

# LOTUS F/F REGISTER

# Bulletin

Affiliated with the Vintage  
Formula Car Association

Lotus Formula Ford Register, c/o Vern Jaques, 1129 Monserate  
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## Announcements

### LOTUS F/F REGISTER FUTURE

Those members of the LFFR who are also VFCA members/subscribers to MONOPOSTO, meaning most of you, will have seen the announcement in the last MONOPOSTO that VFCA is for "sale" and, if not sold, will be going out of business at the end of 1990 (no real "offers" to date!). If you read the "ad" at all closely, you will also have noted that the LFFR was an "asset" specifically noted as **NOT** being for sale with the rest of VFCA.

Thus, I'll be keeping the LFFR "shop" open at least a bit longer. I'm unloading several other responsibilities, and by itself LFFR isn't not an incredibly time consuming operation, and it **ought** to get easier. There is, presumably, a finite amount of information to be developed and exchanged on a very restricted number of (mostly closely related) marque/models. Of course, this issue of the BULLETIN is the largest ever, so who knows!?

### MEMBERS, REGISTERS, & QUESTIONNAIRES

The LFFR registers cars, and it has members, the latter being human types who don't have to own Lotus Formula Fords. Ideally, but not absolutely always, registered cars will belong to members. The \$5.00 assessment made awhile back is to cover the costs of printing and mailing the BULLETIN, and not directly related to either registering cars or to membership.

However, **PLEASE**, anyone registering a car and/or wanting to be a member, complete a Questionnaire. This becomes the hard copy record of your membership and/or your registered car. I've up to now accepted letters and, even phone calls, and dummied up a substitute, but no longer. If you're not sufficiently interested in your car to fill out and mail a Questionnaire, I can not, after lengthy thought, arrive at any reason why I should be either!

And, **NO**, you don't need to send a new Questionnaire each time a BULLETIN comes out. (**BUT**, I would like a new Questionnaire when a car changes hands, or you add to your "stable!") In fact, the last one was with the Summer 1989 issue, and I'm not planning to include them in future BULLETINS. I automatically send all back issues to new members as they contain a lot of the very information new members are seeking.

This has resulted in one minor problem. Increasingly I've shipped off all the back stuff in response to an inquiry about LFFR, with a note requesting the completion of a Questionnaire and the \$5.00 assessment, and got no response whatsoever. With postage alone well over \$1.00 for that, I'm generally changing policy. **FIRST** the money, then the info! I'm disappointed in having to do this, but - - - !

Finally, there are some out there who call in, often repeatedly, for information on specific cars from the Lotus Inventory lists we have, but somehow never get around to doing anything else. As to have repeated inquiries on different cars, these must clearly be dealers and/or brokers, I'm going to reject such phoned inquiries from here on out. This isn't even a break even operation, let alone a profit making deal, which is just the way I want it. **BUT**, it is most definitely **NOT** a "freebie" service for professional brokers or dealers!

Just to be fair, let me add that these are very much the **exceptions**. In fact, quite a few members paid such embarrassingly large assessments the first time around that I diverted part of them into VFCA memberships, which at least come on a regular time table.

### FINANCING THE OPERATION

As you will note elsewhere in this issue, there is an "official notice" of another \$5.00 assessment for those who tossed just the basic \$5.00 requested into the kitty the first time around. (Obviously, those who paid more than \$5.00 are paid up.) This ought to keep things going for the foreseeable future, plus weed out those who have lost interest. If you are (1) not already paid up beyond the first assessment, and (2) don't pay up this time -- bye, bye!

### THOSE LESS MYSTERIOUS 51Cs

As noted in Joe Griffin's letter elsewhere in this issue, he has found a way to identify at least his example of those previously presumably "non-existent" Lotus 51Cs. The whole period of the 51 to 61 transition is distinctly "misty," and we're not sure how many 51Cs were built, or where the "B" to "C" transition occurred. The Lotus 51 Inventory list we have ends with #196, which is shown as a 51B. As noted in the "Register" herein, Greg Lapinski has #166, and he describes it as a 51C, though the list says 51B. Wally Ellifritt's #171 is presumably a 51B per the list, but it's a much modified and rather incomplete example (they weren't even initially sure it was a Lotus at all) and from photos the chassis has a lot of 51C features.

