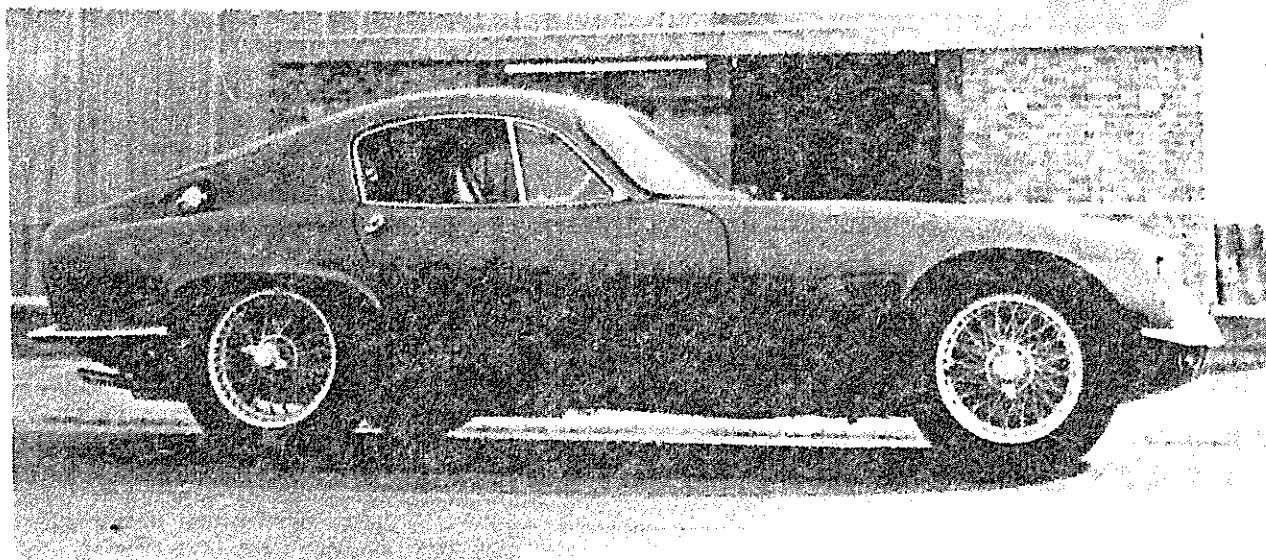


JUNE
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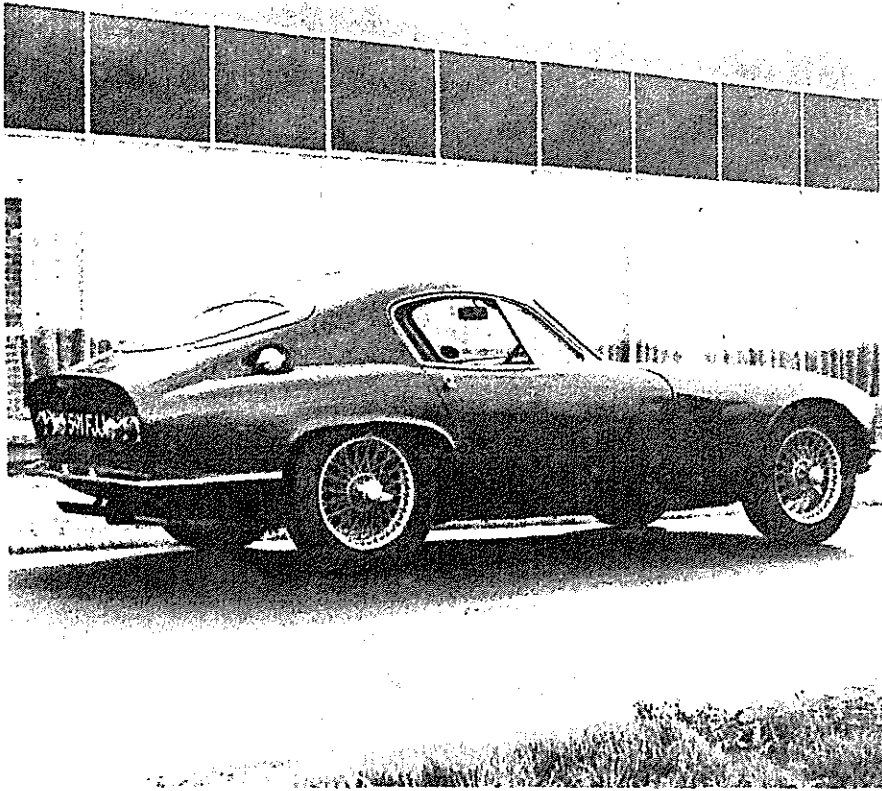
Vol 3, No 3-4
June-July 1973

LOTUS



959 LOTUS Mark 14 Elite 1.2-litre special

Jim:
Look forward to meeting you Sat.
Still looking for your dues too!
Take care, Bill



A special body on a Lotus Elite executed by Sq.-Ldr. Bates, R.A.F.

Lotus profile No. 1

THE ELITE

Introduced at the 1957 Motor Show, the Lotus Elite has earned a very special place in the hearts of all enthusiasts for pure styling. This car was then, and still is, outstandingly beautiful.

