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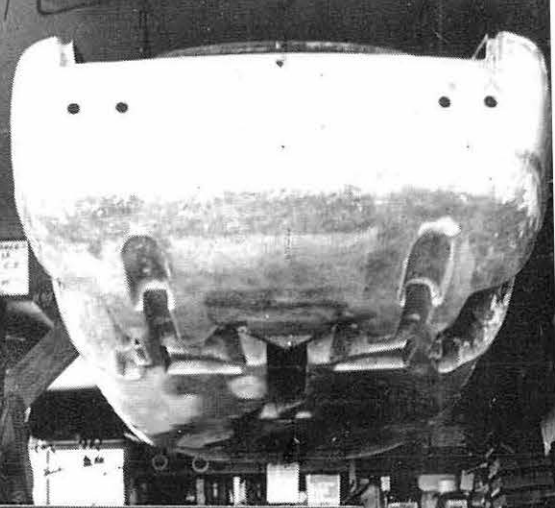
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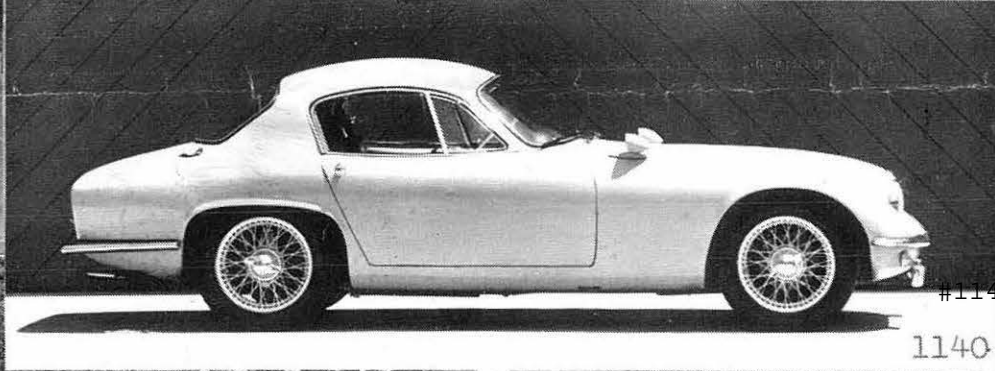
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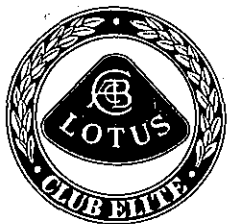


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CLUB ELITE

POST OFFICE BOX 351, CLARKSVILLE, TENNESSEE - 37040
OFFICE PHONE - 615-644-1119 - HOME PHONE - 615-375-3355

January 1976, Volume V Number 10

Where are all the Elites in the Bay Area? There should be more than two dozen of them around. The answer proved somewhat disturbing as I spent part of my summer trying to locate them. Unfortunately, many of them were found in a non-running condition, though their owners assured me that they were all being worked on. In any event, I decided to use photographs of them, along with others cars seen at our summer gatherings, on this newsletter's cover. Only body numbers are used for identification to protect the innocent.

ELITE RESTORATION

part 1

REDUCING YOUR CAR TO A BASKET CASE

Tis a tale told by an idiot
Full of four letter words
and scrapped knuckles...
Signifying nothing.

#1309

This technical article is decidedly non-technical and is more like sound advice than anything else. It is based on personal restoration experience, research into the subject (also known as plagiarism) and, now that I am in the middle of doing 1309, hindsight.

First, let's get a definition straight -- my definition. Restoration is the process of returning (or maintaining) a car to its factory fresh and original, or as closely as possible, condition. This bars engine swaps, fender flaring, candyapple paint jobs, over chroming and polishing, etc. If you are going to compete in concours with the car, authenticity becomes an overriding factor and usually requires an every nut and bolt rebuild.

Now, why restore an Elite? There are several reasons. Aside from insanity, the desire to maintain an excellent example of engineering and a beautiful piece of art in good condition should be enough. However, for those who need more inspiration, you may take heart in the general rule that given two cars in similar condition, in the long run, the more original car will be worth more than its modified counterpart.

Now I'll begin by assuming that you have built up and can maintain the necessary inspiration, you have space in your garage to do the work or are prepared to abandon the 'other' car to the elements for awhile, you own or have access to the necessary tools and you are either wealthy or have established a budget. If you have a budget, DOUBLE IT, so reality doesn't come as too much of a shock.

Now, hopefully, you are at a point where you are ready to disassemble the Elite, but before you begin there are a few other items that are best taken care of. First, take some degreaser and go down to the 25¢ (35¢) car wash and clean the engine compartment, underside and any other place you and grease and dirt can get to. Protect the electrics and carbs so you can drive home. This at least makes for a cleaner disassembly job.

Next, get ahold of a good camera and shoot a couple of rolls of film showing assembly detail. Also take additional photos as you disassemble the car. Remember you want pictures of detail. Have the film processed into prints so notes and comments can be made on the

back. Enclose them in cellophane or otherwise protect them from your greasy fingers. In addition, a photographic journal will greatly increase your post-assembly enjoyment of the car as you and others will know exactly what you started with and what you accomplished (if you want the truth known).

In the meantime, start a collection of magazine articles, other publications and photographs of Elites that belong to others for comparison on points of assembly and authenticity. Note the car's number as there were a number of variations and changes during the production run. Remember, also, that others may not have the original part(s) either.

Now, take a good long last look at the beast because it will be many days and many more expletives before the thing is back together again. Step one is to take a can of Liquid Wrench and coat every nut and bolt you can reach; radiator mounts, door latch plate (in the rear wheel well), etc., etc. Next, effectively kill the car by removing the battery and draining gas, oil and other fluids. At this point you might remove the gas tank and make sure it is completely dry and aired out. Most of the disassembly procedures can be found in the Elite's workshop manual, but frankly I have found that they are not always to be relied upon. For example, it gives excellent directions on the removal of the drive shaft but fails to mention that the differential must be removed first. There is a big difference. In addition, many manuals are missing chapter 17, Complete Assembly Instructions, of section O, pages 15-20. Following these instructions backwards is helpful in disassembly.

The rest of the disassembly order is not as clear cut and can be left to the discretion of the individual. However, a logical pattern is the removal of accessories, bonnet, boot lid, electrics, interior, doors and finally the engine-transmission which should be stripped of as many bolt-ons as possible before its removal. In general the idea is to lighten the car as much as possible before carefully putting it up on blocks so that the suspension and differential may be removed.

