



CLUB ELITE OF NORTH AMERICA
(Affiliate of Club Elite of Great Britain)

Vo. 1 No. 12

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Feb 1972

Dear Members,

With the gloomy days of Winter upon us, what better time to think about the brighter days of summer. And so, we are devoting this issue of our Newsletter to our Pocono Meeting on the July 4th Week-end. We think we have all the details ironed out now, with the great help of Mr. Chet Faleski who is our official liaison officer with the Morgan Car Club. Several Club Elite members have told us that they are somewhat fearful of driving their Elites on 1000 to 2000 mile trip. Barbara and I plan to drive up from Tennessee, but even if we had to leave EB 1315 behind, we would not miss a change to visit with the members and we do hope many of you will plan now to organize your summer around the 4th weekend. Those who would fly in can be met at the Scranton Airport not far from Pocono, so don't let that prevent your participation. Perhaps those driving Elites will want to get together by mail before July, so we can perhaps travel in groups (for protection!)

We have found that the Club has to plan well ahead with our projects, such as Pocono, for we now realize we did not allow you sufficient time for the Badge Contest that we had mentioned in our No. 10 issue. As this was met with total silence, we turned the project over to our G.B. Club and mentioned this in our last letter, and then the designs started to come in! Tom Sargent contributed the design we are using here, and Rom Mitchell and Dr. Richard Buckingham have sent others. Our plan is to let the G.B. Club proceed and at the same time use your design with each upcoming newsletter. If the G.B. Club should run into snags we can use one of our own, and then also we may choose one of them as our official letter-head. Dr. Buckingham is President of the U.S. Lancia Club and has offered us help in our Badge Project as well as our newsletters.

Speaking of help, Geoffrey Griffiths and Donald Plettenberg of Baltimore have offered us a great deal of help which we most certainly appreciate. Geoffrey has offered to take the complete newsletter over for one month, and we understand that Mrs. Griffiths (Barbara) is planning to express her feelings on the matter of being married to an Elite owner!

Donald is now completing a new Club Directory for us. His plan for the directory includes publishing information about the Club Members and their cars, as well as a list of all known Elite owners in the U.S. and possibly England. This directory is long overdue and we are very pleased to see that it is now being accomplished.

Also we would like to thank Dr. John Adrain for adding to our Elite magazine collection with a contribution of two California sports car publications picturing Elites in action. Our publication list will be continued next month as well as our interchangeable parts list.

So February has been a milestone for the Club, a directory is underway, a member has offered to take the letter for one month (if more members would like to try this, please let us know), our first get-together is really shaping up, and we will soon have an official insignia hopefully; and we have completed our twelfth month of existence. The past year has been fun, and the future year looks even better.

FOR SALE: Stage III cam, cam block, followers and new springs (inner and outer). Beautiful condition. Whole package \$125.00. Brand new stainless air intake front grill, immaculate \$60.00.
Dick Sahnnon, 977, Tantau Avenue, San Jose, California 95129.

WANTED: Elite front end from windshield (approx) forward and a dash instrument panel (fiberglass moulded in section, not the alloy panel) for left hand drive. Kenneth J. Boyd, 1035 Bollinger Canyon Road, Moraga, California 94556.

We received the following letter from a Mr. Heenan who is not a Club Member but he owns an Elite prepared for racing, and we thought you might be interested in reading this letter.

"I am enclosing a little information that I have on EB 1443, a 1962 Elite.

#1443 It has a gas tank in the right front fender (a factory job) plus a large rear tank (both tanks are baffled). The body has a complete roll cage built into the body and the body has a fresh air scoop from the rear part of the fender to the driver. The engine compartment had extensive fresh air equipment to the twin Weber carbs. The engine was a some converting Climax at 1998 c.c.'s and was equipped with factory headers. The transmission was a ZF, 4 speed full synchro.

