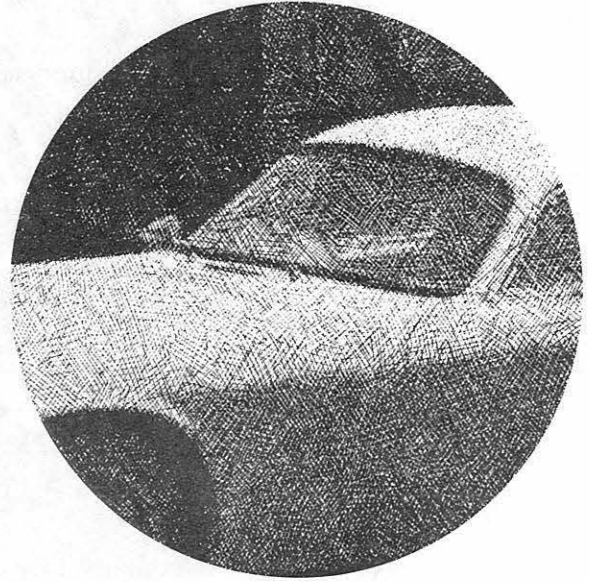
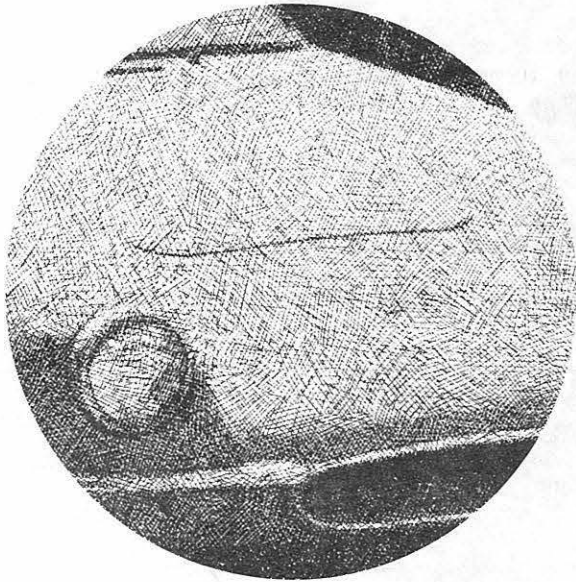


January 1975

Volume 4 - Issue 10

From the Pits at ECURIE PURP!



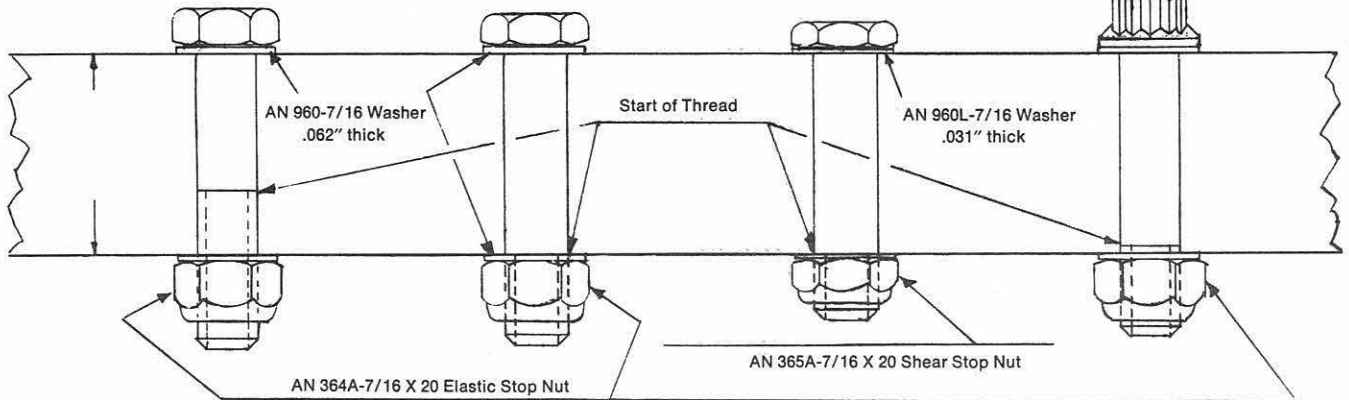
NUT AND BOLT COMBINATIONS FOR 1.50" WORK THICKNESS

