

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

Dues \$5.00 per year payable each April

Vol. 1 No. 13

Dear Members,

With this Newsletter, Club Elite closes out the first year of existence, and we think a very successful one at that, having reached a total of 93 members. We don't want to bore you with our gratitude but truly the Club could not have made it without the cumulative effort of the membership. Members like Don Plettenberg, who has compiled our new Elite Register enclosed, deserves a special thank-you, for Christine and Don spent quite a few nights at the typewriter trying to decipher the information we had sent them about Elite owners. Furthermore, they are now attempting to categorize by chassis number all the addresses of known Elite owners over the world. This should be a two or three month task, and we certainly look forward to the results. Don even donated the stencils used in producing the Directory. You remember the Plettenbergs are the folks with the 128,000 mile Elite. You might call them enthusiasts!

#1543 Geoffrey Griffith's weatherstrip project has also reached its pinnacle this month. Yes, it is here. All 200 yards of original grey weatherstripping for the doors arrived in Clarksville recently, and is now for sale at 75¢ per foot with a maximum order for members only of 20 feet. The 75¢ per foot covers postage by parcel post to the purchaser and does leave the Club with a little profit too, providing we sell it all. Some of the weatherstripping appears to be a little soiled and if you receive any of this, it can be exchanged as we will hold some back. When ordering, please use the enclosed form.

The response to the July 1 and 2 Pocono, Penn, Shaffer 500 Race and Car Meet has been good. We have Club Members driving their Elites from South Carolina, Illinois, Maryland, Connecticut, Tennessee, New York, Michigan and even (get this) California. Yes, Bob and Shirley Green are driving from Pacifica, California and we hope they can pick up a few members on the way. Bob is planning to bring a few event trophies sculptured by himself for presenting to winning members of the Morgan, Bugatti, MK2, A.C. and Elite Clubs. We now have enough members participating to allow us to have an option on a few extra rooms at the Swiftwater Inn in Pocono until April 20th. Therefore, if you have not ^{sought} your deposit for a room in the Swiftwater, please consider doing so with your membership renewal form enclosed. We are sending this newsletter and the Register out to non-members this month too, and we encourage you to join the Club now and get in on the Pocono event.

Incidentally, the wives seem to be looking forward to the event as much as the husbands as they are all planning to make the trip too. Remember, you members in the New York, New Jersey, Penna, Maryland, Ohio, etc. area this event could be very inexpensive, especially if you are a camper. By packing some food, a couple could get by for just the expense of gas, camp site fee, admission to the Morgan Club Concours which include race tickets.

Regarding a Club Emblem, you will note the cover this month is a copy of a suggested emblem designed by Dr. Richard Buckingham, Jr. Dr. Buckingham is President of the U.S. Lancia Club and has had quite a bit of experience with such organizations as ours, and we are grateful for his suggestions and his efforts on our behalf. The color scheme of the cover badge if adopted would probably be the same as the Lotus emblem of course - silver, green and yellow. Club Elite of Great Britain is finalizing their badge design and we will print a copy of it before we decide on ours, as mentioned in the last newsletter.



Harold Lance's son Clark compiled the "Lotus by the Number" list we are using this month, for the Chicago Lotus Corp. Club. He also has sent in another very interesting list we will use shortly with the names of all entrants driving Lotus cars in Le Mans Races, and their results. We decided to use "Lotus by the Number" list this month as it ties in with the comparison of Lotus cars sent to us by Jerald Venger. Jerald is especially interested in the weight/size evolution of any particular series or model of a brand of car. He noted that Lotus have been rather uniform in keeping the weight and size of additional series of models approximately the same as the original.

Barbara and I have had to postpone our trip to England for a few months, due to some developments in my business lately and I am not certain whether Geoffrey Griffiths will be taking on the letter in May as planned or will wait on our trip. But probably Geoffrey will proceed as planned and someone else would like to take this over for us during September?

You will note that we have enclosed a self-addressed envelope for the \$5.00 membership renewal which is now due. Please do this right away as reminders will not be sent out. We would hate to lose anyone. With a 90% renewal we should soon reach a strength of 100 members which would almost equal the English Club.

Cheers,

Barbara and Bill.

P.O. Box 351
Clarksville
Tenn. 37040.
Telephones - office 615 - 648-1119
 home 615 - 375-3355

WANTED:

Will buy outright or trade 1100 c.c. FWA engine parts for Elite differential complete with stub axles or parts for Elite differential.
Jeffrey S. Winter, 5 Eagle Lane, Palm Harbor, Florida 33563. (813) 733-0381.

WANTED:

Elite heater and front stainless grill surround trim.
Charles A. Smith, 950 Alta Vista Drive, Altadena, Calif. 91001.

SALE:

Untrimmed fiberglass spare tire cover made to order very reasonable.
T. Norris Haynee, 2403 East Lexington Avenue, High Point, North Carolina.27262.

