



Volume 1 No. 8.  
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Dear Member,

Our letterhead this month has been stolen from our parent club in England. We like it, for the design is such that only an Elite owner would recognize the shape. But it is not ours, so next month we will have another. C.E. of G.B. have also designed a Club Badge which they would like us to share with them. The design is exactly the same as the Lotus Cars trademark in color and shape, but with a frontal view of the Elite in the triangle and the words ELITE REGISTER underneath. The car is silver on a green triangle with the normal yellow and silver outside. Now take a trip to the car and glance at the emblem on your cowl. This will help you picture the emblem better than I could draw it. Our Club does not have the funds to afford purchasing these so each member wanting a badge will have to fork out an additional \$1.50 which they will cost us. Perhaps some of you know where we can get badges in a small quantity cheaper, or maybe you feel we need our own design. We shall await your comments for 30 days before taking any action. So let Barbara and me know how you feel. We just want to please members and get on with the badge idea as several members are anxious to sew one on to their jackets.

Allan Girdler's mention of our Club in last month's Road and Track brought us about ten new members. We now have 65 paid club members and 117 Elite chassis located in the U.S. on our Register. And now another project has been presented to us which I think if done properly could really bring recognition to the Club and perhaps even increase the value of our pride and joys. Dennis Ortenburger, who has played a commanding role in the organizing of the Lotus West Club and who is responsible for most of the writing and editing of their fine newsletter (along with Marlene) has offered to write an Article on the Lotus Elite. As mentioned this article could have great significance if we could get a major car magazine interested, as it would be written in a manner that could be suitably used in a Salon Section along with photos of Alex Bollinger's magnificent example. (Wish we could also get Alex to join the Club). (How about a good word to him for us you Californians?). Some of you West Coasters may have seen an issue of "The Southern California Sportsman" with an article by Dennis Ortenburger featuring Alex's car. Now, to get down to what we can do to help Dennis on this project: he needs unusual facts and items of interest regarding the peculiar aspects of the Elite such as the fact that the bumpers are stainless steel; the body/chassis was produced by an aircraft company (Bristol Aircraft) and uses aircraft design principles (monocoque). Also the engine was supposed to have been designed by Coventry-Climax for the U.S.A. 1300 c.c. G.T. class. Three were produced with automatic transmissions and one or two were produced as fast back coupes. Regarding driving impressions, it has been said that all L.H.D. Elites raced would eventually end up on their heads (can anyone validate or disprove this?). Of course the Elite was a Le Mans class winner six years in a row. Then there is the story that the first Elite was left hand drive. Remember the August '58 Road and Track cover? What can you add to this list? Send it along to us, even if you cannot validate your information, perhaps we can. If this effort is professional enough, perhaps we can see it in print in one of the better car magazines or even the best, Road and Track, (Hint, Hint, Mr. Crow). Your response must be now, as Dennis is getting on the project and you can either write him at Dennis Ortenburger, 18405, Valerio # 19, Reseda, Calif. 91335; or write to us here.

This month we are compiling a list of all articles concerning the Elites that we have come across. In this effort, we are most grateful to contributing members, Truett Lawson, Bill Ross, Phil Van Zandt of Detroit and Harold Lance (who recently was kind enough to spend a day with us discussing the Lotus marque). Mr. Lance has a stableful of Loti and a complete library covering the company since its Horneey, North London days. This list will be continued as we receive more information.

We now have ten Club Members confirming their interest in the Pocono Meet next July and to let you know more about the Morgan Club Meet this year, we are copying an article, sent to us by their Club President, Mr. Chet Faleski, from their newsletter. Mr. Faleski mentioned in his letter that the Bugatti Club has also been invited to participate in the race activities. I reckon we would not be insulted! !

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Our interchangeable parts list is growing slowly and now we are getting a few additions to information we already have recorded. These are being listed as amendments and are not corrections but simply additional information. The numbers refer to the original listings. When available, we are including the part number listed in your Elite shop manual for reference. This is in brackets and prefixed with the word "Elite". Somehow we failed to print part numbers 50 - 54 last month and so we are including them this month.

Next month, we are going to print our final issue for 1971 by combining the November and December newsletter. With Christmas coming on soon, we are sure we won't be able to devote the time necessary to producing a newsletter in December; so we hope this idea will suit the membership.

