first. I've been told if the scratch can be felt with your finger nail, then they are too deep to remove. This is true. I've managed to soften the scratches to the point they are acceptable to me, kind of. One day I will replace the window with a spare I have, but not until I get the car on the road & running properly.

It took only a day to locate mark and drill the holes for the LOTUS letters on the boot lid. Measure and study 2, no 4 times before drilling & use small drill bits progressively drilling bigger until the letters fit. These letters do not have pins which are straight or even the same diameter. Dammed if I know how the factory installed them in a timely manner. I went through two bonnet Lotus badges. The first one had it's treaded studs not parallel.. I thought no problem, just be careful and don't force anything. So I carefully located the original holes, drilled out new ones, wiggled the badge in place, and tightened it down using nylok nuts so I didn't put too much pressure on it. I finished this off one evening, had shut off my radio, the garage was quiet and I was just getting out of my coveralls. I hear this crackle popping noise and thought "what was that". Out of the corner of my eye I could seem something strange about the badge I just installed. Closer look, and I realized a piece of the enamel had popped out, right above where the most crooked of the two studs was. Shite...! I determined that when I tightened up the nuts, even though it was very loose, the simple process of the nut trying to be straight, bent the stud and popped the enamel. I purchased a replacement (they are expensive) and when it arrived, it was as bad as the original. This one is installed with tiny rubber O-rings under the nuts, and tapered washers. How can something this simple be so difficult..?

In and amongst everything else, I was constantly fiddling with little things. I pulled part the original master brake cylinder's low level sensor by prying the rivets out and then rebuilt this, I refurbished the horn assembly, cleaned and repaired the sun visors (they had split along the edges), sanded and varnished the gear knob, pulled the driver's door hinge all apart and installed new bushes (it took me a couple of hours with a dremel to grind away auto body putty & paint in order to figure out what held the hinge assembly in place), cleaned this and that. Near the end of the project a local +2S came up for sale, and I am pretty sure I missed it only by a few hours.

This car eventually had to be broken up for parts because it was too far gone. The fellow who bought it gave me a good number of horrid looking but to me very valuable parts, one of which I'll tell you about a bit later. One of these freebees was the original windscreen water bottle and it's motor/pump. I took this apart, cleaned it and after reassembly it worked. Just one more item checked off the "need to sort out list".

In the boxes of parts I found a plastic shopping bag with one distributor all in pieces and another other one seized tight. I used an old Lucas manual to figure out where the bits went and rebuilt the distributor (which was in pieces) giving it a new gear and bushes.

The car came with four Stromberg carbs, all looking like crap. I took two which looked like the best of the lot and stripped them all apart, laying the pieces out carefully on shop cloths, and taking pictures before and after. I found one of the carbs had been dropped some time and had a crack in it's casting, so, I stole bits from one of the other bodies. Even after soaking the carbs in a degreaser, they still had varnish and aluminum oxidation in spots. I sanded and scraped them back. The needles screws disintegrated and the needles came out in pieces. I bought a carb manual, new needles & seats, float valves, full gasket sets and rebuilt them. I tried to scavenge needle screws from the other carbs, but they were different so I had them remade (I couldn't find where you could buy new ones). I took the radiator to Diamond Rad & had it re-cored, upping the capacity by about 35%.



Photos; Bryan Wicks

As I write this piece it's now late February here in Melbourne, the sun's definitely lowering its daily arc and the temperature today is only going to get to 23C. Of course this is still epic Lotus weather and I wake daily in a slight state of distress because my beloved little Seven isn't here with me to share the experience. Actually it's all tucked up in a warm garage in Coquitlam; with a little encouragement and mild fettling in mid-April I should be a-wheel again shortly after my return – can't wait for that moment.

Moderns on the road here in Oz are quite a bit different in availability and numbers to those in BC. Here there are lots of Citroens and Alfas, Peugeots are numerous, Porsches not nearly as ubiquitous as at home, but Maseratis and Ferraris are quite visible. Saw my first Audi R8 and feverishly followed it in the traffic on my bike – sounded sexy and was a bit smaller than I imagined, nice. We rented a little Nissan Micra for a road trip to Adelaide; outbound was westward along the Great Ocean Road, which is pretty enough – but they don't do mountains here. And then we took superb cross-country highways to get back, all across dry and hot farming country. It's absolutely amazing how well these little moderns go: economical, nippy enough for decent overtaking, pretty good steering, really excellent brakes and you can seemingly tip them into pretty much any corner at decent speeds and they just go round as if on rails.

