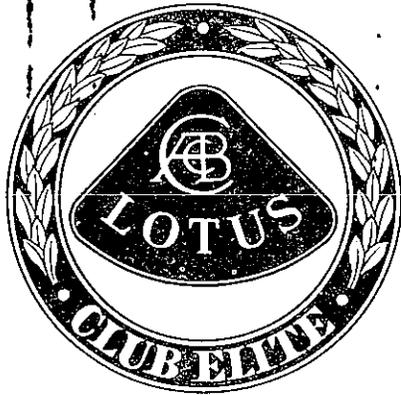


LOTUS ELITE LE MANS CLASS WINNER 1959 1960 1961 1962 1963 1964



# CLUB ELITE

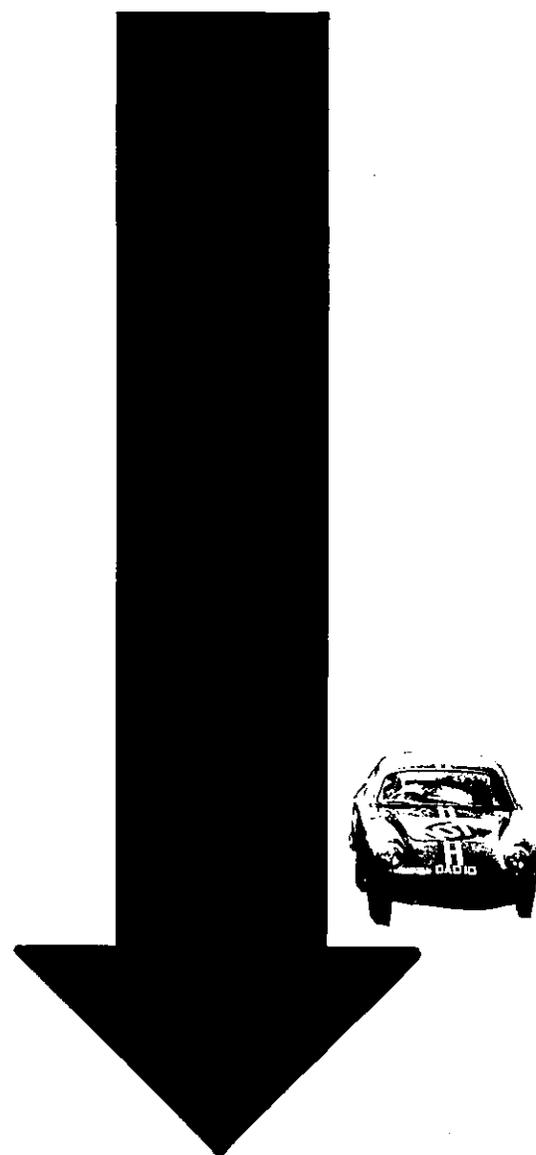
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MARCH 1977

VOLUME VI, ISSUE 12

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# CLUB ELITE

Dennis and Marlene Ortenburger  
5207 San Feliciano Drive  
Woodland Hills, Calif. 91364  
(213) 887-6230.

Dear Members;

QUITTING TIME: Well, as you can tell from the front cover, it is quitting time for the Huttons. After six years, we are handing it all over to Dennis and Marlene Ortenburger and judging from our correspondence with them, the Club will be in the best of hands.

They will be sending out their first newsletter right on the heels of this, which will go to all the members giving you details of dues and instructions for renewal, etc. Dennis tells us they have received two offers from members to undertake one newsletter each, which assures a total of six for the new Club year, for this is in addition to our two and his two. We do urge you to support the Ortenburgers with the newsletter and if you possibly can, please take on one month.

On the subject of newsletters, many of you must be wondering what happened to January and February. We do thank you for your forbearance. No doubt about it - Elite owners are patient people. Well we have had a long hard winter causing delays and problems, of which our contributing editors have had their share. However, we promised you nine issues and nine issues you will have - albeit a little late! Dr. Mohr's February issue will be out in a week or two and Tim McCoy's January issue will be out in late May.

