



CLUB ELITE

(Affiliate of Club Elite of Great Britain)

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Dear Member,

On September 1st, Barbara and I head for the homeland of Elites for five weeks. We are closing up completely here for September and the first part of October, so there will be no reply to any letters or phone calls during that time. Of course, we will try to answer the accumulated mail when we come back, but it will make it easier for us if you would hold all enquiries and items of interest until late October. We can be reached -315, Welford Road, Northampton, England, if something urgent should come up.

The Newsletter will be carried on in the competent hands of Dr. Richard and Judy Buckingham in September, and Barbara and Geoffrey Griffiths in October. Needless to say, Barbara and I are really looking forward to receiving the newsletters rather than sending them out. On our return we hope to have some articles of interest from our meeting with the English Club Members, especially a meeting with Michael and Sue Taverner (organizer of the English Club). We plan to attend a race meeting with them where several Elites will be entered. Also, we will of course be heading up to Norwich to see the new Lotus factory and then over to Coventry to check out Climax. I will be working for a short while at Cosworth Engineering and hope while I am there to be able to corner Mike Costin (who is credited with much of the suspension and chassis design of the Elite) and ask him a few questions to be passed on to you later. So, if the big bird flies instead of swims we will be full of 'interesting' (boring?) stories for future newsletter we hope.

This month's cover is a copy of the design mentioned in last month's news letter which was chosen at the Pocono meet. Geoffrey Griffith had the badge design professionally printed for us as shown and we have sent this on to Lotus to get their approval as we are using their emblem. With approval, we will then reprint the design in color as it would appear on the metal car badge and submit it for final approval of the members.

We have not received Bob and Shirley Green's report on their San Francisco to Pocono to Boston to San Francisco trip yet and we continue to look forward to that, but Truett and Jill Lawson sent us their statistics from Aurora, Minn. to the East Coast and back home by way of Pocono. This is on the next page.

" Here are a few statistics that proved interesting to me. We drove 4398 miles and spent \$42.38 for gas. We averaged 40.6 m.p.g. on the trip, about 38 for the half of the trip with the luggage rack on and about 43 for the half with it off.

I took a compression test when I got home and it was 185 on all four. By the way, my engine is for sale at \$1,000.00, or at least that is the way I felt about it when I got home."

Membership is up to 92 now and we have 167 Elites registered in the U.S. We plan to run an ad. or two in R & T soon to reach a few more people with Elites hopefully and bring us over the 100 mark and also as mentioned last month we will advertize for other front engine Lotus owners to join as come November Harold Lance and Geoffrey Griffiths will start these articles regarding some of the older Lotus models.

We do not have any cars or parts for sale or wanted this month. However, we have been contacted by two men who do sketches, paintings and drawings of cars, and they have requested that we mention them in our newsletter. Therefore we are passing on their names and addresses to you. Mr. Jim Goodman of Ellington, Conn, sent us this month a useful code to Elite brake parts information. He compiled it from our interchangeable parts list and sent us enough ready to use copies for all the members. This makes life so easy for Barbara and me. Many thanks.

Sincerely,

Barbara and Bill Hutton.

Mr. Jeff Parr - 133 Old Dover Road, Blackheath, London S.E. 3.

Extract Mr. Parr's letter -

" My name is Jeff Parr and I am a fine artist. I do paintings and drawings of people's cars or favourite cars (car portraits if you like. Recently I completed 36 paintings for a permanent exhibition at Madame Tussauds in Amsterdam. The average size of these paintings is over 10 ft. in height). Each one is strategically arranged in a large room simulating a labyrinth of exploding pages for the public to explore. My materials are oil on canvas, acrylic on best quality white art paper, pen and ink, pencil or chalk on paper. Please send a self addressed envelope and I shall be glad to send to you specimens of my work and a price list.

Mr. Herbert Meister - P.O. Box 5213, Lexington, Kentucky 40505.

All sketches are done on a 11 x 14 inch board ready for framing.

The media is pen and ink; pen/ink/watercolor; pencil and watercolor.

Prices are Pen and Ink \$8.00 Pen/Ink/Watercolor \$10.00

Pencil and Watercolor \$10.00.

FROM THE MEMBERS

This month Barbara rummaged through many of the letters we have received from Club Members over the past year and compiled a number of comments which you may find interesting.