The first cars were delivered to customers in late 1958 and immediately set new standards of handling in road-going vehicles. The suspension was directly related to the successful Lotus II but the body was a new concept in vehicle design as it was of monocoque glassfibre construction so carefully "zone stressed" that the chassis as we knew it in those days was eliminated. Small metal plates were bonded into the body for suspension and engine mount location, so producing a lightweight vehicle with outstanding acceleration from its 1216 cc 75 bhp engine. This engine, the first road-going adaptation of the famous Coventry Climax FWE "fire pump" engine was prone to vibration periods which only careful clutch balancing could eliminate. Due to the lack of a

chassis with its associated sound-deadening effects, the Elite was always a noisy car despite many customers' later adoption of heavy felt and under bonnet padding. Much of this noise was caused by exhaust reverberation and could be cured by rehanging the system using modern exhaust suspension methods. The first 280 bodies were manufactured by Maximar Limited, then with the introduction of the Series II with its modified rear wishbone pick-up replacing radius arms, Bristol Aircraft Plastics Division took over body supply with a contract for a further 1000 units. In 1960 the "Special Equipment" was added to the range with 83 bhp, twin S.U. carburettors, Pirelli Cinturato tyres, Z.F. gearbox, and a two-tone body treatment. Then in 1961 the "Super 95" was added to the range, 95 denoting the power output. This car had a long-range tank, high lift cam engine and to eliminate engine balance problems, a diaphragm clutch. Brake servo was also a standard fitment.

About nine cars were eventually made to an even higher specification and called "Super 100" models. Some spurious "Super 95's" somehow appeared on the market, but the genuine article always has steel timing gears in place of the fibre units on the other FWE engines. A red rocker cover does not therefore denote a Super 95!

During the successful run of this famous car it was almost unbeaten in its class with perhaps the three most outstanding being "Dadio", belonging to Les Leston, "Lovi", belonging to Graham Warner, and the frequent Le Mans class winner belonging to Messrs. Wagstaff and Chambers. These are still on the road and perhaps now that the Elite has been admitted into "Marque Car Races" they will soon reappear to repeat their old successes.

986 cars were built and delivered during the run of the Elite, the last being registered in 1964 although production ceased in mid-1963 to make way for the Elan. In the intervening years some parts have ceased to be readily available although almost anything can be obtained as and when batch orders are placed on the manufacturers. At present there is considerable difficulty in obtaining the following:

Interior Trim.

Side Windows.

Radiators.

Air Intake Surrounds and Bumpers.

Z.F. gearboxes are still readily available at £60 retail and it is quite easy to convert an Elite from the earlier M.G. "A" box for an extra £25. Over a year ago Coventry Climax merged with Jaguar (B.M.H.) but all spares are still available from Lotus. Racing Preparations of Wembley, Middx. can also supply racing equipment and parts for the engines.

Workshop manuals are held in stock at Lotus and much technical experience and advice can be obtained from the Service Department. Full mechanical and service facilities exist at Hethel including a very comprehensive spares stock and new body units. All moulds for body repair sections are available for the smaller accident repairs, although it is better for a garage to return body repair work to the factory to ensure correct fitment of glass, doors, etc. Many long-established dealers also carry very comprehensive Elite parts stocks, especially Ashmore Bros. of West Bromwich who recently built a complete car from their spares department and shipped it to the United States for an enthusiast.

A Lotus twin-cam engine conversion will soon be available through Lotus Components Limited.

G.A.

It is now some 15 years since the Elite was revealed to an admiring public. It is still arguably the most beautiful car in the world. But under the beautiful outer skin lay many faults. Not the least of these was the car's perverse and to many owners almost inherent unreliability.

By Chris Goffey

THE LOTUS ELITE must be the most beautiful two-seater *gran turismo* coupé ever built. Whatever one's feelings about the mechanical side of the car — its fragility, noise vibration and unreliability — none can question the perfection of line and proportion of its design.

The car was dreamed up by Colin Chapman in his transitory stage between becoming the founder and chief cook and bottlewasher of a tiny factory which made and raced specials, and the tycoon head of the Lotus empire.

Star of the 1957 Earls Court Motor Show, the car appeared, perhaps prophetically, without radiator, prop shaft and other odd items. Peter Kirwan-Taylor, John Frayling and Frank Costin had spent long months with Chapman preparing a full scale model, working out the methods of construction in its unique glass fibre form, and preparing the first prototype.

It was not to be until March 1958 that the car first turned a wheel under its own power. At Brands Hatch it put in a private practice session, and as Peter Garnier, then Sports Editor of *Autocar* recorded in "The Sport", it "beat the existing closed car lap record which stands to Tommy Sopwith's Jaguar 3.4 at 70 secs, 53.77 mph."

The Elite marked a milestone for British light sports car designs. Powered by a specially modified Coventry Climax overhead camshaft engine of 1,216 c.c., the FVE, the Elite was fitted with four-wheel disc brakes, and advanced all independent suspension, broadly based on the existing formula 2 cars of the day.

But the main innovation of the car was the use of a polyester and epoxy resin construction in glass fibre for the hull of the car. Consisting of three major chassis mouldings, the hull relied totally on the glass fibre for its exceptional strength and rigidity.

Metal was introduced in only three places during construction, a hoop round the windscreen rail, extending down to the sides of the doors to provide jacking points, a front suspension frame, and a cross tie in front of the radiator to take the electric fan.

A limited number were assembled in 1958 and went to "selected" customers who in the main took them straight on the track. Ian Walker shone at once, and at the start of the 1959 season about 10 Elites were racing regularly.

The car was at the London Motor Show again in '58 when enthusiasts were able to get rather closer to it. Ronald Barker commented in the *Autocar* Show Review, "The more we see them the more beetly the Porsches become. Look how sadly they compare with the Lotus Elite next door."

In 1959 the Elite appeared at Le Mans for the first time, in the hands of Lumsden and Riley. It finished eighth overall and first in the 1,500 c.c. class.