Traveling across Australia at speed is always a bit of a heart-in-the-mouth experience due to the distinct possibility of large lumps of gristle and bone (kangaroos/wallabies) leaping out into the road from the shade of the roadside eucalyptus. There are lots of mangled animal road-kill bodies on the verges to attest to the frequency of collisions. You would never, ever get me to ride a motorbike here outside of the urban areas: one small leap for roo-kind and believe me it'd do a lot more than make your eyes water!

By contrast we have just got back from 6 days in NZ where we drove a Nissan Sunny auto that was a few years old; the difference was amazing – it was sluggish up the hills and got all under-steery under duress. It's really most encouraging how design standards have improved so rapidly over the last few years.

They really do have God's roads over there in the Land of the Long White Cloud: firstly they're empty and with constant-radius fully cambered bends and magnificent scenery. Truly fabulous motoring!! So speeding along in NZ was a breeze as they have little roadside wildlife in comparison to Oz, and knowing that one's renter damage deposit was safe was an especially good feeling.

I did go to the museum of Transportation in Auckland on my last day – pleasant but nothing earth-shatteringly exciting for me except the Short Solent and Sunderland flying boats; these are massive and deep, with amazing amounts of room to wander about inside; china crockery and full-length clip-on beds complete the picture of elegant flying. Wretched Air Canada could learn a thing or two from a visit! Oh and I also found there the splendid McLaren Traction Engine pictured; it's in Auckland so it just must be related.

Back in Oz I went to a motor museum that I'd heard about right here in the city in Melbourne and which was nicely housed in an old restored brick warehouse. It turned out to be a private collection that was big on Mercedes and Rollers – nice but not exactly my thing. Exhibits that caught my eye: lotsa Gullwings (boy they're heavy and are relatively low powered, I'd forgotten), a M-B 180 Evolution Cosworth (understated and quite fetching actually), a 288 GTO Ferrari (relatively rare as they only made 272 of them) and several of the '90s Le Mans-era big racing Jags. But the 2 pièces-des-resistances for me were: 1) a 1958 Porsche 718 RSK, light on it's feet and absolutely delightful, and 2) a 1956 550/1500RS Spyder (the chassis # after James Dean's if that's your thing); good visit.

On Australia day in late January I cycled to the Botanic Gardens where there was a display of 500 vintage cars; there was lots of old British saloon stuff and lumpen American sedans, not particularly interesting to me as not much of it was of a sporting nature, but a big show indeed for the punters. And sadly there was not a single Lotus in sight. But I did find a wonderfully restored little Scammell 3-wheeled truck which took me right back to my days growing up in England, as we lived quite close to the factory and I'd see them all the time; these are quite rare nowadays, absolutely delightful.

I contacted the Lotus club of Victoria and upon calling was picked up by their Communications Officer to go to their first meeting of the year. It turned out to be at a member's large house in St Kilda, near here, and as we walked in it was apparent that LCV is a big deal.

Firstly there were about 60 people in attendance with even a few enthusiastic women in the crowd - and this is Australia we're talking about here! Next and as we walked in, outside in the shaded courtyard were a TVR Chimaera (yellow brute), an old Elan on trestles and a Mk 1 Elise (I had forgotten how simple and delightful these are - just holes for intakes/ extracts where needed, no dummy grilles, simple Stack instruments, bare aluminum interior, skinny wheels, delightful and dainty).

There was a garage-full of cars on display; it turns out the host for the evening owns a workshop in Melbourne where he apparently restores all kinds of vintage cars, and has promised me a visit. He apparently owns an absolutely immaculate polished aluminum Mk 1 Seven with a Climax engine, one of only 15 originally so manufactured - and lots of other stuff as you will see. So in his garage for display for the evening were....