1977/1978 REGISTER: One job attached to running the Club that we won't mind giving up at all is the typing of the Register, although we know keeping you informed of the other Elites in your vicinity is an important aspect of the Club's activities, even if 'vicinity' is 500 miles or so. C.M. shown by the name in the Register obviously denotes Club Member and we vouch for the accuracy of that address. The other addresses we believe are up to date. We have worked pretty hard on keeping this Register accurate during the year. We do not list an Elite unless we are given the chassis number and never write one up on hearsay alone. So, we are sure there are not too many incorrect names, addresses or chassis numbers listed. As it stands, we list 263 registered in the U.S. and 156 Club Members throughout the world.

MEET IN BOSTON: We do not have precise details but understand that Bob and Shirley Green are due to be in Boston in July which is a good excuse for the New England locals to get together as they did last time Bob and Shirley were in Boston. If this interests you, Bob will give you the details. Contact him at 13, Cranham Court, Pacifica, Calif. 94044. (415) 355-1822. *Might be of interest, Jim*

CROSS COUNTRY IN AN ELITE: You will remember that when we held our first Meet in Pocono, Bob and Shirley came out from California in their Elite and wrote an entertaining account of their journey. Well, Eric Jewett, another of our intrepid members, has accomplished the same feat and lived to tell the tale, which we have included in this issue (Half a Lap of America).

VINTAGE RACING We are including an article of interest to our Vintage Racing Members taken out of the Sports Car and Lotus Owner Magazine loaned to us by Adrian Schagen. It depicts U.S. Sports Car racing as seen through the eyes of Jay Chamberlain (The original United State Lotus Importer). It mentions former Club Member John Timanus who has risen from the rank of mechanic to Chamberlain to Technical Director for Sports Car Club of America.

Some of you may want to participate in the following event. The promoters recently sent us details of their program which we pass on below.

"PEPSI GRAND PRIX VINTAGE SPORT EVENT" - A Vintage Sports Car event will be held on June 18th and 19th in conjunction with the I.M.S.A. Camel G.T. and Pepsi Grand Prix. For entry forms please write to Frenchy Dampier, 4853 Island View Drive, Mound, Minn. 55364, by 15th June. This will be strictly a good time event. Everyone who enters is a winner. The cost of the event will be a pro-rated share of the insurance costs. If enough members show up, our cost should be \$20.00 per car plus membership dues of \$5,00 yearly and a one time initiation fee of \$5.00 for new members.

On this information, it does not state where they will be having this race, but Mr. Dampier has the details and he has informed us that one Elite has already entered.

Another of our Club Members is going Vintage Racing this year and that is Jack Davidson. Best of Luck to you Jack. We hope you bring home all those trophies.

WINDSCREENS: We have the final prices on the windscreens which are specially ordered from England. These prices are: Clear (front) \$175.00; Green tint or clear with a top blue shade - \$200.00; and Rears - \$150.00. These prices include shipping and are only slightly higher than those offered 2 years ago and are the prices available only if \$25.00 deposit is received by the end of May. Thereafter the remainder of unsold windscreens will be priced \$25.00 higher. Early deposits will obtain a better selection, as only a few tinted have been ordered.

We always get a big chuckle from the anecdotes in Club Lotus Australia's newsletters and we are filling out this page with some of those you might also enjoy.

Finally, it remains for us to thank all of you who have supported us since the early days of the Club and there are many members who have been with us through all the years. But we want to thank all the members - the latecomers and the early members whose enthusiasm and help has kept us in business for six years.

With good luck to Dennis and Marlene for another half dozen years.

Best Wishes,

Barbara and Bill Hutton.

HIS FAULT-NOT MINE - The following extracts from original statements submitted to an insurance company, confirm our long held conviction that no matter how, when or where accidents occur, WE are never responsible.....

- 'I consider that neither of us was to blame, but if either were to blame it was the other one.....'
- ' A pedestrian hit me and went under my car'.....
- ' I knocked over a man. He admitted it was his fault as he had been run down before'.....
- 'I collided with a stationary tram car coming the other way'.....
- ' The accident was due to the other man narrowly missing us'.....

March 1977  
Vol 6, Issue 12

ADVERTISEMENTS

FOR SALE

ELITE PARTS FOR SALE:

2 Series I complete struts with trailing link	\$150 each
2 half shafts	25 each
Left and right doors complete with hardware including hinges and chrome frame and $\frac{1}{2}$ windows	200 each
Bonnet lid with easily repaired 6 inch separation under front lip	45
Boot lid	55
Gas Tank	45
Rack and Pinion assembly complete with mounts LHD	45
Upper and lower steering tubes	20

(prices do not include shipping)  
Brian Gregorie, 8700, 63rd Avenue, Berwyn Heights, Maryland, 20740.  
(301) 345-1142 evenings.

