



CLUB ELITE

(Affiliate of Club Elite of Great Britain)

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Dear Member,

The draft for this newsletter was made originally in April when Bill and Barbara first broached the subject of someone subbing for a month. Some of the original content has already been passed on to Bill and appeared in the July and August publications. It is amazing how hard it is to find additional material! It also makes quite clear the vast effort and enthusiasm expended by the Huttons since the inception of Club Elite. I hope they enjoy their holidays!

#1543      The meet at Pocono was a most enjoyable affair despite the fact that I was Elite-less. As reported previously I had last minute clutch problems. However, I would not have been aware of this until we were halfway to Pocono if I had not had to remove the engine and gearbox to repair a water leak at the back of the block. The adapter plate between engine and gearbox also seals a rectangular water outlet on the block. A fibre gasket is used at this point and a week or so before July 4th it failed and water poured forth. Removing the radiator pressure cap enabled me to get the car home without undue overheating. A can of 'Bars Leaks' didn't cure the problem so with great reluctance the engine/gearbox assembly was removed.

The leakage problem appeared to have been caused by erosion of the steel adapter plate behind the gasket. Possibly an electrolytic reaction between the aluminum block and steel plate. To avoid repetition of this failure a new solid gasket was made rather than using the cut out Climax type.

Having replaced the adapter plate and flywheel, inspection of the clutch disc showed the lining worn nearly to the rivet heads. Since this discovery was made late on Saturday afternoon there was no hope of finding a disc and the project was reluctantly shelved until after Pocono.

At Pocono there had been much discussion regarding the best way of replacing the engine/gearbox. On all previous occasions I had put them back as a unit. The consensus was in favor of separate assembly and I decided to try it this time. As far as I am concerned they were right and it was slightly easier than the unit approach. A word of warning though -- it is absolutely essential to centre the clutch disc accurately before attempting to align the engine and gearbox. The slightest error would destroy the advantage gained in connecting the gearbox out-put splines. To ensure accurate alignment of the clutch I use an old MGA 1500 gearbox input shaft. These shafts have a gear at the inboard end which usually wears or chips but this does not affect the clutch spline. A shaft with damaged gear seems to sell for 'a dollar or two' at most junk yards and is worth every penny.

#1543

Our car is a 1963 Series II LHD and very original as far as equipment and trim is concerned. Certain things have been changed and the details are given below:

#### Radiator Fan:

This has been provided with a manual override control since the 'Otter' thermostat frequently seems to change its mind as to the temperature at which it intends to operate. The modification takes the form of a simple push pull switch fitted on the dash in place of the choke control. A wire is connected to the insulated terminal on the thermostat switch, run neatly along the existing cable harness in the engine bay and taken to one side of the new switch.

The other side of the switch goes to ground. Pull the switch and you by-pass the thermostat causing the fan to operate. I used a rheostat switch since it was the nearest thing to hand but the ability to vary the speed seems to be of little value. The choke control was moved to a small fabricated bracket mounted on the handbrake support under the left hand edge of the dash. If you have a centre handbrake so much the better, it leaves more room for choke cable installation under the dash. When mounted in this position the cable moves through a smoother arc and is noticeably easier to operate although this comment would probably not apply to RHD cars. Suitable switch - Lucas number 31434.

#### Windscreen Washer:

The original washer was a rather puny affair and virtually inaccessible to my size 10's. It was removed forthwith and a Lucas electric 'Screenjet' installed. Make sure you use the 'old-fashioned' glass bottle type since the plastic one melts due to proximity of the exhaust manifold (Stage II).

Alternatively the assembly can be mounted on the right hand side of the compartment and pipe runs changed. To avoid upsetting the symmetry of the dashboard, no further holes were drilled, instead a combined wiper/washer switch (Aston Martin DB4) was installed. This switch has identical connections to the original Elite switch, uses the same knob but has an extra spring loaded switch, mounted piggyback to operate the 'Screenjet'. Installation is relatively easy. An additional wire is required from fuse unit to washer switch and from other side of washer switch to washer motor. Washer motor '+' must be grounded. Don't forget to disconnect the battery when you are working on the electrics. Lucas part numbers required are as follows:

Wiper/Washer Switch - 39214 or 39362 (Expensive!)  
Screenjet Components: Carrier - 295061  
Bottle - 295058  
Motor/Pump - 78466

Existing tubing can be used or if in need of replacement use Lucas 295229 (5 ft. of tube).  
'T' piece 295091.