Bolt Type: SAE Grade 5
 Ult. Tensile Strength: 14,200 lbs
 Shear Strength (Single): 10,300 lbs
 Shear Strength (Double): 20,600 lbs

AN7-21A
 13,600 lbs
 11,250 lbs
 22,500 lbs

NAS464-7A-25
 16,800 lbs
 14,300 lbs
 28,600 lbs

NAS 627-24
 23,175 lbs
 16,250 lbs
 32,500 lbs





CLUB ELITE

POST OFFICE BOX 351, CLARKSVILLE, TENNESSEE - 37040
 OFFICE PHONE - 615-648-1119... HOME PHONE - 615-375-3355

First let me introduce myself. My name is Barry Swackhamer and for some insane reason I volunteered to write a newsletter.

I purchased my Elite in February of '74 by responding to an advertisement in Autoweek. I have always wanted to own one ever since watching a lime-green Elite racing around Laguna Seca some 10 years ago. Indeed my April '73 edition of Road & Track is quite dog-eared. The car was not exactly what I wanted, but the needed money and inspiration came together and after a couple of inspections and comparison with other local Elites, arrangements were made to pick up 1309 on a Sunday. As you may remember, back then gasoline was short and service stations were closed on that day. The journey to pick up the car was filled with apprehension as I was faced with a 150 mile return trip and I knew that the tach and speedo weren't functioning and the gas gauge was acting more like an ammeter. What if the car should break down --- how do you tow an Elite?

Check and pink slip exchanged, I proceeded to return home by the freeway in the right hand lane hoping to avoid the attentions of the CHP. Especially since the previous owner had not paid the '74 registration fee and it was two months over due. In addition the horns didn't work and the windshield wipers were in poor condition. A vehicle inspection would kill me. Also, as I was to find out later, the previous owner had failed to sign the release in the right spots and I didn't have legal title to the car.

Temporary heart failure set in when a CHP did pull in behind me for a few miles, but he soon dropped off and picked up some other poor soul. Basically the rest of the trip was uneventful.

Title and plates properly secured and a small penalty paid, I proceeded to drive the car and get some enjoyment out of it. However, a puddle of oil formed beneath the car and I soon learned that the transmission didn't hold oil above the minimum mark. In addition the brakes felt a little spongy and in an exciting moment I found that the brake fluid resevoir leaked and there wasn't any fluid in the system (Don't buy a car with a can of brake fluid in the trunk). This and a couple of other defects dictated a complete rebuild for 1309. This work was not entirely unplanned, but it was hoped that I would be able to delay the job for a while.

Unfortunately, for a variety of reasons, I haven't been able to work on the car. Mostly because I spent the summer showing my MGTC in local concours (A rather sucessful season including a first at Pebble Beach) but also because I live in an apartment and the manager doesn't approve of these things.

To date much of my time and money has been spent in the acquisition of parts needed for a restoration. Spare drawer and closet space in the apartment is now non-existent. It is a good thing I'm single. In any event, I probably have been in contact with you if you have offered parts for sale in the newsletter ads (Indeed if you read between the lines you'll find that this reads like a giant want-ad). Well, with some luck and effort, 1309 will run (well) again soon.

Does anyone know where to get the thin air filters which were originally used on the Elites? Smith Air Filter KP 06 is the closest I have found.

AN APOLOGY

Since the publication of a letter written by myself in Autoweek, harsh words and thoughts have been directed toward me for my opinions. I can only say that at the time, the car was down on me and I, in turn, was down on it. Since then, my opinions of it have mellowed considerably though the car's disposition has not improved a great deal. I would also like to add that Autoweek chose to withhold publication of the letter for two months or more until the appropriate moment. To the aficionados of the Lotus Elite I offer an apology for my hasty words.