Unfortunately, the engine and trans just had too many racing hours and they came apart one day and left me with many months of looking for replacements. Finally, out of despair, I acquired a used 289 cu Cobra (AC) engine and a C4 auto transmission from a Mustang. These were inserted after much work. The front and rear suspension were replaced with Stingray units, retaining the A-Arms (front and rear).

A bit of advice to anyone else that ever plans on doing this (Don't). It just costs a little, about \$3,000, to make a successful swap, although the results are favourable as far as handling and power to weight ratio, and that \$3000 is if you do all the work yourself. " from - John Heenan.

Sincerely yours, . . .

P.O. Box 351
Clarksville
Tenn. 37040.
Tel: 615-648-1119, or 615 - 375-4355
Barbara and Bill Hutton

We would like to devote a portion of our newsletter to bring you up to date on the proposed Pocono Week-end (Saturday July 1st - Sunday July 2nd). Within the next few weeks, we have to finalize our arrangements, which may seem very early as July is five months away, but we are told that the hotels and motels are fully booked by Mid-March, so if this week-end does interest you, we must ask you to make firm reservations now.

The Morgan Car Club has also invited the Bugatti, HRG and AC Clubs to this event and all the Clubs have accepted. The organizers at Morgan Car Club for this week-end have proposed an itinerary for their members and have told us that our members and the other Clubs may participate in these events if we wish to do so. We give below their tentative schedule, to give you an idea of what is being planned.

Friday June 30th 5.00 - 12.00 midnight Social for all Clubs at Sheridan Manor where the Morgan Club is staying.

Saturday, 1st July, 12 Noon - 1.00 - Buffet Luncheon at Sheridan Manor (\$2.50 per person).

1.00 - 5.00 p.m. - Concours Display of all Cars at Sheridan Manor Flea Market.

7.00 - 9.00 p.m. Banquet for all Clubs at Buck Hill Falls Inn (\$7.50 per person) (Prime rib and 5 other entrees)

Sunday, July 2nd, 8.00 - 3.30 - Motor to Raceway Together
Pre-Race Parade Lap around Race Course (2½ mile tri-oval)
for all members with Elites
Schaefer 500 Race.
6.00 - 9.00 p.m. - Tour of Pocono Mountains

Monday, July 3rd More Tours

To participate in the Week-End the Morgan Car Club has proposed a fee of \$6 or \$7 per car. For this fee, we are given two race tickets per car, a plaque and admission to the Concours. The race tickets are general admission tickets allowing all cars to assemble on the infield grass. Mr. Chet Faleski, Organizer of the Week-End, assures me that grandstand seats are unnecessary, as one can see at least half the race track from the Infield and you cannot see the whole of the track with stand seats until you get in the \$25.00 range of ticket. Tickets for the Stands range from \$15.00 to \$35.00. I certainly want to see this race clearly and am sure you do too, and have called him about this point to emphasize its importance to us. I can only rely on his judgements, having never been there. It occurred to us that if we arrived at the track early enough, we could build a viewing stand. Perhaps our engineers have suggestions on this. Mr. Faleski said he thought this would be permissible.

The Morgan Car Club sent us a list of hotels and motels in the area. We have contacted the Swiftwater Inn, which seems very comfortable, the owners sound very friendly, and it is moderately priced and close to the track and Club Headquarters. (We are giving further details of the hotel further on). The charges are \$16.00 per day per person, and this includes room with bath, breakfast and evening dinner. Most of the hotels in the area are on the American Plan for renting rooms (i.e. breakfast and dinner included), and all of the hotels at this time of year require a minimum booking of three days. You can choose the days you wish to be there. For instance if you arrived on Friday evening for supper and left Monday after breakfast - that would be three days. All the rooms are double rooms, with twin or double beds, and bathroom. A single person not wishing to share a double room can rent a room with meals included for about \$25.00 per day. (There is a chance we can get a few single rooms for a two day minimum stay basis in Pocono for \$20.00 per day, but no meals included.)