By 1960 Elites were dominating club racing, and the famous duo of Les Leston and Graham Warner were thrilling the crowds with their duels in DAD10 and LOV 1 respectively.

In 1960 we received our first Elite for Road Test, and tried the car in both single and twin carburettor forms. A 0-60 time of 11.1 seconds



for the twin carburettor car with a maximum best speed of 119 mph was outstanding performance by any standards. When one considered the engine capacity of just 1,216 c.c., it was staggering. The *Autocar* testers of the day criticized the car for noise inside the passenger compartment, especially noise transmitted from the rear suspension, but on the roadholding side commented, "the road manners of the Elite come as near to those of a racing car as the ordinary motorist would ever experience. The controllability and safety in handling are as high as in any car ever tested by this journal. It is not a cheap car. If it could be refined in one or two respects it would broaden its appeal, particularly to mature motorists."

One of these refinements would undoubtedly have been to try and eliminate the vibration period at 4,500 rpm suffered by almost all the cars. *Autocar* testers said at the time that they felt it could be cured by tuning the engine mounts, but in fact experience proved that only meticulous balancing of the clutch and flywheel assembly could do more than help the problem.

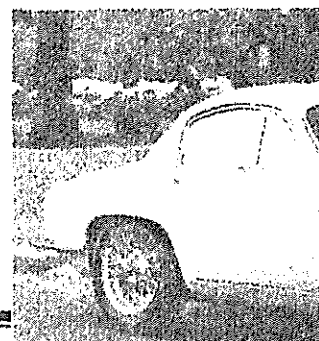
It was in 1960, at the London Show once again, that the Series Two and Special Equipment models were introduced. The S2 featured improved rear suspension, with the introduction of a reversed wishbone strut acting as a more positive radius arm on the hub carrier, controlling and eliminating toe-in of the rear wheels. The SE with twin carburettors and a four branch manifold produced 83 bhp. A standard Elite then cost £1,949 with a heater £30 extra, washers £3.10, Stage 111 tune £368 and close ratio gears £60.

Chapman commented much later, "The Elite was really a road-going racing car and used

(Above) The author's own Elite, a Series 2 car fitted with non-standard flared wheel arches and smaller diameter wider wheels. (Right) Cockpit layout and design was superb, and only the pull-out handbrake was poorly placed. The instrument cluster is an object lesson to modern designers.

Engine layout was generally good, with most items being readily accessible. The car shown here is fitted with a single SU carburettor, but twin SU's were a stage 2 option, and the more highly tuned versions were fitted with twin Webers.

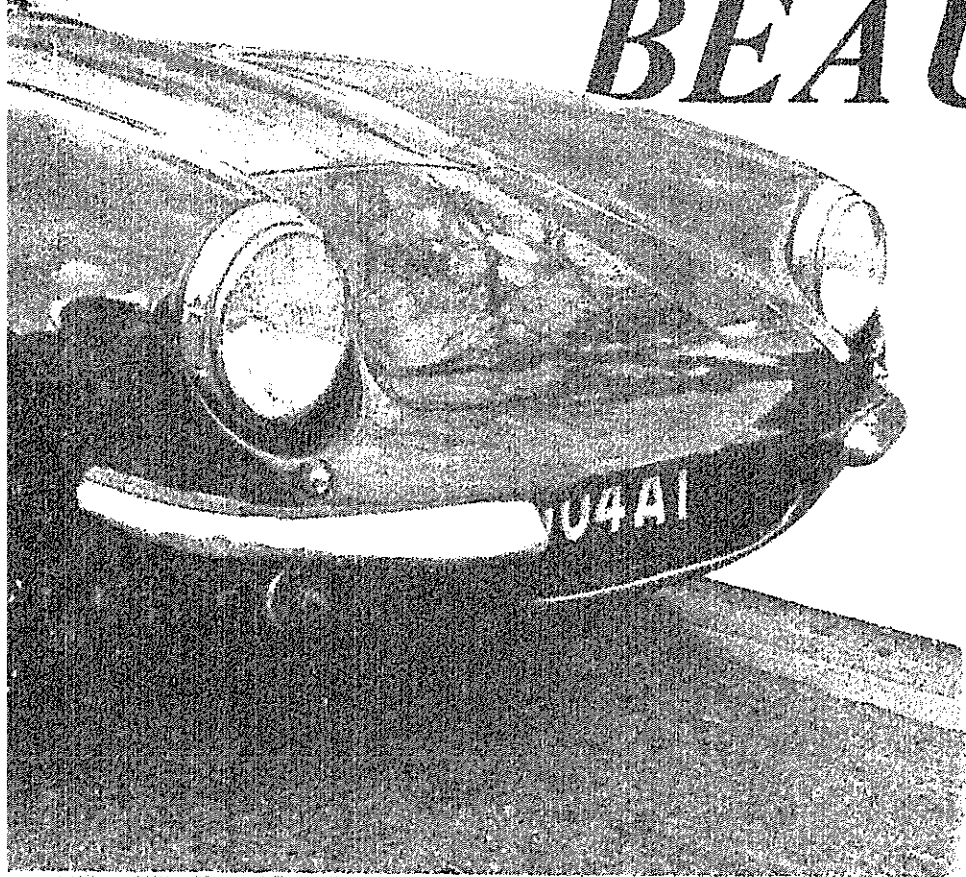
The original AUTOCAR road test Elite, showing off its timeless lines. Interesting to note that those appallingly flimsy alloy bumpers had already been dented.