Mr. Haynee would like to know the method used to achieve the rough spatter finish on the ceiling of most Elite cars. Can any paint experts help? I had heard that dust was mixed with the paint spray to obtain this finish, but this is probably incorrect.

TO BE RETURNED WITH MEMBERSHIP RENEWAL BY APRIL 20th, 1972

To: Club Elite
P.O. Box 351,
Clarksville, Tenn.

Membership

I enclose \$5.00 for membership renewal Club Elite 1972.....

Pocono

I do / do not plan to attend the July 1 and 2 Schaeffer 500 Race and Car Meet at Pocono, Penn.

I would like a room reserved at the Swift-water Inn for the three nights required, and enclose a room deposit of \$10.00 per person

Weatherstrip

I am enclosing payment for _____ feet (20 feet maximum order) grey door weatherstrip at 75¢ per foot (\$15.00 max order), which includes mailing.....

Changes

The following additions or corrections should be made to the Elite Register in regard to my personal Elite:

- Chassis Number.....
- Engine Number.....
- R.H.D. or L.H.D.....
- MG or ZF gearbox.....
- Address correction.....
-
-
- Ownership Correction.....
-
-

Name.....

Address.....

.....

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LOTUS BY THE NUMBERS

Compiled by: Clark A. Lance

- 1 Austin 7 based trials car with plywood body. (1947)
- 2 Ford 10 based trials cars. (1949)
- 3 Austin 7 based racing car for 750 Formula. (1951)
- 4 First space frame car. Mark 6 prototype. (1952)
- 5 100mph Austin 7 based racing car. Project only, never built.
- 6 First space frame componet car. Fitted with a variety or different engines including Ford 10, M.G., Coventry Climax. (1953)
- 7 Replacement for Mark 6. Componet car, revised several times and still in current production. (1957)
- 8 First aerodynamic model. Fitted with M.G. engine. (1954)
- 9 Aerodynamic model of Mark 6. Fitted with 1100 and 1500 Coventry Climax engines. (1955)
- 10 Bristol engined version of Mark 8. (1955)
- 11 Space frame aerodynamic sports car. Replacement for Mk.9. Fitted with 1100 and 1500 Coventry Climax engines. (1956)
- 12 First Lotus single seater. Fitted 1500 twin cam Climax for Formula 2, later fitted with 2.2 liter engine for Formula 1. (1957)
- 13 Called Mark 12 series 2 to avoid using number 13. (1957)
- 14 Lotus Elite. (1957)
- 15 Sports car based on the 11 series 2 but with strut type rear suspension. Fitted with 1500, 2000 and 2500cc Coventry Climax engines. (1958)
- 16 Single seater for Formula 1 or 2. Known as "mini-Vanwall" by motoring press. Fitted with a 1500 or 2000cc Climax at 60 degrees from vertical at first and finally with an engine at 30 degrees. (1958)
- 17 Sports car with 1100cc engine to replace the Mk. 11. First cars fitted with strut front suspension but replaced by double wishbones on later cars. (1959)
- 18 First rear engined single seater. First used as Formula Junior but also as a 2.5 liter Formula 1. (1959)
- 19 Large rear engined sports car based on the Mk. 18. Known as the "Monte Carlo." (1960)

- 20 Formula Junior based on the Mk. 13 but with smoother body line. (1961)
- 21 2.5 liter Formula I car based on the Mk. 18 but with body similar to the Mk. 20. (1961)
- 22 Formula Junior based of the 20 with engine tilted 30 degrees. (1962)
- 23 Sports racing car based on the Mk. 20. Fitted with 1100 or 1500cc Cosworth Ford engines. (1962)
- 24 Formula I car fitted with 1.5 liter Coventry Climax V8. Based on the Mk. 21. (1962)
- 25 First monocoque Formula car. Fitted with 1.5 liter Climax V8 and was the 1963 World Championship winner. (1962)
- 26 Lotus Elan, renamed Lotus Elan Convertible on introduction of the Coupe. (1962)
- 27 Monocoque Formula Junior fitted with 1097cc Ford Cosworth engine. (1963)
- 28 Lotus Cortina. (1963)
- 29 First Indianapolis car. Similar in general conception to the Mk. 25 but with Ford V8 4.21 liter engine. (1963)
- 30 Sports racing car with backbone frame employing a 4,727cc Ford V8 engine. (1964)
- 31 Formula III car, based on the Mk. 22. Fitted with a 997cc Ford Cosworth engine. (1964)
- 32 Formula II car based on the Mk. 27. Fitted with a 997cc SCA Ford Cosworth engine. (1964)
- 33 Formula I car based on the Mk. 25. World Championship winner in 1965. (1964)
- 34 Indianapolis car based on the Mk. 29. (1964)
- 35 Formula II car. Fitted with a 997cc SCA Ford Cosworth engine. (1965)
- 36 Lotus Elan Coupe. (1965)
- 37 Lotus Three-Seven. Shown at 1965 Racing Car Show. Independent rear suspension. Only one built.
- 38 1965 Indy winning car. Fitted with a 4.2 liter Ford DOHC engine.
- 39 The car originally intended for the flat 16 Climax engine was the Mk.39, to be the 1965 Formula I car. It was latter fitted with a 1.5 liter V8 Climax engine. (1965)

