



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

Volume 1, No. 9 and No. 10.  
Dues \$5.00 per year, payable each April  
or 50¢ per remaining month.

November and December 1971 combined

Dear Member,

Several Months ago Club Member Hal Moseley sent us an odd Uniroyal ad. he scraped up from a photographic magazine with the caption "Big Feet are nothing to be ashamed of". I wonder if Colin could transform the photograph into fiberglass? A Series III Elite?

It can never be said that Elite owners are not <sup>/good</sup> correspondents. We have been receiving about three letters per day from members and prospects. Indeed we are grateful for this correspondence as we use much of it in forming our newsletter. Our problem is replying!! You have gone to a lot of trouble to write and we feel you deserve an acknowledgement of our receipt of your letter. In future though, we shall be replying by short notes on post cards rather than sending a more personal letter, as the replies are really taxing our spare time here. For the past 60 days, at least 45 nights have been spent on the newsletter and replies to your letters. A card with only a note is certainly more impersonal but we are not sure what else we can do. You could help us a great deal when questions are to be answered by placing the questions on a returnable sheet of paper, or even on an addressed post card. We certainly want to answer your questions and to help you in every way and we really do not want to dampen your enthusiasm. However, getting our replies out to you is becoming a problem and so any help you can give us would be most appreciated here.

As mentioned last month we have found it necessary to combine the November and December issues so that we might have a little time to shop for Christmas! Hope you don't mind. If you read as fast as I do, mid-January will be here before you finish this letter anyway.

Barbara and I will be visiting Club Elite of G.B. (as well as Barbara's folks) sometime this Winter and we are wondering if any member would like to tackle the complete newsletter for that month? You would not have to follow our format certainly. No doubt the other members would like a new hand on the printed page for a change too. It could be shorter than usual (two pages) and perhaps contain an editorial and a copy of an article. A great opportunity for fame!

We did not have much comment from members regarding last month's mention of a Club Badge designed by the English Club. Two Members approved the idea and two suggested we should have a design contest to choose a design of our own. Therefore, the contest is open officially NOW. All designs submitted by the next newsletter will be published in the January issue along with the English Club's design, and you can choose the winner by voting through the mail. If no designs are submitted then obviously we will use the English club's.

In regard to last month's comment, one member suggested we change our name to LEO (Lotus Elite Owner). This change will be considered in January if other members express a similar desire. Obviously if the correspondence on this matter is very light, it will not be considered further.

Door Weatherstripping!! Club Member Geoffrey Griffiths informs me that our 200 yards has been made and will soon be on a freighter coming our way. All members will be informed when it arrives through the newsletter and everyone will get a change to buy enough for one Elite initially. So there is no need to write. Also we are still negotiating on the side window rubber seal. Its arrival will be announced in an upcoming letter.

Club Member Harold Lance and his son, Clark, have been a great help to us this month as in the past. We are printing a letter Mr. Lance once received from an early Ralph Nader of England. Also Mr Lance and Clark have done some extremely interesting research through their Lotus files and came up with the answer to the question posed by the cover photo on the Aug. 1958 Road and Track issue. Club Elite is indebted to the Lance's

Our recording of previously published articles has drawn more comment than any project to date. We have received a lot of help, and copies of new articles to be recorded were sent to us by Club Members Stuart Sammis, Ronald Frahm, Robert Green, Dr. Roger Ecker, Dennis Ortenburger, Norris Haynes, Harold Lance, Truett Lawson. We are grateful for the information and copies.

This month's article reprint concerns an Elite I imported and sold to a lawyer in Los Angeles. I lost track of it for several years, but Club Member Kenneth Boyd located the car in a salvage yard in California and is now restoring it. My car was the first twin cam mentioned in the article. I wrote to David Lazenly at that time with Lotus (now building Hawk Formula Cars) regarding further T.C. Elites only to receive a short reply saying that Lotus did not have enough left over Elite parts (especially rear susp.) to continue this project. By the way, Mr. Boyd's chassis number is 1789/TC/1600/1.