#1799

1962 ELITE NO. 1799 - Engine good, body needs paint, stored for 3 years, \$2200, with trailer. Roger Urban, 3347 Dellwood, Cleveland Heights, Ohio, 44118. (216) 932-1600.

#1389

FOR RESTORATION: ELITE # 1389: For details write or 'phone: Don Austin, 4820 SW 197th Place, Aloha, Oregon (503) 649-1125.

#1451

FOR RESTORATION: ELITE # 1451: For details write or 'phone: Don Ringer, Rt. 1, Box 278, Gaston, Oregon, 97119 (503) 985-7838.

#1306

1962 ELITE No. 1306, Series II, 40,000 miles, single SU model carb. 1216 cc FWE Coventry Climax, knock on wire wheels 155 SR-15 Continentals. Asking \$4500. (Glove shelf and radio removed). Licensed and on the road. Have workshop manual.  
David Harries, Mudge Pond Road, Sharon, Conn. 06069.

WANTED

1200 FWE engine in either Stage II special equipment version or Stage III. Also I am looking for a 4 speed Z.F. gearbox. O.B.M. Wilcox, Route 1, Box 50, Wingina, Virginia, 24599.

Front Series I A-Arms - left and right - Bill Hutton, P.O. Box 351, Clarksville, Tennessee, 37040. (615) 648-1119.

LOTUS SEVEN, or EARLY ELAN perhaps - (to fill out my small collection of Lotus)  
John A. Brady 5817 East 56th Street, Tulsa, Oklahoma, 74136.



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LOTUS ELITE

Brake System

(Section "L" Shop Manual)

May 1977

HUTTON MOTOR ENGINEERING,  
P.O. Box 351, Clarksville,  
Tenn. 37040. (615)648-1119

SI Elites generally had alloy calipers and SII iron; but a file or a magnet check of both the front and rear calipers will prevent an incorrect order.  
Helpful Hint: Rear caliper material can also be determined by type of hand-brake lever. Umbrella type = iron; Le Mans "fly-off" type = alloy.