In this manner you have reduced a beautiful machine down to a pile of parts, sometimes affectionately referred to as a basketcase. Actually, it is hoped that you have left things in sub-assembly form as much as possible and that nuts and bolts have been temporarily returned to their respective places when possible. Otherwise they should be placed in paper bags and properly marked (left, right, etc.). For even smaller items I suggest tin cans, margarine tubs with lids, egg cartons; etc. rather than an outlay of cash for numerous plastic drawers and boxes. But be careful not to tip them over or there is the devil to pay. Gummed labels may be used to identify containers.

While all of this is going on be sure to keep a notebook. Record comments on procedures (like attaching the speedometer cable before installing the engine-transmission), bolt and wiring patterns, missing and broken pieces. When you find that a part needs replacing, begin your hunt for it then and not at reassembly time as it may not be available when you need it. I'll cover parts locating on another occasion.

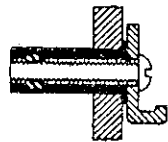
Now, midway through the disassembly process, pick one or two sub-assemblies and restore them. Remember the total will be no better than the sum of the smaller efforts. The reason for this is purely psychological in nature, that being to give your morale a boost by creating a feeling of positive progress. Other games you can play are visiting other Elite owners with running cars, writing a newsletter and looking through old photos of when your car was in one piece.

The big secret is to never stop working on the project. That is one reason for obtaining replacement parts before you need them; so things don't come to a stand still. Once things stop it is difficult to build up inspiration to get them started again. Slow down maybe, but DON'T STOP. By the same token I am not urging anyone to rush through the job, for only by the greatest application of PATIENCE will a successful restoration be completed.

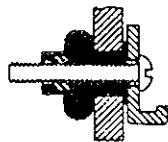


USM Corporation
Molly Fastener Division

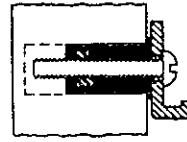
RAWLNUTS



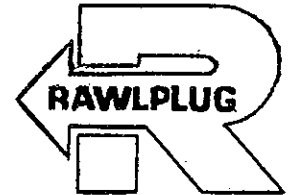
UNFASTENED



FASTENED HOLLOW



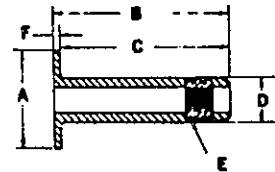
FASTENED SOLID



Rawlnuts are blind rubber fasteners which were used quite commonly in the assembly of the Elite. Indeed, if your car has not previously been disassembled and had Molly bolts substituted in their place, you'll run across them in the most unlikely places. Let me say from the start that I detest the use of the metal Molly bolts in the place of rawlnuts as they tend to damage the fibreglass when they are tightened down and because they are a pain to remove without destroying the area around them. Rawlnuts, on the other hand, are more easily removed (or allowed to drop into hollow body cavities where they can bounce around and haunt you forever) and do not damage the fibreglass.

Rawlnuts were used in two fashions in the Elite. The first, in their primary function as a blind fastener they were used to secure the door panels, the door hinge covers (bottom), rain drip moldings, the dimmer switch and door grab handles. The latter

RAWLNUT SPECIFICATIONS						
TYPE	A	B	C	D	E	F
4BA	.453"	.453"	.406"	.313"	4BA	.047"
2BA	.484"	.453"	.406"	.370"	2BA	.047"



Specification data for standard Well-Nut fasteners								
TYPE	(A) Head Diameter	(B) Overall Length	(C) Shank Length	(D) Shank Diameter	(E) Thread Size	(F) Head Thickness	Hole Size Required	Suitable For Wall Thickness
C-632*	.554"	.981"	.946"	.240"	6-32	.035"	1/4"	.375" to .600"
E-632*	.452"	.499"	.437"	.312"	6-32	.062"	5/16"	.015" to .154"
B-832	.438"	.475"	.447"	.312"	8-32	.028"	5/16"	.015" to .154"
10S	.500"	.554"	.518"	.377"	10-32	.036"	3/8"	.015" to .192"
10SL	.562"	1.051"	1.000"	.375"	10-32	.051"	3/8"	.312" to .643"
G-1032	.750"	.807"	.620"	.377"	10-32	.187"	3/8"	.030" to .227"
J-1032	.750"	.700"	.620"	.377"	10-32	.080"	3/8"	.030" to .227"
N-1032	.625"	.431"	.380"	.375"	10-32	.051"	3/8"	.015" to .050"
Q-1032	.562"	.665"	.625"	.377"	10-32	.040"	3/8"	.035" to .232"
H-1032	.562"	.847"	.812"	.377"	10-32	.035"	3/8"	.312" to .450"
A-1024	.562"	.562"	.437"	.377"	10-24	.125"	3/8"	.015" to .050"
1/4S	.630"	.630"	.579"	.500"	1/4-20	.051"	1/2"	.015" to .111"
D-1420	.740"	.829"	.642"	.500"	1/4-20	.187"	1/2"	.031" to .187"
J-1420	.635"	1.051"	1.000"	.500"	1/4-20	.051"	1/2"	.250" to .457"
Z-3816	1.730"	1.050"	.700"	.750"	3/8-16	.350"	3/4"	.015" to .125"
A-3816	1.250"	1.062"	.875"	.750"	3/8-16	.187"	3/4"	.015" to .437"
E-51618	.875"	.725"	.600"	.620"	5/16-18	.125"	5/8"	.015" to .187"

*Supplied with or without 1/4" and 3/4" cadmium plated steel machine screws, respectively.
**All WELL-NUTS can be used in solid materials of any thickness.

two cases appear to be the only ones in which the 2BA size rawlnuts were used. In the others the 4BA size was applied. In the second mode, the rubber resiliency of the nut casing itself was used to act as a lock washer, thus reducing stress on the fiberglass. In this manner they are found to secure the instrument panel, fuse box, rear tail lights and interior light pillar switches. Thus it appears that approximately half a dozen (6) 2BA rawlnuts and 60 4BA ones are to be found throughout the car. I cannot guarantee these are the only locations where they were used because my car has been through one disassembly prior to my ownership and I have not run across any Elite owner of an original car who has been open to the proposition "Mind if I tear your car apart to find out if...".

Unfortunately the rubber in the rawlnut deteriorates with age and (a) many, (b) most, (c) all (pick one) are destroyed during disassembly-assembly. Now, what to do about the situation? Well, as stated before, too many people have resorted to the use of Molly bolts, probably because they are readily available in local hardware stores. However, there is (still) a Rawlplug Co. in England and the same company that makes the Molly bolt, USM Corporation, manufactures a product like the rawlnut in the U.S. called Well-Nuts.

The British Rawlplug Co. seems willing to supply the 2BA and 4BA sizes and USM Corp. offers equivalents to them. However, it is not quite that simple. Both companies now only supply their products with round-headed screws with a straight slotted head rather than the flat, Phillips slotted head used in the Elite. This necessitates obtaining the screws separately and with the British going metric, possible problems. As a result the U.S. product is more appealing and probable, though one exception should be noted. The forward 4BA screws used in holding the rain drip molding around the door are tapped directly into the metal frame around the windshield and are not rawlnuts.