At the same time, except for Doug Schreier's 61/FF/2, the 61 Inventory List omits anything before 61/FF/17, and there was a theory that these "vacant" numbers might be the "missing" 51Cs. After all, they have been described as 61s with 51 bodies.

HOWEVER, we have Charles Foss's 61/FF/10 on frame number AM-10 right in the middle of that sequence -- and it's very much a 61! **PROBABLY**, the missing late  
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## CORRESPONDANCE

EDITOR'S NOTE: In the interest of keeping this thing to a reasonable size, I have resorted to editing most of the following letters for length to some degree, but have tried to retain all items of general interest.

+ + + + +

Hi Vern,

Enclosed is an updated LFFR Register form, filled out to reflect what I have learned about "51A/FF/116" with your help over the 'phone the other night.

I did get something of a homemade parts list with the car, a copy of which is included in case you're interested. Obviously, some are peculiar to my car (like: two ea. Rabbit radiators!), and others are poor parts substitutions, but if you find one item that you didn't have defined, it's worthwhile.

Actually, I should be annoyed with you, because now I've gotten so much info on my car that I'll have to fix my ("broke") computer so I can set up a data base. Thanks again - and again - and again, for being the focal point and distributor of all this good stuff!

Al Thiel

+ + + + +

Santa Barbara, CA

Dear Vern,

I still have not found my (Lotus 61's) chassis number, but the Hewland gearbox number is H6-777. Maybe you can make something out of that.

Randy Wilson

+ + + + +

Santa Barbara, CA

Dear Vern,

THANK YOU! My Lotus 61 thanks you! It now has an identity. Please put chassis # 61/FF/51 and Frame #61-70 down in the Lotus FF Register. I am going to get a chassis plate at Dave Bean's shop.

Randy Wilson

+ + + + +

San Francisco, CA

Dear Vern,

I spoke with you recently about a 51 I purchased in Saskatchewan, Canada. It is missing the number plate; however the frame number is AM-122. I relayed this information to you, and you told me the chassis number is 120. Can you tell me anything else about the car, such as history, engine number, etc.? The seller could only tell me that it had run slaloms in Canada.

John Herrguth

EDITOR'S NOTE: The only info we can provide from the inventory lists we have at LFFR relates to original frame, chassis, engine, and gearbox numbers plus original colors. In the case of 51s particularly, we can also usually tell you when and to whom it was originally sold -- usually a dealer or distributor. With 61s, a lot of cars were still in stock when the list "closed," and many had no engines, so even that isn't available in those cases. Thus, what we have is very basic information from a copy of a hand written list.

Westlake, OH

Dear Vern,

Thanks for the info on the 109 engine. I've checked the Hewland gearbox on my 61, and it is H6-941. If you can cross-reference this with your build lists, I would appreciate it.

I've just started going through about ten pounds of notes, documentation, etc. that came with the car, and I intend to contact SCCA Ohio Valley Region with names of previous owners. Hopefully, they will be able to identify the car from their records. I'd feel much more comfortable about its ID# if I can get the same number from two independent sources.

Thanks for your help.

Dan Miller

+ + + + +

Palm Bay, FL

Dear Mr. Jaques,

Sorry it has taken so long for me to get your Questionnaire back to you. I thought I had answered most of your questions in my original letter, but in case I didn't, I'll answer them here.

I have owned two Lotus 61s over the last 15 years, one continuously 1975, and one that I purchased originally in about 1977, sold wrecked in 1983, and repurchased last Sunday -- whole again. Talk about being a glutton for punishment! I bought it back because my original car was hurt pretty badly last November at the Florida State Autocross Championships. No numbers, but I'll try to get them.

The first car was imported in 1970 by Lotus East, then being run by Fred Stevenson in Millerton, N.Y. Fred used this car, painted red, as well as a green car, and a yellow or blue one -- I can't remember -- to establish a driving school at Lime Rock. The charge was \$200 or \$300 per weekend, as I recall. Fred was an amateur racer with ambition and some talent, and little money of his own, who had a reputation for being a bit wild on track at times. He had won a few Nationals at that point, and ultimately went on to win the National Championship in CSR in the early '80s. The school amounted to 1/2 day chalk talk, and a day and a half of lapping.

