

NEW '72 LOTUS ELITE RACING CAR
(WHAT IT MIGHT HAVE LOOKED LIKE HAD THEY RACED IT IN THE '70'S INSTEAD OF THE '60'S).

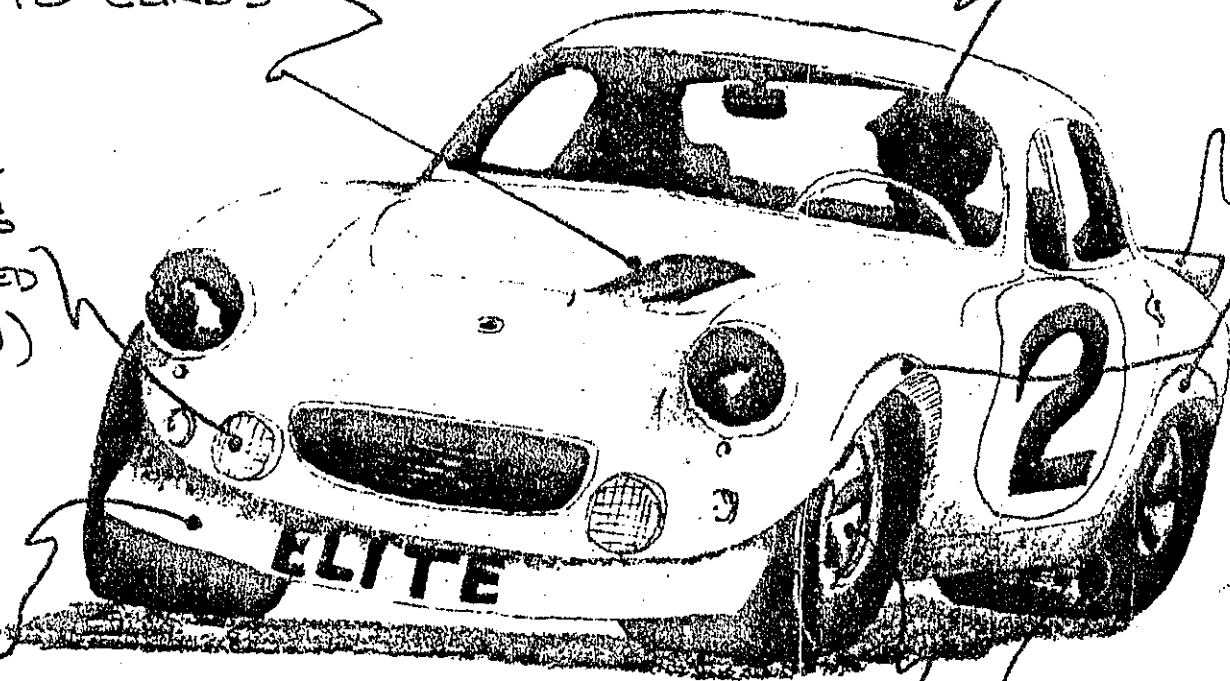
ENLARGED NACA
DUCT TO CARBS

BELL-STAR
HELMET

LOTUS REAR
SPOILER

FLARED F&R
FENDERS TO
ACCEPT THE
LARGER GOOD
YEAR RACING,
TIRES

2 EXTRA FRONT
RUNNING LIGHTS
FOR HIGH SPEED
NIGHT DRIVING)



ELITE FRONT
SPOILER
(L.A. EUROPA)