1. Late Caterham Superlight, tiny screen, carbon-fibre wings etc, looks the biz. They ran a 'What does it weigh?' contest by putting it on the scales at the end of the evening, and it came out at 533 kg (1170 lbs) – the winner was spot-on. By contrast my Series 3 Seven's book weight is 545 kg (1,200 lbs) and the host's Mk 1 weighs 470 kg (1040 lbs). Adding lightness these days seems to be an expensive struggle!



2. Customer's Elan with Twin-cam and on an accident-bent original chassis, no body, up on trestles. And for contrast its Spyder replacement chassis alongside. Interesting that the host and his customer had chosen the Spyder chassis in place of a factory replacement one. The latter's pretty similar to the original as that is mostly formed and welded sheet steel, but is now galvanized. Sounds good, but apparently the problem with these is that galvanizing deforms at the welds and the chassis can be out of true when received! This surely negates the whole replacement process doesn't it? So they chose the Spyder chassis which is black powder-coated and has lots of improvements in terms of metal thickness and closure of rust-traps; and most interestingly the outriggers are now manufactured as open beams made from triangulated welded tubular sections instead of sheet steel. It looked terrific and the updates would certainly appeal; it also costs 200 quid less than the factory chassis. This clearly is an entirely practical and sensible restoration choice, and would only be unacceptable to the totally anal purist.



3. '70s Formula Atlantic Ralt RT4.



As for the meeting itself, it was held in the garage: introduction of new members and guests, descriptions of upcoming events - hill climb, sprint and racing stuff. Clearly they have a range of options with regard to events and venues for competition, I'm extremely envious. They also do a Sunday morning Lotus run every month; there are some beautiful places to visit and great roads to get there all around Melbourne. It's noticeable how vintage and specialized old cars are much more visible here in Oz than at home; lucky people.

Other stuff....Met a nice chap on the next street who runs a Mk 1 Europa that he's fitted with a tuned 1600 Crossflow as an everyday car and says it runs like a train, no probs at all. In his garage he had a Renault Alpine 110 in pieces that he was starting to rebuild. He said that he'd helped his buddy rebuild one and now his own would be a piece of cake – yeah riiiiight!

David Cohen has been in NZ also, but away on a Bentley rally for 3 weeks. His 3 1/2 litre rebuild still is a bit of a bit in his restorer's workshop here - after at least a year of waiting! I still haven't been out to see it yet but he's promised to take me out there before he leaves. When you move in his circles a chum of his in NZ offered him a spare 4 1/2 litre Bentley to use in the rally when he heard that DC's car wouldn't be ready to bring over! Must be nice.



Upcoming on the 16th of March is the (season-opening) Melbourne Grand Prix at Albert Park, which is just a couple of kms from our flat here. I renewed my familiarity with the circuit a couple of weeks ago by cycling round it (three years ago my brother and I put my sister's Volvo Station Wagon on pole after a wee thrash around the circuit!). The circuit runs clockwise round the Lake and is located inside a big public park. It's not stellar, being completely flat, and apart from the first corner and the next couple of twisties around the old stadium near the start it all gets relatively samey around the back, just a series of somewhat similar mid-speed lefts and rights. The race deficits the city around \$35m per year to stage and Bernie has issued the city fathers an ultimatum to run a night race (hello Al Gore) after 2010 or lose it to a motoring hotbed like Russia. I think they'll tell him to go and play where the traffic's heavy!!

I almost certainly won't be attending unless Lewis Hamilton offers me a free ticket to watch from his personal suite; I've heard that it can turn into a typical low-life Aussie drunk-fest in the stands: Ferrari hats and McLaren flags are not for me I'm afraid.

And finally...much more to my taste is the upcoming Philip Island Historic Races coming up on the weekend before the Grand prix. At the LCV meeting I heard that there were already 350 entries confirmed and that cars were coming from the US, GB, NZ, and here of course. Many have been racing at Dunedin Speed Week and other venues in NZ for the past few weeks. Mark Donahue's Sunoco Porsche 912 will be there so that'll be great to see, and there should be lots of antipodean monsters by all accounts. Brother-in-law and I are going down on the Friday for practice and staying over for Saturday's racing (off to see the penguins on Sunday as we'll have our ladies present). The circuit itself is really interesting by all accounts, lots of good and varied corners and altitude changes; should be a great weekend, can't wait.