I worked for Lotus Racing East and Lotus East for awhile in 1970-71 while I was dodging the draft (unsuccessfully as it turned out). It was my job to bring the cars from the shop in NY to the track and prepare them for the school. This entailed adding water, checking the oil, and filling them with gas. Naturally, I felt an obligation to take the cars around the track in between each of these operations. With three cars to prepare, I managed to lap Lime Rock quite a few times!

After I left in response to my "greetings" from the Army, Fred eventually sold all of the cars. One of them was sold to Randy DeStafano in Florida for about \$4000. After I got out of the army in 1974, I moved to Florida and did some corner work and flagging for SCCA. I met Randy and purchased his car for about \$1100 as a basket case. I rebuilt it and raced it with a Cortina and not much success from 1975 through 1978. Later I built an Uprated motor, and met with a bit more success, but my plans to be World Champion were definitely off track. Starting in 1981, I decided to quit racing and use the limited funds that allowed me to race twice a year to autocross 20 times a year instead.

(CONTINUED ON P-12)

## ANOTHER DOLSON REPORT

I just got back from England and the Donnington Lotus '89 event. The most amazing aspect of the event was the sheer number of Lotus cars present. No less than seven Lotus Formula Fords were present, 3 61's and the rest 51's. I tried to give all the Formula Ford owners Register entry forms. Overall the road cars were better represented than the race cars and most of the race cars did not participate in the lapping events, no "racing" as such. The number of road cars was well in the hundreds with everything imaginable. I'm sure the event will receive a lot of coverage in regular publications so I'll leave it at that.

### Type 51 Factory Parts List

Another visit with Peter Denty produced more valuable documentation. Peter gave me copies of the closest we will get to a type 51 parts list from Lotus. What he has given us (your copies are enclosed) consists of the Lotus Components internal stock pull sheets for the assembly of I believe a type 51B. The three pages list the item description, Lotus part number, quantity required, and parts bin location! I was struck by the number of components used from other cars. A 51 contains parts in common with the following types: 20, 22, 31, 41, and 47. This list does not contain a few major items such as bodywork and the chassis itself although the windscreen is shown to be in common with a 22. In case you're not familiar with Lotus part numbers they consist of three parts, a two or three digit vehicle type number, a letter indicating the component type, and then the 4 or 5 digit part number. Enclosed is a copy of the part number key from my 69FF parts list. The other part numbers are usually Lotus internal stock numbers though a few are manufacturer's proprietary numbers.

### Type 51 Chassis Drawings

Peter also made me copies of what he has of the chassis drawings. He provided two, one of which is a type 22 chassis drawing with some overdrawing which indicated some preliminary ideas for the type 51. The other is a 51A or 51B drawing with some of the modifications for the type 51C drawn over. The copies are xeroxed from some badly and I mean badly faded blueprints and are barely legible. I'm recopying the xeroxes and drawing over the second copy to improve legibility as I decipher the original which is tough. But for now this is it although Nigel Halliday is still on the track of a rumored 61 drawing. Perhaps the most interesting thing about these drawings are elements which never actually made it to production. On the early drawing, for instance, is shown a roughly pencilled-in upper cockpit brace unlike that which made it into the later 51's and 61's. The later drawing shows the entire rear "V" replaced with a beefy rectangular tube bulkhead very much like that on the 59/69 chassis. So at least they knew where the weak spots were!

### Type 61 Parts List

One of the documents Dan Lyche got with his 61 (the last one that appears in the chassis records) is most of a 22 page Type 61 parts list which is extremely detailed. Only one page (21) is missing. I've enclosed a copy for you so we can each serve requests from our respective sides of the Mississippi. If anyone has the missing page a copy would be much appreciated.

(CONTINUED ON P-14)

# REGISTER

This is a Register of cars by their numbers, rather than a listing of owners. It has been revised to conform to the Lotus inventory lists, and the Chassis (plate) Number is now the controlling one. The numbers stamped on the chassis are properly called "Frame Numbers." Cars with only Frame Numbers identified are listed after those with Chassis numbers, while those lacking any numbers, or with anomalous numbers, are listed last of all.