We realize the minimum stay poses a problem to some of us. We have called around the Poconos and find it to be the same everywhere. The Holiday Inn and the Sheraton Inn in Stroudsburg (about 15 miles from Pocono) do rent rooms on a daily basis, and are in the \$24.00 range per range for two, but no meals included. This might interest some of us, and also there is a camp site close to Pocono where space can be rented for \$3.00 per night, which is nice, we have been told. The only thing is that last year at that time, the temperatures were in the 80's during the day and 40's at night, which might make camping a little chilly!

So after much thinking and telephoning we believe the Swiftwater is probably the best place and most reasonable and we picked it for our headquarters. We have discovered that Pocono is a small tourist town for Pocono Mnts. The resorts are situated in their own grounds and offer vacation activities themselves, i.e. golf, fishing, horseback riding, swimming, etc. The Swiftwater contains 30 acres of woodland, streams, is an old rustic type of Inn and is furnished in this fashion, has verandas off the bedrooms, trout fishing, hiking paths, heated swimming pool, library, recreation room, lounges. We have been told it is very quiet, restful, and non-commercialized and that it has excellent food, a liquor licence for dinner drinks and cocktails. If we wished, rather than attending the Morgan Club Banquet on Saturday, we may prefer to hold our own dinner at the Swiftwater, since it is paid for, and give us the opportunity to meet each other.

We enclose a Reservation Form, which is rather lengthy, but it will be best to complete all items on form if possible, so that we can have a good idea of the number of people wishing to attend and their requirements. Please return it by the 8th March at the latest with a \$10.00 deposit per Adult payable to Club Elite, which we must send to the Swiftwater Inn, for reservations. Those people who intend to go camping, etc. need not send a deposit, but we would like a firm commitment from you so that we will know how many race tickets will be needed, and how many we can anticipate going to Pocono.

All things considered, we feel that the three day week-end will cost a couple about \$100.00 (excluding travel to Pocono) which will be good value as most race meetings are expensive.

RESERVATION FORM

Please reserve.....Rooms at Swiftwater/Holiday Inn Stroudsburg /or Motel in Pocono 'Norway House' (which is the \$20.00 per day motel referred to.)

Total number of people in party...../ Adults..... children.....
(At Swiftwater children are a reduced price)

Twin Beds..... Double Bed.....
I am willing to share room..... Prefer Single Room.....
I/We will arrive on.....day at approx..... time
I/We will depart.....day at approx..... time

Will arrive by car/Elite/plane.
Will require meeting at airport (Scranton)

Deposit enclosed for Swiftwater..... towards \$16.00 perday/per person
Prefer to Camp..... Would like more details.....
Prefer to attend Morgan Banquet/ Prefer Dinner at Swiftwater.....

Participation in other activities:

Morgan Club Concours..... (no of people attending)

Buffet Lunch at Concours.....(\$2.50) (no of people attending)

Banquet Dinner (\$7.50).....(no, of people attending)

If interested in grandstand seats.....

Name.....

Address.....

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The following is an extract from Club of Great Britain's newsletter of May 1971. You may find it interesting, but we are sure you'll wonder at some of the figures.

LOOKING AT LOTUS.

A visit to the new Lotus Factory at Cheshunt in 1960.

Just over a year ago, the Lotus factory moved, lock, stock and barrel, from its terribly cramped quarters in Hornsey, to a more spacious factory on a trading estate in Cheshunt, Hertfordshire, and it was with the idea of assessing the growth of this small manufacturer that we visited Cheshunt recently.

