

LOTUS ELITE - LE MANS CLASS WINNER - 1959 - 1960 - 1961 - 1962 - 1963 - 1964



APRIL

CLUB ELITE

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VOL. 4 NO. 1 APRIL, 1974

INTRODUCTION

Uncle Bill has done alot for us so when he asked us to do an issue of the newsletter I quickly agreed. Bill has put more time and energy into our club than we had a right to ask and handling a months newsletter really eases the burden - besides, the nature of our club being essentially correspondence oriented, doing an issue allows member participation and that's something every club needs to keep the momentum going. Hope everyone will get in line and offer up a hand.

On the Elite pictured - 'tis mine and is the 'Green Machine' - long famous in song and fable. More has been written about 1461 than any other Elite, although I suppose it's only fair to say everything thats been written I wrote. Anyway, further on in the newsletter I give you another True Story, 'Centering the Jet'.

#1461

Before I forget, Bill asked me to remind the membership that dues are past receivable and if you want next months news letter be sure to get your check in now! Hmmm, "Say Mar, did we get our dues off to Club Elite?

"Oh".....

Back to my bollide. As can be seen it has the stainless removed for better air penetration and the glass contoured smoothly. The car began as a bog standard mid Series Two. It's now fitted with twins, 4 branch, and ZF. It's NACA scooped and Monza filler recessed and my friends tell me it's clean. My enemies, those who have beat me in the Concours, say the Yaller stripe is a bit much. You really want to hear this?.. I didn't think so, but do hope you enjoy the 'letter.....



1615 5024
EK 5025

1601	9367	ELC 945	28/8/61	Peter Lindner
1602	10429	RK 50330 EK 50357	30/3/62	A. Steiner
1603	9556	RK 50645 EK 50395	1/5/62	J Blackley
1604				
1605	10658	RK 50457 EK 50533	26/6/62	T. K. Badbury
1606	9184	LC 1524	26/1/61	S. S. Aviation Ltd
1607	9393	ELC 940	16/3/61	Yngve Nyström
1608	9338	LC 1543	6/2/61	Chequered Flag (Comp. Cars) Ltd
1609	9166	LC 1543	20/1/61	Frost's (Cars) Ltd
1610	C&U only 10511		25/4/62	L Ralsh
1611	10512	RK 50624 EK 50418 RK 50662	2/3/62	L. R. Rouse
1612	10515	EK 50432	2/5/62	J R Rouse
1613	10376	RK 50703 EK 50538 RK 50548	24/7/62	J. A. Mansfield
1614	10634	EK 50557 RK 50748	27/5/62	(I McLeod) B.R. Weir-Walton
1615	9612	EK 50432	23-5-62	F Cowlishaw
1616	10615	RK 50442 EK 50528	22/6/62	T. Ward
1617	10383	RK 50434 EK 50297 RK 50615	9/3/62	C. Taylor
1618	10489	EK 50412 RK 50108	24/4/62	M N Nicholls
1619	9599	EK 50051	22/11/61	J. R. Normanston
1620	9542	ELC 943	13/5/61	Cheq. Flag (Comp. Cars)
1621	10586	RK 50745 EK 50481	22-5-62	M S Carr
1622	10621 10512	RK 50587 EK 50549 RK 50471	20/7/62 27/5/62	W D Gannon
1623	10512	EK 50471 EK 50428 EK 50471 RK 50630	25/4/62	W D Gannon
1624	10372	RK 50448 EK 50471 RK 50633	2/3/62	E. G. Smith
1625	10492	EK 50441	4/5/62	E Humphreys
1626	9356	LC 1600	21/5/61	Chequered Flag (Comp. Cars)
1627	C.B.U. only			
1628	C.B.U.	SP 1264	22-1/61	Parkin Eng.
1629	9362	EK 50104 RK 50474	20/11/61 7/2/62	N. J. Dul. Williamson R. B. Brown (Racing) Ltd
1630	9383	LC 1574	27/2/61	Richard Motors (Parts) Ltd
1631	10376	RK 50413 EK 50271 RK 50695	2/3/62	A. Foster
1632	10592	EK 50449 RK 50112	8/5/62	H F Collett
1633		EK 50282 RK 50750	23/2/62	B. Trussell
1634	10593	EK 50485	24-5-62	W Taylor
1635	9332	ELC 478	6/6/61	Autosport Equipment
1636	10279	RK 50426 EK 50230	6/3/62	V. W. Statten
1637	9723	EK 50245 RK 50558	29/3/62	G. S. McHay
1638	10478	ELC 50726 RK 50613	2/5/62	G P Fletcher
1639	10506	EK 50409 RK 50410	25/4/62	R S Smart
1640	10373	EK 50325 RK 50112	16/2/62	E. J. Davies