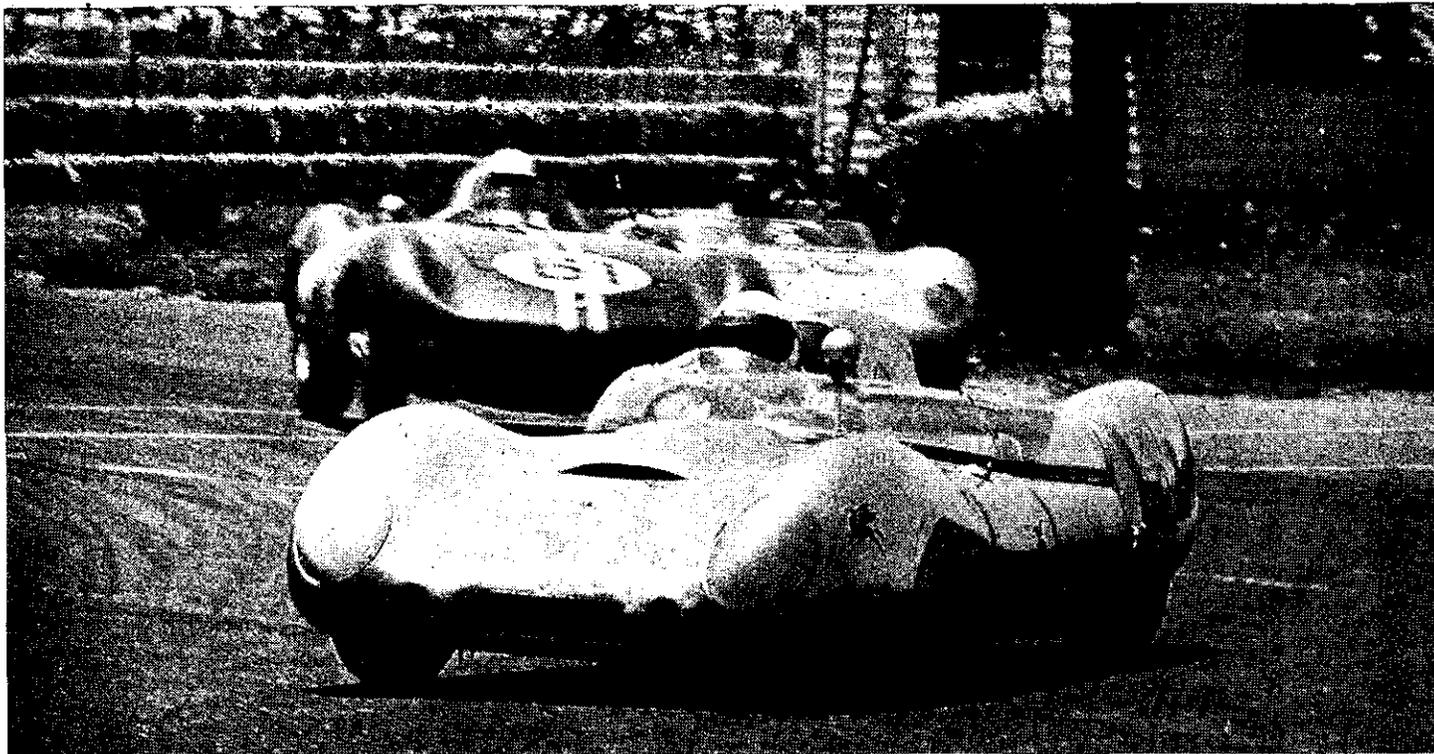
Girling or Elite Part Number	Description	Price, each unless set specified.
<u>CALIPER PADS</u>		<u>(Set of 4)</u>
64325420	Front (iron)	20.00
64325418	Rear (iron)	20.00
64325971	Front (alloy)	20.00
64325973	Rear (alloy)	20.00
<u>CALIPER PISTONS</u>		<u>(Each)</u>
64325436	Front (iron) 1-5/8" dia.	7.50
64325873	Rear (iron) 1-5/16" dia.	7.50
GB 49852	Front (alloy) 2" dia.	30.00 (100.00 / set)
GB 49851	Rear (alloy) 1-1/2" dia.	25.00 (75.00 / set)
<u>CALIPER PISTON SEALS</u>		<u>(Set of 4)</u>
SP 2505	Front (iron) 1-5/8" dia. square section	12.50
SP 2515	Rear (iron) 1-5/16" dia. square section	12.50
64327822	Front (alloy) 2" dia. square section	10.00
64326115	Rear (alloy) 1-1/2" dia. square section	10.00
11F	Front (alloy) S.I. Lotus XI 2" round section	15.00
11RGB49229	Rear (alloy) S.I. Lotus XI 1 1/2" round section	15.00
<u>CALIPER ASSEMBLIES AND MOUNTING</u>		<u>(Each)</u>
E4036A	Left rear alloy caliper complete with pistons, pads, and handbrake mechanism with pads	100.00
E4037A	Right rear alloy caliper complete (as above)	150.00
E4004/A	Right front alloy caliper w/o pistons & pads	75.00
E4001	Left front iron caliper mounting plate	10.00
E4002	Right front iron caliper mounting plate	10.00
E4004CI	Right Front Cast Iron Caliper Assembly w/o pistons and pads.	75.00

LOTUS ELITE

Brake System

(continued)