Unfortunately, also, USM does not sell their Well-Nuts directly, but through distributors. You can write them for the address of your local distributors or use their WATTS number if one is available to you. This results in a secondary problem. Many distributors sell wholesale only, want to sell in quantities of 100 or more and/or have \$50 minimum orders. Perhaps a club purchase is in order (Any Feedback?). In any event, below are some pertinent addresses with which to make some inquiries:

The Rawlplug Company Limited, Rawlplug House, London Road, Kingston upon Thames, Surrey, KT2 6NR, England

USM Corporation, Molly Fastener Division, 504 Mt. Laurel Ave., Temple, Penn. 19560

Distributors

Accurate Fasteners Inc., 550 E. First St., South Boston, Mass. 02127

Modern Fasteners Inc., 4983 Santa Anita Ave., Temple City, Ca. 91780

The E. Wachtel Co., 359 El Camino Real West, Mt. View, Ca. 94040

My thanks to Skip Kruz and Bill Hutton for their help in providing some of the leads in this 'little' project.

INTERCHANGEABLE PARTS LIST

Club Part No.	Description	Alt. Application	Part Number
141	Steering Rack Seal near steering box (left side on LHD) (accordian dust cover)	Triumph Herald	British Leyland 156224
		MGB	British Leyland 17H 6569 an effective substitute
142	Steering Rack Seal away from steering box (right side on LHD) (accordian dust cover)	Triumph Herald	British Leyland 156223
143	High Pressure Hose (clutch cyl. to slave cyl.)		was Girling 64047208 now Girling 64047619 ½" longer and red tubing
144	'Chrome' Windshield Keylock		British Leyland 24A 1466
		Elan +2 130	Lotus X050B6073Z order by the meter
145	Filler Neck Rubber Grommet	Europa	Lotus X046L6001Z fiberglass hole needs enlarging to prevent rubber from buckling
146	Lotus Nose Badge (yellow & green)	Elan Europa	Lotus X026B0269Z
147	Escutcheon (Spring plate beneath interior door handle)	Jaguar Mk. V-IX and XK coupes of the 50's (intermittent use)	** also 1960 Humber Super Snipe
148	Boot Lock Catch	Elan SE, S4	Lotus X036B2673Z
149	Boot Lock Handle	Elan SE, S4 The handle on the production cars is the same as was used on the Elite, however the replacement part, Lotus X036B0803A, has a different shaped handle but requires no modification to be used (key included).	

How Rare It Is!

Today's most common cars will someday be scarce.

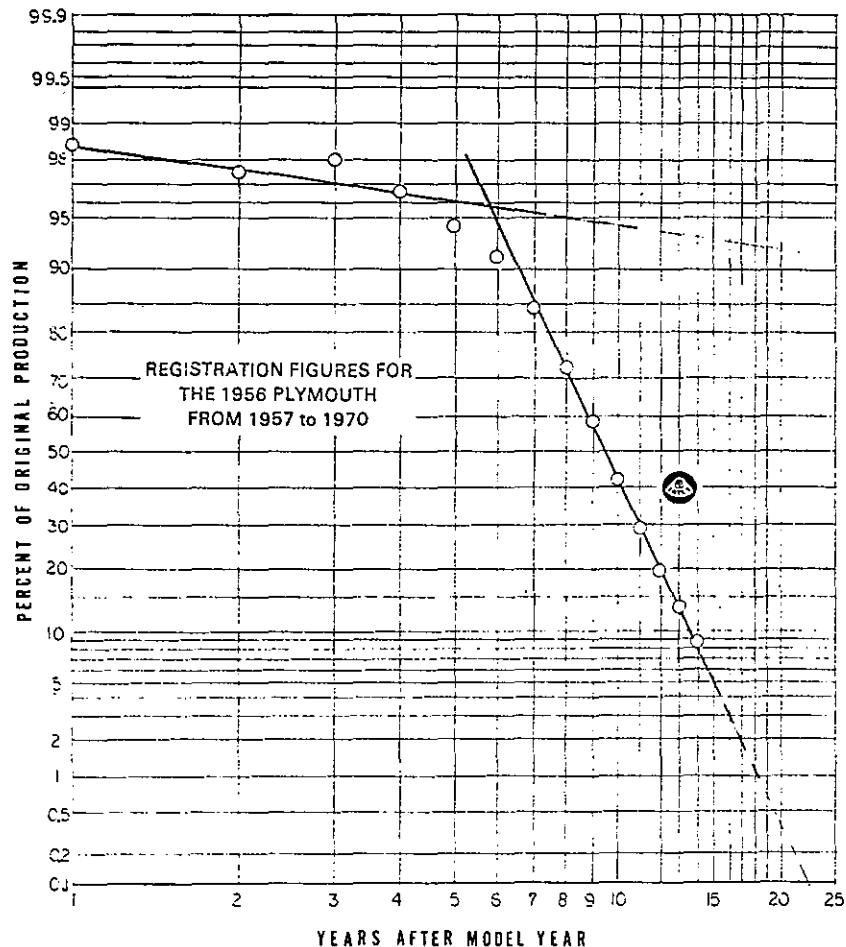
Here are statistical predictions by G. Marshall Naul

HOW QUICKLY do old cars die, molder, and then leave the earth? This question has intrigued me for some time, not so much because I'm curious to know how long the average car lasts (those figures are readily available) but because I wanted to know how quickly a given mass-produced car becomes scarce rare.

Rarity, of course, bears on the value of an old car, at least to some degree. But more than that, I wanted to see approximately when I

could expect a car that's common today to become scarce in the future.

Several auto industry periodicals publish annual production and registration figures for all U. S. cars. Each year, these publications give registration figures going back at least 10 model years. Each year, naturally, registrations for any given year model go down as the cars are wrecked, retired, or scrapped. It's this decline that intrigued me, and I began plotting some graphs to see if any patterns came out. They did.



I started by using the 1956 Plymouth as my first example. I picked it more or less at random--no special reason. Here's the raw data:

Year	Original production	Reg'd. for	Number reg'd.	% of orig. prod'n.
1957	483,756	477,194	477,194	98.5%
1958		472,077	472,077	97.5%
1959		475,186	475,186	98.1%
1960		466,847	466,847	96.4%
1961		457,802	457,802	94.4%
1962		441,682	441,682	91.2%
1963		404,596	404,596	83.6%
1964		347,542	347,542	71.8%
1965		280,872	280,872	58.0%
1966		205,093	205,093	42.3%
1967		142,182	142,182	29.4%
1968		93,976	93,976	19.4%
1969		63,017	63,017	13.0%
1970		41,853	41,853	8.7%

These numbers don't mean much by themselves, but it's apparent that by 1970, the number of remaining 1956 Plymouths became less than 10% of original production. If we plot the decline on special graph paper, it shows some important trends. (For those who are mathematically inclined, the plotting is done on logarithmic probability graphs, and mathematical functions which exhibit straight lines on such graphs have logarithms which are normally distributed.)