EDITORIAL

Well, by now most of you will have seen the Elite - the Ford Gran Torino Elite! Woe is the day. They've given the name that has come to mean lean, light and lithe to one of Detroit's flash trash - the most mass for the cash.

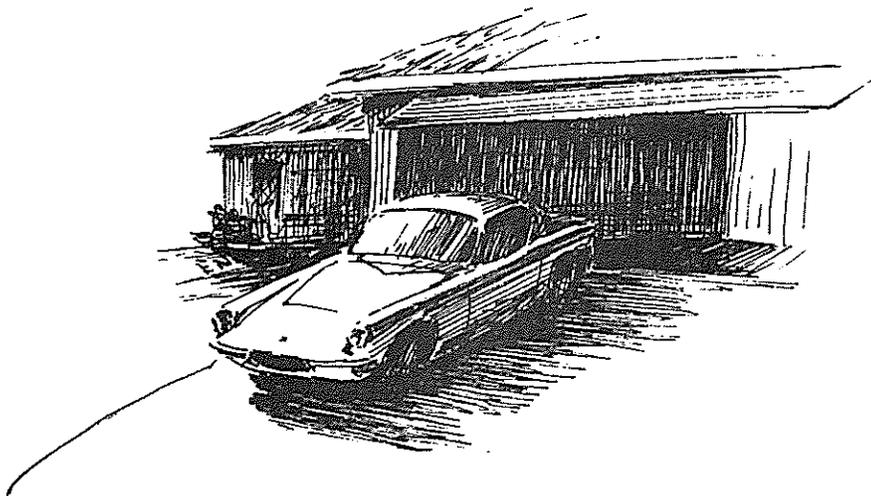
THE CAR has been out of production for over 10 years so I suppose its name is fair game but, ma - look what they've done to my song. Wonder if this catastrophe will change Colin's mind re naming the new 4-place.

This whole business brings to mind the dirty trick Detroit and especially Madison Ave. have played on us. They've seduced the American Average Man into driving an illusion. Instead of developing sophisticated handling, braking and technical innovation they have developed sophisticated images by giving us, "European inspired..., sports car like handling..., continental lines," etc. The poor clot who drives todays battering rams believes that the less sensory input his car provides and the less physical output it takes to operate the more advanced it is.

No need to go on, better writers than I have more eloquently described this folly. For years we have passed domestic cars off for what they were but now their extravagant waste is having an effect on me. I can no longer motor at the speed I choose; I can no longer conveniently obtain my small requirement of fuel; can no longer obtain the solvents and resins to build & repair the Elite's body; ad infinitum/nauseum.

But this last, this naming of the bloated and hideous sled Elite is to insult the injury. And more to feed the fantasy.

Ah, but enough of this; let them believe what they have is real, for us; why, it's as fundamental as centering the jet.....



CENTERING THE JET

With artwork by Gene Nollman
written by Dennis Ortenburger

Rolled the Elite out of the lock up this morning - very slowly to catch the color change from black to green as the first rays of sun illuminate its body. Wire wheels revolving slowly seem to tinkle as they sparkle and flash and the brakes squeal slightly as we reach the bottom of the drive.

Key click and the Climax fires before the first 360 and twin trails of vapor staccato in the AM's chill. Fast idle to warm the castings, the way Ken Purdy used to prescribe, steady at two grand to heat the petrol and carburetors with occasional blips to four just to warm the soul.

Slide the ZF's slender lever thickly into first and we pull away. Steady again at two thousand to ease the frost from box and diff we glide along my winding street splashing through the odd puddle and rivulet left by the night's rain. Through sequential tunnels we groove as the sun explodes through the holes of blue left by the parting clouds.