As we now have the cross referenced inventory lists, whenever I could from available information I have given the (apparently) proper "missing" number to those 51s/61s which previously had but one known number -- HOWEVER, this should NOT be considered "verification" of a positive chassis identity.

Some cars are unlisted because the owner failed to Register them. Others have changed hands and have not been re-Registered by the new owner. Cars may have changed hands unknown to me, so listed owners may be inaccurate.

## LOTUS 51s

Chassis #	Frame #	Owner
51/FF/20A	10-24	Peter Denty (England)
51/FF/24	AM-42	Fay Curtis (Calif.)
51/FF/29	AM-31	Dean Collins (Calif.)
51A/FF/54	AM-74	Steve Bodrug (Ont., Can.)
51A/FF/55	AM-65	Jose & Carrodus (Calif.)
51A/FF/71	AM-78	Tony Clark (Texas)
51A/FF/82	AM-92	Neil Gray (Calif.)
51A/FF/86	AM-99	Eric Small (Colo.)
51A/FF/88	AM-95	Don Vallance (Ont., Can.)
51A/FF/89	AM-101	Randy Johnson (Texas)
51A/FF/90	AM-94	Peter Dubaldi (Calif.)
51A/FF/95	AM-105	Vern Jaques (Calif.)
51A/FF/103	AM-108	Baxter Culver (Calif.)
51A/FF/107	AM-103	Grant Kinzel (Alta., Can.)
51A/FF/115	AM-111	Matthew Ulan (Ont., Can.)
51A/FF/116	AM-118	Al Thiel (Mass.)
51A/FF/122	AM-120	Santus Gore (FPD, NYC)
51A/FF/125	AM-125	James Degan (Calif.)
51A/FF/127	AM-135	Steve Thein (Calif.)
51A/FF/134	AM-141	Dick Jutras (Calif.)
51B/FF/136	AM-138	Charles Marcue (Colo.)
51B/FF/139	AM-145	Dick Sayre (Calif.)
51B/FF/139	AM-145	Paul Stringer (England)
51B/FF/141	AM-146	Larry Griggs (Calif.)
51B/FF/143	AM-150	Al Cantrell (Maryland)
51B/FF/145	? ?	Tony Crilley (Ariz.)
51B/FF/147	AM-154	Dennis Nelsen (Colo.)
51B/FF/151	AM-152	Charles Hayes (Indiana)
51B/FF/154	AM-158	Mike Bucala (Michigan)
51B/FF/156	AM-163	Bill Nay (Calif.)
51C/FF/166	AM-166	Greg Lapinski (Oregon)
51C/FF/171	AM-179	Wally Ellifritt (Ohio)
51C/FF/200	AM-210	Joe Griffin (New York)

## Lotus 51s (Cont.)

51C/FF/206	AM-217	Tom Anderson (Calif.)
51C/FF/207	AM-219	Henry Moore (Calif.)
51C/FF/216	AM-203	Jim Gallagher (Utah)
51C/FF/217	AM-217	Michael Rogers (Calif.)
51A	AM-104	Janice Ferreti (N.Y.)
51C	AM-208	Bill Dolson (N.Y.)
51C	AM 1+8	Milt Parsons (Arizona)
51C	AM-74/2	Linda Lee (Calif.)
51C	Unknown	Charles Hayes (Indiana)
51	Unknown	Marc Evans (Conn.)
51	Unknown	Bill Dolson (New York)