Barry Swackhamer

OBSERVATIONS AND HELPFUL HINTS

From the restoration of my MGTC I have learned that much information and many useful parts can be obtained by going through wrecking yards and comparing the various cars. This is especially true of British cars and the Elite in particular as interchangeable parts lists have shown. Some of my additions to the list have been obtained in this manner.

- 1) The outer throttle cable housing can be replaced by using the one from the MGA. Find a good one and be sure to get the metal end cap that usually remains in the firewall. The cable will need to be shortened a bit. When replacing the inner cable use solid wire (piano wire) rather than the wrapped. I had a wrapped wire fray on me once and jam the throttle wide open. Exciting!!!
- 2) If you need to replace the choke cable and still have the dash mechanism, the necessary length of cable (provided that you require the same kind of wrap as original) can be obtained by using the bonnet release cable from the MGB. Drill out the remains of the old cable and solder the new one in. Test the strength of you job before reassembly.
- 3) Armour-All, in addition to its use on rubber, will restore some of the luster to faded dash knobs though they may become a bit slippery.
- 4) For those of you who are converting your radiator fans to the toggle switch method, why not use your heater knob (if you don't have a heater) and ground the unit at the wiper motor.
- 5) For those who need electrical wire in various colors for rewiring projects, get a harness from a wrecked Healey or MGB and take it apart. Most British cars seem to use the same wire colors in their harnesses.
- 6) If you have problems with getting brake parts and have had little luck with Lucas, try writing Girling Limited, Birmingham Road, West Bromwich, 871 4JR, England. Send a self-addressed envelope and an international postage certificate for a fast response.
- 7) For those who need large rubber plugs for the front wheelwell access holes, the equivalent or same plug may be found in the front trunk compartment of the Lotus Europa. Unfortunately as the Elite needs 3 of them (if you don't have a heater) and the Europa has only one, you need to find a lot of wrecked Europas and there aren't that many. The next step is to order the part

through you local Lotus dealer and be prepared to wait. Would you believe 2-1/2 months?

8) When I rebuilt my carbs I found out the availability of 1-1/2" SU carb-manifold gaskets is almost non-existent. Rumor has it that they have stopped production of this item, if you can believe it. We may be cutting out our own soon. In the meantime, try MGA parts suppliers who advertize in the back of Road & Track.

9) Although the solenoid for the Elite is out of production and a Lucas supersecession does exist, the original model or a suitable replacement can be found in Triumphs or Spitfires. The advantage of this over the supersecession model is they still have the button on the bottom which allows one to kick the starter over from inside the engine compartment. The large rubber terminal boots for the solenoids may be found on the solenoids of the Spitfire (1 only) or TR 6 (2 different styles) but as they rot quickly due to heat you'll have to find a recent wreck. It is a waste of time to try to order this part as they probably have to backorder it from England. Smaller terminal boots can be found on M-B coils or Mazdas (different type of rubber). Protect them with Armour-All.

10) While I was at Dennis Ortenburger's, he showed a box marked Lucas part 52648 - Glove Box Light. In it was the Elites small front running light (wires a different color) and an additional shell which converts it to a license plate light. This bears further inspection, but as our local Lucas distributor has burned to the ground recently I haven't had a chance to check it out further.

11) Up until now most of my efforts have been directed toward obtaining electrical parts. This has been difficult because I am not sure what part, by number, I am looking for, local BMC dealers don't have part lists for Elites (they threw them out a long time ago) and even before the fire, Lucas in S.F. could not find a decent list. Through the courtesy of Lucas in Seattle (a really friendly and helpful group of people) I was given photocopies of Lucas and Girling parts lists for the items used in the Series II Elite. Naturally, many of these parts have been superseded but at least it is a place to start. These lists are copied here for the members convenience but I must warn you that I have already found one error, now corrected, in the list.

A NOTE FROM CLARKSVILLE:

Many thanks to Barry Swackhamer for compiling this most informative and interesting issue. Appropriately, Joseph Dykzeul of Dependable Arts, Los Angeles, has added the professional touch to the contents by personally printing and binding it for us. We doubt this newsletter will be seen in many wastebaskets! Both Barry and Joseph are in the midst of restoring an Elite. The frustrations of such a project often lead to the sale of an incomplete restoration by its disheartened owner but that will not be the case with these two members. Hang in there fellows! By the way, Ecurie Purp consists of a Europa Twin Cam, shared by Joseph's wife Marge and daughter Karen, along with Joseph's Series I Elite 1083.