The air is still heavy with moisture and with each pulse the Climax seems to gain in power. Now, with fluids on temp and brakes cooking we up the mundane pace and towards my favorite road and a fine mist rises from Old Topanga Canyon as we begin to press on. Gee she's right this morning; you know the feeling - that combination of right on timing, fresh plugs, carbs on the money and Koni's finally loosened up.

The canyons close trees echo the snarl and - wow, haven't seen a single car, my road's usually clear this early but - careful! Yon switchback is wet - oh my, who's run off with the adhesion? Arms over, crossed up and one wheel on the gravel - ah! Now two - Christ, spoilt my Maguires job as we slew to a stop.

Slide out to survey the scene; hah! Quarter panel's a mite muddy's all. Sirens?! Two black and whites code 3 up on the crest headed down in my direction. What goes - too far away to clock me - oh no! Today's a second Saturday! Must apprehend to cite - if I can beat it back into the Mulhulland residential I just might make it. Beyond 4 Points there's too many alternate streets; they'd never catch me.

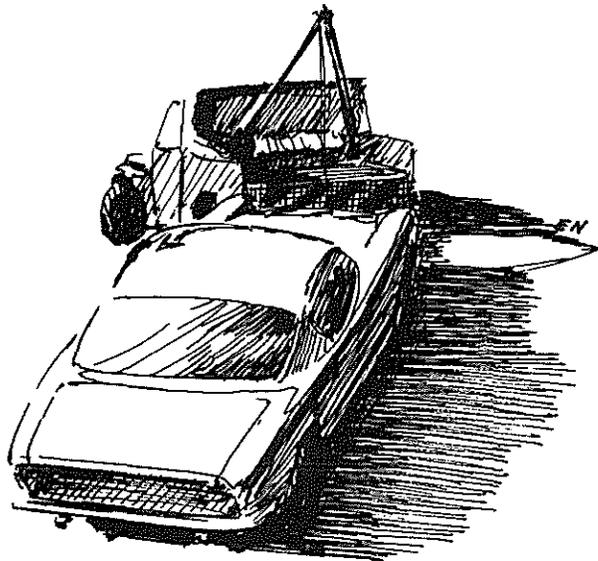
Third gear by the time I'd buckled up and we were screaming down the canyon. Couldn't see them but their sirens were running zippers up and down my back. Can't be but a quarter mile back of me but 4 Points is at least a couple ahead. Colin said I'd have the advantage just mind the roundabouts I thought to myself.

The serpentines were lengthening and the trees thinning as the road opened up to the short straight just before 4 Points but no matter, all was a blurr but the rev counter and the road ahead. Rounding the last bend and 4 Points beckoned as did the several California Hiway Patrol units converging in my path.

Gear down and the Climax comes off its peak; brakes full on and nose down we slide onto the verge and switch off.

Another 60 seconds and we would have snatched the feather from Lucifer's pillow but now the Officer was reading from the code book, "No unauthorized motor vehicles are to be driven on alternate Saturdays within the State of California and

