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**Lotus Elite Owners:**

We should like to thank those of you who have responded to our earlier request for your Lotus Elite chassis and engine numbers, and as promised we are enclosing copies of the Register, as it stands today.

We are continuing to advertise and write to other Elite owners in the hope that they will forward this information for the benefit of the Lotus Elite Register. The Register presently consists of about forty-five Elite owners. However, we know the addresses of at least thirty other Elite owners whom we cannot include on the Register as we do not have their chassis numbers. To those of you who are included in this group, we should like to urge you to forward the chassis information we request, so that you may become a member of the Lotus Elite Register, at no cost and receive an annual newsletter with addresses of the other members.

Quite a lot of interest has been shown in forming a Lotus Elite Club, and in conversation and correspondence with other Elite owners, we feel that this could best be handled by the Club being informal with no laws or officers and producing a monthly newsletter. We have also been in touch with the organizers of a very successful Club Elite in Great Britain who have given permission for us to become an affiliate of their Club. We suggest we might call ourselves "Club Elite of North America - Affiliate of Club Elite of Great Britain." They publish a fine monthly newsletter and we will incorporate portions of this in our own newsletter. We are attaching an extract from one of them on the subject of serial numbers, which you might find interesting.

Our own newsletter would therefore contain news from the English Club; views and news from our own members; a pamphlet describing the history of the Lotus Elite; copies of Elite road tests from U.S. and English magazines; a continuous interchangeable parts list made up from information from the members - this can really be valuable for you know that the Elite has many parts that are common to popular BMC cars of today - a modifications list (such as replacing the Lucas generator with a Chevy alternator, as one Register member has done, and replacing the Climax engine with an English Ford 1600 as another register member has done, or a Ford Twin Cam engine, as I have seen done); also details of modifying the car for racing. We hope that at least one member races his Elite in E production and would report on his experience

It would also be of interest to know who has the oldest Elite and who has the newest Elite, the fastest Elite, the Elites with the most and fewest miles, who bought their Elite new, who has had the most trouble with maintenance, who has made the longest trip in his Elite, who has gotten into the worst predicament with a breakdown, who has the most modified Elite and the most original, who has raced his Elite, who has entered in concours, and won?

We would also publish each month a spare parts list of items for sale, or items needed, by the Club members.

One Register member has already offered to help beautify the newsletter with his art work, and another member has offered to organize a meeting at one of the major races if possible.

It is all for fun and mutual information.

We suggest the dues should be \$5.00 a year and would ask you to make your checks payable to Club Elite of North America. We will publish our first newsletter next month and will mail it to all Register members and thereafter to all paid up members of the Club.

Hope all goes well with you.

Barbara and Bill Hutton

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From the excerpt from the English Newsletter you will note you have almost the last chassis.

" We have been looking through the car history sheets recently and feel that a few observations would be of interest. The title of the oldest car goes to XLD 141 of Alan Riddle with a chassis number of P.1011 and Tottenham on the plate. This is a car which was first registered 15th June 1959. There is an older shell in existence, that of JPW 24, with a number of 1004P. This car is pictured in the Profile publication. The next is VJB 917, with Chassis 1017P. This car has appeared in the Register three times so far, which also is a record. The Series I count stands at 13 out of a possible total of somewhere in the region of 250. One or two of these earlier ones have been modified to a Series II rear suspension layout and have caused some confusion. It is very difficult to see any pattern in the Series II chassis numbers. With one or two exceptions, perhaps due to bad marking on the chassis plate, all Bristol bodies have the prefix EB, followed by seven figures. I think that Series I's started at body 1000 and Series II's have carried on in sequence with the last four figures denoting the actual car number. The highest EB number so far is 2038, and if one takes the total production figure of 988 and adds the 40 or so bodies that Lotus had lying around for so long, we come very close to this figure. So anyone with a body above 2000 has a late one, and this is confirmed by the fact that the registration and body number do not follow the correct sequence. These last bodies were selected by customers on the basis of best available at the time of purchase. I cannot work out any pattern for the first three figures of the group, perhaps they refer to paint codes or mechanical specification. It is amongst the Series II's that we find two one-owner cars, John Chatterly, September '63 and the 'Daddy' of all Elite owners, Ray Bryan, October 1962. "