POCONO! We are in! The Morgan Car Club has officially invited us to participate along with the Bugatti's and the H.R.G. Club in the 1972 Pocono race festivities. Mr. Faleski's letter says it better than I could, so now we begin looking to this event in earnest. We have had sufficient interest shown to pursue this matter and soon we will need commitments so we can arrange lodging, etc. Needless to say, we are ever grateful to Mr. Chet Faleski and our own Major David Bennett and the Morgan Car Club.

Club Member Wayne Reed has done some research on the S.U. carbs. and has sent the Club several service sheets on the S.U. which we have copied for members use. Also, he informs me that the single S.U. set up with a Stage I cam, took a BF needle and a yellow damper spring, whereas the dual SU with stage I cam took BQ needle and blue springs. With dual SU's and a stage II cam, revert to BF needles in each carb.

Club Member Doug Fraser informs us that the interior door handle originally was found on Hillman Minx cars, and now we need to locate the original source for the exterior handles. Anyone know? By the way, if any of you folks in the North-East have engine trouble, check with Mr. Fraser of Fraser Manufacturing Company, 159 Jersey Street, Marblehead, Mass. 01945. Until recently, Mr. Fraser was with Ray Caldwell's Autodynamics and looked after the National Champion Formula Ford engine in 1969 and 1970.

Well the year is ending and I recall stating in our June newsletter that we hoped to have 65 Club Members by Dec. 31st. At this printing we have 75 members and we can truthfully say the enthusiasm the membership has shown, as well as the pleasure we have received in corresponding with you, has exceeded our expectations and we look forward to 1972.

We pray you will all have a restful Christmas and we hope your stockings are filled with Elite spares.

Sincerely,

Barbara and Bill Hutton.

Post Office Box 351  
Clarksville, Tennessee 37040.  
615-648-1119 - office  
615-375-3355 - home.

#1170

WANTED

Elite Body shell in good condition to repair damaged sustained on right hand drive chassis 1170 which was rolled at Marlborough in 1960 with only 1600 miles. Car stored since. Will consider selling car or buying body to repair damage. Stage III with ZF Box.

W. Hudson Mills  
2721 N.E. 8th Terrace  
Pompano Beach,  
Florida 33064.

Normally Club Elite will not advertise cars for sale, but due to this peculiar case we bent the rules.

FREE OFFER

Free Offer - Club Member Robert Green has several extra accelerator inner cables which he is offering to Club Members free who need one. All you need to do is send him a stamped (16¢) addressed envelope. Robert W. Green, 167 Lorry Lane, Pacifica, California, 94044.

FOR SALE

Club Member Jim Goodman recently sent the Club six special made fuel pump to carb. fuel lines with clips and routing instructions. These are for sale by Club Elite at \$4.00 each including postage, which is our cost.

*I figure we won't make anything  
really at \$4.00 including postage, and  
it is a good round figure.  
But Wishes for the holidays,  
Barbara and Bill*

When Mr. Lance decided he wished to purchase an Elite, he made enquiries in England, and as a result he received the following letter from a gentleman who had just sold his Elite.

" Before you go ahead and buy a second hand Lotus Elite, I have this advice to give you. I will give you a detailed account of the car which I bought from a dealer in London and you can draw your own conclusions.

I bought the car for 1325 pounds. It had completed 400 miles and according to the salesman, it was taken back because the bloke couldn't keep up the hp payment. I traded my Mini-Cooper for 525 pounds against the Elite.

The first week-end I had it, it rained buckets. The water poured into the car through the rear window and the most important item of safety equipment was lacking, namely a life belt! The car was returned to the factory and two weeks later I got it back. It was running lousy, so it went back to the dealer for tuning. After 1,800 miles I took it down the M4 motorway, at 85-90 m.p.h. it packed up after 1/4 mile. I brought the car back to London contacted the dealer and they said that if I wanted to avail myself of the 3 month guarantee, work would be started on it in 1½ weeks time!

Needles to say at this I was pretty irate, so I took it to the chap in Chelsea. The head was taken off - damage, one piston replacement, polish all bores, and replace cylinder lines. I had a month of trouble free motoring, then it completely went out of phase - cost of tuning 15 pounds, ignition troubles, replace coil, sparks, etc. - much better.