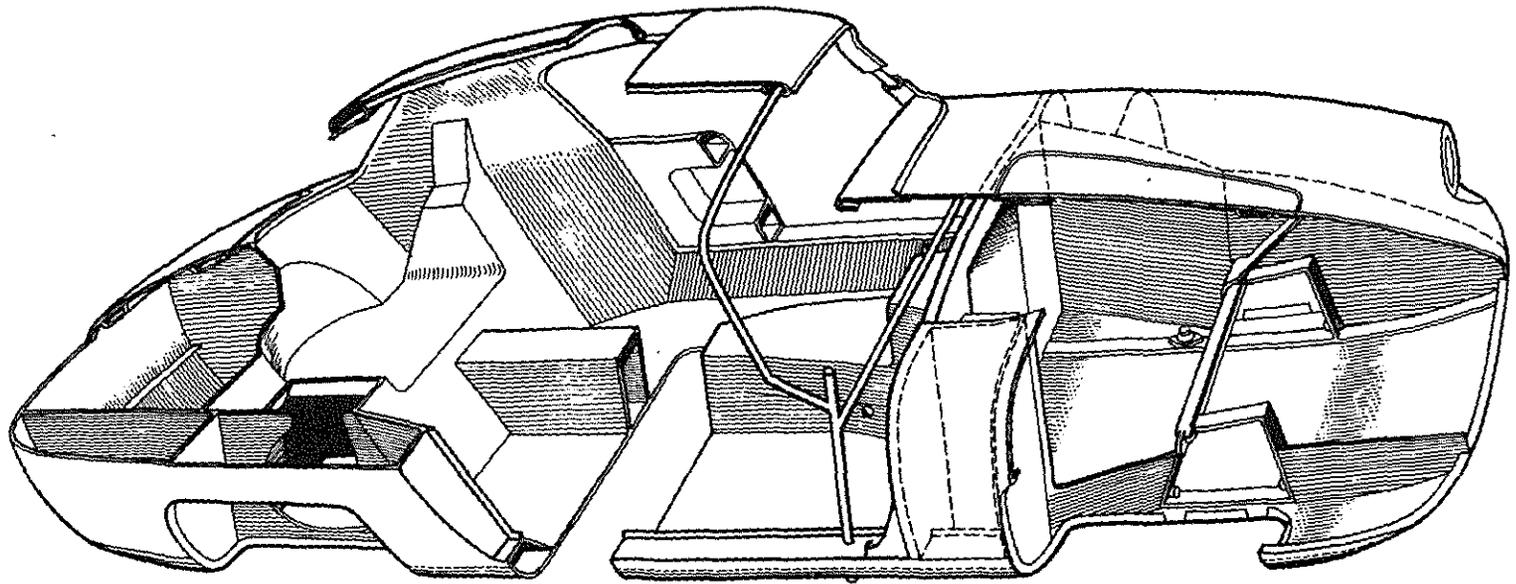
The sky had gone gray again and the first drops of rain were pelting the windscreen as the motor escort led the Elite into the Ecology and Energy Violators Impound Area.



LE CONCOURS D' ELEGANCE

As most members know, Club Elite showed eight fine Elites last September at the Le Circle Hollywood Bowl Concours. Club Elite will be entered again this year and we'd like to get some idea now how many members across the country would be interested in participating. If response is significant we would arrange for motel accommodations and a concours headquarters. We would also plan an event on Saturday (the Concours is on Sunday) that could include a concours prep session, swap meet and/or dinner.

Keep in mind that we compete against each other and Le Circle awards three trophies for every five cars entered. If you'd like more information or would like to commit your entry now contact the event master, Dennis Ortenburger, 5207 San Feliciano Dr., Woodland Hills, Calif. 91364 (213) 887-6230



THE NATURE OF THE BEAST

by "There's Fiberglass Dust in My Eye"
Ortenburger

With all the endearing qualities of the Elites body there are also some pesky ones that bare periodic attention if your bollide is to run like a train. It's wise to set up a yearly check list and examine the car accordingly. The two areas I'll cover here are heat effects and metal to glass attachment.

First the easiest - heat effect and specifically exhaust system heat. Get the car high enough to examine the exhaust pipe channel. By the by, everyone knows how to get the car on jackstands, right? No? OK, get a 2x6 about 22 inches long and a platform jack, either hydraulic or screw. (Sears sells both and their screw is good and cheap) Sorry, forgot this was a family publication. For raising the front of the car place jack at cars and 2x6's centerline. Place jack and board so that board will contact the four (4), two on each side, motor mount nylocs. Set it up so that contact is a square and even shot. Raise jack and voila! front of car raised. Wheels removed, jackstands can be placed under the splined hubs. IMPORTANT!! Be sure to cut 2x2x $\frac{1}{4}$ rubber or wood shims to place between stand and hub lest splines get mangled. Jackstands can also be placed under the board but make sure the nylocs have sunk into the wood evenly.

Now the rear. Again, centerline jack and board and place aft of diff squarely on the 3-sided square glass section. Make sure the board clears diff, disc shields and exhaust pipes. Raise and repeat jackstand procedure per above.

