

North Kent Lotus Group



Dear Enthusiast

Another good turnout for the club night and Vaughn was telling me about his Horn Transplant. I know what he means about Elise horns. You wait for the that special moment to give the other miscreant driver a very rewarding blast and forget that the standard Elise horn would be more at home fitted to a pedal car.

The other major Lotus surgery this month is Jon & Michelle's new M100. I've included part two and part three of Jon's "investigative" restoration. The more he delves, the more of a bargain it proves to be.

I was determined to make it to Brands for the Lotus 6 Hours (I missed it last year). And needless to say, the rain spots started just as I headed

up the A2 towards Dartford. By the time I got to the paddock entrance it was pouring. "I must be mad but can I have an entrance ticket please"? The man on the gate took pity on me "I'll let you have it 3 quid cheaper." On closer inspection over a cup of coffee in the Kentagon, I notice it had "Senior Citizen" emblazoned on it. That cheered me up no end.

Anyway it's true what they say, there's no such thing as bad weather - just poor clothing choices and luckily I dressed for a cold and wet race.

It got off to good start, even with the rain lashing down. A smallish grid at around 17/18 cars but nevertheless some very good racing with five or six really going for it. Very few incidents despite the

soaked circuit. The front battle was a 211 versus a V6 Exige with the 211 finally winning the race. I made sure I was at Druids for the final stages. Seeing three cars abreast coming up to Druids in the pitch black was a sight to see!

For those of you going to the Christmas meal this Saturday it's 7.30 for 8. I'll see you there. Otherwise I'll see you at the Plough on 11th December.

I'll leave you with Jon's progress report, Vaughn's contribution to the Noise Advancement Society and a message regarding next year's subs.

John

Hi John,

Here's a progress report for the Elan.

Both seats are now out and had a quick wash down, both look in fine shape, bought 2 new runners for the passenger seat from Lipscomb, carpets are out and cleaned, they look as good as new and are now stored in the spare bedroom. Drivers window didn't work so I striped the door, cleaned and rebuilt the regulator, fitted some new slider/guides again sourced from Lipscomb, gave all the runners a clean and good grease, it works fine now, fitted a new door speaker whilst I was at it. Drivers door is now fully rebuilt. The passenger door is now striped awaiting cleaning and a re-grease of the window mechanism. Had the old alarm striped out as it was shot.

Spent Thursday morning fitting a pile of new/used parts to the fuel system, including a good used pump/sender unit that Norman sourced for me, a new fuel filter and some new spark plugs, it was now time to try starting her up, so in went a couple of cans of fresh petrol, on went the battery and I crossed my fingers, and, "NOTHING" not that I was surprised really, it has been sitting for 10 years after all. I spent

some time fiddling around, finally getting her running on 1 cylinder (#4) Out came the plugs, 1,2&3 were dry #4 had some soot on it, I decided that it must be blocked/sticky injectors. Turning on the ignition and opening the throttle by hand I couldn't hear a click from the injectors, so out they came for an overnight soak in petrol.

First thing Friday morning I nicked Michelle's ultrasonic jewellery cleaner (don't tell her for god's sake) 4 run's through the cleaner and a blast of air from the compressor later I plugged the injectors back in to check there operation. Yes, 4 little clicks as I opened the throttle. Spent the rest of the morning re-fitting the injectors, re-fitted the fuse for the fuel pump, checked there were no leaks, all was ok so turned her over, still nothing. I set about pulling and re-connecting all the electrical connectors. I sat on the drivers sill thinking through what could be causing the problem, spun it over again just for the sake of it and almost s##t myself as it fired up and sat there ticking over perfectly. The check engine light went straight out and the fan's kicked in after about 10 mins' ran for a time

ROLLING EVENTS DIARY

NOVEMBER

9 LoT 6 Hours

Brands Hatch

John F

30 Christmas Meal

Bartellas

John U

7.30 FOR 8

DECEMBER

Tale of Two Horns November 2013

On a number of occasions recently the standard horn in my Elise 111S has failed miserably to attract the attention of other careless drivers. The Elise is equipped with a single Mixo TR88 horn located under the front crash structure and above the front alloy under shield and is not very effective.

