

WELCOME

This month we are once more paying tribute to one of the greats of Rallying. On 22 July 2022 Paddy Hopkirk MBE died at the grand old age of 89. Paddy was not just a great Rally Driver he also excelled in many motorsport disciplines – Circuit and Road Racing, Autotests and Long Distance Motoring Marathons. But he is best known for winning the 1964 Monte Carlo Rally in a Mini Cooper 'S'. Our condolences go to his family and many friends around the world at this very sad time. Following on from the passing of Willy Cave earlier this year, it feels as if all the Rally greats of that era have now gone. In this edition we will share some of our memories of Paddy's connection to the Scottish Start of the Monte.

You will also be able to read the next instalment of the Lotus Farina Project and an article from James Barratt on how to rebuild lever arm shock absorbers.

I know that many of you are looking forward to the Glasgow to Edinburgh Classic Car Run. Due to a clash with another event, we have had to change the date to 25 September 2022. More information about this later. We are also making plans for the Cote de Tay which will be in late October. Over the next couple of months we will be looking into the feasibility of running Monte Heritage Runs to coincide with the 2023 London Start.

If you have an interesting project that you would like to share with the other readers, just get in touch at the email address below.

Douglas Anderson dglanderson1@yahoo.co.uk





arina

In keeping with the competition theme of the Lotus Farina the interior has a strong sporting look. Although the Mk11 body shell has been used, the Mk1 dashboard has been chosen. As well as being lighter, it is less cluttered and it lends itself to the addition of circular dials for the speedo and rev counter. The Mk1 speedo has been replaced with a new binnacle to house Smiths instruments. A slightly smaller steering wheel is also used – a 14in red leather Lotus steering wheel as used in Lotus sports racing cars of the era. The seats are buckets in Mini Cooper trim.



Next time we will look at some subtle changes to the bodywork and the best choice of wheels for a Lotus Farina.

Lever Arm Refurbishment



James Barratt

On the theme of maintaining the originality of our cars I decided to have a go at refurbishing the badly worn rear lever arms on my 1963 Midget rather than change to telescopics.

Last year all four dampers were removed, flushed and reassembled with a new kit of gaskets, oil and seals from our own Malcolm Le Chevalier of Chevalier Classics. This really improved the car but was only a temporary fix for the worn and leaking rear dampers which soon emptied themselves and lost effectiveness. A pair of eBay units were swapped in but I was keen to restore the originals which had been with the car

since Abingdon. This is how I went about it.

The dampers were removed from the car, cleaned and drained of oil. The valve body and the top cover were also removed. With the damper drained significant play could be felt in the shaft. This meant the felt seal would have had a very hard time keeping the oil in which in turn allowed the shaft to run dry, further accelerating wear.



The shaft needed to be pressed out. To access it the plug needed to be removed. This was a press fit with the body swaged over behind it so required some Dremel and pry bar action



The back of the shaft could now be accessed. The damper was set up carefully on the press and the shaft pressed out. Care was taken to support the casting to prevent it distorting. I made sure to note the orientation of lever arm relative to the crank inside the body.





With the shaft removed the remains of the felt seal could be pried out and the crank / piston assembly removed. The pistons are handed, one with a rubber seal, so again the orientation was noted. The bores and piston pins were checked and found to be free of wear which was good news. To restore the damper body I mounted it onto the faceplate of my Myford lathe and clocked in on the seal bore. The main bores were too badly worn to be sure of the original position.



A tight fit. I bored the housing to accept Acetal bushes. Phosphor bronze or brass would probably have worked just as well. I also rebored the front to accept an SKF shaft seal (25X40X7 CRW1 R) to replace the felt.



After carefully cleaning, reassembly was pretty simple. I used Motul 20W motorcycle fork oil.



To finish the dampers off I fitted adjustable valve bodies from Suspensions Supplies Limited www.suspensionsupplies.co.uk. They have 16 settings and I found them to be a straight swap. They are adjustable on the car with an 8mm spanner with setting 8 feeling very close to the standard valve and fully wound in locking the damper entirely. Set half way between the two is working well for me. Apparently the design of the valves is closer to that found in modern race dampers and is a big improvement over the original design. These, combined with the rebuilt bodies, has massively improved the handling of the car with the rear feeling much more predicable over less than perfect road surfaces and was well worth the time and effort.