That's all from yr humble correspondent in Oz for this visit; I'll be back home in mid-April and may have a Mini Cooper S to drive up from San Diego if my lady-friend's California purchase works out. I'll see you all at the May LCCBC meeting.



Sevenly,
David Ellis.

Photos: David Ellis



Paul Reid – Exige S – Rinspeed sQuba Elise ?

<http://www.rinspeed.com/pages/cars/cars-e.htm>



Sadik Dobra – Elite S1 & Elan S4 – New Police Car



James Armstrong – Elan +2 – What would Colin do?

The cover story of the October 07 issue of Classic and Sports Car celebrated the 50-year anniversary of the Lotus 7. Above the cover shot of a Series 2 model, they posed the question “Best Ever Sports Car? – Why the Seven is still the king of thrills after 50-years”.

While the never-say-die design is deserving of all the adulation the Brits pour on it, it was a small snippet of car club news in this mag that got me thinking.

Why don't we Canadian car club members have a federation of clubs to lobby for our interests politically? In 1988, British car clubs came together to form the Federation of British Historic Vehicle Clubs. The Federation draws on over 250-thousand members for input. Its Chairman is a retired corporate lawyer who lobbies actively in Brussels and Westminster.

From its website, www.fbhvc.co.uk “The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.”

The FBHVC focuses on identifying “consultations,” the initial step of bringing in or changing legislation when the government is inviting comments and suggestions from interested parties. According to Classic and Sports Car, ...”we (the FBHVC) have generally found government departments willing to consider alternative views. We often see the result of our work appearing in regulations – sometimes proposals are quietly dropped (perhaps to reappear in another guise), while others progress slowly through further stages of consultation before anything happens.”

In 2007, Westminster proposed a regulation requiring drivers of historic commercial vehicles (over 25-years old) to submit their on-road times as official “drivers’ hours.” At the Federation’s request, this regulation was scrapped. Another battle is ongoing over a change to the Road Safety Act of 2006 that would create a new offense of owning a vehicle that does not comply with insurance requirements.

In Canada, a concern for us and other car clubs should be considered changes to the law allowing foreign vehicles over 15-years old exemption from Canadian Motor Vehicle Safety Standards. An ICBC report is being used across the country to make the case against RHD vehicles. In September ‘07 ICBC published statistics indicating that RHD vehicles are driven on average 223-days from purchase before being in an accident versus 705-days for its LHD counterpart. Do those numbers mean the crash occurred because a RHD vehicle was involved, or is their another interpretation? More information would be nice. ICBC says approximately 200-RHD vehicles come into BC monthly. Transport Canada says over 16-thousand are brought in annually nationwide totally over 73-thousand vehicles as of 2006.

Ottawa bureaucrats are assessing the level of risk posed by 15-year old RHDs and the benefits of amending the regulations. From their website, “This will be an on-going effort since the importation environment is dynamic and changing, with diverse stakeholders expressing their views to the Department on a continual basis. The department will therefore monitor the issue until such time that it is satisfied that the level of risk is acceptable and stable or that regulatory change should be proposed.”

Colin Chapman sold his 7s as a kit to keep them cheaper. He would want the LCCBC to express its views defending the 15-year rule. Were he alive today, I can easily envision him meandering through the ABFM politely pushing the assembled to express themselves politically to uphold their right to enjoy historic vehicles.

Jim Blair – Europa S1 – 46/0363 Update

Electrical work has been going well. The wiring harness (not stock) has been run through the cabin, and all colors assigned and labeled. We are also updating a detailed diagram as we complete the circuits.

All new connectors, wire, and switches have been purchased, including the heavy-duty battery cutoff switch, and the push-button ignition. All electrical parts are as high quality as I could find (the connectors even have built-in heat shrink), and hopefully will provide a long drama-free life.

I've built a pair of relay panels using 1/8" aluminum. They each hold four relays, mounted in sockets for easy replacement, all grounded to the panels with riv-nuts. It's pretty neat, the relay sockets slide together to create any size grouping.

The fusebox panel is done, and the fuse layout is currently being incorporated into the schematic.

Two bussbars are also installed, and can be seen to the right of the fusebox in the photo.