MINI-LITE
MAG WHEELS

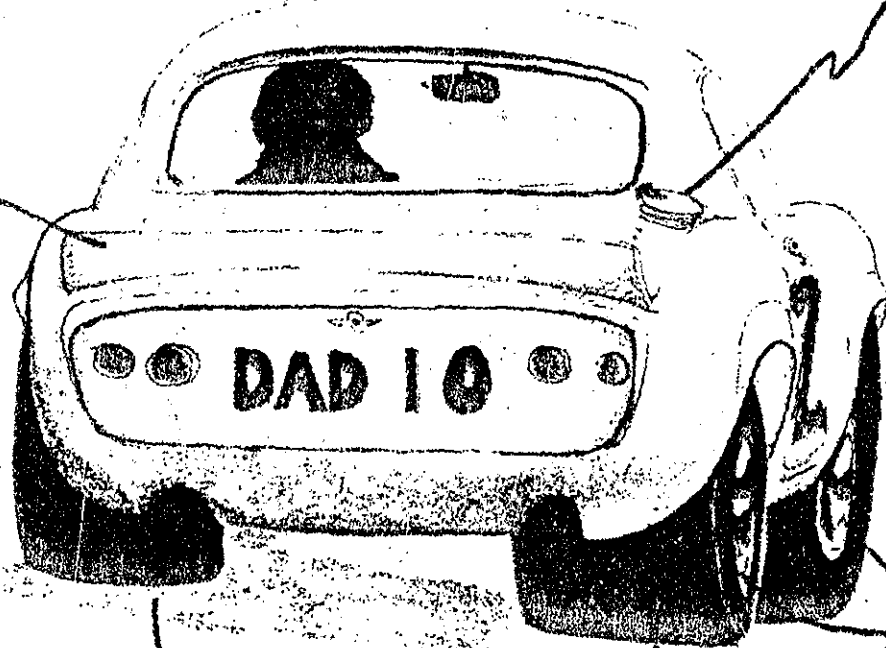
RELOCATION OF EXHAUST
OUTLET FOR BETTER
EXHAUST TUNING

(FRONT)

Copy Mark
4/16/72

LOTUS REAR
SPOILER

LEMAN'S QUICK
TYPE FUEL
FILLER



GOOD YEAR
RACING TIRES
(WIDE)

MINI-LITE
MAG WHEELS

(REAR)

CLUB ELITE
(Affiliate of Club Elite of Great Britain)

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Dear Member,

As expected, the December newsletter created quite a stir with much comment regarding the Hal Moseley "Pocono Tribute" front cover and ~~the~~ Shirley and Bob Green's Pacifica to Pocono venture, and the Geoffrey Griffith's Lotus XI article.

We have had much interest shown in the Pocono meet that we have started thinking about a repeat. The Morgan owners have invited us to participate with them again this July 4th week-end, and we have tentatively accepted. All members interested are asked to fill out and return the form on the advertisement page if you have more than just a passing interest in this event which was described thoroughly in the newsletter of last spring.

Bob Green recently called to say that he and Lansing Lee are planning an Elite owners meeting at Bob's Home on 4th March at 11.00 a.m. Everyone bring your own lunch and prepare your Elite for an afternoon drive to Santa Cruz and back. What a sight, 15 or 20 Elites travelling in company would make! For more information contact Bob at 167, Lorry Lane, Pacifica, Calif 94044, telephone (415) 355-1822, or Lansing Lee at 781 Fletcher Lane, Apt. 203, Hayward, Calif. 94544, telephone (415) 886-4289. Bob, Lansing and Leo Tscherner have plans for an Elite maintenance work shop meeting later in the year (or if necessary, on the highway to Santa Cruz). By the way, Bob and Shirley have already confirmed that they will be returning to Pocono in July. If you have never seen a fanatical California Elite owner, this is your chance!

The Lotus XI article brought in several new very enthusiastic members and we plan another non-Elite article to appear in the March issue.

#1391 This month's self explanatory cover was submitted to us last August by Norris Haynes, owner of Chassis 1391. Norris owns a fiberglass business and is in the process of fabricating front and rear bumpers and spare tire covers which will be for sale to Elite owners. Contact him at 2403, East Lexington Avenue, High Point, North Carolina 27262.