The Elite chassis/body unit is made entirely of glassfibre reinforced plastics, except for one steel plate on which the doors hang and which stiffens the screen pillars, and a small tubular steel framework in the nose for strengthening which also holds an electric fan. This body/chassis is made entirely by Bristol Aircraft Ltd. and arrives at the Cheshunt factory on a special transporter which carries six cars at a time. The interior trimming is carried out by Bristol, except for the large leather door pockets and seats. Originally in six colours, but the dark blue and lime green colours were not well received, and only red, white and blue are offered now, although a customer can obtain another colour for an extra thirty five pounds. The bodies are not impregnated with the colour, but are sprayed the appropriate colour by Bristol. Demand seems to be almost equal for each of the three standard colours. Interior trimming can be of black, red or tan, as desired.

The bodies are stored in a field behind the factory with a polythene covering, and when required are loaded on trolleys and pushed into the assembly bays. The inspection department is attached to the production line and the inspectors are at present able to check virtually every "bought-out" item, as the numbers are still relatively small. The necessary components are then passed to the appropriate point on the assembly line in small batches. Assembly is split up into eight sections, with a group of mechanics to each section responsible for certain tasks, although many of them are skilled aircraft fitters and quite able to undertake most assembly jobs on the Elite, which is useful in case of sickness and holidays, etc.

The smaller electrical items are fitted first, followed by the rack and pinion, front suspension, anti-roll bar, bumpers, heater and steering column. The car is then passed to the next section, where handbrakes, exhaust pipes, mirrors, pedals are fitted with each mechanic having to sign on a job sheet which the inspection staff countersigns when the work has been checked.

The engine is then installed at the next stage, together with the M.G. gearbox, which is slightly modified at Cheshunt before installation. Lotus collect the 1,216 c.c. Coventry Climax engines from Coventry as and when required, usually at the rate of 15 per week.

The rear suspension is fitted next, this differing slightly from that used on earlier models, having no trailing radius arms, but relying on trailer wishbones with a single inboard mounting point. The wheels are then fitted and the car is lowered to the floor. Customers have a choice of Firestone, Pirelli, Cintura, or Michelin X tyres, although Firestones are fitted if no preference is given.

The smaller items are then completed, the final frimming is done, the seats fitted, steering wheel attached, oil and water are added in the right places, the engine is started, and the Elite is then given a five mile road test on the road over a well known course, so that the tester knows exactly how the car should behave. Any snags are then rectified and any accessories required by the customers are fitted, and the car is then given a second road test by the Works Manager, Mr. Street, a job formerly done by Colin Chapman himself. Any paint defects or scratches are then rectified, although these are few as the bodies are covered with a felt 'coat' which is in the shape of the Elite.

Left hand drive cars for the United States, which in fact absorbs some 80 percent of the total Elite production, require a reversed facia panel, reversed rack and pinion and of course, the steering column on the left of the car. As the car was designed with the American market very much in mind, there are no difficulties on this point. The target Elite production is 20 per week, but the nearest the factory has got so far is 17, with the average being 15. Over 500 Elites go to the U.S. each year, although orders usually amount to double this number. Of the remainder about 60 per cent stay in this country, with the rest going mainly to Germany, France, Switzerland and the Benelux countries.

Naturally, a number of extras are available, but the customers usually have these fitted at the 500 mile service as the purchase tax is avoided. This is also a help to the factory as no disruption is caused to the production line. The Coventry Climax engine can be tuned to Stages II or III - the latter, offering 100 b.h.p. a stage of tune only recommended for racing, although several people have specified this stage for road use. The full racing modifications can be included at the 500 mile service, for £512.16s which includes the 100 b.h.p., tuned Cosworth engine, close ratio gears, competition clutch, SU fuel pump, light alloy front brake calipers, five racing wire wheels, large capacity screen washers, heat shield over starter motor, racing exhaust system and chrome Monza fuel filler cap. Other extra include Dunlop racing tyres and alternative axle ratios, while the ZF all synchromesh gearbox is also available. This is highly recommended for racing but is at present a little too noisy for road work. No body modifications are offered, although Colin Chapman did experiment with a lighter model, and in fact, raced it at Silverstone.