Now, before anyone not having done this before runs out to the lock up and starts throwing jacks and stands around cut your wood and examine the situation. See the logic in the placements. The glass in these two areas is plenty thick and strong especially when the load is spread along the length of the 2x6. I've raised my car hundreds of times thus and no problem. When Alex Bollinger and I did the body work on my car we had it up on four stands (on the hubs) for weeks at a time grinding and sanding and nary a mishap. And we live near the San Andreas Fault! But do seek a flat and level place and I assume no responsibility if your car

Now where was I, oh yeah, the exhaust pipe channel. The manual warns of contact betwixt glass and pipes and/or hot exhaust gases. Logical. But the proximity of hot pipes and glass will have a long term effect. The effect can be scaling and checking at the least or delamination at the worst. In any case repairs must be made as the undertray is a significantly stressed member. Needless to say the surface must be clean to make this examination.

Next we'll look at metal to glass attachment points. Before that though lets keep something in mind - stress cracks, also known as spider webbing, crazing, hair lines etc. Don't let anyone kid you - these fractures and they are just that - fractures, whether they appear on painted or bare glass surfaces cannot be ignored. Minor as they may appear if left unattended will fret and work until the break is completely through the layer. Stress cracks cannot be repaired by filling or

similar methods - they must be ground out and new cloth resined in. An article on this subject is long over due - especially on the kind of car we drive. (Kind of sorry I wrote that since I don't have a fiberglass repair article ready for this issue of the newsletter.)

Attachment points - begin with the suspension. The front is pretty reliable, probably because of the bonded in subframe. But check it out anyway. Some where along the line someone may have tried to lift the car under the subframe. Won't work - the frame bends and the bond breaks. Rear suspension gets complicated. Avoid problems by frequent rubber ball replacement and never, but never run the car with worn out rear shockers. Worn out shocks cause most of the problems which are stress cracks on the inner and outer panels adjacent to the metacones and cracks around the threaded inserts for the rubber ball retaining cup. Repairs here are difficult so preventive maintenance is the ticket. The ultimate trouble of course would be the suspension coming adrift. Say, I'm getting long winded here. Before I close this though one item should be mentioned and for that matter checked after you finish this article - your life could depend on it! The alloy frame which supports the clutch and more important the brake pedal is hung by two bolts. You can see them under the bonnet on the horizontal surface above the steering column. Note that the only thing holding to this surface are the bolt heads and barely oversize washers. Over the years the nuts work loose, the bolt heads and washers fret and work - you're hitting 105 on that straight and a dog runs across the road in front of you - you slam on the pedal - the bolts pull through - the momentum puts your foot through the bulkhead and

Before any drama pull the bolts out. If the holes show cracking, repair and reinforce the entire area. Then fit very oversize washers. If the holes are clean consider yourself lucky and then fit oversize washers or better, a metal plate to spread the load over the entire surface.

What has been written above is obviously not the complete story and there are many areas that a careful owner will spend time with. What I hoped to do is give an idea of what to look for - sometimes we get caught up in the Elite's beauty and tend to over look the nature of the beast.

(After writing the above I went through my files and behold, there exists a fiberglass repair article written by Alex Bollinger a few years back and I've included it in this newsletter. An addendum to that article is appropriate. First, the polyester solvent - acetone. Due to recent petroleum shortages acetone may be hard to come by and lacquer thinner can be used as a less satisfactory substitute. Also, take care in selecting your resin. Use only laminating resin. Casting and finishing resins are available for use by the arts & crafts types and are unsatisfactory due to their brittle qualities. Read the label, avoid resins with a wax content. (Most boat resins contain wax) And remember that the Elite body is polyester while the Elite doors are epoxy and epoxy resin is a whole new ball game. Epoxy takes a special technique, like exact proportions resin and catalyst, that takes practice and experience to do properly.)

MINOR FIBERGLASS REPAIR

by Alex Bollinger

To make minor structural repairs on the fiberglass body of your Lotus is nothing to be afraid of. It requires the selection of proper materials and a minimum amount of know how. Unfortunately, the know how is one of those things that is best learned by doing.

This paper covers only the minor repairs such as split fenders, stress cracks, etc. Some of the things covered here are applicable to the more difficult repairs. For instance, replacing body sections and adding fender flares. These require the making of a mold and it gets too involved to cover in this article.

To begin with, purchase the materials shown in the attached list. Find a place to work where the fiberglass dust will not bother anyone and put on some old clothes. It helps to wear a long sleeved shirt. Fiberglass dust does irritate the skin so avoid getting it on you if possible. If a great deal of fiberglass work is going to be done, I strongly recommend the use of a respirator.