FRAGILE

The Lotus Elite

BEAUTY



many of the racing components. We did not have much experience of road car economics when we designed it and without long range tooling, long range buying and strict cost saving it was finally uneconomic to build. I believe we lost £100 on each car we built." (*History of Lotus* by Doug Nye) At one time the Elite was swallowing Lotus profits at an alarming rate, and something had to be done.

Despite massive price rises with the car selling for nearly £2,500 at the end, and the introduction of the kit-built home-assembly Elite for only £1,299, the answer came with the introduction of the steel chassis Elan, which could be made as an open car to meet American demands.

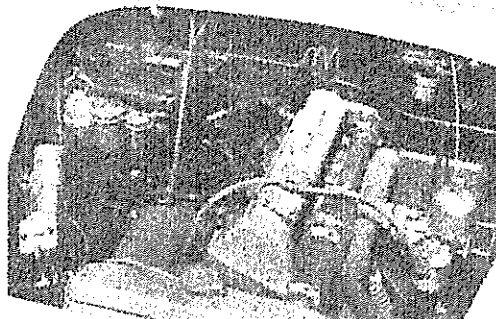
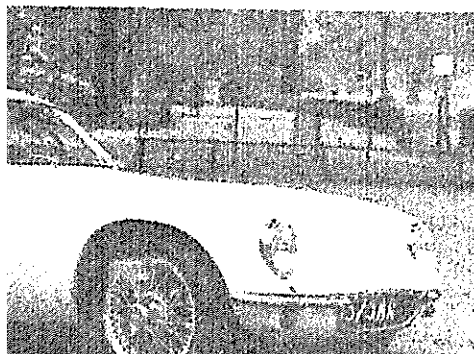
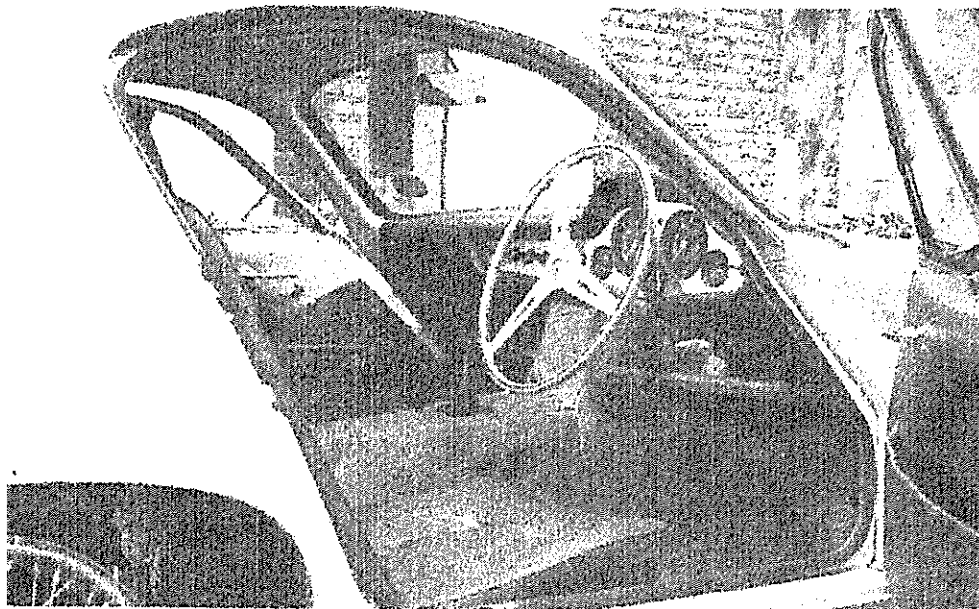
The Elite ceased production in September 1963 after 998 cars had been produced. Later models included the Super 95 and the Super 105 and a very few cars fitted with Ford twin-cam engines.

Sceptics who maintained that the stressed glass fibre body unit would never last were proved wrong. The thriving Lotus Elite Register has many members on its list who use cars every day which have now covered high mileages with little trouble from the body units. Apart from early problems with differential units pulling out of the mountings which had to be re-inforced, and surface crazing, no adverse effects can be seen in the shells.

The Elite was essentially a fragile car, and from personal experience, a car with an incredible capacity for going wrong in every conceivable way. But screwed together properly, with the engine on song, decent dampers and the differential bolted up tight, it was a wonderful creature to drive. The sheer roadholding was in many ways better than the later Elan, and the performance is still more than respectable today.

Lotus Elites are appreciating in England, becoming recognized as a collector's item (whatever that means) in the States, and are currently enjoying a welcome return to the circuits in the historic sports and racing car competition meetings.

But above all they will be remembered as the best looking coupés ever. □



CLUB ELITE

Dues \$10.00 payable each April
P.O. Box 351
Clarksville, Tennessee 37040.
Telephone (615) 648-1119
" 375-3355

June/July 1973
Volume 3, Issues 3 & 4

Dear Members:

Since we have an abundance of articles and helpful hints this month, we are keeping our editorial down to one page. It seems that you will have ample reading from the contributions of our members until our next newsletter in August, when we will be back from our vacation. We want to mention those members who have helped us out this month.