These will be the final words from Clarksville until early April for as mentioned last month Jim Goodman of Ellington, Conn. will handle the February issue while we are in England, and now we don't expect to be back until late March. Therefore, don't expect the March Register to arrive before mid-April. And again, we remind you not to write to us here after mid-February.

Dennis Ortenburger who has big plans for the April issue, as well as for his Elite this summer, has written to inform us that the proposed Club Meet in California in 1975 seemed to be doomed for lack of enthusiasm. We hope that by the time the April newsletter is issued this situation will be reversed, but if not, we will consider a small scale meet in the East. Perhaps a Lime Rock Vintage Meet or the Watkins Glen Pre-Grand Prix Vintage Race.

Regarding the KONI shock absorber Club Special, we are glad to inform you that all rear units ordered have been shipped and should have been received by now. The fronts are another matter. We still await shipment of fourteen and doubt that we will see them before leaving here. All members having paid for fronts should have received them, except David Wait, Carter Alexander and Harold Duffy. Your \$70.00 will gladly be returned if you desire. Just drop us a note. Otherwise, expect delivery in April. On speaking with the distributor recently a few facts of interest came to light: To adjust the front units - unfortunately it is necessary to remove the rubber bump stop on the upper half of the rod. The bump stop will prevent the shock from being fully compressed as is required for adjusting. Also the rear shocks should not be adjusted until after their installation into the outer casing. Both front and rears come adjusted to minimum stiffness and probably it would be just as well to leave them at this adjustment. If any problems in installation occur, give us a call before the 15th.

We hope the Winter is not too tough on Elites and their Owners. See you in April.

Sincerely, Barbara and Bill Hutton

JANUARY ADVERTISEMENTS

1. FOR SALE - Long Range aluminum 12 gallon gas tank. Good condition. \$25.00 plus shipping. Doug Fraser, Beringer Way, Marblehead, Mass, 01945. Tel (617) 631-6182.
2. FOR SALE - 1970 Elan S4 Coupe BRG, LHD, SE Model. \$4000.00. Owner Walter O. Weber, 906-190 Smith Street, Winnipeg, Manitoba, Canada, R3C 1J8. Car stored with Ken Koehler, 2445E Cornell Avenue, Fresno, Calif. 93703. Tel: (209) 227-0628.

INTERCHANGEABLE PARTS LIST

CLUB PART NO	PART DESCRIPTION	ALTERNATE APPLICATION	PART NUMBER
131	Rubber terminal boot over starter solenoid	Large, TR, Spitfire Small, Mercedes Benz (Coil), Mazda.	Triumph 115706
132	5-way connector windshield wiper motor	MGA	Lucas 850832
133	Large Rubber Plug (inner front fender well)	Lotus Europa	Lotus X025B3712
134	Steering rack seal (rubber accordion dust cover)	MGB	British Leyland 17H 6569
135	Steering Rack Seal clamps Large and Small	MGTD, TF, MGA, MGB,	
136	Ignition Switch. Requires minor modification to wiring harness and wiring pattern New Lock and Key also needed		Original Lucas 343 95A superceded by Lucas 34680 Lucas 54335169
137	Rear Alloy Brake caliper piston 1 1/2 inch x 1 inch (usually S.F.)		Girling GB49851
35	<u>ALTERNATE</u> Distributor Cover		Original Lucas 420760 Alternate Unit Lucas 415298
41	<u>AMENDED</u> Generator Front Armature Bearing (Open)	Original - Superceded by	Lucas 189307 54160090
55	<u>CORRECTION</u> Rear Suspension Trailing Arm Bearing (S.I.)	(Cone) SKF CKA Should be	4058 SKF A4059
77	<u>ALTERNATE</u> Turn Signal Indicator (Dashboard)	MGA	Lucas 38132

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