## LOTUS 61s

61/FF/2	AM-202	Doug Schreier (Calif)
61/FF/9	AM-10	Charles Foss (Ohio)
61/FF/21	61-19	Don McGreevy (Calif.)
61/FF/22	? ?	Kent Painter (Colo.)
61/FF/20	61-32	John Arnold (Canada)
61/FF/35	61-34	Dennis Croxell (Fla.)
61/FF/51	61-70	Randy Wilson (Calif.)
61/FF/57	61-54	Rich Stadther (Minn.)
61/FF/61	61-76	Doug Schreier (Calif.)
61/FF/79	61-58	Dave Mericle (Calif.)
61/FF/84	61-7	Joe Bryd (Alabama)
61/FF/86	61-3	Gary Harrison (Ohio)
61/FF/88	61-9	Steve Torrance (Texas)
61/FF/104	61-85	Gary Lambert (Conn.)
61/FF/105	61-99	Jay Stannard (Florida)
61MX/F3/106	61-113	Tom Anderson (Calif.)
61/FF/117M	61-111	Randy Tragni (Calif.)
61MX/F3/115	61-121	Nigel Halliday (England)
61MX/F3/136	61-120	Scott Meshan (Utah)
61/FF/145	AM-144	R. & W. Lean (Minn.)
61/FF/158	AM-150	David Rose (England)
61MX/F3/172	AM-165	Kent Painter (Colorado)
61/FF/179	AM-180	Tony Reyes (Calif.)
61/FF/185	AM-185	Carl DeAlmeida (N.J.)
61MX/F3/186	AM-186	David Rose (England)
61/FF/191	AM-191	John Kouba (Calif.)
61/FF/193	AM-190	Bill Dolson (New York)
61/FF/205	AM-208	Greg Vinson (Utah)
61MX/F3/254	61-68	Dan Lyche (Oregon)
61	61-88	Sold (Calif.)
61	Unknown	Dan Miller (Ohio)

## LOTUS 69s

7169/2FF/XF3	?	Bill Dolson (New York)
7169/7FF	?	Gerald Bowden (New York)
7169/22FF	AM-34	Doug Schreier (Calif.)
7169/23/FFxF3	AM-27	Ralph Stechow (N.J.)
7169/27/FF	AM-45	Dan Lyche (Oregon)

# MARKETPLACE

FOR SALE: Lotus 51A, Frame #AM 101, Chassis I.D. #51A/FF/89. Frame up restoration, every nut and bolt replaced. Engine has new crank, pistons, bearings, dry sump pump. New polished alloy oil tank, new fuel cell, new belts, new windscreen. Everything chromed. Koni shocks with chromed coil-over springs, all Aeroquip hosing, Revolution wheels, Avon tires. Have original steel wheels. Some spares. If you want the nicest original 51 around, this is it. \$39,500. Randy Johnson, 4026 Villa Grove, Dallas, TX 75287. (214) 380-1997 [H] or (214) 661-9822 [W].

FOR SALE: 1972 March 729 F/F. Serial #2 PROTOTYPE. Just completed frame up restoration. New body. Zero hours. Up-rated F/F legal engine. SCCA Log Book. Car is perfect and proper. John Pavone, (203) 348-3231, Unit #303, 60 Strawberry Hill Ave., Stamford, CT 06902.

FOR SALE: Howland Mk. 6 gearbox, excellent condition, \$2700/offer. Lotus Europa 5 speed gearbox, excellent condition, \$750. Dan Lyche, Oregon. (503) 642-7527.

WANTED: Bellhousing adapter for Lotus 51, Cortina engine to Renault gearbox. A repairable damaged one is okay. Kent, Colorado. (303) 493-8474 [W].

WANTED: Lotus 51 or 61 for vintage racing. Steve Linn, 5 So. Kenosha Drive, Madison, WI 53705. (608) 233-4925.

WANTED: Restorable Lotus 51. Dan Lyche, Oregon. (503) 642-7527.

FOR SALE: Howland Mk. 9 (F/F type) gearbox. Excellent condition. \$2000. Roland Johnson, 275 N. Westwind Drive, El Cajon, Calif. (619) 442-4303[H] or (619) 295-5141.

# ROSTER

## NEW MEMBERS

Joe L. Bryd  
8012 Warden Dr. S.E.  
Huntsville, AL 35802  
205/881-3720 (H)  
61/FF/84

Rob Carrodus  
54 Eureka Avenue  
Kensington, CA 94707  
415/526-4037(H)  
415/550-1518(W)  
51A/FF/55 AM-65

Tony Crilley  
P.O. Box 8121  
Scottsdale, AZ 85261  
602/998-4292  
602/951-1368  
1968 Lotus 51 #145

Dennis Croxell  
7261 Eagles Perch Ct.  
Jacksonville, FL 32244  
904/778-7938  
Lotus 61/FF/35