"Automobile Club de Monaco are pleased to announce that online registration for the 25^e Rallye Monte-Carlo Historique, as well as the supplementary regulations, will be available from 1 September 2022 on our website <u>https://acm.mc/en/edition/25e-rallye-monte-carlo-historique</u> For this new edition, the Historic Monte Carlo Rally will start in Bad Homburg, London, Oslo, Reims and Turin."



Plans are well underway for the London Start. There is a great deal of interest from prospective competitors wishing to Start from London. Details in the next newsletter.

Paddy Hopkirk MBE 1933 - 2022

We were all very sad to hear of the passing of Paddy Hopkirk, one of the greats of the rallying world. Many words have been written about him in the media but we would like to share some of our memories of the time Paddy came to Glasgow to the Start of the Rallye Monte Carlo Historique.



2014 was the 50th anniversary of Paddy Hopkirk's famous victory on the 1964 Monte Carlo Rallye in a Mini Cooper 'S'. We invited Paddy to come to Glasgow to flag off the cars from the Start Ramp at Paisley Abbey and to be our guest speaker at the pre-Rallye dinner in the Monte Carlo Room of the Blythswood Square Hotel. Paddy said that he would love to come but did not think he could make it because he had been invited to Monaco for the gala dinner where he was to be the guest of honour. We were disappointed but understood his predicament. A short time later we received another email from Paddy to say that he could in fact manage to fit in the Glasgow Start. Such was the character of the man – he did not want to let us down and he pulled out all the stops to be in Glasgow for the pre-rallye dinner and Start.

The dinner was a great success. He shared the top table with another great of the rallying world, Rosemary Smith, who had been our guest for the press launch in November. He brought along some slides to illustrate his after dinner speech. The first was of a scantily clad young lady on the back of a motorcycle. He asked the audience what they noticed about the photo – you can imagine some of the comments. Paddy pointed out that the significant thing was that she was not wearing a crash helmet! The place erupted. This set the tone for the rest of the speech which was humorous and entertaining. It was a real privilege to be in the presence of such a man. He was known for his warmth and generosity and his willingness to share his experiences with fellow enthusiasts. He will be greatly missed.



Paddy was also well known for his charity work and he was awarded the MBE in the 2016 New Years Honours List. At the dinner Paddy Hopkirk signed a copy of the 2014 Rallye Monte Carlo Historique poster which was then auctioned. The proceeds went to one of his charities, SKIDZ, which worked with young people aged 13 -16 who were at risk of exclusion. The project delivered vocational skills in motor mechanics and offered a route into employment.



We hope to honour Paddy in an appropriate way at the 2023 London Start of the Rallye Monte Carlo Historique.

More Sad News

We were also very sorry to hear the news that Nuala Dowie, ERDC club member, died last week. We first got to know Nuala when she entered the Monte Heritage Runs. She did the Heritage Run from Glasgow to Dumfries in 2018 and in 2019 she took part in the run from John O' Groats with co-driver David Batchelor and was thrilled by the experience, despite the overnight snow.



Nuala was a very enthusiastic and supportive ERDC club member. She entered many of our club events, most recently Des Cols D'Ecosse in March this year and she sent us this lovely photograph of her immaculate Triumph taken on the Bealach na Bah on the way back home the day after the finish at Applecross.



Well known as a Triumph enthusiast her cars were meticulously restored and maintained and she had an encyclopaedic knowledge of the history of the marques and the famous drivers who rallied them. In 2020 Nuala entered the Rallye Monte Carlo Classique with co-driver Alek Kristenic.



Nuala had planned to enter the 2023 Rallye Monte Carlo Historique but this was not to be. We would like to send our most sincere condolences at this sad time to her family and many friends in the motoring world. She will be sadly missed. **ERDC EVENTS 2022**





CHANGE OF DATE FOR

GLASGOW TO EDINBURGH RUN



Craig McGibbon is busy with the preparations for the forthcoming Glasgow to Edinburgh Classic Car Run on **25 September 2022**. The Start will be in Glasgow with the opportunity to join the run in Stirling and Perth before going on to the finish in Edinburgh. The regulations and entry form are available from Craig <u>cnh.mcgibbon@gmail.com</u> and on the ERDC tab of the <u>www.monte.scot</u> website.





Regulations and Entry Form will be available next month for this event which will be in October 2022. Starting and finishing in Crieff.