In early January I took the car out on an icy road, ran into an Austin A-30 at 15 m.p.h., front end damage considerable, bill 65 pounds not met by insurance company as I was carrying 75 pounds excess. Time taken for repair 3½ weeks. Paint job lousy. I had the car compounded and this did improve the appearance considerably - five pounds. The radio was installed when I first bought it, to suppress it effectively cost me 17 pounds.

It was o-k for a month, then I took it to Scotland for a week. It cruised all right at 80 mph but in the Highlands, the same thing that I had initially experienced took place - to boot gale force winds and torrential rain, 150 miles from the nearest Lotus agent. I ran it as quietly as I could/and eventually made it. Damage considerable. Cylinder head shifted, head gasket blown and tappets badly in need of adjustment. Bill 35 pounds. As it was a rushed job, the tuning was not all that I expected, but I wasn't all that unhappy and the return to London was uneventful, but the car was still out of plumb.

I took it now to a garage recommended by this bloke in Scotland. Verdict, head off again, tappets to be adjusted, timing chain to be tightened. Rather than be without a car, I traded the Lotus in against a Renault R8.

Now you can see what I'm on about. The Lotus service is non-existent, no one seems to be competent. If you are conversant with high performance cars and have facilities fine, but if you haven't, I would strongly advise you against buying one. True they are a delightful looking car, steering is incredible as is the roadholding, gearbox and the brakes, but along with these advantages there are a considerable number of disadvantages. Cost of maintenance, susceptibility of fiberglass to damage and subsequent chassis destruction.

You may take this for what it is worth. I had this Lotus for six months (September to April) it was on the road for approximately 2½ - 3 months and the rest of the time it was in dock for the repairs listed. I sold it for 825 pounds as a trade in. This may not be a typical case, but it is certainly one which I will remember and I thought it best to convey it to you.

I hope this will be of some help to you. Goodbye for the moment. If you get a Lotus, as I'm sure you will, good luck and happy motoring.

Kind Regards, P.J. Shanahan, 7th May, 1963.

Mr. Lance was not discouraged and of course has an Elite along with an Elan and an XI.

We are very fortunate in that so many of our members take a lively interest in the Club and a day rarely goes by without a letter coming to us from a Club Member. Therefore, we thought the other Club Members would also be interested in reading these letters and where it is possible we shall make a section called "Letters to the Club".

The first of these letters comes from Mr. Lance of West Chicago.

"In regard to the Aug. 58 Road and Track Cover Car, Clark and I have researched it and believe it to be the second car produced, but perhaps the first actual runner.

The following quotation is from Motor Sport of April 1968 in a piece by Dennis Jenkinson entitled "Spring Activities in the Workshop"

"Our first sight and indeed a very welcome one, was to see a Lotus Elite, finished in yellow, with left hand drive, standing at the kerb. The original grey Earls Court model was still in the showroom and a non-runner, but this new one was all complete and working and had not long arrived back from being dived around Brands Hatch. This was something for which everyone has been eagerly waiting and, just to prove it was no fake, it was driven about for me to photograph, though as yet too new for me to be permitted to try."-----

Jenkinson indicates that this article was written "In the middle of March (1958) in time to get these words into print on April 1st.", and also says "For passing it is interesting to note that Chapman was using a Porsche 1600 Super as transport, not to learn anything about roadholding or suspension but to get an appreciation of a standard for interior finish and general quality of production for the Elite. He felt that Porsche standards would have to be the very minimum in the way of detail finish on his own car, and with that we could not agree more."

A photograph of the car with the Motor Sport, Jenkinson article shows that like the Road and Track cover car, it lacks the small parking lights under the headlights and does not have the chrome or stainless steel trim strip under the doors between the front and rear wheel arches, which appeared on the Earl Court Model.

By the way, a very good set of photographs and drawings of the Earls Court prototype car can be found on pages 22 and 23 of Sports Car Graphic for January '58. Two of these photographs and two additional ones also appear in an Autosport for Oct. 25, 1957 on pages 535 and 539. "

Harold E. Lance.  
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With regard to the Pocono Meeting next July, we are enclosing a copy of Mr. Faleski's letter which is our official invitation and we thought might interest the members who are planning to attend and might persuade those who have not yet decided to come along.