Having spoken to the head



me-
chanic
at Paul
Matty's, he
told me
that this
is a very
common com-
plaint and they have been
fitting air horns as a solu-
tion.

A quick look on the Internet identified a good quality two trumpet set made by FISA in Italy (sold by Elise-Shop UK) which looked good quality and had a claimed sound output of 117 decibels. These were not the cheapest available alternatives e.g. "Ring" from Halfords.

Now only Elise owners need to read further!

The tricky part, remove the front alloy under tray and release the offside (drivers) side inner wing splash guards in order to expose the original horn fixing nut which is accessible through a rectangular hole. Small hands/wrists are useful here.



The horn manufacturers suggest (in Pidgin English) you mount the air

horns where they are protected from the elements, so I chose to re-route the wiring through a spare hole that feeds into an area under the crash structure and above the alloy under shield and install the system in that area. The spare hole is the same size as the weather proof grommet originally fitted.

Locating the two trumpets is easier but DON'T be tempted to mount them on the underside of the crash structure as it is DOUBLE SKINNED and you will not be able to get the nut and bolts through or tight and it may weaken the structure. Mount the trumpets on the inner side panel using the TWO unused holes (one is the original horn

mounting hole) and the other is an unused one.



Having cut the plastic pipes to length and assembled the "Y" piece, mount the compressor in a vertical position. This requires ONE 7.5 mm hole to be drilled through the side of the side panel BUT make sure that when the compressor is fitted, the bottom electrical connections have a good clearance between them and the re-fitted under shield.

The air horn suppliers tell you to replace the original 7.5 Amp fuse with a 25 Amp fuse to allow for compressor start up surge.

My only concern is the thickness of the original wiring and its current carrying capability but so far those fitted by Paul Matty's team have not given any problems - or so they claim!!!

And the result - it's loud.

Vaughn

2014 SUBSCRIPTIONS

The Planning Group have decided to move the subs renewal date from January to March. So the membership period will run from March to February in future.

cont
then shut down, so that all seems to be working as it should. I took a chance when I bought the car as I couldn't hear it running, I am so happy right now.

Next jobs, finish the passenger door, including fitting a new door speaker, start cleaning the paint work with T Cut and a clay bar, fit new Hi Spec brakes (when they arrive) Check & clean

the rear brakes replace what ever needs replacing, general cleaning and painting of suspension and such things.

Bad news, I've split the rear screen so any one who knows of a repairer please let me know.

Cheers

Jon



CHECK THE REV COUNTER - SHE'S RUNNING



DEAD ALARM SYSTEM



NEW AND OLD PUMP



DOOR SPEAKER



DRIVERS WINDOW REGULATOR

Hi John,
I've attached some more photos of the door strip & re-builds & some of my accident with the rear screen. The repair doesn't look pretty, It was done in a hurry in the dark. The passenger door is now back together and working great. The last screw to go in was a tiny grub screw that pulls the top of the door mirror trim in tight, well I dropped it down

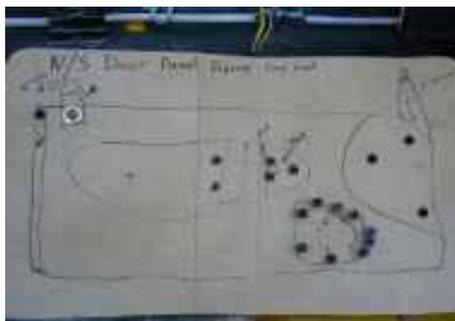
inside the door, I didn't want to have to strip the door down again, luckily I have one of those extending magnetic pickup tools. The person that thought of sticking a magnet on the end of a broken aerial has my undying gratitude, after a quick fish around, out came the screw, this time I placed a rag over the hole, in went the screw and the door was done.

An issue has developed with the headlights, they've gone from having a mind of their own, popping up when ever they felt like it, now they don't work at all??? I've checked all the fuses, next step, check the headlamp lift module.

Cheers
Jon



GARY THE GIRAFFE



THIS IS HOW I REMEMBER THE FIXINGS!