Girling or Elite Part Number	Description	Price, each unless set specified
GB 48711 GB 49135	<u>BRAKE DISCS</u> Front SI and II (and SII Lotus IX) Rear SI and SII	<u>Each</u> 50.00 100.00
6493 2005 GBB 49238 E 4050 CI E 4050 A E 4049A E 4053 CI	<u>HANDBRAKE</u> Pads (iron calipers, approx. square) Pads (alloy calipers, round) Lever assembly complete (umbrella type) under dash. New but slightly soiled Lever assembly complete (LeMans "flyoff" type beside tunnel) Cable with casing (Le Mans type lever only)( 23" ) Y bracket mounted on top diff. to locate cable (for iron calipers only)	<u>Each.</u> 12.50 (\$40.00/4) 7.50 (20.00/4) 20.00 25.00 15.00 10.00
3700625 64047389 E 7014 E 7014L	<u>HOSES</u> Brake SI front L & R, and SII front L & R and rear (14") Brake SI rear (17") Clutch Master to Slave Cylinder (R.H.D.) (15") Clutch Master to Slave Cylinder (L.H.D.) (21")	<u>Each</u> 12.50 12.50 5.00 5.00
3110362 3112254 3010205 64067879	<u>BRAKE OR CLUTCH MASTER &amp; SLAVE CYLINDERS</u> Brake Master Cylinder complete (3/4" bore, can type reservoir) Clutch Master Cylinder complete (5/8" bore, cast alloy reservoir) Clutch slave cylinder complete (original) Clutch slave cylinder complete (substitute unit)	<u>Each</u> 25.00 25.00 30.00 15.00
(advisable to measure the cylinder bore or piston diameter before ordering) SP 1963 SP 2102 SP 1967 (SP 2095) SP 1990 (SP 2134) SP 2017 (SP 2085) SP 2230	<u>BRAKE OR CLUTCH CYLINDER SEAL KITS</u> Seals for 5/8" bore (frequently SII clutch) Seals for 11/16" bore (Frequently SI brake) Seals for 3/4" bore (frequently SII brake or SI clutch) Seals for 7/8" bore (Occasionally early SI brake) Seals for Clutch slave cylinder Seals for Girling brake servo assist unit	<u>Each</u> 7.50 7.50 7.50 7.50 5.00 25.00



Jay Chamberlain's 2-litre Fifteen leads a Talbot Special and Ken Miles's Porsche at Santa Barbara.

I HAVE been asked to write a few words about United States racing circuits, as well as the outstanding and successful cars from this part of the world. This is an article that I wish I had more time to work with, as I feel it is very important and, I hope, interesting to people not familiar with our type of racing.

The reason for the haste, for which I must apologise, is that since arriving in England I have been working on some 1100 cc Climax engines for Team Lotus. There is a method in my madness, as I felt sure that Colin would give me a drive in one of the new Seventeens if I did something like this. I might also say at this time that what started out to be work has begun to be fun.

As most of you probably don't know, in the United States I have a fairly large business, and up until a year or so ago it was possible for me to find the time to do the maintenance on my racing car. In the past year and a half, however, this has become impossible, so I have turned my racing cars, which we call Team Lotus USA, over to one of the most capable men I have ever come in contact with.

I know Team Lotus USA, as well as most of Southern California, are extremely proud of John Tremanis. John is an exceptionally good race driver on his own behalf and is one of the fortunate ones who has the gift of being an extremely capable Team Manager as well as racing mechanic, and most of all a wonderful crutch for me to lean on through practice and on race day.

One thing about American racing which I think should be brought out quite clearly is that all our successful equipment stems from Europe. I feel that the average American racing mechanic goes into a little finer detail as far as the engine is concerned, but does not have a clue in making the chassis handle any better.

I have frequently sat in on lengthy discussions in various parts of the United States listening to some well trained novice telling me how he has completely converted the handling ability of his particular car with all kinds of wonderful gimmicks. Please believe me, if the car works any better it is because of the psychological satisfaction. Ninety chances out of a 100 the car is a complete bear on the course but he is happy

## RACING IN THE

and, let's face it, in America, with no chance of prize money, just a great big tin cup, who cares how he reaches satisfaction, whether it is driving well, tuning the engine well, or completely converting a Maserati or Ferrari to do the job better than the works has been able to do.

I do give the Americans credit where an engine is concerned. I know you have heard of the American "Hot Rod" and most of our successful sports car drivers and mechanics have stemmed from a lengthy background of Hot Rod drag racing.

I had many hairy drag races at Van Nuys Boulevard in the San Fernando Valley before the war. This was a lonely part of California and all of the hot rod drag race enthusiasts used to meet here and the drag meet would last until the police arrived. Now there are City-sponsored drag strips where the kids can drag race to their hearts content, and believe me, if there is anything harder on an engine I have not found it yet.

In about 1949 this sports car craze hit the United States and, of course, at that time there was not too much equipment available. There were MG TC's, some old Alfas of various vintages, a couple of Talbots and some wonderful specials. When I look back and think that sports car racing has only come to reality in the last ten years with the help of European manufacturers, I think we must have gone a long way. Take this particular year for example.