Dear Bill,

Well ..... it's finally been decided that guest clubs will be invited to Pocono in 1972 and that the Elites will be among them.

I noted a sense of pessimism from your previous letter, and thus am very happy to inform you of your Club's participation.

Also, I don't want any member of your Club to feel not welcome when we meet on the weekend of July 2nd. The only reason that a few (VERY FEW) people didn't want to expand to inviting other groups was that they desired to stand pat and be in their own little clique. The overwhelming majority WANTS other Clubs to participate. (the vote was unanimous)! The only objection was to a group like Ferrari, who could completely take over what we started.

The groups participating in Pocono 1972 along with Elite and Morgan are Bugatti and H.R.G. It should really be a fascinating weekend - it was last year, but will be twice as great in '72.

Please assure members of Club Elite that they will be welcome as if they were one of our own, and they will be extended every possible courtesy and privilege.

There is a very good possibility that I will be in the real estate business very soon and living in the Pocono MOUNTAINS (not hills, we have mountains, you have hills) - you stand corrected. Thus, I will be able to do a real bang-up job in finding accommodations, and working out problems that may arise prior to the Meet.

Might I add in closing that in Major Dave Bennett, both Club Elite and Club Morgan are very fortunate to have a man of his ability and charisma. I understand that he will be handling your Club's arrangements for the Meet, ... Worry no more, he will handle it well!

Incidentally, if you see any Morgans around your way, be sure to tell them about the Morgan Car Club and the Ponoco National Meet. Also, keep sending me a copy of your publication, so that I might keep up to date.

Best Personal Regards. Chet Faleski.

Morgan Car Club,  
Pittston,  
Penn.

## Twin Cam

"What's so special about Elites? They went out two models ago, you'll say. And you'll be right. But there is something special about Elites: they're coming back !

But not in their old form. They're coming back revamped and re-engined and CAR has scooped the pool with the first ever test of the works prototype.

The original Elite, you'll recall, was a real head turner, produced, like so many of Chapman's cars, well ahead of its time and killed off prematurely by maintenance and production problems. It was the sort of car that transformed old men into young boys again, introducing a sort of stylish sophistication into sports car motoring. Sports car thinking, pre-Elite, had been in the time-honoured, hard-sprung, uncomfortable, draughty and not particularly aerodynamic or even good looking traditions. Powered by the FWE Climax engine, the Elite with its wind cheating glassfibre body was a howling success on the roads and a screaming success on the tracks. Drivers like Les Leston and Graham Warner made their names running wheel-in-wheel to the delight of Lotus fans at Brands. Even I can remember that.

Low weight, sleek lines and the 85 horses from the aluminum engine gave the original car a top speed of 115 mph in the pre-B days, when you could use most of it. And 99 mph could be had in third gear. All sorts of people raved about the Elite, even the hard bitten staff of CAR back in January of 1966 rated it higher than the Elan in the pure good looks department. But it had its disadvantages. Commercially the Elan turned out to be more attractive - easier and cheaper to build, and with the Ford double knocker engine, and Ford and STI running gear and ultra simple transmission, far more reliable.

Yet how much prettier was the Elite than the Elan, people continue to say. How much was its roadholding. All of which has made Mr. Chapman think again about something he thought about before producing the Elan - to wit, the possibility of dropping in that twin-cam Ford and updating the car itself.

The first time the subject came up, Chapman called all his lads together, including Ron Hickman in those days, and asked how possible it was to do this sort of thing. Being good boffins, they pondered awhile and then said: 'Feasibility drawings would take a week, then we could access it at blueprint stage in about three weeks and have a test installation in two months. "Nonsense", cried the Great One. "Get an Elite kit delivered to Team Lotus after lunch, get a twin-cam from production and deliver that to Team Lotus. They'll open the bonnet, lower it in, cobble whatever needs cobbling and chop it where it needs chopping - then we can see what we're doing. Five days later the first twin-cam Elite was on the road, running and running fast.

The trouble was, it didn't handle. They'd dropped the engine in far too forward and the result was the back end kept wanting to be the front and the whole thing was slightly off balance. The car was eventually sold and was last heard of being extricated from a hedge in Northamptonshire. Chapman got busy designing something else.

