

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

Membership: \$5.00 per year
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Dear Club Member,

The emblem on the cover was designed by Denis Anderson. We certainly appreciate all the trouble he has gone to in designing this emblem, which I think looks very good. We would welcome your comments.

As we have mentioned before, we have ordered 40 Elite Profiles No. 48 and five copies of the original Lotus Elite Shop Manual. We had hoped these would be in before we printed this month's newsletter, but we now find that it will be another two weeks before they are here. We are certain to be able to include the Profiles with the next newsletter. We ordered these Profiles four months ago when we had 25 club members and only ordered 40 copies, but as we now have a membership of 51 the Profiles will not cover the total membership and so those of you who have a membership number after 40 will receive your copy a little later, about three months, because I understand Classic Motor Books are using carrier pigeons to cut down on the cost of the Atlantic crossing.

We ordered five shop manuals and three of these have been sold, so if you do require one, please place your order soon.

As mentioned, our membership is now 51 and we will publish a list of all the new members in a few months time. Two of the fifty-one club members do not own Elites, but they do own Lotus cars with Climax engines. They claim to find the Club of interest and we are mighty proud to have them with us.

Club Member, Major Bennett recently called me and wrote to me concerning a project he is working on. This is rather interesting, and we quote from his letter. "I am the proud owner of a 1960 +4 Morgan and I am preparing, along with wife, to drive Pocono International Raceway on Friday (July 1971). The Morgan Car Club is the guest of the Schaefer Brewing Company. At the Schaefer 500 Indy Car Race on 3rd July we will hold a concours on the infield and do the pre-race parade lap with the Race Queen with 71 Morgans. I am whipping up some plans to get Club Elite included in this shindig next year if enough club members are interested. We have Morgans coming from South Florida, Canada, and all over the mid-west. What with the Elite being a bit more comfortable for long distance cruising, maybe we can get enough takers to make it worthwhile."

Barbara and I would like to participate if we can get enough members willing to attend next year, and hope that this will gain the interest of members.

This leads us to a letter Denis Ortenburger wrote about a concours event in which he and Robert McKernon participated. It was very interesting to me, as I have not been to any concours exhibitions and do not know much about them. I was especially interested in the point system for judging the cars and thought perhaps other Club members would be interested in this particular aspect of concours events and so we are copying below the scoring system. I assume that this particular event in which Denis participated is typical of others around the country, but perhaps not. Denis sent us a picture of his Elite and it really appears to be in beautiful condition, although I did notice that it was not completely original as it does not have any bumpers, and I was wondering how this would affect the concours grading. I was always under the impression that the original condition was of prime importance. Yet Denis came in second to Bob McKernon who won their class. The Club is proud of both of them. Another member who has experience in concours events is Gary Hoffman, and we would be interested to know of any others, as it seems that concours competition is of more interest to Elite Club Members than racing (in regard to entering their own cars)

Scoring System

A. Elegance (Conception of Design)	50	Each auto to be scored by two teams of two judges per team. Considering 20 minutes per judge, each auto will receive approximately 1.30 man hours of judging.
B. Paint and Finish	35	
C. Coachwork and Top	25	
D. Chrome and Glass	25	
E. Seats and Upholstery	25	
F. Dash Panel	12	
G. Floor Covering	12	
H. Boot and Luggage Compartment	15	
I. Engine and Compartment	50	
J. Chassis	20	
K. Extras	5	
L. Mileage	13	
	13	
Total Points	340	

This month's article of interest is a copy of a technical data sheet sent to the engine tuners at the Lotus Factory by Colin Chapman. I picked this up from a friend of mine who worked at Lotus. Of course this may not be of interest to many of you as it is in regard to tuning Webers on the Lotus Elan or Stage III Elite in our case. Nevertheless some of you may install a pair of Webers at a later date and will find this useful.