MICHAEL TAVERNER - 10 Woodlands Avenue, Rayleigh, Essex. (Organizer of Club Elite of Great Britain). From CEGB newsletter June 1972 -

"A couple of months ago we told the story about the oil recommended by ZF for their gear-boxes, which you will remember was a little different from that of Lotus and the Workshop Manual. Just recently, I have been doing some work to my own car, and one of the things I decided to do was to change the oil in the gearbox. I have always used Castrol Grand Prix which is a 50 SAE and have never had any problems. However, I have now used a Castrol Light Gear Oil 80 SAE and find the difference quite remarkable. Admittedly, I am still running the engine in, so have not used the full performance but the box is much quieter and that vibration that the gear lever always seemed to have has disappeared. The same has recently been confirmed by another member, so it would seem that if you haven't put the SAE 80, then you ought to do so. Incidentally, it doesn't seem to make the gear change any heavier even when cold."

NOEL CHANDLER, Miami, Florida. confirms that 80 (or 90 weight in a very hot climate) definitely makes for a quieter ZF gearbox.

WAYNE REED, Linton, Indiana. informs us that the Devcon Corp of Denvers, Mass. 01923, makes "plastic" aluminum product which was used successfully in patching a small hole in his block.

Also, Wayne recommends a product called "Simicrome" sold by motor cycle dealers for cleaning face shields. This is good for small scratches in the side windows. I can add that "Brasso" metal polish is effective on small scratches too. The LOTUS WEST Newsletter "Stresscracks" mentioned that "Polysand" or "Polyglass" for plexiglass aircraft windshields is very good on deep scratches. Purchase at aircraft parts store.

TRUETT LAWSON, Aurora, Minn.

A friend of Truett's in California, Mr. Phil Abel, who has raced an Elite says that when necessary the engine cooling can be helped by cutting 5 or 6 holes about 2½" diameter in the fiberglass panel directly behind the radiator. This allows air to flow freely through the bottom of the radiator, especially for racing or speed events.

LT. ROBERT BRAKEY- Selma, Alabama

verifies that Paul C. Sullivan, 4311 Sunset, Los Angeles, 29, Calif (who advertizes in Road and Track) does good work on Elite gages, as he had the water temperature capulary tube repaired by them.

CHARLES A. SMITH, Altadena, California

"A tip to pass for any body repairs" in hot weather. In hot weather the resin wants to set up too fast, also you would like the stuff you paint on the damaged area to get tacky (start to set up) before you impregnate your fiberglass cloth patch and stick it on. The resin in the pot also has much more volume per surface area than the stuff you paint on the car which adds to the stuff in the pot holding in the heat which accelerates the set up even more. Anyhow, what you can do is put crushed or chopped ice in a container (I use a small plastic paint bucket) and mix the resin in a small container inside (I use a large wax cardboard Yoghurt container). You must avoid plastic containers because the resin attacks some plastics and then what a mess you will have! I've used this method several times (especially is the recent ^{hot} weather) and it works well and doesn't seem to affect the quality of the finished job. It also avoids the frustration and expense of seeing that a pint of resin has just set up in your bucket with the brush in it and the job not finished.

Another tip - when I removed my rear bumper for paint, I had a heck of a time because the inserts turned in the bumper and were hard to hold with a wrench. So while the bumper was off, I silver soldered the inserts to the bumpers bracket (being careful not to allow any silver solder to flow onto the threads)

My Elite came with several cracks below the rear windows and at the leading edge of the trunk lid, apparently caused by interference when opening the trunk all the way. I brazed a small length of rod to each hinge with the idea of limiting the trunk lid travel upwards and eliminating further cracking due to interference.

Charles Smith sent us an example of a "Molly" fastener for hollow doors he uses in re-attaching the trim work to his doors. They come in several sizes but a size 4-XS is closer to the standard English fixture which are called "Rawl" nuts size 2BA. These "Molly fasteners or their equivalent can be bought at most hardware stores.

WAYNE CLARE - Zumbro Falls, Minn.

"Out of necessity I have found a replacement part that may be of interest to the Club. The bearings of my radiator cooling fan were getting very loose and I knew it couldn't be fixed or replaced with original equipment very easily so I turned to a local junk yard and found a heater fan motor that looked small enough in outside diameter to be useable. It was out of a late model Rambler American. It spun the wrong way and was a little too large for the original mounting bracket. I changed the air flow direction by twisting the fan blades the opposite direction, then aligned them by trial and error for balance. Maybe the motor could be reversed by switching some wires internally.