As you probably know, I ran with Team Lotus at Sebring, the only internationally recognised sports car race in the United States. Right after Sebring I received the most outstanding car I think it has ever been my privilege to drive and be associated with, and that is the new Lotus Fifteen with a 2-litre engine.

My business has grown in the past four years with such leaps and bounds I found it impossible to come to Europe as I had planned to do earlier. So for the first time in the last three years I stayed home—well, that is a joke—but I did stay in the United States.

Our first outing with the car was at Riverside, California. In America we have several week-ends a month set aside at various tracks as driver training sessions. I was not there in the capacity of a student, as Colin will probably tell you I should be; I was there to test a 2-litre car for the first time. I must say I was extremely impressed, as was everyone present.

In the winter there was a race at Riverside in which some of the top drivers from Europe competed, and during this race the late Jean Behra drove a new RSK which the Porsche factory had prepared. It was a 1600 RSK and one of the quickest cars I have ever seen. The course is extremely fast in places, and extremely slow in others. Jean Behra, in a car he was very familiar with, set up a qualifying time of 2 min 14.6 sec, which for a small displacement car was extremely fast.

On our practice day, with novices streaming round the course, off the course and back on to the road, and stopping in the middle of the straight-away discussing with another driver how much Vermouth they were going to put in their evening's Martini, I got down to 2 min 15 sec, which I felt to be very rewarding with a new car, first time out. But we had several adjustments to make before the car could be considered suitable for our American type circuits. We might stick on this subject for a moment.

The average American circuit, if built from the ground up and not of the airport type, has generally been designed with some complete novice's vision of the way a race course should be made. Granted he will ask several questions of Course Marshalls, Cocktail Hour Boys etc. and, of course, for one very obvious reason, a race driver who he knows will not discourage him, so he receives all kinds of free information from the Cocktail Hour Boys and a Turn Marshall who stood on Turn 9 at Santa Barbara for the last four years, so the course in completion is a jiggly straight-away and the so called fast corners, for some reason, look like Turn 9 at Santa Barbara. You have to



On the way to victory, the Elite leads Buckmann's Porsche (with oversteer) at Del Mar.

## STATES by Jay Chamberlain

realise the race driver's position. He is so keen to have sports car racing (and Grand Prix racing) in America he is not likely to discourage the construction of a new circuit. You have to realise that some of the courses I have run on in Europe have been in existence 40 years, and if the course is not 40 years old the experience behind it is.

One day we will grow up, but I hope we do not try to know it all from these past ten years. So our courses, as Colin says, are like our drag races. Go like hell through one corner, stop, creep round an impossible corner and go like hell to the next corner, but I think we are learning and I think some of the boys who have run on these circuits from America are doing a bang-up job over here. Please believe me, I am not ridiculing our circuits. If I had never competed in Europe I am sure I would, as most people do, think we have the best courses in the world. And as far as safety is concerned, I think the courses are extremely good.

As far as all the essential items are concerned, Club Management, Course Management, Course Markers, Turn Marshalls, Starters, Communications, I am sure we rank high. You must realise again that this ten year business comes into the picture. Fifty per cent of our drivers have never seen a road racing type circuit before, in fact most have never been in a racing car before. With the help of European manufacturers we are now receiving faster and faster production cars, although I must use the word "production" tongue in cheek. This enables a complete cluck to spend his money like it was going out of style to purchase one of the fastest, most lethal weapons in the world, not only to himself but everyone competing with him. I must say that with training sessions, driver educational programmes, publications from Europe and various Clubs co-operation this problem is becoming smaller and smaller, but it still prevails.

After one or two wins in his production car he can then, if he has any money left,

step into anything, and I do mean anything, from a 5 year old Testa Rossa Ferrari to a new 2-litre Lotus Fifteen. Suddenly he appears at the course with driving shoes, Les Leston racing overalls, some Italian-built goggles, a new space helmet and his new pride and joy, not realising that this is a 160 mile an hour car and his old one was a 100 mile an hour vehicle. As all of us know, the perspective is not difficult. I am sure in his heart he feels the same way, but for the past few hours he has watched Phil Hill or Ken Miles do a fairly decent job in a car similar to his own, and the first thing he is going to do is show the boys at the office that all it takes is the right equipment. Not for one moment does he reflect that Phil has been driving since 1947, Ken Miles probably before that. I started in 1946, and have had experiences, good experiences and several scars to prove it, but not for a moment does any novice take all this into consideration. On the whole, though, this is probably a good thing. There is such a thing in racing as being too cautious or preparing yourself too well. I shall probably be criticised on this point, but I am sure that if you check back you will find that Stirling Moss, Mike Hawthorn and Peter Collins had some of the hairiest rides on record in their early days.