I have found Weber carbs. if jetted properly, greatly improve the smoothness of the engine, the starting ability of the engine and the acceleration of the car. I have even found that with the engine being a bit smoother, the normal Elite resonance seems not to be so great. The Weber's disadvantage lies in the gas mileage side, by as much as 50%. In fact through correspondence with Robert Kelty it would seem that dual 40 DCOE Webers are really too much carb. for this small engine, with the exception of use for racing. It is impossible, it seems, to get the Webers jetted so that the engine runs lean enough for town use. The spark plugs have a tendency to foul out particularly, due to the rich mixture at low r.p.m. Robert Kelty has worked on this problem by constructing a manifold to accept one Weber rather than dual Webers. This manifold was fabricated from his original dual S.U. set up. He reports the following - "The single Weber set up was working out fantastic. Once I got the jetting sorted out the car accelerated much smoother and with seemingly less effort. The car is much easier to drive and stronger throughout its range. Plus it improved mileage by six miles or seven miles per gallon."

We do not have any Parts for Sale this month. Only one member needs parts and this is listed below -

Mr. Van L. Pell 3302 Trinity Road, Louisville, Kentucky 40206	needs a right removable plexiglass window, complete with rubber channel that retains the window, if available.
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Mr. Pell has purchased the Elite that was once owned by Mr. Bloom, who is now Eliteless.

Mr. Bloom has suggested that the Club might purchase books regarding the Marque Lotus that can be loaned to the members and so build up a library. #1325 If you feel that using Club funds in this manner would be a good idea, please drop us a card, with suggestions of books to be purchased.

Regarding our other regular feature - interchangeable parts list - I noted recently that we had made a small error in indicated that the Lucas turn signal, lens and rim came from the MG Magnette. Only the brake light lens and rim come from this car. I do not know which car the turn signal lens and rim was originally from.

Also we are using up the information we have received for our interchangeable parts list and urge all of the members to pass on any information they have discovered about interchangeable parts and we will publish this.

We would also mention that we are continuing to locate articles or copies of articles about the Elite and its road tests. If you have one you can send us so that we can copy it, we would be most appreciative. If you happen to know the number and date of a magazine which contains such an article, this would also be very helpful. We are trying to assemble a record of articles. Lotus West recently sent out a similar record for Lotus cars, but I feel that their Elite records are incomplete, although very useful.

Best Wishes,

Barbara and Bill Hutton

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	PART	ALTERNATE APPLICATION	PART NUMBER
38.	Generator (Standard FWE generator was special 28 amp racing type, now out of production)		Lucas 22746
39.	Generator Armature		Lucas 54211076
40	Generator Front End Plate Bracket (with bearing hardware)		Lucas 227698
41	Generator Front Armature Bearing (open)		Lucas 139307
42	Generator Rear End Plate Bracket (with brush springs) (now out of production)		Lucas 54211531
43.	Generator Rear Armature Bearing (sealed)		Lucas 189212
44.	Generator Armature Brushes		Lucas 227305
45.	Steering Track rod ball joint (Series II)	Triumph Herald	Triumph 143921 (Lotus E3001/2)
46.	Front Suspension Trunnion (Left Side) (with nylon bushes) (Series II)	Triumph Herald	Triumph 140919 (Lotus E 1019/L1)
47.	Front Suspension Trunnion (Right Side) (with nylon bushes) (Series II)	Triumph Herald	Triumph 140920 (Lotus 1019/R1)
48.	Front Suspension Trunnion rebuild bush kit (Series II) Both sides included	Triumph Herald	Triumph 514191
49.	Front Suspension Top Trunnion Seal (Series II) (Not included with Trunnion kit)	Triumph Herald	Triumph 122126 (Lotus E1019/4)

WEBER TUNING NOTES

As both the Elan and Cortina-Lotus have twin Weber carburettors, it will no doubt save a great deal of time and trouble for a limited number of people to understand the adjustment method to secure correct synchronisation in service. This instruction must also be given some prominence in the Service Manual.

GENERAL.