I also found a Smiths volt meter for the Toyota conversion. Apparently, the 4AGE can't use an amp meter.

My wife Jane and I have been working on the seats, practicing our upholstery skills using cheap tan vinyl, and our results are starting to improve (the vinyl is not pulled tight in the photos, so it still looks pretty wrinkly). We will buy the white vinyl in the next couple of weeks, so the seats should be finished by the next Cam Journal. I'm going to pay someone else to do the carpets, dash, and headliner though.

The front suspension is finished, and the rear is getting closer. The U-Joints have been removed, and once I clean and paint the disassembled parts, the entire rear suspension will be delivered to the machine shop. They will turn the stub axles to fit the new bearings, make me new inner spacers, and assemble the whole works.

I picked up some used low-mileage tires for the break-in period. They will be replaced after I sort out the car's bugs. They've been installed on the wheels, and look pretty nice.

What else....new headlight gaskets, rear brake springs, U-Joints, trunnion kits.....

Jim Blair – Europa S1 – 46/0363 Update

Heater box has been rebuilt. Looks new, or perhaps better than new. Removed the ID plate to paint, riveted it back in afterwards. In my opinion, those details makes all the difference. And it doesn't really take much extra time. Sandblasted, Final Wiped, POR15 on the inside, etching primer followed by flat black Super Enamel on the outside. Next up will be re-cores for both the heater and radiator.



The only things left for the heating system are the core and the dash vent/nozzle things. The cardboard originals are ruined, so I'm thinking of scratch building new ones from plexiglass or aluminum. (Even if I can find new replacements, if they are cardboard, I really don't want them.)

Confirmed my order for the aluminum gas tank. Hopefully that will be ready in the summer.

Next week, we split the transaxle. It appears to have been already opened before I got it, so we are just going to do an inspection, and hopefully all will be well.

Jim
46/0363

Photos: Jim Blair





Mike Boyle – Esprit V8 & Europa TC – St. George's Day

I am attaching an entry form for the St. George's Day car show in Fort Langley. Unlike the VanDusen meet, there is no featured marque, although a single entrant will be selected as a featured car.

<http://www3.telus.net/lambmc/>

Speaking of VanDusen, I see that Alvis is a featured marque this year. I'm thinking of getting some Alvis regalia to rebadge the Merkur as an Alvis Impersonator. Mike.



Langley Area Mostly British, in conjunction with the Fort Langley Business Improvement Association, is pleased to announce its 3rd annual St. George's Day British Car Show.

Date: Sunday, April 20, 2008

Location: Fort Langley Community Hall, Glover Road, Fort Langley, BC

Time: 10 AM to 4 PM

Cars parked from 8:45 to 9:45 AM. All cars to be in position by 9:45 AM.

Cost: \$10.00 per vehicle. Please fill in one form per vehicle entered.

Open to all British vehicles. Vehicles will be both at the front and side areas of the building.

Entry capped at 60 vehicles.

Goody bags, dash plaques. Draw prizes throughout the day.

Registrations received before March 31, 2008 will have their vehicle put in a draw to be "featured" front and centre of the site.

Further information email lambmc@telus.net or call Kathy @ 604-532-1220

Registration Form (Please print)

Name: _____
Co-owner/Guest: _____
Address: _____ City: _____
Province: _____ Postal code: _____
Phone number: _____ email: _____

Vehicle Year: _____ Make: _____ Model: _____

Entries will be acknowledged by email where possible.

Please make cheques payable to: L.A.M.B. Motoring Club

I specifically release and indemnify the organizers, supporting sponsors, and Langley Area Mostly British Motoring Club, collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this event, the St. George's Car Show 2008. I also waive the right of myself or my survivors to sue. I have read and agree to this release.

Print name: _____ Signature: _____ Date: _____

Send registration to: Registrar, St George's Day
26663 32 Avenue,
Aldergrove, BC V4W 3G1

Malcolm Muir – Ford Cortina GT – Tech Tips

Motorhead Classic: Local entrepreneur has special oil developed for older cars
Saturday, December 15, 2007

By Skip Peterson

Got zinc? Most motor oils today don't have enough if you're driving a classic car. Classic-car owners have become increasingly frustrated with engine problems, mostly related to the failure of camshafts after a rebuild. It's been a hot topic over the past few years by everyone with an engine built before 1973.