To mount it, I enlarged the hole in the original bracket so the new motor would fit inside it (between the two pieces of the case, just like the original to give proper clearance to the radiator) I used the low speed wire (seems quite adequate, probably equal to original speed and saves amps), and hooked the ground right to the mounting bolt. Total Cost \$5.00.

WAYNE CLARE, Zumbro Falls, Minn.

Suggests "Autoworld" 703, N. Keyser Avenue, Scranton, Pa. 18508 for large Monza gas tank caps \$16.95.

WARREN W. ROCHE, Topanga, California.

Addresses and telephone numbers of companies Mr. Roche has dealt with favorably in regard to servicing his Elite.

Valve and Engine balance working - Hydro Head, 311 West Arbor Vipaee, Englewood, Calif.

General Mechanics - John Elsinger, Telephone (213) 392-2645, specializing in Elan Twin Cams.

Fiberglass Work - Seff Porras, 2015 Spruce Street, Santa Ana, Calif. (714) 549-1789.

Shock Absorber Work - Jack McCafferty, 2806 West Burbank Blvd. Burbank California (213) 845-8525. Rebuilds shock absorbers for half of price of new shocks.

Muffler and exhaust pipes - Magestic Mufflers, Melrose Blvd, (213) 931-2554 2554.

General Mechanics - Frank Moneise (213) 795-8741 Specializing in swapping Ford engines for the Climax in Elites.

CONTINUED LIST OF PUBLICATIONS CONTAINING LOTUS ELITE ARTICLES

No.	Name of Article	Name of Publication	Author	Date	Page Nos.	Description
55	Shapes That Worked	R & T	Thompson	June 72	124	The Test of Time
56	Fall, Autoshow	R & T	-	Jan 58	31	London Auto Show Car Description
57	Lotus Elite/Elan/Coupe	Car (E)	-	Jan 66	40 - 47	Comparison Test
58	Be Gone Dull Care	S C I	-	Oct 60	87	Advertisement
59	-	C & D	-	Sept 61	-	Photo racing Elite and Morgan in the rain
60	Best of the Rest - Great Britain	S C G	-	June 60	-	Photo and specs.
61	Lotus the First Ten Years	Book	Ian H. Smith	1958	-	
62	Lotus the Story of the Marque	Book	Smith	1961	-	Revised Edition
63	The Story of Lotus - 1947 - 1960 - Birth of a Legend	Book	Smith	1970	127-135	Latest Revised Edition - Elite history
64	Racing and Sports - Car Chassis and Design	Book	Costin and Phipps	1961	15 & 42-45	Monocoque chassis design

65 Maintaining the Breed - Lotus Elite Southern Calif Sportsman Ortenburger Summer 4 1970

Club Member and Stress Cracks Editor, Dennis Ortenburger, describes the Lotus Elite to California Readers. Photographic example is Alex Bollinger's pristine Elite. If interested, copies can be obtained from Dennis at 5207 San Feliciano Drive, Woodland Hills, California 91365

PART	ALTERNATE APPLICATION	PART NUMBER
FRONT BRAKE PADS Late Series I and All Series II with Iron Calipers Racing Calipers Early Series I with Alloy Calipers		Girling 64 325420 Girling 64 325971 Girling GBB 49221
REAR BRAKE PADS Series II with Iron Calipers Series I with Alloy Calipers		Girling 64 325418 Girling GBB 49232 superceded by Girling 64 325973
HAND BRAKE PADS Series II (square) Series I (round)		Girling 64 932005 Girling GBB 49238
FRONT BRAKE DISK Series I and II		Girling GB 48711 Lotus E 4005
REAR BRAKE DISK Series I and II		Girling GB 49135 Lotus E 4038
BRAKE LINE HOSE Series I Front and Series II Front & Rear		Girling 3700625
BRAKE LINE HOSE Series I Rear		Girling 3700631 superceded by Girling 64 047389

PART	ALTERNATE APPLICATION	PART NUMBER
REAR BRAKE PISTON		Girling 64 325873
FRONT BRAKE REBUILD KIT		Girling SP 2505-2
REAR BRAKE REBUILD KIT		Girling SP 2515-1
BRAKE MASTER CYLINDER REBUILD KIT		Girling SP 2102 or Girling SP 1990 most often Girling SP 1967
POWER ASSIST BRAKE REBUILD KIT	Volvo P1800 Sunbeam MK IV	Girling SP 2230