Fig. 1 gives a sort of "bent" curve that's actually a combination of two intersecting straight lines. The first portion of the graph is nearly flat, at least for the initial 5-6 years. The loss of cars during this period is due to what insurance companies call catastrophic failure: collision, fire, flood, etc.

Meanwhile, though, the real killer is at work: wear and tear. With wear and tear accumulating, the value of this car drops. Generally, when the cost of repairs exceeds the wholesale value of the car, it ends up being scrapped, or at least put out to pasture in a junkyard.

With scrapping, the graph takes on another, much steeper straight-line drop, and this can be extended or extrapolated to meet the 1% survival line as shown. In the '56 Plymouth's case, 1% survival comes 18 years after 1956, or in 1974. In other words, in 1974 you can expect a nationwide registration of about 4840 1956 Plymouths.

By further extrapolation, in 1978 90% of those 4840 Plymouths (1%) will also have disappeared, leaving some 484 (0.1%) registered nationwide. And by that time (1978), the 1956 Plymouth will, in my opinion at any rate, have become a rare car.

Now let's rest here a moment and analyze what's happening. First, everyone knows that some of the cars we see on the road today will become valuable as they become scarcer. Just which ones remains conjecture. Who, 10 years ago, would have guessed that Edsels would find an owner cult in the 1970s? Or that the rarer Edsel body styles would be valued at thousands of dollars? Why didn't DeSotos do the same thing?

I'm not trying to predict which cars will become valuable and which won't--that's beyond the scope of this article. I will say, though, that survival rates (scarcity) will have something to do with old-car values in the future. The fewer 1955 Chevrolet convertibles left in 1980, the more each one will be worth. And it's my aim to give some idea of how many 1955 Chevy convertibles we can count on by 1980.

We have to remember, though, that my analysis presupposes a normal, orderly, predictable rate of decline. It follows the pattern of past experience. I'm not taking into account national cleanup campaigns, nor the proverbial Duesie in the barn, nor little old ladies who inevitably store their immaculate 1956 Packards away for their teenaged nephews to inherit. Such ironies turn up all the time, and they poke holes into my orderly graphs. Yet by and large, I think we can predict scarcity.

You'll note that the initial portion of the graph in Fig. 1 shows that in some years, the number of registrations is larger than it is for the year previous. Why? The apparent explanation is that a number of trade-ins result in re-registrations of the same car, thus making it counted twice during the same year. I've even found extreme cases in which the number of registrations exceeds production figures for a given year model.

I've carried out the survival rate analysis for other makes of cars and for a number of model years. The graphs are all quite similar.

I've averaged this information and find that the level of 1% survival comes approximately 18.5 model years after the production year, with the 0.1% level at 23.2 model years. The spread of the figures quoted is quite small and ranges from 15 years for the 1% Edsel survivors to 22.5 years for the same level of 1953 Chevrolets.

So if you're tempted, as many of us have been, to rent a big warehouse somewhere and stash away some mint future special-interest cars, you might do well to consider how many other examples might be around in 10-20 years to compete with yours for the buyer's dollar. Other factors influence the value of any car, surely, but if it's desirable and scarce, the price is bound to be higher. □

My reasons for the inclusion of a slightly abbreviated version of the article "How Rare It Is!" are several. Primary among them is my belief that, at this point in time, the Elite closely parallels the pattern of model extinction that the article depicts. If one assumes that the number of registered cars, 400 as of April, 1975, represents an accurate accounting of all Elites in existence (This is based on the perhaps false assumption that the number of unregistered cars is equal to the number of registered ones which are actually 'parted out' and regrettably will not put tread to pavement again.) and one accepts the median model year as being 1962, 13 years ago, then the Elite falls remarkably close to the "wear and tear" portion of the curve as established in the piece.

However, armed with the knowledge of the potential future, it may be possible to take actions now and alter it. We already have the beginnings of an "owners cult" (eg. Club Elite) which is good. Furthermore, the Elite has a certain amount of uniqueness going for it. Fortunately, also, the resale value of the car has remained relatively stable though I have not seen any dramatic increases in price (Who is after a profit anyway?). But at least the car's value remains above the cost of repairs, thus keeping it out of the junkyards. In addition, we, individually and as a club, are working hard to maintain the availability of parts and technical information to keep the cars running. Right?

So, perhaps we have assured a future for the Elite. In any event, I do not want to see 1984 roll around and find only a dozen of them on the road.



The body of this newsletter is made up of a Lotus Elite Series Two Retail Parts List which was kindly lent to me by British Motor Car Distributors of San Francisco so that I might photocopy it. As all prices are stated in pounds, it is obvious that the list was designed for British consumption. For a while I thought it to be perhaps the only surviving copy this side of the Atlantic, but Bill Hutton indicated he had a copy and knows of a couple of others. However, wider distribution among club members I feel will be a benefit. This list will hopefully give us the Lotus part numbers for many 'unidentified' parts. That is if one can translate the English language into American. What the devil is a bung? I personally never ran into the word before so it sent me to one of the thicker versions of Webster's. Once I learned that a bung is a plug I was able to cross-reference part E8057 to Club Part No. 133 and hence back to Lotus part X026B371Z, its current number.

It is partly for this reason that I have taken the prerogative of placing the Club Part No. from our Interchangeable Parts List to the right of the retail price of the corresponding part. It may in some cases be a component or a rebuild kit for the part concerned. I hope this will be of some service.

Of course, the times they have been a changing since the list was made up in 1962. The address of Lotus Cars, Ltd. is now Norwich, Norfolk, NR14 8EZ, England. Unfortunately, as previous newsletters have indicated, the Lotus factory is in the process of divesting itself of all its old parts inventory so direct communication with the factory may not always prove successful. But postage is (relatively) cheap, so you might give it a try when other sources don't work out (Always include a self-addressed envelope and an international postage certificate when corresponding with them or any person overseas for that matter.). Also, the exchange rate for the pound was \$2.80 to the pound back then rather than the approximately \$2.10 it is now, so some of the prices may not be as attractive as they appear. However, don't we wish that parts were that cheap now, much less available?



Happy New Year

Bang Swadlow
Editor-Photographer



LOTUS ELITE SERIES TWO

RETAIL PARTS LIST.

FEBRUARY 1962

Lotus Cars Ltd, Delamare Road, Cheshunt,
Hertfordshire, England.