#1135
Barbara has begun tallying the 34 questionnaires returned to us from the October issue and you will find the results along with some of the for sale items that were in the questionnaire. We have shown the wanted items collectively, so if on looking through this item you notice someone needing a specific part that you have and would like to sell, please write to us and we will advertise it. Also, we are beginning a helpful hints section which has come about due to the questionnaire. Jeff Erion of Dearbon, Michigan, owner of a Series I, chassis 1135, has really helped us get started here. Another item we are developing under this section, is that we will publish specific questions from members who feel they require some technical assistance. Any Club member who has the required information should write to us and we will publish the answer, and in this way all the members will benefit from the knowledge. We would ask you, though, to write your questions and answers on a separate sheet of paper and have them phrased ready for typing.

We are also adding another page to our regular feature of Lotus Index of their sales of Elites. This was kindly given to us by Mr. Colin Fish of Lotus Cars.

On the back of the helpful hints section we are publishing a drawing sent to us a few months back by Alex Dollinger. This is an engineering drawing dealing with SU carb. heat shields which might be useful to you. Mr. Dollinger also gave us the name of a company supplying windshield rubber moulding. He purchased some a few years ago and it "worked like a charm". This is a wanted item mentioned in the questionnaire, and it may be a needed item if you are buying one of the Club winscreens. RUBBERCRAFT CORP OF CALIFORNIA, 1800 West 220th Street, Torrance, Calif. Telephone 203-328-5402. A minimum order of 100 ft. is required for both the lock No. 3067 and the key No. 453 costing \$60.00 for the lot. Also the Club has a small quantity of this moulding ordered with the windshields, which have been selling like hot-cakes.

Mr. Dollinger brought to our attention the work of another member which is as follows. "One of your members Wes. Selvidge of Buttonwillow, Calif. finished rebuilding his Elite. A three year project that included a complete rebuild of the front suspension and the steel triangulation to attach it to. The car had been badly crashed before Wes bought it and by all rights should have been written off as a total. The car turned out absolutely beautiful and to prove his point he took 2nd place in the Hollywood Park Concours in the Lotus West Club Entry. A fitting trophy to his talent and perseverance."

Next month we will be given a break here as Dennis Ortenburger has suggested that we combine our newsletter with the fine Lotus West production entitled "Stress Cracks". Club Lotus West is now in their sixth year, and have definitely established themselves as "the" Club for Lotus owners, especially on the west coast. Dennis is leaving their ranks as Stress Cracks Editor next month and in bowing out he plans to devote the whole issue to the Elite. So keep an eye on your mailing for the Lotus West/Club Elite February issue.

Best Wishes,

Barbara and Bill Hutton.

SUMMARY OF QUESTIONNAIRE

Number of Replies Received to Questionnaire - 34.

1. Reason for joining the Club? 17 members joined to meet other Elite owners, 29 to learn more about the car and 33 for parts information. Other reasons included help on a restoration project, promotion of Lotus in U.S., perpetuating the Elite, maintaining and improving its value, and swapping technical data.

2. Items to be purchased - 22 would be interested in car badges, 19 in jacket patches and five in jewelry. Others indicated interest in purchasing models, Elite Christmas Cards and stationary, decals, and a walnut gearshift knob with Club Elite plaque on it.

3. 33 indicated the present format was satisfactory, and 1 brave man said it was not satisfactory.

4. 19 people said they would be prepared to take on the writing of an article. (we will contact these people during the year).

5. 24 would be interested in attending social events, 5 possibly and 5 would not. The maximum number of miles to travel to such an event showed that 3 would travel 1000 miles or more, 9 would go 500, 3 - 300 miles, 1 - 200 miles 3 - 100/150 miles. Three said they would go anywhere in California and two were not sure of their maximum miles.