Regarding the door weatherstripping on order from England, we have had to double the order to 200 yards as the requests far exceeded the original order. Also, we have come across a source for the sealing rubber around the plexiglass side windows and will be ordering 100 feet of this. Just as in the case of the weatherstripping, I am sure we will have a long wait before it arrives, but when it does, I will have it for sale through the newsletter.

With the addition of two new members an interesting point regarding chassis numbers has come to our attention. Mr. Wilson Shanklin of Mountain View, California, previously owned chassis number 1275 which was a R.H.D. Series I. Mr. Nicholas Cavitt, Kansas City, Missouri, now owns chassis number 1276, which he tells me is a Series II; I do not know the driver side. Mr. Shankle presently owns 1280 which is a Series II with LHD. So, perhaps all Elites with chassis numbers above 1275 were Bristol Bodies, Series II cars. Mr. Phil Van Zandt also sent along this information direct from Lotus; "Elite unit numbers do not correspond entirely to build date, but as a rough guide, up to unit 1131 end of 1959; and up to unit 1400 end of 1960. The first Series II was built May 1960." Also Mr. Van Zandt who has owned several Elites, but is now Eliteless, once formed a group in Detroit called L.E.O. (Lotus Elite Owners) which is now non-existent. Rather a catchy name - any suggestions we adopt it?

Suggestion: We have used Brasso on the plexiglass side windows and found it to take out the deep scratches very nicely, but for the small scratches, we suggest you try a convertible top rear glass cleaner at your friendly parts house.

Our final word <sup>motor</sup> on/cycle racing. If you enjoy racing flicks, try "On Any Sunday". This is a documentary on racing and I believe if McQueen had presented his "Le Mans" in the manner used in this film, he would have had a masterpiece. Also you can take your mother with you. It is so decent, it will shock you.

Best Wishes,

Barbara and Bill Hutton,

082T#

#1276

275

P.O. Box 351  
Clarksville, Tennessee 37040  
Telephone: 615-648-1119 (business)  
615-375-3355 (residence)

P.S. Does anyone know Club Member Scot Sanders, 998 Valencia, Apt. 3, Costa Mesa, Calif. 92626? He has moved and left no forwarding address. How about a little help out there in tracing him down?

WANTED: Van L. Pell, 3302 Trinity Road, Louisville, Kentucky 40206. Dual 40 DCOE Webers and manifolds for Climax. Will buy or give difference on trade for his dual SU and manifolds. Also has single SU manifold.

WANTED: Ron. L. Lyster, 546 Knepp, Fullerton, California 92632. (Tel. (+)879-6233) ZF Gearbox.

P.P.S. We hope to print many of the articles listed on the attached sheet of publications. However as some of them are rather lengthy and have photos, we may not be able to produce them all in their entirety. We will do our best, but if anyone would like a copy of the article our office supply shop can zerox them in full at 15¢ a sheet. The Club cannot afford to send them to members free of charge, but we will be glad to have them copied for you if you would send us the copying charge and something for postage.

MORGANS INVADE POCONO SCHAEFER RACES:

Morgans, Morgans, - everywhere Morgans!

If the people at Mt. Pocono, Pennsylvania didn't know what an example of the Morgan marque was before July 4 weekend, they do now, as Morgans were everywhere for the weekend of the U.S. Automobile Club's Schaefer 500 at Pocono International Raceway for the first running any Indianapolis-type race at the new 2.5 mile tri-oval course.

Mr. Chet Faleski Of University Park Maryland, originated the idea of the Morgan meet at Pocono and served as O.D. of the event. Working hard over a three month period, Mr. Faleski sent out six excellent newsletters about plans for the Morgan concours at Pocono and as a result, all know Morgans in the U.S. and Canada were invited and 58 showed up for the unusual get-together.

The Sheridan Manor Inn looked like a rainbow as Morgans of many colors arrived on Friday July 2 and filled the oval driveway of the "Old English" looking Inn in appropriate fashion.

The Sheridan Manor served as headquarters for the Morgan folk and no effort was spared to make everyone feel welcome. "Welcome Morgan Group" cards were distributed everywhere and food, drink and accomodations were top drawer. A fine party topped by reading of a letter from Mr. P.H.G. Morgan in which he sent personal greetings to all asembled Morgan owners.