Telephone: WALTHAM CROSS 26181 -
Cables: LOTUSCARS. LONDON.

BRITISH MOTOR CAR DISTRIBUTORS, LTD
1200 VAN NESS AVENUE
SAN FRANCISCO, CALIFORNIA 94109

Elite Series 11 Front Suspension.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>	
E1001	Top Arm L/H	1. 11. 6.	51
E1002	Top Arm R/H	1. 11. 6.	50
E1003	Bush	4. 10.	
E1004	Half Bush	3. 4.	
E1005	Anti-Roll Bar	2. 8. 4.	
E1006	Mounting Blocks Anti-Roll Bar.	5. 9 $\frac{1}{2}$	
E1008	Grease Nipple Offsae'	8	
E1009	Wishbone L/H	3. 16. 6.	
E1010	Wishbone R/H	3. 16. 6.	
E1004	Bush (Half)	3. 4.	126
E1003	Bush	4. 10.	121
E1013	Damper Unit AT 7	4. 0. 0.	29,52
E1016	Spacer Left Hand Cars Only	6. 4.	
E1019/L	Left Hand Side Vertical Link Assy Complete		
E1019/R	Right Hand Side Vertical Link Assy Complete		
E1019/R1	Trunnion R.H.	17. 10.	46
E1019/L1	Trunnion L.H.	17. 10.	47
E1019/R2	Kingpost R.H.	2. 7. 6.	
E1019L2	Kingpost L.H.	2. 7. 6.	
E1019/3	Seals Trunnion/wishbone	3.	48
E1019/4	Seals Trunnion/wishbone	10.	49
E1019/5	Stub Pin	12. 6.	
E1019/6	D. Washer	4.	
E1020	Nylos Seal	2. 8.	
E1022	Outer Bearing (Cone & Cup)	1. 1. 4.	56
E1021	Inner Bearing (Cone & Cup)	1. 9. 6.	57
E1008	Grease Nipple	8.	
E1023/R	Hub R.H.	4. 7. 0.	
E1023/L	Hub L.H.	4. 7. 0.	

Elite Series 11 Rear Suspension.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>	
E2000	Damper Unit	7. 10. 0.	30
E2001	Spring	1. 10. 0.	
E2003	Top Abutment	12. 1.	
E2004	Bottom Abutment	9. 6.	
E2005	Aeon Rubber	10. 6.	
G27	Nut Special 9/16 U.N.F. Nylloc Type T.	1.10.	
E2006	Wishbone Rear Complete with bush	2. 5. 2.	
E2006/1	Wishbone Silent bloc bush		
E2007	Rubber Ball	8.	54
E2008	Cup Wishbone Location	3. 8.	
E2009	Locating Rod	4.10.	
E2010	Pin Tension Top Abutment	2.	
E2011	Bush Rubber (Metacone)	15. 2.	
E2012	Rear Bearing Housing	3. 14. 4.	
E1008	Grease Nipple	9.	
E2013	Cap Moulding Cover	6.	

Elite Series 11 Instruments.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>	
E8031	Instrument Panel R/H/D	2. 16. 4.	
E8031/1	" " L/H/D	2. 16. 4.	
E8033	Speedometer M.P.H.	5. 15. 0.	118
E8033/834	Speedometer K.P.H.	5. 15. 0.	
E8034	Speedo Cable	17. 6.	75
E8035	Tachometer	6. 6. 0.	
C1034	Tacho Cable R.H.D.	17. 6.	
C1035	Tacho Cable	17. 6.	26
C1033	Tacho Gear Box	3. 15. 0.	27
E8036	Ammeter	1. 12. 6.	
E8037	Fuel Gauge	1. 14. 0.	108
E8038	Gauge Oil/Water	2. 8. 4.	109
C1036	Pipe Oil Pressure	4. 0.	
E8039	Cable Choke R.H.D.	9. 8.	
E8039	Cable Choke L.H.D.	10. 0.	
E8040	Screw Cable Clamp	2. 1.	
E8043	Control Box (Regulator)	3. 17. 6.	63
E8044	Coil Ignition	1. 16. 0.	37
E8046	Fuse Box	6. 0.	112
E8047	Windscreen Wiper Motor	6. 2. 6.	
E8048	Wiper Wheel Box	15. 0.	122
E8049	Bundy Casting 36"	4. 9.	
E8050	Bundy Casting 15 1/2"	3. 3.	140
E8051	Bundy Casting 2 1/2"	1. 9.	
E8052	Wiper Arm & Blade Lucas	1. 1. 3.	90-96
E8053	Cable Strapping	9.	
E8054	Cable Strapping Stud	1.	
E8055	Warning Light	6. 6.	134
E8056	Flasher Unit	12. 6.	
E8057	Inspection Hole Bung	2. 1.	133

Electrical System.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>	
E8000	Wiring Harness (Main LHD & RHD)	8. 14. 6.	132
E8001	Wiring Loom R.H.D. Stop Light Switch	4. 0.	
E8001/L	Wiring Loom	9. 9.	
E8002	Grommet	4.	
E8003	"	1.	
E8004	"	1.	
E8005	"	1.	
E8006	"	1.	
E8007	Head Lamp R.H.D.	4. 0. 0.	
E8008	Head Lamp European	4. 0. 0.	
E8009	Head Lamp U.S.A. L.H.D.	4. 0. 0.	
E8010	Lamp Head Special Equipment PL		102,103
E8011	Side Lamp	8. 6.	6
E8012	Direction Indicator Lamp Front RHD.	15. 0.	4,124
E8013	Direction Indicator Lamp Rear RHD.	1. 3. 9.	3,59,60
E8012/L	Direction Indicator Lamp Front RHD.	15. 0.	4,124
E8013/L	Direction Indicator Lamp Rear LHD.	1. 3. 9.	3,59,60
E8014	Stop & Rear Lamp	1. 1. 6.	5,61,62
E8015	Number Plate Allum. Lamp	11. 9.	69-71
E8017	Horn Hightone	2. 5. 0.	
E8016	Interior Lamp	5. 6.	8
E8018	Horn Lowtone	2. 5. 0.	
E8019	Switch Wiper Motors	17. 6.	
E8020	Head Lamp Relay	13. 6.	
E8021	Switch Horn Relay	12. 6.	
E8022	Starter Solenoid	1. 8. 0.	
E8023	Switch Main Lights 54033033		111
E8024	Switch Direction Indicator	1. 8. 6.	77
E8025	Switch Stop Light	6. 0.	
E8026	Washer Copper	1.	
E8027	Switch Interior Lamp Courtesy Light	6. 0.	
E8028	Switch Ignition & Starter	18. 6.	136
E8029	Switch Head Lamp Dipper	6. 6.	
E8030	Switch Horn/Flasher Light	1. 3. 6.	110
E8032	Switch Heater	10. 6.	