Stan Evans  
277 Morningview Dr.  
Harvest, AL 35749

Jim Gallagher  
8497 S. Escalante Dr.  
Sandy, UT 84093  
801/943-9346  
51/FF/216 AM #203

John Herrguth  
1 Wood Street #12  
San Francisco, CA 94118  
415/752-5054  
Lotus 51

Bill Hutton  
Hutton Motor Eng.  
Box 351  
Clarksville, TN 37040

Rem & Willem Laan  
3 Nuthatch Lane  
North Oaks, MN 55127  
613/293-2144 (day)  
Lotus 61 AM #144

Gary Lambert  
658 Newfield Ave.  
Stamford, CT  
203/359-9208  
61/FF/104

Greg Lapinski  
5307 N. Albina  
Portland, OR 97217  
503/285-3308  
51C/FF/166 AM #166

Linda Lee  
81 Eastfield Drive  
Rolling Hills, CA 90274  
213/377-6193  
Lotus 51C AM-74-2 (?)

Terry S. MacDonald  
4263 S.W. Harvey Way  
Lake Oswego, OR 97035  
503/635-8796(H)  
503/246-9570(W)

Scott Meehan  
4080 S. Woodland Dr.  
Woodland, Utah 84036  
801/973-4817(W)  
801/783-2514(H)  
61MX/F3/136 AM-120

Daniel J. Miller  
635 Walmar Drive  
Bay Village, OH 44140  
216/835-6547(H)  
216/892-1191(W)  
Lotus 61 FF

David Rose  
"Woolmere House" Hanbury  
Bromsgrove, Worcestershire  
England B60 4DD  
021-422-2228 (Work)  
Hanbury 504 (Home)  
61/FF/158 AM-158  
61/MC/F3/186 AM-186

Anil Sethi  
4732 Leyden Way  
Ellicott City, MD 21043  
301/964-5578(H)  
301/730-2255(W)

Rich Stadther  
1955 Wellesley  
St. Paul, MN 55105  
61/FF/57

James L. Stead  
60 Bayberry Lane  
So. Burlington, VT 05403  
Lotus F/F

Joseph V. Tesone  
Box 35  
Wildwood, PA 15901

Steve Thein  
3302 Martinez St.  
San Diego, CA 92106  
619/260-1422(W)  
619/224-7742(H)  
Lotus 51

Ed Valls  
612 Las Flores  
Ridgecrest, CA 93555  
619/446-7985(W)  
619/375-2600(H)

Mel Wieteki  
1987 Grimes Golden Dr.  
Toledo, OH 43611  
Lotus 51A/FF/118

Randy Winberg  
2365 South Inca  
Denver, CO 80223

Murray Wivell  
17 Franklin St. Atriet  
Brantford, Ontario,  
Canada N3R 1S9  
519/752-3379  
Lotus 51

## ADDRESS CHANGES

John & Carole Arnold  
3220 Ward Road  
Wheat Ridge, CO 80033

Rick Prindle  
P.O. Box 850657  
Dallas, TX 75085  
214/517-1207  
FAX 214/517-0668  
51A/FF/70 AM-64  
Renault g/b

Mike Rand  
8401 Cherrystone Ct.  
Tampa, FL 33615  
813/886-5374 (H)  
813/877-4672 (W)

This Roster update, together with the complete Roster published in the Summer 1989 issue of the LFFR BULLETIN, should be a complete listing of Lotus F/F Register members through approximately January 1, 1990. These Rosters are published for the exclusive use of Lotus F/F Register members.

## ANNOUNCEMENTS (Cont.)

51 sequence numbers are 51Cs, though it's possible some may have been 51Bs, or even that there wasn't a clear break from "B" to "C" specifications. And the more I learn, the more I'm inclined to think of 51Cs as transitional cars from 51s to 61s.