1. There are no mysteries in "tuning" the Weber carburettor.
2. Due to the fact that those used on the Elan and Cortina are fixed choke carburettors, in which the basic settings of chokes, jets, etc. have been determined by the factory, there are absolutely NO "adjustments" necessary other than those necessary to secure satisfactory synchronisation and slow running. Virtually nothing else can go wrong except dirt in a jet or a loose diffuser, etc. and this will usually only occur due to faulty work during a recent overhaul, strip down, etc.
3. The design of these carburettors is such that even considerable mileage and wear will have little effect on them, apart from the synchronisation, which can be set up as follows:---
4. First carry out the adjustments below - do not start the engine as yet.
5. All four mixture screws must be brought to the same setting by screwing each in turn fully in and then out a fixed amount - say 1/2 turn.
6. Next the butterflys have to be set and synchronised and this is the most important - and difficult part. Start by unscrewing both idle running screws right out so that they are not in contact with their operating pads and therefore both butterfly spindles could become fully closed.
7. It will probably be found that because of the spring loaded interconnecting device that when one spindle is fully closed the other is partially open. By screwing this interconnection adjustment screw in and out it can be seen at which point one spindle will become fully closed and the other start to open. By reaching this point and then backing off a little, it should be possible to very nearly set the butterfly spindles to be fully closed together.
8. Now screw both idle running screws in one at a time until the spindles are just seen to move and then back off by the same amount - say 1/2 turn. When both have been done then advance both screws together by the same amount from this position - say 1 1/2 turns - so that the idle running settings are now the same, i.e. one turn down.
9. Now start the engine and bring to a working temperature, it may be necessary to adjust the idle running screws to get the required r.p.m. for tick-over - say 800/1000 r.p.m. but move both exactly the same amount by noting the fraction of a turn movement of the slot from its original position.
10. It is now necessary to do the fine adjustment to the interconnecting device to exactly synchronise the butterflys and to do this it is necessary to ensure that both carburettors are contributing the same amount to keeping the engine running. As we have set all the mixture screws to the same setting and all other parts of the carburettors are non-adjustable, then the ONLY factor determining equal sharing between each carburettor is the interconnection adjustment screw!
11. The best way to determine which carburettor is "doing all the work" is to remove a plug lead from each cylinder in turn while the engine is ticking over and note the drop in engine speed. The plug leads which, when removed, cause the biggest drop in speed are on the cylinders whose carburettor has the most open butterflys. The

{continued}

interconnecting adjustment screw must be adjusted until there is an equal drop in r.p.m. when all four plug leads are removed in turn.

12. Now you have the butterflys synchronised correctly the slow running screws can be backed off equally until the engine runs as slow as is comfortable, the individual setting of each slow running screw can be checked and re-set if required by seeing that a small increase in setting of each causes the engine r.p.m. to rise a similar amount.
13. Now we check to see whether our original guess of 1/2 turn out on the mixture screws is giving the correct slow running mixture. All four mixture screws can now be adjusted together in and out say 1/4 turn at a time, to get the greatest possible rise in engine r.p.m. for a given slow running setting. Remember, these are mixture screws and not "air" screws as some British carburettors, i.e. screwing them out will richen the mixture not weaken it as on British carburettors.
14. When this point has been reached then the slow running screws can be re-set as per {12} until the slowest comfortable slow running is achieved. This should be around 600/800 r.p.m. and should be even without the engine rocking severly on its mountings.
15. If this is not achieved then the butterfly synchronisation is still at fault, so go back to {11} and start again. Never adjust the mixture screws or the slow running screws to individually different settings or satisfactory slow running will never be achieved.
16. Only when all the above has been conscientiously carried out with unsatisfaction results should one look elsewhere for trouble. Some other factors which could affect slow running and could be checked are as follows:
 - {a} Uneven fuel levels due to a stuck needle valve or faulty foot {one that has been tampered with!}. Check this by means of service manual instructions.
 - {b} Blocked slow running jet. N.B. Blacked main or air jet etc. will NOT affect slow running.
 - {c} Inlet manifold leak - Rubber 'O' ring no longer sealing properly.