Diff Assy & Outer Drive

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>	
E7017	Diff Casing C/I Calipers	8. 5. 10.	
E7018	Bush Diff Mounting	2. 10.	76
E7019	Plug Drain	2. 10.	
E7022	Washer Fibre	2.	
E7025	Diff Gasket	5.	
E7026	Dip Stick	3. 9.	
E7027	Fibre Washer	2.	
E7023	Plug Filler & Breather	2. 1.	
E7024	Washer Fibre	2.	
E7028	Bearing BLN 30	1.14. 10 1/2	56
E7029	O Ring	2. 6.	
E7030	Inboard Half Shaft		
E7031	Circlip 72 mm	1. 0.	
E7032	Circlip 30 mm	7.	
E7039	Diff Nose Piece 4-5 Ratio	25. 0. 0.	119,120
E7040	Diff Nose Piece 4-2 Ratio	25. 0. 0.	
E7041	Diff Cover Plate	4. 8.	
E7033	Fixed Length Half Shaft	7.15. 0.	
E7033/1	Yoke F/L Half Shaft (Spider).		
E7034	Outer Drive Shaft L/H	8. 4. 0.	
E7035	Outer Drive Shaft R/H	8. 4. 0.	
E7034/1	Taper Collar	14. 0.	
E7035/1	Spacer.	10. 0.	
E2012	Rear Brg Housing		
	Hub Casting	See E2012	
E7036	Bearing	2. 0. 3.	78
E7037	Nylos Oil Seals	2. 8.	
E7038	Nylos Oil Seals	2. 10.	
E1024/E	Continental Hub But R/H	1. 3. 9.	
E1024	Hub Nut R/H	1.16. 0.	
E1025/E	Continental Hub Nut L/H	1. 3. 9.	
E1025	Hub Nut L/H	1.16. 0.	
E7020	Wheel Black Spot	5.12. 0.	
E7020/1	Wheel Red Spot	6. 7. 6.	

Elite Series 11 - Clutch.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>
E7010	Clutch Driven Plate	3. 13. 4. 9
E7011	Clutch Pressure Plate	4. 12. 5. 9
E7012	Clutch Slave Cylinder	1. 10. 9. 10,97
E7013	Clutch Master Cylinder	1. 18. 0. 13
E7014	Pipe Slave Cyl. R.H.D.	14. 3.
E7014/L	Pipe Slave Cyl. L.H.D.	15. 0. 143
E7015	Push Rod Slave Cyl.	1. 6.
E7043	Clutch Pedal	14. 6.
E7044	Pedal Rubber	10. 32

Elite Series 11 - Propshaft.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>
E7001	Propshaft	8. 5.10.
E7001/1	Yoke	14. 4.
E7001/2	Hardy Spicer Universal Joint	1. 11. 1. 22

Elite Series 11 - Accessories.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>
A1000	Jack	1. 9. 6.
A1001	Tool Kit	17. 9.
A1002	Hammer Copper	12. 7.
A1003E	Spanner (Hub Nut)	10. 6.
A1004	Key Fob	1. 4.
A1005	Windscreen Washer	1. 10. 0.
A1006	License Holder	1. 3.

Elite Series 11 Brake Parts.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>
E4001	Plate Caliper Mounting L/H	2. 19. 8.
E4002	Plate Caliper Mounting R/H	2. 19. 8.
E4003	Caliper Front L/H	6. 9. 0. 11,123
E4004	Caliper Front R/H	6. 9. 0. 11,123
E4003/A	Caliper Front Alloy L/H	17. 13. 9. 117,138-39
E4004/A	Caliper Front Alloy R/H	17. 13. 9. 117,138-39
E4003/C1	Front Caliper Pads (C1) per set	3. 6. 6.
E4004/AC	Front Caliper Pads (Alloy)	per set of 4. 8. 5. 6. 66,84
E4005	Disc Front	per set of 4. 12. 1. 0. 82
E4006	Disc Dust Shield	13. 2.
E4007	Bolt 5/16" U.N.F. x 2"	2. 1.
E4008	Bolt 3/8" x 1"	2. 5.
E4009	Bolt 3/8" x 1 1/2"	2. 5.
E4010	Bolt 3/8" x 1 1/2" 64110253	
E4011	Cylinder Master 64067725	14
E4012	Clevis M/Cyl 370063525	
E4013	Hose Front	10. 3. 67
E4014	Pipe 3 way union to L/H hose 7 1/2"	
E4015	Pipe 3 way union to L/H hose 22"	
E4016	Pipe 4 way union to 3 way union 28" R.H.D.	
E4016/L	Pipe 4 way union to 3 way union 30" L.H.D.	
E4017	Pipe 4 way union to M/Cyl 9"	
E4018/L	Pipe 4 way union to rear hose L.H.D.	
E4018	Pipe 4 way union to rear hose R.H.D.	
E4019	4 Way Union	6. 4.
E4020	3 Way Union	5. 3.
E8025	Switch Stoplight	6. 0.
E8026	Gasket Stoplight	1.
E4023	Pedal	14. 6.
E4024	Pedal Rubber	10. 32
E4025	Bracket Pedal Mounting	15. 9.
E4026	Spacer (Wooden)	8.
E4027	Spacer (Aluminium)	4.
E4028	Spring Pedal Return	1. 2.
E4029	P. Cup R.H.D.	6.
E4029/L	P. Cup L.H.D. S.C. Clip	8.
E4030	Nut Hose Retaining	2.
E4031	Washer SP Retaining	1.
E4032	Washer Copper Front Hose	1.
E4033	Circlip	1.
E4034	Nut Clevis Locking	1.
E4035	Nut Clevis Locking	2.
E3036/A	Caliper Rear L/H Alloy	25. 12. 9. 127,137
E4037/A	Caliper Rear R/H Alloy	25. 12. 9. 127,137

Elite Series 11 Steering Assy.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>	
E3000	Steering Colm. Complete with U.J. Tubes & Boss		
E1019/R7	Steering ARM R/H	1. 10. 0.	
E1019/L7	Steering Arm L/H	1. 10. 0.	
E3001/L	Rack & Pinion Assy L/H Drive	16. 18. 0.	
E3001/R	Rack & Pinion Assy R/H Drive	16. 18. 0.	
E3003	Dowel	5.	
E3001/1	Track Adjusting Sleeves	4. 0.	
E3001/2	Track Ball Joint		45
E3005	Universal Joint Casting	13. 6.	
E3004	Universal Joint Coupling		20
E3006	Universal Joint Centre SK.1647 B		
E3008	Bottom Tube 1' x 12 swg 3/4" od	9.10.	
E3007	Top Tube 3' x 14 swg 1" od	16. 0.	
E3009	Taper Pin 1/2"	1.	
E3017	Nut Special (Pal Nut)	2.	
E3010	Steering Wheel	8. 5. 0.	
E3011	Boss	11. 0.	
E3012	Taper Pin 3/16	1.	
E3013	Steering Wheel Medalion.	14. 0.	
E3014	Bottom Mounting Casting	1. 9.	
E3015	" " " Sleeve Bearing.	5. 3.	
E3016	Top " " " Sleeve Bearing.	3. 2.	
E3015	Top Mounting Casting/Sleeve Bearing.	5. 3.	
E3018	Bracket Top Mounting Casting	1. 5.	
E3019	Rack & Pinion Mounting Casting	16.10.	