So to work... Examine the damaged area carefully. Look for such things as broken bonds between panels or flanges, structural damage to other components other than the fiberglass, is the fiberglass damaged sufficiently to require a replacement panel? If necessary, remove components to fully assess the damage. It is a good idea to use a marking pen to show the area that's going to be repaired, particularly if there are several of them.

Let's take the two most common types of repairs and go through them:

FRACTURE OR TEAR

Clean off the back side of the fracture (if accessible) with acetone. Using the drill motor and coarse sanding disc, grind approximately

half way through the thickness of the fractured material on the back side. Taper the grinding from the fracture line out in both directions about 3 to 4 inches. Cut two or three strips of fiberglass 6 to 8 inches wide and the length of the fracture. The number of strips required will depend on the weight of Fiberglass mat purchased. If the mat is too thick, split the layers in half. Wipe off the area you are going to glass with acetone. Pour some fiberglass resin in a mixing cup and add the required amount of catalyst. If in doubt as to the amount of catalyst, add 4 or 5 more drops. It is a mess if you don't have enough catalyst added so add the extra drops. A very important point to remember when mixing catalyst in the resin and resin filler is mix it very thoroughly. After mixing the resin and catalyst, use a paint brush to apply the first layer of resin to the back of the fractured area. Take a strip of fiberglass and lay it along the fracture line overlapping it equally on both sides of the line. Apply more resin with the paint brush until the strip is saturated. Work out as many air bubbles as possible with the paint brush. Repeat the application of strips until the desired thickness is reached. Keep in mind to do as neat a job as possible on the back side of repairs if the repair can be seen. A future buyer may be turned away at a future date by poor workmanship. After the back side has set up, repeat the same steps on the outside. When applying the strips to the outside, build up the thickness a little more than is needed. It is easier to grind off the excess than mix up a new batch of resin. When grinding the outside, grind down to the new glass that was applied to the back side. A helpful hint for working on the outside is to cover the area surrounding the fracture with masking tape. This will keep the paint from being damaged more than is necessary.

When the fiberglass has cured (not sticky) take the drill motor

and coarse disc and grind the new glass to the approximate height. Take the large wooden sanding block and #50 dry paper and sand to the correct shape and height. If the repair looks sound resand with the wood block and #100 paper dry. Feather in with the paint edge and wipe off the area with a dry rag. Run your hand over the repaired area in several different directions checking for surface undulations. Be sure to use the entire flat of your hand and not just the fingers. There will be a few imperfections in the surface but there should be nothing greater than 1/16 inch deep. If by chance there is, it will have to be built up with glass.

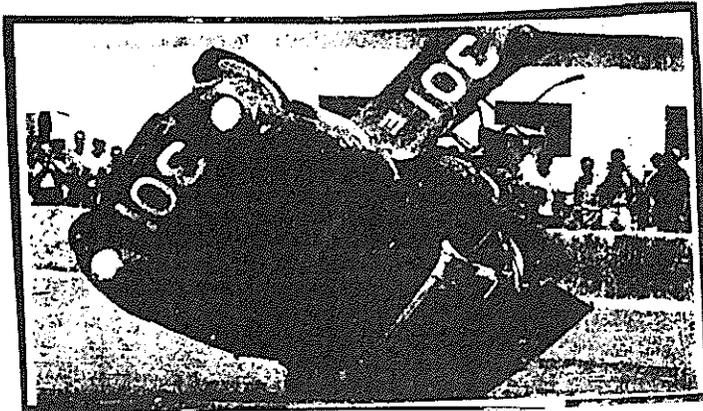
The next step is to clean the grinding and sanding dust out of the pin holes. This is important. If the dust is not thoroughly cleaned out, the hole will be difficult to fill. An improperly filled hole will result in a sunken spot in the paint later on. To fill the pin holes mix 50% clear resin with 50% resin fuller. Add the catalyst and stir thoroughly. Using the small rubber sanding block as a squeegee, apply the resin mixture being careful to work it into all of the pin holes. Leave an excess thickness of about .030 on the newly repaired area. Be sure to smooth the mixture out as smooth as possible. After the mixture has dried, apply some acetone to a rag and wipe the surface off. Don't get the acetone on the paint. This will prevent the sand paper from gumming up. Sand with #50 dry and the wooden block to knock down the high spots. When the shape is approaching the finished product, switch to #100 wet sandpaper and finish sanding the entire area. After this, the repair should be ready for primer.