Dennis Ortenburger sent us the "Profile" on the Elite. These "profiles" were published by Lotus but were soon discontinued. Graham Arnold of Lotus wrote this particular issue and used an interesting illustration - the Fast-back Elite which was a "one-off" body constructed by an individual, completely independent of Lotus. The English Club members tell us that the car is still going strong even after considerable damage received when wrecked. Mr. Graham Porter, Jerry Venger, Henry Gruver all kindly sent us the No. 3 & 4 page article, and no doubt this is the latest magazine article on the car, but we doubt the last. Donald Sammis kindly went to the trouble of typing up his experiences with his Elite, which he did last year and you will note his nice comments regarding lodging (if only we had a free weekend). The Northern Calif. Elite Owners have sent us an account of their latest meeting. All of you needing a lesson on fiber-glass repair should plan to attend their next meeting on JULY 15th. Finally we have our helpful hints with contributions from the membership during the past year, and our listing of chassis numbers.

When you receive this letter we will be on our way to Pocono, to meet those members who are journeying from Baltimore, New York, Connecticut, Pittsburg, Canada and Michigan. Business starts for the Huttons again on the 10th July and we will be glad to help with enquiries if you send them to us after the 10th. Till then, the 'phone will be unanswered.

Best Wishes,

Barbara and Dill Hutton.

Advertisements

Free to Club Elite Members in need. Original mechanical tachometer in good order. Compliments of Dr. T.A. Munson. Write Club Elite if you need the Tach.

WANTED TO BUY

Left hand drive Elite in Canada.
William C. Holt, M.D.
2525 S.W. Marine Drive
Vancouver, 14,
British Columbia.

DONALD STUART SAMMIS JR.

4 November 1972

Dear Barbara and Bill, or whoever is the editor when this arrives,

The plea in the Oct letter (Vol 2, No. 7) has moved me to spend the evening putting finger to key and rambling a bit about OUR Elite and OJM experiences.

We bought our elite in England From The Dequerod Play, a used sporty car place on the outskirts of London upon our arrival there in 1963. It had 3,000 miles on it, had been assembled from a kit by its first and only owner, and RAF pilot. We paid about \$2,500 for it as it stood, which in my judgement was as good as new. It was to be the wife everyday car and was used as such for three years in England except when it was undergoing its fair share of FLC in the damp cold English weather. A garage was a luxury that the likes of us couldn't find nor afford. (a not unusual situation as I once tracked down a fairly new "one off" Super Seven with independent rear suspension, Holbay dry sump engine and many thousands of dollars worth of race preparation invested in it, being stored, garaged, race prepared and timed in a chicken coop which still contained ample evidence of its previous occupants. In fact I think they used it weekends while the car was at the track. Anyway, that's another story) The first few months we had the Elite it went absolutely fabulously, the only technical problem was repairing the brass slip joint from the aluminum case. As all true car lovers know, this is the fitting which garage attendants use to demonstrate their strength. Being soft brass and since no garage mechanics ever have a proper size wrench in the grease pit, it wasn't long before the shirey brass took on the appearance of a battered knee upon which only vicegrips, water pump pliers and pipe wrenches would work. Moral of the story, "Do it yourself".

In her daily drive to work my wife experienced two distinct sensations. One was the peace and tranquillity of 6000 RPM in 4th on a rolling slightly winding English highway. The other sensation was one of which varied between horror and hysteria when she inevitably met a herd of cows going north when she was going south. Since she expected this daily it wasn't one of those feet pedalling, wheel turning, horn blowing tense exercises which pulsate high speed motoring. No, it meant pulling over, killing the engine and hoping that one of these beasts didn't accidentally step on the car, or stick a funny nose in the window or flick a soggy tail across the windshield or stop too close and test the weatherstripping. These passages were always followed with tip-toe driving through the sea of "you know what" that the road was now covered with.

We soon learned that a corrosive mixture this road covering was, as I replaced rear shock absorbers and U-joints with painful regularity. The rear shocks used to go when the gland in the upper end of the barrel started to fail due to the rust and pitting on the piston rod. This allowed the fluid to pour out (easily detected by oily shocks and springs) and : water to work in, voila, no more shocking action. Incidentally, in those days, the Lotus factory would shrink new shocks into your hubs for about \$15.00 each. -6-

DONALD STUART SAMMIS JR.

2

I got pretty proficient in replacing the U-joints. The cross piece and the bearings were a standard Hardy-Spicer part, and the local garage kept a supply for me. The usual cause of failure was again caused by corrosion. If you are not very careful when lubricating a U-joint grease will go into the slackest of the bearings and not into the tight ones. That leaves a ple opportunity for corrosion and wear to start and soon you have a loose joint again. You have to be sure that grease appears at all 4 "corners" of the joint or you are inviting trouble. Most of the English Lotus Biffs recommend greasing the joints and the hubs 2 or three times as frequently as the factory specs state.

I agree with previously stated comments about the operation of the fan switch. I installed a small panel (about 1" x 3") to the right of the center panel. On this I mounted two small indicator lights one of which comes on with the fan. This gives me an indication of the fan is working, but doesn't give any control over it. I also mounted on this panel a small pushbutton for the washer.(windshield)

One more comment on the electrics, I've had the reostat in the light switch go out twice leaving me with two position instruments, on and off. No real problem, but I wonder if others have had a similar problem. Since it seemed to fail gradually, I doubt that it was a short. I'm more inclined to blame Lucas quality control or a mismatch between the wattage of the reostat resistor and the load.

Problems with ^{tear susceptible} rubber ball joints have been a bother. First, they deteriorate and wear out rather frequently. Although easy to replace, they are hard to find. Does anyone have any ideas?? In desperation I once resorted to cutting a hole in a squash ball which is still in use although hardly the answer, and not a very good fit. When I in England I heard of a "permanent" fix involving the use of steel ball joint. Probably an adaption of the rod ball joints, but I have never been able to track this down nor do I know if it would be worth the trouble.