Thanks to local entrepreneur and classic car fanatic Sam Nicolosi, those problems can be solved. Just change your oil to Motorhead Classic.

"It's really simple. Oil companies have reduced the zinc and phosphorous content in their oils because they had to. Both chemicals impact catalytic converters, and the car companies aren't going to fix the converters. They need oil with lower amounts of zinc. Plus, new engines don't need the zinc; they don't use flat tappets," Nicolosi said.

Nicolosi, 63, of Dayton, saw the need for a specific oil for older cars. "I have lots of old cars. I quit counting at 20. They're mostly orphans — Nash, Packard, Studebaker, DeSoto. The new oils just don't lubricate the cam and cylinder walls well.

"I started talking with my partner, engine builder Russell 'Rusty' Bachman, and we started searching for something to use with more zinc and phosphorous. Shell Rotella worked OK for a while, since diesel engines don't have catalytic converters.

"Then came the announcement that in 2007 catalytic converters would be required for diesels, and we found that the zinc level in Rotella was reduced," he said.

That led the entrepreneurial side of Nicolosi to kick in. "No one was making high-zinc oil, so we found a refinery who would make the oil for us, with the right amounts of zinc and phosphorous. We formulated it like the old oils with .125 percent zinc and phosphorous. Most oils today with an API-SM label have an average of .087 percent zinc and phosphorous, just not enough to create the coating on the cam lobes to protect the metal and reduce the wear," Nicolosi said.

Motorhead Classic currently comes in one viscosity, 15w40, and is only available in gallon jugs.

"We determined that viscosity will work for just about any older car and the minimum zinc/phosphorous level is guaranteed at .125 percent. Most batches test higher," he said.

Since introducing the oil in September, Nicolosi has already sold more than 4,000 gallons of the oil.

"It's not going gangbusters, but it's going pretty good. We're talking about a 20w50 version, too," he said.

The oil sells for \$14.50 per gallon, or \$3.62 per quart. Current similar conventional motor oils, like Valvoline 10w40, sell for \$2.88 per quart.

The oil, which is not to be used in a vehicle with a catalytic converter, can be purchased at Nicolosi's shop at 1901 E. Fifth St., by e-mailing think-zinc@motorheadoil.com or by calling (937) 254-2673

Read this story and others like it at DaytonDailyNews.com/Wheels.



[Home](#) [General Information](#) [Travel Info](#) [Rules](#) [Schedule](#) [Entry Form](#)

2008 VANCOUVER ALL BRITISH FIELD MEET

The 23rd Anniversary celebration of the Vancouver All British Field Meet (ABFM), dubbed "The Greatest Show on British Wheels," will take place **Friday May 16 to Saturday May 17, 2008**, Victoria Day Weekend. This annual celebration of the British motorcar and motorbike is the largest of its kind in Western Canada, with more than 5,000 attendees and close to 600 cars and motorbikes displayed in 56 classes at the beautiful VanDusen Garden.

The magnificent garden setting, brass band music, piper, concessions, swap meet and vendor booths all complement the wonderful display of British cars and bikes to make this a very special event for enthusiasts and those merely looking for a walk down memory lane.

If you own a British car or motorbike, click on the [2008 Entry Form](#) and register today. If you are not entering a car and would like to attend the event, simply pay at the gate on Saturday May 18, 2008.

Special Draws

- 1) 1) Win a Return Trip for 2 to Britain via ZOOM Airlines (choice of Glasgow, Manchester, London or Cardiff). 2 trips for 2 will be drawn. One for car entrants and one for the public.
- 2) Win a set of tires (open to all).
- 3) Win a new Jaguar for a Weekend (open to all).
- 4) Win a Return Trip for 2 to Victoria via Harbour Air Seaplanes (open to all).
- 5) Win a Weekend for 2 at the Abercorn Inn (car entrants only).
- 6) Pub Nite Entrants' Draw: \$200
- 7) Entrants' Voting Draw: \$100
- 8) Three early-bird entrants' cash draws: February 1-\$150; March 15-\$100; April 15-\$50.

