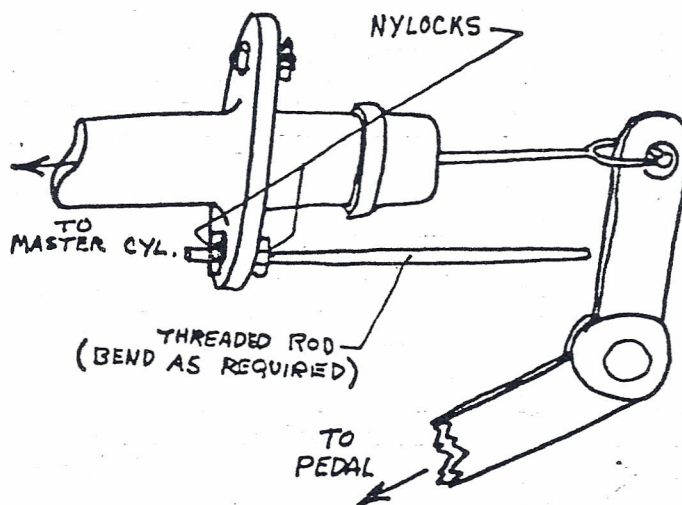


LOTUS 7  
1974 LOTUS CLINIC ANNUAL

COOLING

If you have cooling problems on your 7 or have delusions of being a racer, a Mazda R-100 radiator will, with minor chassis mods and some heliarc on the radiator, take 10 pounds off the front end of the car and seems to work, at least on my twin cam. This radiator is aluminum, so a substantial amount of antifreeze will be required to prolong its life. It can be special ordered at your friendly local Mazda dealer, costs about \$74.00 and takes about a day to procure.

DRIVETRAIN



To reduce excessive clutch travel in 7's, replace the lower master cylinder bolt with a piece of threaded stock and 2 nuts. (See illustration.) Use lots of Loctite or nylock nuts.

ENGINE

I have recently come across two special tools which can make servicing some models of Lotus much easier. First, for all Cortina (1100, 1340, 1500, 1600) and Pinto 1600 motors. There is a special socket available which allows you to tighten all the cylinder head bolts without removing the rocker shafts. It is a Pinto 1600 tool and can be purchased from any "Snap-On Tool" distributor or from J.C. Whitney. The "Snap-On" part no. is S-8694, and the price is about \$6.50. Whitney's price is \$7.64 and it doesn't have the guarantee of the "Snap-On Tool".

On twin Weber 1340 and 1500 Cortina motors it is very awkward to remove or replace the socket head bolts which attach the manifolds to the cylinder head. A special allen wrench made by the Bondus Tool Company will help greatly. It has a semi-spherical tip which allows the wrench to operate when off-axis by as much as 30 or

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ENGINE (continued)

40 degrees from the center line of the bolt. This tool is not good for high torque and final tightening should be done with a conventional allen wrench. These tools come in a range of sizes from .050" to 3/8" and are sold by "Sam's Tool Mart" which is listed in the directory. My Super 7 required a 1/4" and a 7/32" which cost about \$2.50 a piece. I have heard rumors that similar wrenches are made by the Excelite Company, a brand which is distributed in most electrical parts houses.

TIRES & SUSPENSION

Noting that my ancient Dunlop Racings were smooth almost wall to wall, I visited my local 4day store. I've had excellent relations with them in the past (Michelins for the family wheels), and when they spoke highly of Fulda steel radials I thought I'd try them. My much-beloved Skinny Fenders will only admit 165-13's so we put some on. The Fulda is a German tire, distributed in the U.S. by 4day, and looks much like an early Cinturato only nicer. They ride extremely well, have satisfactory lateral adhesion even on poor pavement, and don't make any ugly noises. Regrettably, 100+ horsepower with my weight and gearing will smoke them through first and second gears! They also tended to lock on braking so they were clearly not suitable for the kind of driving a Super 7 does best. The 4day folk took them back without any argument (after mounting and balancing them twice) and promised a full refund. Good service, that.

Checking Car & Driver's 1972 review of this size radials for SSS racing, the Semperit STT was reported to be the most race-tire-like. I found some of these at Hal & Al Tires in Inglewood, and bought them. This store also turned out to be a good bunch, although not particularly cheap. The tires are remarkable. There is still a trace of wheelspin if I try, but it's completely controllable. Braking is much improved compared to the Fuldas, though not quite equal to the old Dunlops. Cornering power is good in all the speed/surface combinations I've been brave enough to try, and the steering response is the quickest I've ever experienced, including the race tires. I recommend them to anyone who has limited space for tread width and wants to be on street tires.

Price: mounted and balanced dynamically, the Fuldas were \$157, the Semperits \$207. Someone in Texas recently advertised the Semperits (165-13 STT M401) at a base price of \$29.95; this would seem an exceptional deal. The ad was in Competition Press about the end of June, and they might still be available.



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TIRES & SUSPENSION (continued)

The press-in Metalastik bushes used in the upper transverse links, lower A-arms (rear leg) and trailing arms (rear end) can be obtained from LeGrand Race Cars, 13213B Saticoy Street, North Hollywood, Ca 91605 under his part no. 1369. He thinks they're engine mounts, but Colin knows better. LeGrand is a good source of race car hardware and his catalog is useful.

All other suspension bushes are various BMC things, except the small Metalastiks at the front of the trailing arms. I have found no replacement for these in the U.S. (luckily, I don't need any, either).

An excellent match for the grey enamel used on Lotus Seven chassis tubes is Krylon Light Grey Enamel #1604, which is very good spray paint to boot. I've found Krylon enamel to be extremely consistent in spraying characteristics and gloss from one can to the next.

In the last Stress Cracks some information appeared about suspension bushings for Seven's. In that article the author indicated that he did not know of any U.S. sources for the bushings used in the front end of the rear trailing arms (Lotus part No. 7786 ). I needed a set of these bushings desperately, as my Super 7 (purchased very used) had teflon bushings in the entire rear end. The teflon bushings place excessive torsional loads on the trailing arms, and caused one of mine to break (very scary). I had a friend who was in England purchase a set from Caterham, the only 7 dealer in England. When I received the parts they came with a note that the correct bushings are no longer available, but that I was shipped bushings for the front end of the rear A-arm, which are just the same except about 1/2" longer (Lotus part no. 7764 ), and must be sawed to fit. They do work, and this is the only source I know of for this part.

MISCELLANEOUS

Parts interchange trivia for Cosworth-engined Seven owners:

Lotus 8407 engine mount can be replaced by BMC3H3077 (BSF thread) or BMC1B2983 (SAE thread) which I think are Healey transmission mounts. They are slightly taller and will raise your engine a fraction of an inch, so check hood clearance.

The infamous half-bushes under the rear axle are really Sprite or MG shock bushes.