In any case, if you have a 51C which you would like to further identify, the place to write is:

Club Team Lotus  
Lotus Marketing Services Ltd.  
Ketteringham Hall  
Wymondham, Norfolk  
England, NR189RS  
Attn: Andrew Ferguson

## LOTUS 59/69 REGISTER

Bill Dolson, who is about as (or more!) active in the LFFR as the Editor, and is handling all inquiries on Lotus 69 FFs for LFFR, seemingly as a result got hooked on this whole Register idea, and together with a friend in Germany, has started a Register for Lotus 59 and 69s. This covers all of the several variants of these cars, not just the Formula Fords. If interested, contact:

Bill Dolson  
257 Elizabeth Street  
New York, NY 10012  
212/219-3507 (H)  
516/625-0830 (W)

## PROPOSING A GET TOGETHER(S)

Although the USA is far too large to seriously propose a meeting of the Lotus Formula Ford clan, it does seem that a get together or two or more in local areas would be an interesting possibility. This wouldn't be entirely social -- I'd like to see at least some cars brought along. I've suggested elsewhere herein that we need to compare early and late 51s with early and late 61s in the interests of better understanding their evolution, and a get together of this sort would be the place to do it.

Although we could perhaps do a few more social type things at races, that never REALLY works well, particularly the close up car comparison thing. Despite the best intentions, my experience has been that you almost never get anything done at a race except that which is pretty directly related to that race weekend!

Anyhow, as a starter, is anyone interested in a Southern California Lotus Formula Ford Rendezvous?

## JULES WILLIAMS PASSES

Jules Williams, who drove the Lotus 51A that currently belongs to the Editor to win the first SCCA Formula Ford National race at Willow Springs in 1969, passed away recently from cancer at the age of 51. I met Jules for the first and last time at the Willow Springs Formula Ford Festival last March, when he identified my car as having been his, and never did get back together with him to develop any further history, which I very much regret. Jules more than once passed that most treasured blessing along on his car being in my hands: "It's found a good home."

To which we can only respond, "Never fear, Jules. We'll keep your car right as long as it's in our hands."

## Getting Technical

### A BRAKING LESSON

We had a sort of multiple lesson in brakes at the Palm Springs Vintage Grand Prix in November. The 1.3 mile street circuit was very hard on brakes. Though it probably heated brakes less overall than last year's Palm Springs circuit, where you were constantly accelerating and braking with no time for the brakes to cool, this year's circuit had some fairly long straights, followed by sustained hard braking into very slow turns. This resulted in cycles of extreme brake heating (I actually had smoke coming off my front calipers in practice!), mixed with cooling periods. It ate brake pads, and I finished off the front pads on my car in the first session.

I didn't sufficiently anticipate this (my fault, I know better!) and didn't have any spare brake pads. I scrounged a set of replacements from Dave Mericle, and on Sunday simply couldn't get the car to stop -- at least by racing standards. I couldn't even lock the wheels no matter how hard I pushed the pedal.

A tiny bit of post race research and reflection shows the problem. First of all, at some point in it's lifetime, my 51 acquired oversized brake master cylinders. This reduces the pedal stroke, but also makes for higher pedal pressures. Still, I'd always been able to lock the wheels if I really wanted to.

However, just an external post race look over of the car revealed the problem with the pads I'd got from Dave. The inside of the rear wheels were heavily covered with brake dust (the rear pads were down to the backing plates by race's end Sunday!) but the insides of the front wheels were almost clean. Obviously, the pads I got from Dave were of a pretty hard compound and simply never seated.

There is a tendency to want to use "competition" pads on Formula Fords -- they ARE race cars, after all! In fact, you can generally use the cheapest, softest compound street pads you can find. These are light cars, open wheeled and thus with good brake cooling, and without incredibly high top speeds. It's probable that with the "proper," smaller bore, brake master cylinders I could have got the brakes working with the hard pads at Palm Springs. However, I've always used just stock pads and the car has stopped okay, albeit with high pedal pressures, and even pad wear hasn't been unreasonable.

Think I'm gonna do so master cylinder swapping, AND get some soft brake pads!

### LOTUS 51A/B REAR BRAKES

For years now I've been explaining to people about the six bolt rear hubs on Lotus 51A/Bs, a carryover from the 22/31, and the adapter plate used to permit fitting the (required by F/F Regulation) steel wheels, which came in a four bolt pattern, to the hubs. In all that time, it never occurred to me until someone mentioned it recently that this also meant that, although the rear brake calipers are Lotus Elan units, stock four bolt brake rotors (discs) couldn't be used on the six bolt hubs. What that means in turn is that you can't simply buy a stock rear rotor for a 51 if you need one -- it's a special "six holer." These are available from Lotus race speciality shops, but are nowhere nearly as convenient as are the Triumph units on a 61.