On race day, July 3, the Morgan caravan to the raceway was a once-in-a-lifetime sight as three wheelers, Plus 4's, Plus 8's, 4/4's, Super Sports, slab-nosed and other Model Morgans made their way to the track.

Arriving at the track, the cars were loaded with celebrities including the Governor of Pennsylvania, and Lotus Blossom Festival contestants, after which the retinue made two parade laps around the track in single file.

Then to the turf area where formal concours de/elegance judging began.

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Dave Wait is our Club Member doing a tour of duty in Viet Nam. He writes interesting letters and <sup>we</sup> thought you might like to read an extract from his latest letter.

"As to the racing scene, I can truthfully say Lotus is not in competition in Viet Nam. They did have a rather well fought out race between 50 c.c. Honda's several weeks ago - outside of that, competition (vehicular) seems to remain the realm of day to day driving."

We certainly wish Dave a safe stay in Viet-Nam and hope that he will soon be back in the U.S.

LIST OF PUBLICATIONS CONTAINING LOTUS ELITE ARTICLES

Name of Article	Name of Publication	Author	Date	Pages	Description	Type of Publication
Front Cover	Road & Trade	-	Aug.58	1	Cover Photo	Mag.
Lotus Elite	R & T	-	Jan.60	36 - 38	Road Test	Mag.
Lotus Elite	R & T	-	Apr.63	30 - 33	Road Test	Mag.
The Hobbs Transmission	R & T	-	Sep.61	1 page	Technical from Misc. Rambling	Mag.
Lotus Elite (An Appreciation & an Obituary)	R & T	-	Jun.64	52	Photo w/brief history	Mag.
Its a matter of experience	R& T	-	Apr.63	7	Advertisement	Mag.
A Quart of Oil Every 300 miles	R & T	-	Jun.63	1 page	Advertisement	Mag.
Lotus Race Sets \$19,885. each	R & T	-	Aug.63	1 page	Advertisement	Mag.
The Wildcat	R & T	-	Sep.61	1 page	Advertisement	Mag.
Road Test 17/60 (The Lotus Elite)	Motor(English)		May 11 1960	536 - 539	Road Test	Mag.
Road Test 19/63 (Lotus Elite Special Equipment)	Motor (E)		May 15 1963	40 - 43	Road Test	Mag
Lotus Elite	Motor(E)		Jan 1 1966	43 - 44	Construction of Elite	Mag.
The Lotus Elite	Autosport(E)	Bolster	May 13 1960	2 pages	Road Test	Mag.
The "Do-it-yourself" Lotus Elite	Autosport(E)	Bolster	Dec.61	746-747	General	Mag.

No 0-1-5

INTERCHANGEABLE PARTS LIST

CLUB PART NUMBER	PART	ALTERNATE APPLICATION	PART NUMBER
50	Top Front Suspension Arm, (Right Side) (Series II)	LOTUS 7	Lotus 7 - 8066 (Lotus Elite - E1002)
51	Top Front Suspension Arm (left side) (Series II)	LOTUS 7	Lotus 7 - 8065 (Lotus Elite - E1001)
52	Front Shock Absorbers (With adjustable coil spring and damping action.)	-	Series I, Spax S164/ 306 Series II, Spax S164/ 307
53	Girling Brake Power Assist Rebuild Kit	Volvo P1800 Sunbeam MKIV	Girling SP 2230
54	Rear Suspension Wish-bone Rubber Ball (Series II)	Old Model English Ford (type 93A)	FOMOCO 193446 (Lotus Elite E2007)
21 (Amended)	Half Shaft U Joint	Austin Healey 3000 Propeller Shaft	BMC IG 8981
1 (Amended)	Distributor Points	Jaguar XK 140	Lucas 54411216 (out of production. Replaced by Lucas 407050 although replacement points have 24 oz. spring tension as opposed to 32 oz of 54411216)
7. (amended)	Starter	Triumph Spitfire MGA, T.D. T.F.	Lucas 25149 replaced competition type Lucas 25063
23 (amended)	Motor Mount	Jaguar XKE 4.2 Same mount including course threads)	-