Awards

Vehicles and Bikes in any condition, including restoration projects, modified and race cars, are encouraged to be part of this annual event. The Vancouver ABFM is not a concours event, but recognition is given to owners who have done a fine job of maintaining or restoring their car(s). Awards recognize all levels of interest in the hobby as follows:

ABFM Class Awards

Entrants vote for class awards: First-, second- and third-place award plaques in 56 classes.

ABFM Sponsors' Awards

Entrants vote for the following sponsors' awards: Most Elegant Car, Neatest Little Car, and Entrant's Choice Overall.

2008 ABFM Classes

CLASS 01 Aston Martin-Post War
CLASS 02 Austin-Healey 100
CLASS 03 Austin-Healey 100-6, 3000 (side curtains)
CLASS 04 Austin-Healey 3000 (roll-up windows)
CLASS 05 Austin-Healey Sprite
CLASS 06 Jaguar XK120, 140, 150
CLASS 07 Jaguar XKE
CLASS 08 Jaguar Mk 1, 2, 240, 340, 3.4S, 3.8S, 420
CLASS 09 Jaguar XJ6, XJ12, XJ8, XJR
CLASS 10 Jaguar XJS
CLASS 11 Jaguar XK8, XKR, S-, X-, F-Type
CLASS 12 Lotus (Open)
CLASS 13 Lotus (Closed)
CLASS 14 MG T-Series
CLASS 15 MGA
CLASS 16 MGB/C Roadster pre-'75 (2008 Featured Marque)
CLASS 17 MGB/C Roadster-'75+ (2008 Featured Marque)
CLASS 18 MGB/C GT (2008 Featured Marque)
CLASS 19 MG Midget
CLASS 20 Mini, Early (sliding windows)
CLASS 21 Mini, Late (wind-up windows)
CLASS 22 Longwheel Minis, Mokes
CLASS 23 New MINI

CLASS 24 Morgan 4/4
CLASS 25 Morgan Plus 4
CLASS 26 Morgan Plus 8
CLASS 27 Rolls-Royce/Bentley-Post War
CLASS 28 Triumph 2, 3
CLASS 29 Triumph 4, 5, 250
CLASS 30 Triumph 6
CLASS 31 Triumph 7
CLASS 32 Triumph 8
CLASS 33 Triumph GT6, Spitfire
CLASS 34 Rover
CLASS 35 Post War Touring '60s+
CLASS 36 Post War Touring '50s+
CLASS 37 Pre War Touring
CLASS 38 Pre War Sports, GTs
CLASS 39 Post War Sports, GTs '50s
CLASS 40 Post War Sports, GTs '60s
CLASS 41 TVR
CLASS 42 Jensen
CLASS 43 Metropolitan
CLASS 44 Sunbeam Tiger
CLASS 45 Rootes Group
CLASS 46 BMC Farina
CLASS 47 Land Rover Series 1, 2, 3, & Defender CLASS 48 Range Rover, Discovery, Freelander, LR2, LR3
CLASS 49 Race Cars
CLASS 50 Modified Cars
CLASS 51 English Ford
CLASS 52 Austin 7
CLASS 53 Alvis (2008 Featured Marque)
CLASS 54 Jaguar Mk V, VII, VIII, IX, X
CLASS 55 New Lotus Elise, Exige
CLASS 56 Motorcycles

Sell – Swap – Fancy

Greg Soderling Memorial Sales Items

All proceeds to the Soderling Family; all items open to offers

1985 All British Field Meet Driving Cap, White with “ABFM Salutes Lotus” Logo

Book: Secrets of the Show Cars, Michael Bruce & Associates, ISBN: 0-933534-15-9

Book: Alfa Romeo 1750/200 Fuel Injection Instruction & Maintenance Manual (Slim line)

Book: Tuning Twin Cam Fords by David Vizard, ISBN: 0-85113-007-0

Book: Theory & Practice of Cylinder Head Modification by David Vizard, ISBN: 0-85113-066-6

Book: The Lotus Élan & Europa: A Collector's Guide by John Bolster, ISBN 0-900549-48-3

Book: Lotus Seven 1957-1980, Brooklands Books, ISBN 0-907073-13-1

Book: Petersen's Complete Book of Vega

Book: Petersen's Basic Chassis, Suspension & Brakes

Book: Project X1/9; the Complete Guide to Racing Preparation of the Fiat X1/9 by Fiat Motors North America, Inc.