(CONTINUED ON P-7)

## Getting Technical (Cont.)

The 51/22/23 etc. rear uprights are similar to but different from the 61 (and at least most 51Cs), and I think should interchange without problems. Me-thinks were I building up a "basket case" 51 missing the rear corners, I'd use 51C/61 units back there to gain the advantage of the easily available Triumph brake components — which are also, incidentally, almost standard wear on most other Formula Fords.

### RESTORATION "PROPRIETY"

One of the things I get asked fairly often is just what is "proper" in restorations of Lotus F/Fs. One of the most common of those questions concerns conversion of Lotus 51s from Renault to Hewland gearboxes. Assuming that its all the same financially, and no difference from the "complications" standpoint, my usual reply is that if authenticity is your primary concern, then the Renault gearbox should be retained. If your primary interest is racing, I'd use the Hewland. It's just a lot less fuss, and a much better racing unit.

This last was really driven home at Palm Springs. There was one extremely tight hairpin where my car, with a short first gear in the Hewland, was hardly off idle in mid-turn. Feeling that we had certainly finally found a place where the guys with Renault 'boxes could use 1st gear, I asked, and was told that they were using 2nd in there! Which means 1st is unusable except for driving around the pits.

Thus, for practical purposes, a Renault is a two speed gearbox on most circuits, and I gather that 4th seems always either too low or too tall! Toss in the unavailability of parts, the relative fragility, and the rather slow shifting; and in comparison to the instant shifting, still current so parts and knowhow are instantly available, rugged, and gear ratios easily changed to fit the track Hewland; and the Renault makes no sense.

On the other hand, a Hewland is a pretty pricey bit, and requires some adaptations to fit to a 51 which are also not free. I'm not sure I'd toss a perfectly serviceable Renault just to stick in a Hewland.

However, even from a purely "proper" standpoint, the Hewland isn't really seriously non-authentic. It was standard on 51Cs, a half dozen 51A/Bs had them from the factory, and they were standard on contemporary Formula Fords from other builders. If you're

so into making the car original that you also stick to the original wet sump lubrication system, then by all means the Renault should stay in there.

Actually, the most serious violation of "originality/authenticity" on a great many vintage F/Fs of all marques are wheels. The original F/F Rules required pressed steel wheels. Those rules are still in effect in England and most of Europe, and remained in effect is the US (SCCA) through the 1973 season. Thus, anyone who has a car tricked out in pre-1974 "original" F/F configuration better have it on steel wheels — those alloys may look classier but are not only nonauthentic, they were illegal on F/Fs of that period!

And, of course, they didn't have Heim jointed suspensions. The only "rod-ends" were on the inner end of the lower rear reversed A-arms. This was inexpensive, contrary to practice on most other contemporary F/Fs, and makes rear suspension alignment extremely difficult. Fitting at least some Heim joints back there can make life enormously easier. In addition, replacing the front upper A-arm and steering arm ball joints with Heim joints makes front camber changes easier, and reduces bump steer. My 51 has less than all the Heim joints it could have at the rear, and none in front, and I don't think they are a severe blemish on authenticity — as noted, they were standard on a lot of contemporary F/Fs. Yet some vintage clubs are having spasms of purity on this subject — Heim joints are easy to see!

Furthermore, "originality" extends to other things than purely mechanical specifications. For instance, 51s were cheap race cars when new: \$2995 FOB POE USA. That's one of the major reasons for Renault gearboxes, wet sumps, and almost no Heim joints. And 61s weren't much different. It also meant that they had NO chrome! Yet it's virtually SOP to chrome at least the suspension on a restored 51 or 61 (and often almost everything else possible) though the authentic prep would be to paint them.

I'm not about to try to dictate what's "right" here. I don't "object" to anyone's preparation of their cars. MY car has chromed suspension. However, anyone who takes pride in a Lotus 51's "originality" because it has a Renault gearbox, wet sump engine, and no Heim joints (or any combination you care to specify); while it sits on alloy wheels and is covered with a few thousand bucks worth of chrome is kidding himself. 'Tain't no-how original!

# NOTICE

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