Water leaks, sooner or later I'd guess every owner of an aluminum blocked engine will have a run in with electrocrosis. In my case it attacked the core plug on the left side of the block. The front one is hidden behind the pipe from the block to the water pump, the rear one above the starter and under the manifolds. Between, the dark grey block, the dirt, the black paint in the engine compartment and the hidden location you don't even realize that they are there. Ominous water leaks ^{consequence} cracked blocks, cracked heads, blown head gaskets and all manner of expensive things until you find that a 12/ plug will fix the problem (with a weekends work, stiff back, scared knuckles and many unkind words directed toward the car, Colin Chapman and any other person or thing who happens by at the wrong moment. Incidentally, the plugs are plain old American size 1 1/16" if my memory serves me correctly.

DONALD STUART SAMMIS JR.

Water pump- A very expensive item if bought outright. Rebuild kits used to be available which include everything except the aluminum housing, the pulley and the water. I bought a kit in England 8 years ago but to date have not needed it. I was also told quite a few years ago that the guts of the pump, that is the kit, is exactly the same as a Ford V8 Vortec Super Truck. Sorry, I can't remember the name, but it was some mundane machine like a Millman or a Volesey or something of that ilk. Again, something for the researchers to track down.

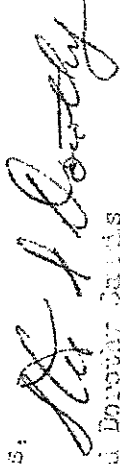
In closing I'd like to pass on some sage words which came from the mouth of one of the more famous Elite owners, Sterling Moss. In the spring of 1968 before we went to England, Dorothy and I were at a race in Courtland, Alabama, and Mr Moss was there as honorary starter or some such thing. Since we knew that he had owned an Elite and

as we had made up our minds to buy one, we asked him what he thought of the car. Surely Sterling will forgive me if I can't quite capture his incredible wit and humor, but essentially what he said was,

"Probably the best handling car I've ever driven, but you never know when the doors going to fall off."

I think that says it all,

Regards,


Don and Dorothy Sammis
Paris, France

P.S. Elite owners visiting from the States can count on one night's free lodging in Paris with us in exchange for a couple of hours of Lotus "talk".

Northern California Club Elite

On a balmy California evening June 13th a gathering of the clan was held at the new home of Bob Green. In attendance were Lansing Lee whose white series one had been treated with a wax job, Greg Nolton without his Yellow gem due to a blown head gasket, a recently recruited Elan owner in the person of Roger Eicher(did you ever notice that the Elan has no hood hinges, just a spring?), the ever present and knowledgeable Bob Green, and Carter Alexander whose series two is in too many pieces to mention while beginning restoration.

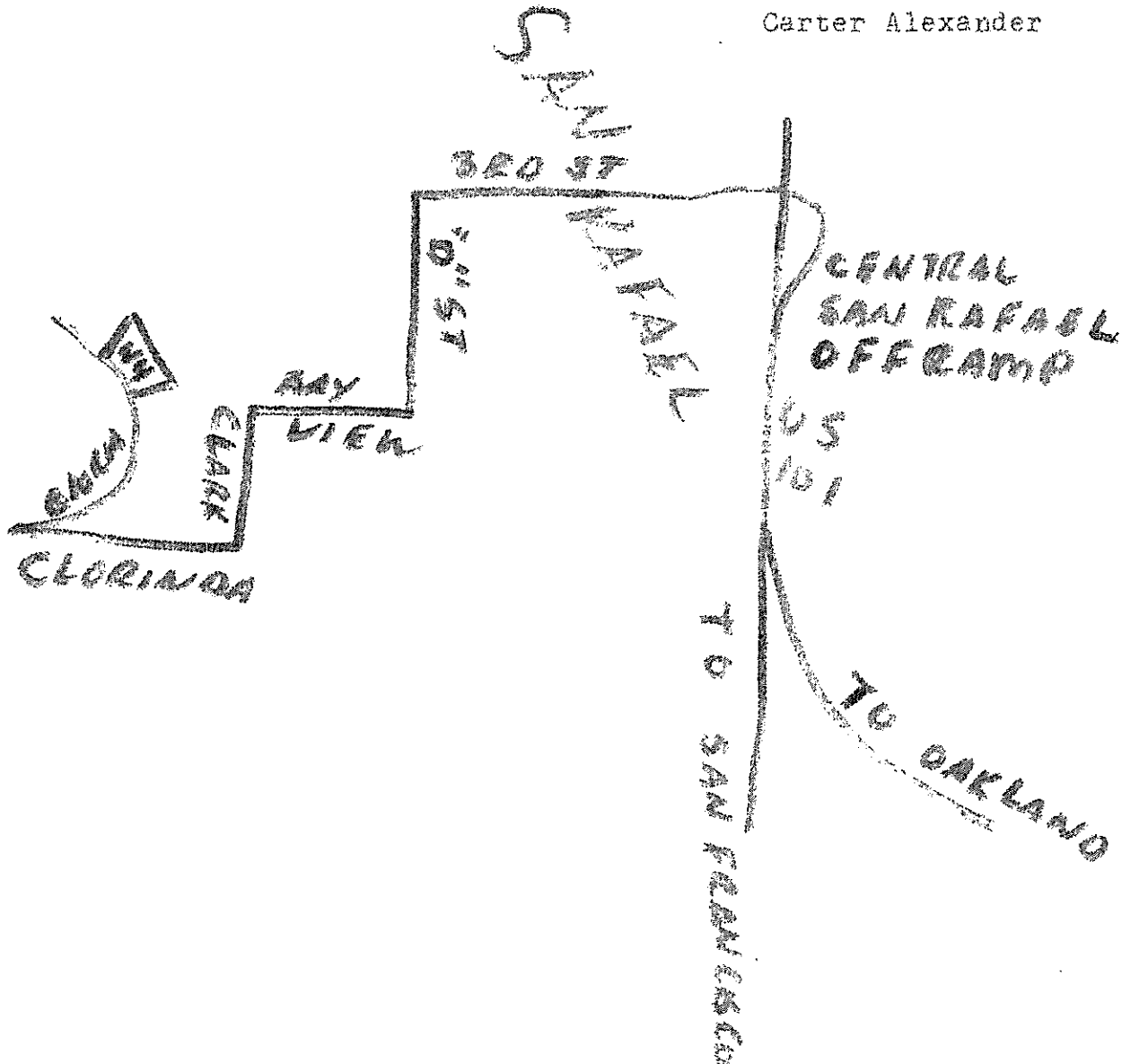
We oo'd and ah'd at the miraculous beforementioned hood mechanism of Mr. Eicher. Comiserated with Greg's head gasket crisis. Pondered the validity of the latest hot rumor; 14" MG wires are interchangeable! Marveled over the masses of Elite parts in Bob's new garage. Inspected the engine compartment of Lansing's Elite to verify the continuing reliability of its latest Green-Special rebuild jobs.