This is a rather lengthy way around the discussion, but we will go back to Riverside. John and I had a long chat on the way back to Los Angeles after our practising session about the various reactions of the Fifteen. I must admit we were quite excited from the results, but not completely satisfied with the car for our particular type of racing. We did feel that a few alterations which the boss has taught me at various times in my last few racing trips with him would be useful.

On our extremely slow corners most cars brought from Europe either understeer or oversteer. The Lotus Fifteen had quite an understeer, whereas the Ferraris and

Porsches I have driven have a tendency to oversteer. We hastily made adjustments as the next week end there was a race at Salt Lake.

As you know, at Sebring we ran two Lotus Elites which I have taken on to California. One has been installed on my showroom floor and the other I have been racing. They have not placed the car in a production class as yet. We have a funny rule that a certain number of cars have to be in the United States before the model is classed as a production car. Nevertheless, the Elite has been very successful, and on two occasions it beat all the up to 2-litre production cars. I am sure that when Elites become available and in the proper hands they are going to become as dominating as the Porsche has been.

As for American racing in the future, I think that GT events are going to become more and more popular for several obvious reasons. The cars are extremely good, the racing is very competitive, the cost is not quite as high as for racing cars, and furthermore, GT cars can sometimes be used as dual purpose vehicles, and taken on the road. Racing cars are becoming extremely expensive, and when there is no prize money, racing is a rich man's hobby. Every year there is a new trend. Last year the trend was towards smaller displacement cars. Lotus and Porsche dominate that field. As far as large displacement cars are concerned, Ferrari and Scarab have dominated that class, while in production racing Fiat, Abarth, Alfa and Porsche have come out best in the smaller class and Corvettes have completely dominated the larger classes.

I think this new season approaching will see basically the same thing in the smaller displacement modified class. I just hope Lotus will take some of the shine away from Porsche as more 2-litre cars become available in the United States. As far as large modified cars go, I must admit there has been no interest at all shown for next season. I think most of our modified racing will be under 2-litres. As for production racing, I think you will find the 750 class dominated by Fiat Abarth, the 1300 class by Lotus Elites and the 2-litre class by the 1600 Porsche. I am sure the Corvettes will continue to beat the other large displacement production cars.

HALF A LAP OF AMERICA

OR

3141 MILES IN A LOTUS ELITE

#1497

Pursuant to BUPERS Order number whatever, it became necessary for Carole and myself to pack bag, baggage and dog and trek to the Eastern Shore. There to languish until the aforementioned BUPERS relents and sends us back to the West Coast - home of good roads, good weather, good wine - Lotus country. There were two of us, one dog, assorted baggage, one Datsun truck, and one Lotus Elite - all to be transported to their new home in Metropolitan Virginia. The movers came and went, mightily reducing the size of the pile and there was nothing left to do but GO, so on September 23, 1976, equipped with spare fuel pump (electric), spare fan belt, tools, fire extinguisher, and 24 qts of Valvoline's best, we stole out in the wee small hours (actually we finally got off - sleepily - about eight).