STRESS CRACKS:

The most common type of damage is the stress crack. It is normally not a structural defect, but it requires as much attention to do the

job properly. Again, I suggest that you mark each spot with a felt marking pen and apply masking tape to protect the paint in the area around the repair. Use the drill motor and coarse sanding disc to grind the area around the crack. Grind approximately .040 inches deep and one inch on both sides of the crack.

If there is a maze of cracks spread over an area of a square foot or larger, grind the entire area. It requires a great deal more time to do each crack individually and the job isn't as neat. Wipe the area with acetone and proceed with the fibreglassing as described in the previous repair description. The thickness of mat should be about 1/2 layer. Be sure to use the small rubber sanding block as a squeegee to remove most of the air bubbles and excess resin. After the resin is cured, use the large wood block and #50 dry paper to sand into rough shape. Switch to #100 dry and finish the final sanding. Clean out the pin holes of sanding dust and wipe off with acetone. Apply the 50 - 50 mixture of resin and resin filler to fill the pin holes. Finish up as detailed in the previous section.



<u>Chassis No.</u>	<u>Body</u>	<u>Engine/Gearbox</u>	<u>Engine No.</u>	<u>Axle</u>	<u>Date</u>	<u>Customer</u>
343	Series II Eleven	1100 FWA Stage II	7259	De Dion 4.5	27.11.57.	M. Clarke
344	Series II Eleven	1100 FWA Stage II	7195	De Dion 4.5	28.11.57.	Murdoch
345	Le Mans 22G	1100 FWA Stage II	7331	De Dion 4.5	15.3.58.	K. Hall
347	Le Mans 22G	1100 FWA Stage II		De Dion 4.5	31.3.58.	A. Stacey
348	Series II	Own			31.12.57.	J. Burgess
349	Le Mans 22G	1100 FWA Stage II		De Dion 4.9	1.4.58.	P. Ashdown
375	Club	Coventry Climax	7075	4.5 N/M	24.8.57.	J. Chamberlain
377	Club	1100 FWA Stage II	7123	4.5 N/M	6.9.57.	J. Chamberlain
378	Club	1100 FWA	7067	4.5 N/M		J. Chamberlain
379	Club	FWA Stage I	7076	4.5 N/M	24.8.57.	J. Chamberlain
380	S.1	Replacement chassis/body			6.12.57.	Payne
383	Le Mans	100E	S.1143241/1ND	4.5 N/M	13.12.57.	Haydon
384	Le Mans	100E	S.16431E	4.5 N/M	14.12.57.	Haythorne

<u>Chassis No.</u>	<u>Body</u>	<u>Engine/Gearbox</u>	<u>Engine No.</u>	<u>Axle</u>	<u>Date</u>	<u>Customer</u>
385	Club	Stage I 1100 FWA	7124	4.5 N/M	26.2.58.	A.A.Wills
386	Club	Stage I 1100 FWA	7072	4.5 N/M	26.2.58.	Showcar
387	Sports			4,5 N/M		Brain
389	Series I	100E		N/M	20.12.57.	Holt
390	S.I	100E	S.2719E/1ND	4.5 N/M	20.10.57.	Bridges
500	Series II	Ford 100E		4.5 N/M	3.1.58.	Boshier-Jones
501	Series II	FWB 1500		ZF 3.9 De Dion	20.3.58.	Griffiths
502	Le Mans	1100 FWA Stage II		De Dion 4.5	8.2.58.	Westcott
503	Series II	1100 FWA Stage III	7366	De Dion 4.2 ZF	6.2.58.	Sebring 1
504	Series II	1100 FWA Stage III	7367	De Dion 4.2 ZF	6.2.58.	Sebring 2
505	Series II Special	1100 FWA Stage II		De Dion	31.1.58.	Bramley
506	Series II Eleven	1100 FWA Stage II		De Dion 4.5	15.2.	M.J.Taylor