Finally the time had come to face up to our responsibility to truly hold a meeting and we adjourned upstairs with beverages of various descriptions to accomplish same. Bob gave us furthur information with regard to the on-going saga of our clandestine liaison with Lotus West. It seems that they are open to discuss a relationship of sorts, however we must first establish ourselves as a reliable entity. Perhaps an unrealistic demand. Anyway Mr. Jim Galagher, president of Lotus West wrote Bob a nice form letter indicating how the arrangement might be consumated. It was decided by those present that we should attempt to develop a good record of membership, keep our speeding tickets down, and hopefully we may be found acceptable some time in the future.

Bob's enthusiasm for our group found an audience recently in the form of the committee for the Pacifica Art Festival. Bob must have been displaying a pitch so smooth that it would have brought envy from Glen W. Turner.....they actually bought off on the idea of including a display of Elites in the art festival! So subject to approval by the city, whose grass we will be parking our cars upon, September 16th all Northern California Elites are welcome to join in the show. Obviously feeling a bit of euphoria from his victory, Bob is of a mind to also invite the local eagle of the Morgan Club to come down the the affair. More details will be supplied as soon as the situation can be officially verified.

The next event on the calendar for our ranks in our area is a drive to my home in San Rafael. Please note map below. On Sunday, July 15th we will be holding a demonstration by Mr. Robert Green on the finer techniques of fibre glass repair. It just so happens that my deck lid suffers from a very nasty blistering due to impact with an immovable object while its previous owner was dozing at a stop light. And Bob has generously offered to perform the repair under the watchful eyes of any and all who wish to attend. Also we will be discussing other general maintenance and personal problems. Bring your lunch and wife/friend....beer will be available in good quantity. We plan to get under way around 11:00 a.m. My address is 44 Gloria, San Rafael, (415) 456-8313.

Carter Alexander



JUNE/JULY '73

HELPFUL HINTS FROM THE MEMBERSHIP.

#1113 1. Doug Fraser, Marblehead, Mass. Chassis Number 1113
"The tach used in a '66 Lotus Cortina is visually almost identical to the Elite unit - except that it is electric (four cylinder positive ground). Smith's number RVI 2402/0113. By the way, I am fitting a 5-speed Alfa Romeo gearbox to my Elite and I will let you know how it works out."

#1633 2. Lt. Col. Donald S. Sammis, Jr., Paris, France. Chassis No. EB 217 1633.
"I saw Elite glass listed in the Pittsburg Plate Glass Company Auto Glass Catalogue about five or six years ago. It's possible that some of their warehouses may still have some stashed away somewhere; perhaps some members in the bid cities could check this out?"
All Club Elite windshields have been sold now and we could use a few more.

#1945 3.a. Truett Lawson, Aurora, Minn. EB227 1945.
"Rear Spring Change - from a Series II to Series I"
1. Details
1. The retaining cups on the top and bottom of the springs need to be modified to retain the narrower (1/4") spring. I chose only to grind the inner-locating ring to size.
2. The Series I spring has a shorter uncompressed length but a higher rate (96 lbs. per sq. inch vs. 69 lbs. per sq. inch). A collar is required to raise the lower retaining cup. This collar is 2" in diameter and a length of 1-3/4" produces a slightly (1") lower ride height than normal.
II. Effect.
The stiffer spring makes only a slight difference in ride. The car is still very comfortable. Handling is a hard matter to evaluate but I do notice more of "crouching" on the corner which must be a result of stiffer springs and a slightly lower ride height.
A very practical result is that the car becomes better for touring. We had the car loaded for a two week vacation and we included a full array of camping gear; I do believe this would have been difficult without the meatier springs.

b. J.C. Whitney, Chicago, offer "Sound Dead Kit" in their catalogue. Self adhesive substance that comes in 1/16" sheets and looks like tar. Six 1' x 3' sheets per package at \$4.99 plus shipping. 8 pounds weight. English product used to "reduce the drumming of metal panels in cars"
Order Number 88-6115.