Cooling System & Heater.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>	
E5001	Radiator.	12.. 0. 0.	
E3005	Thermo Switch	11. 0.	79
E5007	Hose (Bottom 1 1/4" x 2 1/2")	10.	
E5008	Hose (Pump 1 1/2" x 2")	11.	
E5009	Hose Top 1 1/8" x 3"	1. 1.	
E5011	Clip Hose	1. 0.	
E5011	Clip Hose 2A	1. 0.	
E5012	Water Pipe Top 22 swg	2. 4.	
E5013	Water Pipe Bottom	1. 13. 6.	
E5014	Fan Mounting Bracket	1. 9. 0.	
E5015	Fan Motor	2. 4. 0.	80
E5016	Fan Blade	1. 5. 0.	
E5017	Bush Fan Blade	3.	
E5018	Heater Unit	12. 10. 0.	81
E5019	Thermo Stat	8. 0.	
E5022	Thermo Stat Housing	5. 2.	
E5019/5022.	Thermo Stat Comp Housing	13. 6.	74

Elite Series 11 Brake Parts.

CONTD.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>	
E4036	Caliper L/H Cast Iron		112,116
E4036/AC	Caliper Pads Rear Alloy	2. 0. 0.	per pad 65
E4037/CI	Caliper Pads Cast Iron		16
E4038	Disc Rear	12. 8. 3.	83
E4039	Disc Heat Shield.	10. 0.	
E4040	Stud Caliper Mounting	6.	
E4041	3 Way Union (Brass)	5. 6.	
E4042	Union Post	4.	
E4043	Bleed Nipple	9.	
E4044	Spacer (Handbrake Cable)	8.	
E4045	Hose 15 1/2"	11. 0.	67.68
E4046	Pipe 19" 3 way to Caliper		
E4047	Pipe 6" across Caliper		
E4048	Washer Sealing	1.	
E4049	Handbrake Cable		
E4050	Lever Handbrake		
E4052	Nut Umbre Hand Brake C.I.		
E4053	Hand Brake Cable Bracket C.I.		
E4054	Lever Shaft & Nut C.I.		
E4055	Balance Bar C.I.		
E4056	Return Spring Balance Bar		
E4057	Caliper Bolt		

Elite Series 11

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>	
E9000	Body Shell		
14-1A11-197.	Boot Hinge Mtg Casting	1. 3.	
14-5 - 200.	Metacone Mtg "	15.10.	
14-IN-162.	Bonnet Lock Ext. Mtg.	5. 0.	
14-1A11-90.	Boot Lock Mtg Casting.	2. 1.	
45/1-2	Bonnet Lock Comp	12. 3.	
46/1	Bonnet Lock Extension (Including rod lever & Pivot)	1. 6. 6.	
47/1-2-3	Bonnet Hinge Comp	17. 6.	
48/1-2-3-4	Door Hinge Comp	11.11.	
49/A1B1&A8B8.	Door Locking Mech.	1. 5. 6.	86-89
	Lock with R/C Link & Unit		
49/A2-B2	Push Button	13. 8.	
49/A4B4	Locking tapping plate	4. 6.	
49/A5B5	Triple Tooth Rack.	3. 5.	
49/A6B6	Dovetail	3. 5.	
49/A7B7	Dovetail Tapping Plate	9.10.	
49/4	Estcutcheon.	2. 1.	147
49/2	Interior Handles	3. 6.	73
65/1	Grab Handles	3. 0.	
108	Gray Snappoon	16. 6.	
109	Suppel Seal Rubber	7. 3.	
99/AB/2	Door Panel.	6. 3. 2.	
57/AB	Drip Rail Gutters	1. 10. 0.	
51/AB1-3	Boot Hinge Comp.	1. 7.10.	
52/1	Boot Catch Mech.	7.11.	148
52/2	Boot Catch Bollard	3. 8.	
53/1	Boot Lock Handle	13. 2.	149
111.	Boot Rubber	12. 7.	
	Fibre Door	15. 12. 0.	
	Boot Ltd.	9. 7. 6.	
	Bonnet Lid	10. 16. 0.	

Elite Series 11 Fuel System.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>
E6001	Petrol Tank, Straps & Union Comp.	8. 1. 0.
E6002	Gauge Unit Tank	12. 0. 28
E6003	Insulating Rubber	7.
E6004	Hose 2 1/4" x 8"	4. 5.
E6005	Hose Clip	1. 3.
E6006	Filler Neck	10. 0.
E6007	Filler Cap	3. 10.
E6008	Filler Neck Grommet.	1. 0. 145
E6009	Petrol Pipe Tank to Pump	12. 3.
E6010	Long Range Fuel Tank	23. 0. 0.
E6011/E	S.U. Fuel Pump Electric	4. 15. 0.
E6001/1	Petrol Tank	7. 5. 0.
E6001/2	Tank Strap	2. 0.

Elite Series 11 Gearbox

E7002	Gearbox Complete	85,129
E7003	Gearbox Complete	90. 10. 0. 130
E7004	Mounting Bolt Gearbox	4. 6.
E7005	Nut Mounting Gearbox	4. 6.
E7006	Gear Lever Grommet	6. 0.
E7007	Retaining Plate Gear Lever Grommet	3.
E7008	Cap Gear Lever.	2. 9.
E7009	Knob Gear Lever.	8. 0.
E7016	Gear Lever Mounting Bush.	12. 0.
E7047	Gear Box Lever Grommet	

Elite Series 11.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>
C1001.	Coventry Climax Eng.Com FWE.	320. 0. 0.
C1002	Engine Mounting Bar RHD	1. 11.10.
C1002	Engine Mounting Bar LHD	1. 11.10.
C1003	Engine Mounting Rubber	5. 0. 23
C1005	Carb. Shield	6. 0.
C1007	Air Filter	15. 9.
C1009	Exhaust Down Pipe	4. 2. 0.
C1013	Exhaust Mounting Rubber	
C1014	Mounting Plate	9.
C1015	Mounting Retaining Plate	9.
C1019	Silencer	24,25
C1020	LHD. Throttle Pedal Show Angle Plate	1. 8. 6.
C1022	LHD. Spring (1/2" length RHD)	1. 1.
C1023	RHD. Spring	6.
C1024	RHD. Throttle Arm	6. 4.
C1025	RHD. Throttle Arm RHD only	1. 8. 0.
C1030	RHD. Ball Joint 2BA	1. 2.
C1031	Studding 2BA	2. 3.
C1032	RHD. Cable Throttle (Inner & Outer Nipples)	3. 9.