Then came David Lazenby., the General Manager of Lotus Components Ltd. He'd been working on the Indy project and when that wound up he was given Components to run. One of the perks that went with the job, was a company car. Remembering the old bodged-up twin cam, he opted to build his own company car. He managed to convince Chapman that it was a cheap way for the company to provide him with a tweaky runabout and at the same time initiate a no-cost reassessment of its performance and reliability.

The boss agreed, largely because it looked like providing an answer to problem of what to do with 40 perfectly good and still brand new Elite shells that happened to be lying around.

Lazenby's twin-cam 'Elite is an improvement on the original cobbled and chopped illegitimate version. He started by fitting a dual braking system, thicker front roll bar and Series One springs and dampers. The interior was retrimmed Elan-style and completed with Elan seats, and the short stubby gear lever was given a close ratio Ford box to live in. The whole of it was dropped on to 13 in. 4.5J wire wheels, which make the car even lower and sleeker than before and give improved roadholding by way of a lower C of G.

Lazenby had put 11,000 miles on his back prototype before we talked our way into the seat. The only troubles he'd had were four blown exhaust gaskets and a lack of rearward visibility. He overcame the blown gaskets by fitting new ones and the rear vision problem was cured by fitting a larger mirror. Now he can see the law coming - very important in a motor car which gets up to the legal limits as effortlessly as this one.

Lessons were being learned all the time. The car when we got it was by no means perfect. In fact some of its shortcomings were downright annoying. But this is what a prototype is for. We promised Lazenby that we couldn't criticize the more obvious faults, since this would be unfair. He was developing them out of the car before going ahead with production, which is just as well.

However, it's worth looking at some of the early problems just so that you can check when your rich friend lets you drive one round the block. The handbrake doesn't work worth knowing about, but the good David has a scheme already to make this okay. Fumes from the engine leak in at an alarming rate, and even Lazenby rides around with at least one of the drop out windows always out; this will be cured by plugging and effective sealing around the bulkhead. I hope so; since 1945 there must have been a law written prohibiting the use and manufacture of mobile gas chambers.

But to continue. The dif. at full gallop sounds like one of those sink waste disposal units that has been fed a milk bottle by mistake. Much of this is in the mounting, resonances and vibrations and technical things like that. There are thoughts of mounting the dif. on a subframe which could cure some or all of the mixer noises, though Elites were always rowdy in that department and nobody seemed to mind. Overall noise generally could be cut down by the addition of more lining felt in strategic places. There's not a lot of foot room around the pedals and the only answer to this one is to buy smaller sized shoes. And that's it, really.

The engine in our car was a tired 15,000 miler, and the clutch felt like it feels when you put your foot into a day old cow pat. The performance figures we got were not all that startling - in fact they were nowhere as good as a good Elan or even an old FWE Elite in fighting trim. This was due almost entirely to the boggy clutch. Obviously with a good engine and clutch, the Twin Cam Elite will be as fast and probably faster than a good Elan.

The first thing you notice when you slide into the 1968 Elite is that it fits and everything is in the right place. The next thing you notice is that there is an automatic distributor cut out at 6000 rpm which does not matter much since the twin cam produces its max. power at around 55.

Jeff Daniels said that we were not to break the speed limit on the M4 and he sat in with me with clocks and slide rules - a great help on jobs like this (he's the only mobile 17 stone computer that I know). If we had disregarded the limits, we would have been doing 93 mph at fifty five in top and 103 mph at 6000 just before the cut out came in. Don't ask me how we worked out that 110 mph on the clock is equal to a genuine 103. Cruising in top gear she will go from 60 to 80 mph in 7.3 sec. and 70 to 90 in 9.5 Third gear takes you all the way up to 84, which makes the Elite a great high speed long-distance touring car. With both of the drop out windows out, there's practically no draught and almost no wind noise. That's aerodynamics for you.

On the test track and through the handling course, we experienced road holding the like of which I haven't seen outside a competition car.