#1775 4. James Goodman, Ellington, Conn, EB 1775.
"I have installed a second oil pressure gage due to concern over the low readings my original gage was giving. This gage is tapped into the main oil gallery and always reads 12-15 lbs. higher than the standard gage tapped into the head. An added advantage is that the pressure shows sooner on the gage after starting."
"Lasly I have developed quite a vibration in the gearshift lever (MG) at higher rpm. Is there an easy remedy? Or does this indicate internal problems?" Any comments Members? BH.

5. Fritz H. Bottjer, Reseda, California, Chassis Number 1140.
 Suggestion for side window rubber replacement.
 #1140 "Take a rubber bicycle tube strap (used on bike wheels to cover the spokes to protect the inner tube) and cut exactly in two and assemble into the side window frames with a rubber glue - a type product called "silicone seal!"
6. Wayne Reed - Linton, Indiana, EB 2036.
 #2036 "I have written to Lucas US Agents and they were good enough to provide copies of all the service information on all the Elite's electrical components. Anyone considering reworking horns, generators, windscreen washers, etc. may wish to write to Joseph Lucas North America, 65 Victor Avenue, Highland Park, Michigan 48203."
 Of course Club Elite's Sports Racing Editor, Geoffrey Griffith, manages the Lucas of Baltimore Warehouse and surely is the most knowledgeable of us all regarding the electrics and brakes for our Elites. Telephone (301) 488-4040 regarding problems. B.H.
7. William Rhodes, Whittier, California, Chassis Number 1240.
 #1240 Vilem B. Haan, Inc.
 10305-07 Santa Monica Blvd,
 West Los Angeles,
 California, 90025.
 A. "Supplies door handles that will fit Elites, Part Number DH705 \$6.95 pair. Or for really classy handles try your local Rolls-Royce dealer. Haan can also supply gearshift knobs and pedal pads, Whitworth wrenches, etc.
 B. "After I put my engine together I found out that the threads in the head for the camshaft oil feed were stripped and it leaked oil. By eliminating the washer between the bangø and the head and using red "loctite", I made a solid tight connection that didn't leak. The next time anyone has his head off, I suggest checking those threads, and if they are worn, have them drilled out and a steel threaded insert pressed in."
 C. "Regarding front license plate mounting, I have used some plumbers strap (for hanging pipes) and run two strips of it from the lower rails of the fan motor frame to the air inlet lip. This allows me to have a choice of position to mount the plate to ensure a legal view and good air flow, etc. "
 D. "After a 900 mile round trip to San Francisco my engine compartment looked like someone had struck oil due to the leaks around my cam cover. I decided to make a neoprene gasket and - by Chapman - it works. Not a drop of oil now. The hardest part about making a neoprene gasket is finding the sheet of neoprene; I located mine by looking in the Yellow Pages under "Gaskets". "
 James Goodman also came up with this suggestion. B.H.

- E. "When replacing a windscreen I suggest that if new rubber moulding is installed, it should be installed with the joint at the bottom, so if it does leak, it won't be so annoying as a leak at the top."
- F. "A word of caution - I was stopped a couple of weeks ago by the Police and informed that we in California have a new law - all cars must have bumpers (!). You might pass the word along - if the Police haven't already - that California Elites without bumpers are illegal now.
8. Donald Galarneau, Portland, Oregon, 1334.
"This may be of benefit to the Members - I found the type of rubber webbing used in Lotus seats came from an upholstery house and is called "Pirelli Resilient Webbing", 2" wide, price was 25¢ a foot and they had the metal ends at 5¢ each."
9. Dennis W. Wade by way of Club Member Jerry Venger.
"Three Blind Mice, three blind mice
See how they run, see how they run
They all ran after the farmer's wife
But she lost them in the corners in
her Lotus Elite"

ELITE

LOTUS CARS

CUSTOMER

Chassis No.	Engine No.	Invoice No.	Date	Customer
Maximon				
1251	8230	ELC 775	11/1/60	Jay Chamberlain
1252	8767	ELC 775	11/1/60	Jay Chamberlain
1253	8238	ELC 775 ELC 775	02/1/60	Jay Chamberlain
1254	8283	ELC 775	11/1/60	Jay Chamberlain
1255				
1256	8743	LC 1408	7/1/60	Woodgatt
1257	8238	ELC 775	11/1/60	Jay Chamberlain
1258	8231	ELC 775	11/1/60	Jay Chamberlain
1259	8191	LC 1409	11/1/60	Richard ...
1260	8245	LC 1415	11/1/60	David ...
1261	8750	LC 1385	12/1/60	Chequered Flag (Comp. Cars) Ltd
1262	8247	LC 1403	12/1/60	David ...
1263	8748	ELC 775	12/1/60	...
1264	8736	ELC 775	12/1/60	...
1265	8756	ELC 775	12/1/60	...
1266	8244	LC 1363	8/9/60	Elite Cars
1267	8774	LC 1407	10/1/60	Chequered Flag (Comp. Cars) Ltd
1268	8750	ELC 775
1269	8721	ELC 775
1270	8749	ELC 775	12/1/60	Jay Chamberlain
1271	8752	ELC 775	12/1/60	Jay Chamberlain
1272	8751	LC 1421	14/1/60	Elite Cars
1273	8754	ELC 775	12/1/60	Jay Chamberlain
1274	8869	ELC 775	12/1/60	Jay Chamberlain
1275	7664	ELC 800	8/1/60	Jay Chamberlain
1276	8769	LC 1417	12/1/60	David ...
1277	1300	LC 1420	12/1/60	David ...
1278	8860	ELC 775	8/1/60	Jay Chamberlain
1279	8871	ELC 775	12/1/60	Jay Chamberlain
1280	-	ESP 142	15/1/60	Jay Chamberlain