Elite Series 11.

<u>Part No.</u>	<u>Name.</u>	<u>Retail.</u>
54/AB	Bumpers Front	5. 0. 0.
55/1	Bumpers Rear	15. 0. 0.
54/2	Beading PVC	4. 0.
54/1	Air Duct	6. 15. 0.
	Air Duct Grill	1. 4. 0.
54/3	Air Duct Beading PVC	15.
63/1	Exterior Badge	14. 0. 146
	Heater Duct Grill	7. 3.
	Mirror	6. 3.
61/1	Felt (per set)	3. 10. 0.
106	Spare Wheel Strap	4. 0.
E9002	Seats Ramp Wood	1. 6.
90	Front Screen	12. 5. 0.
93	Rear screen	7. 15. 0.
91	Front " Rubber	15. 4.
94	Rear Screen Rubber	15. 4.
92	Front Screen Filler Strip	7. 8. 144
95	Rear Screen Filler Strip	7. 8. 144
E9001	Seats	24. 0. 0.

the DRIP PAN

FOR THOSE LITTLE THINGS
THAT GET LEFT BEHIND

First I would like to offer an explanation for the great variation in the quality of the printing in this newsletter. The reason is that during the preparation of the material that I was putting into it I became curious about the process of offset printing. As a result, I decided to take an evening class in the subject which in turn afforded me the opportunity to print the newsletter myself (with the exception of the front page). I learned a great deal in the class including the fact that one does not become a good printer overnight.

Rawlnut Update

The article on the subject of Rawlnuts was prepared at the same time Bill Hutton was writing his. As a consequence some of the material is repetitious. Since then I have found a couple of additional locations where they were used. Size 2BA Rawlnuts are used to secure the fasteners which hold the fibreglass spare tyre cover in place and the sling from which the exhaust Y is suspended is bolted to the body via 2BA Rawlnuts. In addition, it appears that the interior light may be secured by 4BA Rawlnuts.

For Sale

In the meantime I have taken the opportunity of ordering a quantity of 4BA Rawlnuts complete with Phillips countersunk screws. They may be obtained from me at \$5.00 for 30 or \$9.50 for 60. Sorry, minimum order of 30 and no COD's.

Barry A. Swackhamer
1482 Hamilton Way
San Jose, Ca. 95125

Stolen and modified for Elites from the Vintage MG Club of So. California via the Abingdon Roughrider Review...

"Are you aware of the sundry parts kits that Lucas has available? These are small assortments of hardware used in the repair of Lucas electrical items. The kits include those little bits and pieces that are not sold individually as separate spares: as examples, small screws, rivets, washers, springs, nuts, clips, etc. The Lucas numbers appropriate to the Elite are dynamo kit 54219944, starter kit 256762 and distributor kit 400843. These kits are quite useful as they provide replacement parts for many of those little things that have been damaged over the last decade. Each kit services a wide range of Lucas devices so don't be surprised when you find many unfamiliar pieces in your kit. The little kits are not expensive (relative, Ed.) and every Elite owner who plans to drive his car for the years to come should include one or two of each kit in his stock of spares. As example, when you replace the front generator bearing where do you obtain the four long rivets that secure the bearing retaining plate? Where do you get a new bearing felt? Where do you get brass nuts for the electrical connections? All these little oddments and many more are supplied in these pleasant little sundry kits. Buy them-- you'll like them!!!"

Correction

The high pressure hose between the clutch cylinder and the slave cylinder, indicated as Club Part No. 143, is approximately 14" long and perhaps is best suited for RHD cars. The same length hose was also

used in early LHD Series II cars with the increased distance being made up by placing a length of brake tubing on the end of the hose and connecting it to the slave cylinder. Unfortunately, as I understand it, aeration problems develop in the line due to engine vibrations. Later cars used a longer hose for which I have no part number. As a possible substitution I intend to use a trimmed version of the Elan clutch-slave hose (Girling 64047488) to which the proper fitting has been recoupled.

EUREKA!

Trunk Lining Material

For those Elite restorers looking for trunk lining material I have located a couple of sources of 'original' material. The material has the same texture, is jute backed, is 50" wide but comes in black only. This colour lends itself to most Elite colour combinations or it probably can be recoloured grey with a vinyl spray. This material was also used in Austin Healeys. A sample may be obtained by sending an SASE to Sports Car Spares, Dept. III, PO Box 19194, Minneapolis, Minn. 55419. The price: an expensive \$12.95 per yard plus shipping. Auto Trim of Leicester (Wesley Street, Leicester, LE4 5QG, England) indicated that they can provide the same material (I have not seen a sample.) a £2.50 per metre, but there is packing, carriage and time from England.

Weather Stripping

The same English firm also provides a reasonable substitute for the rubber extruded material found around the bottom of the door. Figure 1 is a cross section of the original material off of car 1309 and Figure 2 a section of the material they offer. It comes in 6' sections and as approximately 7' are needed for each door, 3 sections should be obtained. Their part number is SRS 52 and the price including shipping was £7.05. The American equivalent (Figure 3) is supplied by Auto Vehicle Parts Co. of Newport, Ky. 41071. You'll have to write them for your local distributor. I think the part no. is 4707. (Dick Shannon, thanks for the info. -Ed.)



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3

Classic Cars

Enclosed you'll find a leaflet for Thoroughbred & Classic Cars, a magazine, some of whose articles you have seen reprinted in the club newsletter. Earlier Tim McCoy recommended a subscription (Vol. V, No.5) and I wholeheartedly concur. In addition to excellent articles, they recently published an automotive Directory of Specialist Firms & Services (British unfortunately) which offers great potential in parts hunting and is still available separately. Also, their advertisements offer good parts potential as I got the weather stripping (above) through them. The subscription rate is £ 6.75 or \$17.60 per annum (note- they do not equate).

Classifieds

FOR SALE: Rawlnuts--see above.
WANTED: Elite Fuel Tank, either standard or long range--Gregory Palmer, 1470 East Valley Road, P.O. Box 5670, Monticito, Ca. 93108 Tel: (805) 969-6010.
WANTED: Young attractive female interested in (sorry we don't run that type of ad.--Ed.).