- 40 Completely revised design based on the Mk. 30. (1965)
- 41 Formula III car reverting back to space frame design. Fitted with 997cc Ford Cosworth engine. Also 1600 twin cam for American FB. (1966)
- 42 1966 Indianapolis car based on the Mk. 38. Finishes second.
- 43 The first 3 liter Formula I car, powered by the 2,996cc BRM H-16 engine producing 405 bhp. (1966)
- 44 Formula II car developed from the Mk. 35 with a Mk. 41 type nose section. Fitted with a 1,599cc FVA Ford Cosworth engine. (1966)
- 45 Lotus Elan Series Three. (1966)
- 46 Lotus Europa. (1966)
- 47 Sports racing car based on the Europa. Fitted with a 1600cc Lotus twin cam engine.
- 48 Formula II car fitted with a 1,599cc FVA Ford Cosworth engine. (1967)
- 49 Formula I car, introduced the new Cosworth V8 3 liter engine. Won its first race at the Dutch G.P. in 1967. Won the World Championship in 1968 in Mk. 49b form. (1967)
- 50 Lotus Elan +2. (1967)
- 51 First Formula Ford based on the Mk. 31, fitted with a stock 1600cc Ford Cortina engine. (1967)
- 52 Lotus Europa, British version. Shelved until latter date. (1967)
- 53 Development of the Mk. 23 but was shelved. (1968)
- 54 Lotus Europa S2. (1968)
- 55 Formula III car, also known as the 41X. Introduced the wedge shaped body. (1968)
- 56 1968 Indy Turbine car.
- 57 & Two development Mk. the 57 and 58 were made to try out "beam" axles on both the front and rear. The 57 was Formula II, the 58 was Formula I, and both were wedge shaped. (1968)
- 59 Formula III car powered by a 1 liter Ford Cosworth engine. The Mk. 59a is for American FB, and the 59b is a Formula T. (1969)
- 60 Undisclosed.
- 61 Formula Ford, with Wedge shaped body. (1969)
- ①

- 62 2 liter Group 6 Sports racer. Body similar to the Europa Space frame. powered by a Lotus modified 1992 cc Vauxhall engine, belt driven double overhead cam. (1969).
63. Four wheel drive Formula car, fitted with a 3 liter V8 Cosworth engine . (1969).
- 64 Four wheel Indy car. Crashed by Andretti in practice (1969).

The following has been compiled by Mr. Jerald L. Venger (club member 64) and is a comparison of specifications listed for Lotus cars tested by Road and Track, Sports Car Illustrated, Motor Trend and Car & Driver, and Sports Car Graphic.

<u>Year</u>	<u>Model</u>	<u>c.c.</u>	<u>curb.wt.</u>	<u>h.p.</u>	<u>1/4 mile</u>	<u>Source</u>
1957	Mark XI Climax	1098	1000	83	14.1	R & T
1957	Mark VII Ford 10	970	1172	40	16.0	"
1960	Elite Climax	1216	1420	75	18.0	"
1960	Elite racing Climax	1216	1375	102	16.3	S.C.I.
1960	Seven 3NC	948	960	48	19.0	S.P.I.
1961	Elite Climax	1216	1512	75	19.0	S.C.E.
1961	Seven A Morris 1000	948	960	40	19.2	R & T
1962	Super Seven, Cosworth 109E	1340	1015	90	16.9	"
1963	23 Cosworth XIII	1594	960	140		"
1963	Elan Ford	1499	1290	100	17.3	S.C.E.
1963	Elan 1600	1558	1500	105	16.9	R & T
1963	Elite Climax	1216	1460	80	18.3	"
1964	Elan Ford	1558	1485	105	15.7	C & D
1964	Cortina Ford	1558	1930	105	17.5	R & T
1966	Elan S2 Coupe Ford	1558	1560	115	15.9	C & D
1967	Elan S/E Drophead Ford	1558	1580	115	16.4	R & T
1967	Elan S/E Drophead Ford	1558	1515	115	16.2	S.C.G.
1969	Elan S4 S/E Coupe Ford	1558	1630	110	16.8	R & T
1970	Europa S2 Renault	1470	1460	82	18.2	"
1971	Europa Renault	1565			17.0	"
1971	Europa Renault	1565	1455	82	16.9	H.T.
1971	Elan S4 Drophead, Ford TwinCam	1558	1635	110	16.9	"
1971	Elan + 2, Ford Twin Cam	1558	1870	110	16.9	"
1971	Seven IV, Ford Cross Flow	1600	1300	115	15.8	C & D
1972	Elan Sprint Drophead, Ford	1558	1515	115	16.2	H.T.