Suitable replacement washer nozzles Lucas 54711657.  
Not as ugly as originals!

One final word on the electrics. The wire marked 'G' on the diagram in the shop manual but not connected to anything (near the stop lamp switch in the diagram) actually appears in the trunk near the fuel filler and provides a feed for an electric fuel pump should you be inclined to fit one. I use a Bendix (Silver Cap).

#1543 Barbara adds a few comments on the subject of 'Elite' ownership since EB1543 was bought for her in the first place. She recalls...

Nearly drowning at Watkins Glen while waiting for me in a raging thunderstorm. The windows aren't really all that weatherproof are they?

Having to fend off a burly policeman who wanted to push the car in the wrong place. He didn't understand it's fragility and furthermore considered it unreasonable (and unlikely) that Barbara should fix the stalled car in the middle of a five way intersection in the centre of Wellesley Hills. Tightening the fuel inlet to the rear carb cured the problem and left the law shaking his head in disbelief.

And the fact that when we first bought the car there was just the two of us and a Shetland Sheep Dog. In those days Barbara drove the car frequently. Now, if she drives anything exotic, it has to be the Aceca since the children are still small enough to enjoy sitting in the luggage area behind the seats. She complains of the heavy handling of the Aceca compared to the smoothness and delicacy of the Elite.

#### Mystery Corner:

During my stay in California (1959-63) my job brought me into contact with Western Distributors who were then the Southern California Lotus Importers. At some point, probably 1961, they had a vast overstock of Elites (say 80) and decided that application of a vinyl roof covering would be a valuable aid to selling the cars. Such a covering was installed on at least a dozen cars, possibly more. The fabric was applied in three sections and seams run from front to rear window following the arc of the door opening. It was not unattractive but no one at the Pocono meet had seen or heard of a car with this finish.

Does anyone have an Elite with vinyl roof covering?

#1186

Don Plettenberg submitted the following 'Stop Press' addition...

When I first purchased my Elite there was a rumble somewhere in the rear suspension that I noticed when riding on rough roads. The sound was similar to the sound made by a loose object in the trunk.

I replaced both the rubber balls and the half shaft U-joints. This helped some but the rumble was still there. I then noticed that the two roller bearings below the hub seemed to be worn. These bearings were only on the Series I models and are located where the trailing arm meets the hub. I replaced these bearings and the ride improved 100%. The rumble was gone, vibration was decreased and the straight line stability was markedly improved.

So, if you own a Series I Elite that has a rumble in the rear suspension, don't overlook these bearings.

The enclosed questionnaire was composed by Don Plettenberg and Bill Hutton. Please complete and return it to Clarksville so that Bill can analyze the response with a view to making sure the Club achieves the goals of its membership.

Geoffrey Griffiths

1. What was your reason for joining Club Elite?

- meet other Elite owners
- learn more about the car
- parts information
- other \_\_\_\_\_

2. Would you be interested in purchasing

- car badge
- jacket patch
- Lotus Elite jewelry
- other \_\_\_\_\_

3. Is the present format of the newsletter satisfactory?

- yes
- no

4. Could you write an article for the newsletter?

- yes
- no

5. Would you be interested in attending social events associated with the club?

- yes
- no

How far could you travel to attend? \_\_\_\_\_ miles

6. Are there any features which the club does not have at present that you would like to have?

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7. Would you purchase any hard to locate parts for your Elite from the club if the club was able to contract someone to produce them?

If so please list any of those parts which you would want below:

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8. Do you have any spares or extra parts that you would be willing to sell or trade? If so please list below the parts that you have, that you need, and the prices that you are asking.

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Address: \_\_\_\_\_

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