On the wide-open skid-pan we started to toss it around, trying hard to lose it, practically impossible. The only way to get it screwed out of shape was to line up for a full bore turn and then chop locks and lift your foot off. Even then it didn't really want to get away. Full bore gradual turns could be taken in complete control with the inside front wheel well off the deck. And the really long ones worked out best if you steered from the rear end with the inside front wheel touching down every 20 yds. or so.

Getting the car into a controlled opposite lock slide wasn't easy. But she goes where the front wheels point and can be forced into a directional change at high speed without any drama at all. As a result, confidence comes like an enveloping London fog and you keep pushing a little bit further looking for the limit. It's a limit that never comes.

But what was all this at the beginning about the Elite coming back as a production car? We kid you not. Lazenby now reckons that he's got it to the stage where he can productionize it in bug-free form. And for once Lotus are being realistic. They will make them in batches of five to order.

We don't anticipate rush on orders - in fact we wouldn't cope with volume production says Lazenby. But we do know that there are people about who still rate the Elite as a very desirable motor car and who would buy an up to date one with 100 percent new parts and built-in reliability.

What about cost? Somewhere in the regional of 1500 pounds, perhaps a shade higher which makes it more expensive than an Elan. Guarantee? Six months, parts and labor.

So there you are, Roll up, roll up - the first 40 cash customers will be the lucky ones.

CONTINUED LIST OF PUBLICATIONS CONTAINING LOTUS ELITES ARTICLES.

No.	Name of Article	Name of Publication	Author	Date	Page Numbers & Description	Type of Publication.
15	How Grand Can Touring Be?	Sports Car Graphic	Christy	Aug.61	Pages 16-19&72 Road Test 14-61	Mag.
16	Front Cover	SCG	-	Aug.61	Cover Photo	Mag.
17	British Kit Cars	SCG	Blunsden	Aug.62	Pages 46-47 Summary of kit built Eng.car.	Mag.
18	Misc. Ramblings, Lotus Omission	Road and Track	Bond	Feb.60	Pages 20 - 21 Up date on Tech.info.	Mag.
19	New York Auto Show	R & T	-	May 60	Page 67 Desc. of Show Car	Mag.
20	Misc. Ramblings	R & T	Bond	Jan 61	Page 17 Photo comparison	Mag.
21	Bahamas Speed Week	R & T	-	Mar.61	Pages 82-86 Race Report	Mag.
22	New York Auto Show	R & T		May 61	Pages 31-36&39 Desc.of show car	Mag
23	Classified Ad.	R & T	-	Aug 61	First used Elite advertised Page 92	Mag.
24	Nurburgring 1000	R & T	Manney	Oct 61	Pages 53 - 56 Race Report	Mag.
25	Concours d'élégance	R & T	MacMinn	Dec.61	Pages 49 - 56 Concours Report	Mag.
26	London Auto Show	R & T	Manney	Feb.62	Pages 16 - 20 Description of Show Car	Mag.
27	Road Test Annual	R & T	-	1961	Repeat of Jan 60 Test	Mag.
28	This is The World	R & T		Dec.62	Page 9 Advertisement	Mag.

INTERCHANGEABLE PARTS LIST

CLUB PART NUMBER	PART	ALTERNATE APPLICATION	PART NUMBER
38	Generator (Amended)	-	Lucas 22296 out of production, superseded by Lucas 22746
39	Generator Armature (Amended)	-	Original Lucas 54211076 superseded by Lucas 229311
63	Generator Regulator	-	Original Lucas 37302 superseded by Lucas 37474
64	Hand Brake Disc Pads Series I (round)	-	Girling GBB49238
17 addition	Hand Brake Disc Pads Series II (Square)	-	Girling 64932005
65	Rear Brake Pads Series I Alloy Caliper	-	Originally Girling GBB49232 but superseded by Girling 64325973
16 Addition	Rear Brake Pads Series II Iron Calipers	-	Girling 64 325418
66	Front Brake Pads Early Series I with alloy calipers	-	Girling GBB49221
15 Addition	Front Brake Pads late Series I and all Series II with iron calipers	-	Girling 64325420
67	Brake Line Hose Series I Front and Series II front and Rear	-	Girling 3700625
68	Brake Line Hose Series I Rear	-	Originally Girling 3700631 but superseded by Girling 64047389