- 23 Sept. 1976 - Finally leave about eight, with case of oil, spare fuel pump, and "clunk" in rear end. Fuel pump hiccups going over the Donner Pass. Stop and whack it and it seems ok. Fuel Pump packs up in Lovelock Nev. Change it in an A & W parking lot. Carole stops snickering about carrying spare. Finally quit at Winnemucca (had to stop there, the name's been giving me the giggles for years).
- 24 Sept. 1976 - Leave Winnemucca for an uneventful morning. Unable to resist temptation of 39 miles of arrow straight Bonneville. Nail it to the wood. Somewhere in the three digit numbers, several hundred miles of plugging along at 55 begins to tell and all four plugs glaze. Carole catches up while I am pulled over scraping them out with pocket knife. Stop in Toole, Utah auto supply store, salesman informs me Champion N-4 is snowmobile plug, However, he has three; put in three new and cleanest old plug. On to Provo for the night.
- 25 Sept. 1976 - Leave Provo.. Generally uneventful run to Grand Junction, Colorado. High Desert is lovely this time of year. Fuel pump seems to be running a bit fast. Stop in Grand Junction for the night. Clean points on old pump. Re-set stroke and swap..
- 26 Sept. 1976 - Out of Grand Junction fairly early (before 11 anyway) humming smoothly east. Puff. Puff uphill past Vail (Aspens glorious) to the Eisenhower Memorial Tunnel in light snow (snow?). ELEVEN THOUSAND FEET - Migawd!!!!!! Downhill through Denver, finally give up at Stratton, Colo. Stop in Motel, Register, get back to Elite. No tach indication, generator light on. Pull over to room, and look under hood. Generator pulley nut had backed off, followed by the washer, pulley and woodruff kev. Everything but the key is floating around loose under hood. Have a lovely time looking around the parking lot for the key with nice English couple (they seem to understand). Can't find it, finally make one out of folded washer. Put everything back together with lots of Loctite. Bah !
- 27th Sept 1976 - Depart Stratton for an uneventful run to Junction City, Kansas. Kansas is FLAT! Toward the end of the afternoon, the Elite seems to be running a little ratty, but nothing I can put my finger on - finally decided I'm just tired. Gas mileage dropping.

- 28th Sept. 1976 - Junction City, Kansas to Charles, Mo. After six days in Elite, the body assumes a permanent kink. No identifiable mechanical problems, but the Elite is vaguely off, engine vibrations more noticeable, buzz of cracking carb. heatshields becoming infuriat:
- 29th Sptember 1976 - Leave St. Charles towards St. Louis. Only impression of St. Louis is SMOG (this from a former L.A. kid!). Off I-70 to Interstate 64. Stop short of Louisville to wait for Carole. (I've been running ahead, she has to stop to walk dog. Also this system leaves the most reliable car in the rear). Brakes go straight to the floor. Pull into New Albany, Ind. on the handbrake. After checking, one of the rear brake supply pipes has cracked and no way to repair it, short of dropping the entire rear end, which takes more time than we've got. Finally cap the rear brake system at the tee and resolve to press on with front brakes only (shudder).
- 30th Sept. 1976. - Out of St. Charles on the front brakes. The I-64 bypass through Louisville is incomplete, so we are diverted to the surface streets. In the rain. With no rear brakes. The Bondurant School is right, you can't steer locked wheels. Somehow I miss everybody, get back on the highway and get as far as Charleston, West Virginia before my nerves give out.
- 1 Oct 1976 - Depart Charleston, one more day to go (we have reservations in DC for the evening of the 1st). I.64 turns to two-lane country road for a good portion, which would be a ball under normal circumstances, but with half brakes, the less said the better. Funny thing - I've always maintained that Elite rear brakes did little, being oil soaked and everybody knows the fronts do most of the work anyway. BALONEY - Chapman knew what he was about, and the rears are a vital part of the team (otherwise he would have left them off to save weight). With great determination, press on through the Shenandoah National Park to our final (temp) destination: The sumptuous Navy Lodge (built in 1940 as temporary housing) located next to the lovely Naval Research Lab. on the outfall from the Blue Plains Wastewater treatment plant.

Epilog: After we moved into our new home, I finally tore the rear end apart to fix the brakes. Replaced all brake piping, and located the cause of the original failure - the "clunk" I had left California with was caused by the brakepipe hitting the cable conduit under acceleration. Seems the lower differential mounts had rotted and the whole thing was rotating around the upper mount. I had to rebuild the fiberglass around the lower mounts, as it appeared to have been "corroded" away - brake fluid maybe? Finally got everything buttoned up, and discovered the thing wouldn't start when cold. After many false diagnoses, discovered valves had loaded up on the stems and were sticking open. All four exhaust valves were burned, so I had all seats and valves replaced (plus a helicoil in the cylinder head oil drain fitting). HINT should you strip the oil drain fitting in the rear of the head, you will rapidly discover that the fitting is a strange size - slightly over 1/2 in. and somewhere between 18 and 20 threads per inch. Easiest solution - install 1/2-20 Helicoil, and chase the fitting with a 1/2-20 die. This ain't perfect, but it works and beats custom machining a new fitting in a standard thread.