Book: Lotus Élan (S1 & S2) Workshop Manual, Photocopy

Book: Track Plans for Sectional Track by Linn Westcott (Model Railroading)
Second Edition 1956 & 1960

**Please contact Malcolm Muir for these items at 604-467-6560 (eves & weekends)
or e-mail malcolmjmuir@hotmail.com**

Sell – Swap – Fancy

The wife said clean up the garage, so I need to move a few things. More ads next issue!

Cortina 1600E, canceled project. I have all of the parts specific to convert a 1968-1970 Cortina 4-door GT (or deluxe) to a 1600E. New badges, mirrors, underhood stickers, good used Raydot auxiliary lamps. Original trim parts, fixed quarter windows, reclining seats, inertia seat belts, 5 Rostyle wheels (chrome centers, painted rims), with trim centres and wood cappings (2 sets), will need restoration. Dashboard wood insert partially restored in Rosewood (also have original), gauges included. Will include registration papers and chassis plate, \$1,000.00 OBO, Malcolm Muir 604-467-6560 evenings

Three-spoke polished Aluminium steering wheel, Tourist Trophy part # 489-070, riveted wood rim, Formuling France mount pattern, hub included (Ford/Elan+2 spline). \$150.00 firm,
See Moss Motors link for details, type 'D' in photo
<http://www.mossmotors.com/Shop/ViewProducts.aspx?PlateIndexID=34823>
Malcolm Muir 604-467-6560 evenings

Ford 1600 crossflow engine, 681F, long block complete. Shadbolt re-ground camshaft, rally/mid-range torque. 1,000 miles on rebuild; some piston to valve contact (0.030" pockets in pistons from exhaust valves); pistons are 3.192" (81.077 mm) OD, engine is partially stripped down. New Ford +0.030" pistons and rings included, \$400.00 firm, Malcolm Muir 604-467-6560 evenings

Ford 2.3 L OHC Engine complete, approximately 120,000 km, was running when pulled from car. \$300.00 firm, Malcolm Muir 604-467-6560 evenings

Two SU carburetors, type HS6 (1-3/4" Bore, external float bowl), disassembled and complete; suitable for rebuilding, \$75.00 each OBO, Malcolm Muir 604-467-6560 evenings

Two SU carburetors, type HIF6 (1-3/4" Bore, integral float bowl), complete; may need re-jetting for Lotus, \$125.00 each OBO. Will include Haynes SU Owners Workshop Manual by Don Peers (ISBN 0 85696 299 6) when carbs purchased as a pair, Malcolm Muir 604-467-6560 evenings

Three SU carburetors, type HIF6 (1-3/4" Bore, integral float bowl), disassembled and may not be complete; suitable for spares for above, \$40.00 each OBO, Malcolm Muir 604-467-6560 evenings

Two K&N Air Filters, Suitable for SU and Stromberg carburetors, new, unused, part # SD35-319, 5-3/4" OD X 3-1/4" Tall, \$50.00 each, See photo, Malcolm Muir 604-467-6560 evenings

Two K&N Cone Filters Suitable for SU and Stromberg carburetors, new, unused, part # 56-9327, 5-3/4" OD tapers to 3-1/2" X 2" Tall, \$50.00 each, See photo Malcolm Muir 604-467-6560 evenings



Lotus Car Club of British Columbia

Membership Application / Renewal Form

Application Type: Please check one.	New: \$40.00	Renewal: \$35.00
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Name:	
Address:	
City:	
Province / State:	
Country:	
Postal Code:	
Spouse / Partner:	
Res. Telephone:	
Cell. Telephone:	
Bus. Telephone:	
Email:	
Website:	

Vehicle #1:	
Year:	
Colour:	
VIN:	
Modifications:	

Vehicle #2:	
Year:	
Colour:	
VIN:	
Modifications:	

Interests:	
Skills:	

Signed:		Please complete this form, and mail with your cheque payable to: Lotus Car Club of British Columbia PO Box 44425, Westside RPO, Vancouver, BC, V6S 2C5
Date:		