

ELAN  
1975 LOTUS CLINIC ANNUAL

ENGINE

ELAN MOTOR MOUNTS. A few months earlier there was some discussion of worn Elan motor mounts allowing the generator to hit the steering column. One member who had this problem discovered it was really caused by an extra long fan belt. If you are having motor mount problems FORD AVO makes special stiffer motor mounts. Possibly Jim Lissner or Dave Bean could provide a set. Gregg Wright said there are two types of Elan motor mounts. The early type is offset (on left only, Ed.) and the later type is not. If you put the wrong mount in an early Elan the airbox will hit. Standard Cortina motor mounts do not fit the Elan, but Twin Cam Cortina or Anglia motor mounts do. (Anglia mounts are direct replacement for all right sides and late left sides. Ed.)

MASTER CYLINDERS. A member had damaged the piston for the master cylinder in his 1972 Elan. He wondered if a replacement was available. The master cylinder is a standard Girling part and should be available at any BAP store, but it may be difficult to find the correct part no. for the piston. A good counterman may be a great help.

SUSPENSION

REAR WHEEL BEARINGS: The Elan rear stub shaft and differential output shaft bearings may be replaced by Fafnir 206 NPP or MRC 206 SG or SZZ bearings.

T. Dill

BODY & INTERIOR

Several years ago, I rebuilt an Elan S2 which I had purchased at auction after an insurance company had totalled it.

The major damage consisted of a badly broken right front fender (near-side wing?) (Only if rhd. Ed.), a driver's door that had been neatly bisected by a guard rail post, no more windshield or frame, a few holes, and of course, STRESS CRACKS (or spiderwebs, stars, etc.)

Although most of the rebuild consisted of straightforward glass and resin work, a couple of items might be of interest to L/Wers.

Refinishing the dash was straightforward enough, but I would advise anyone contemplating this work to use a satin finish urethane varnish; urethane to protect the walnut veneer (be sure to seal the edges too) from the elements, and satin finish to cut down on reflections and because it looks more professional. Proper sanding between coats is essential for a good result.

The door could be popped back into its original shape, and a patch at the fracture held it there, but I was worried about the strength. Not wishing to add much weight, I settled on the idea of molding stiffening ribs inside the door itself between the inner and outer panels (the inner panel had been removed already to make repairs to the skin). Anything light and tubular

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BODY & INTERIOR (continued)

would probably work as a former, but I had some 1/2" polyethylene tubing on hand and simply molded some into the glass. This method increased the stiffness of the skin very effectively and added only about 1/2 pound.

Side windows (\$25-30 three years ago) were made of plexiglass for about 20% of the cost of new. Foam (prime urethane) carpet cushion cushioned the plexi in the mounting channel at the bottom; and three pop rivets make sure that it doesn't jump out.

When the windshield disappeared, the two side window channels (S2, remember? no full frames) went along with it. And my cool disappeared when Lotus East told me over \$40 each for these lovely little chrome plated brass extrusions. As works of sculpture they may be worth it (and this was in 1971), but as window channels they definitely are not.

The solution involved using the original mounting bracket after removing the channel extrusion from it. To this I riveted a length of Kirsch #9045 drapery rod. I kid you not! This is a single channel anodized aluminum track that could hardly be better for the purpose. You might have to try hard to find the stuff, but a good drapery workshop should be able to help. Or as a last resort call (213) 685 7825 or (415) 783 8013 in California. These are Kirsch factory branches and may be able to tell you who handles the stuff. In other parts of the country, write to Kirsch Co., Sturgis, Michigan 49091. No, I don't work for Kirsch, but I do use their products.

Anyway, back to the car. The original weatherstripping was trimmed and glued to the drapery rod, and J. C. Whitney's division bar channel #19-3471 fits inside the track beautifully, requiring only a little shimming to keep it flush with the opening of the track.

Now that I've written all this, I see by my price list that Kirsch no longer makes the 9045 track. #9042 is the same thing, but with longitudinal flanges for recessed ceiling mounting and could be used. But if anyone is really hurting for some, they should contact me as I do have some sitting around from a previous job. And, just in case, I guess I'll save some for myself.

Now a question: Has anyone come up with a way of coping with the dreaded stress cracks that's easier than my method of grinding down to the mat and re-glassing the area? If so, I'd sure like to hear about it because new ones are developing now.

Art Frederick  
Valatie, N.Y.

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CORTINA

ELECTRICAL

If your turn signal stalk will lift or pull back towards you (all except the very early) you may, if you wish, have the option of flashing your high beams for the outlay of from 10¢ to a max of about 85¢. Under the dash, and if the car is over 2 years old, probably hanging down in view, under the ignition switch, is a wire group including a gang connector. Because the Federales had seen fit to make "flashing headlights" illegal, all imports have had this feature "deactivated". FoMoCo method...cut about 1 inch of wire out of the circuit. Cure: either replace the inch of wire, or the bottom dollar (penny?) method, tie it into the primary ignition wire which happens to be in the same bundle and right next to it...Now the high beam is available independent of the light switch and/or the floor mounted high/low switch...Neat for saying hello to other LOTUS owners.

Gregg Wright

## GENERAL INFORMATION

1975 LOTUS CLINIC ANNUALELECTRICAL (continued)

A short mention of Electric Tach. installation.

Polarity: Pay attention, it do make a difference. A service bulletin does exist, from Smith's, on how to alter the polarity. Tom Dill may be able to help. (Still friends after that, Tom?)

A very good suggestion made to me by an aircraft mech. Install the sensing lead in place of the lead from the coil to the distributor; read replace, NO NOT PARALLEL, burns points. The reading is much more stable. Second and more interesting (to me) fact. If, after installation, the instrument will not read above about 1000 rpm, just reverse the sensing leads. WORKS!

Gregg Wright