6. 18 replied on this section. Their answers were very complete and covered quite a few areas. The point that was most evident to us was the desire for more technical articles, particularly those written by the members, with subjects ranging from preparation of Elites for concours events, how members handle the general maintenance and the repair and restoration of the cars. Another point was that questions regarding specific problems should be sent in for publication and those members who feel they can answer the questions, should reply for publication. We have gone into this further in the newsletter. Other points were that the Register should be updated (this will be done in March), further meetings should be arranged (see editorial), that copies of articles and other reading matter on the Elite should be made available to members; that pictures of members cars and biographical sketches would be an interesting addition, and finally that a poster should be made up from one of the ads that 'we all loved'.

7. List of parts that members need and might be willing to contract their manufacture or purchase - This is shown here as a general listing, as it would take too much space to show the parts required together with the name of person requiring them and his address. We have of course noted the parts that possibly might be manufactured, and dealt with a couple of these items in last month's newsletter, and the Club has of course purchased the windcreens which is an item mentioned. In the meantime if anyone has any of these required parts and wishes to sell them, please let us know so that we can advertise them.

8. With regard to the spare parts that you might be willing to sell or trade, we thought we would list these on an individual basis, and we have started this month with Mr. Erion. We do not have enough space to include more this month as the Pocono section is a bit lengthy, but we will advertise more of these parts in future months.

PARTS WANTED:

Suspension bushings and rubber ball; steering wheel; aluminum mags; exhaust headers; steering wheel insignia; suspension springs; Koni shocks; wrench for tightening Koni rear shock/strut unit; interior carpet; door striker plates; vent latches; plexiglass side windows; door handles and knobs for dashboard; rubber window, door and trunk moulding; weatherstripping; front bumpers and grille and rear bumpers; dual carbs; tach drive units; walnut gear shift knob; transmission shift boot; anti-sway bar; neoprene cam cover gasket; Royalite interior panels; transmission cover; exhaust pipes; split exhaust; five bearing cam set; rubber trim around bumpers; handle on plexiglass side window; tail light lenses; rubber brake and clutch pedal pads; disc brake pads; brake discs and calipers; improved radiator.

WANTED: Elite wood rim steering wheel. Only interested in the genuine and original article in good to excellent condition. Grimey rim ok but no significant cracks or splitting. Require late type wheel as fitted to cars with Royalite interiors. These wheels have deeper finger grips and are of smaller diameter than earlier wheels. Buy or trade for Elite parts.
DENNIS ORTENDURGER, 5207 San Feliciano Drive, Woodland Hills, California 91364.

FOR SALE New Front Brake Pads - Girling 64325420NV (for all Series II and most Series I Elites with cast iron calipers) \$14.00 - Jeff Erion, 1131 Linden, Dearborn, Michigan 48124.

FOR SALE, by Club Elite - New front and rear clear windshields. Available March. Front \$100.00 and rears \$90.00 including shipping. \$25.00 deposit now will hold one of the few left.

POCONO

Club Elite July 4th Pocono Race Meeting Week-end Reservation

It is extremely important that any Club Member truly interested in attending our Club's annual meet held on Friday June 29th through Sunday July 1st at Pocono, Penn. shall return this form immediately, so that we might start reservation preparations. The schedule will be the same as last year with registration on Friday afternoon, car meet and banquet on Saturday and the Schaffer 500 USAC race on Sunday (providing it does not rain!); plus smaller activities to be arranged later. But now we need to know if you plan to come and whether we should reserve a room at the Swiftwater Inn or a campsite at Scotts Run Campground. At this time we do not know the cost of the Banquet or what it costs to participate in the Concours, etc.

- 1. Swiftwater Inn (Club headquarters last year) three nights/for two person with breakfast and supper included about \$100.00 (\$25.00 deposit to Club) (minimum stay)
- 2. Scotts Run Campground (Recommended by Don Plettenburg) - \$4.00 per site per day plus \$1.00 per day for electricity and water. Three miles from Swiftwater.

Only if we reserve rooms and sites soon, can be guaranteed a group location.

Name _____

ADDRESS) _____

Deposit of \$25.00 enclosed for Swiftwater Inn-----

I plan to attend Pocono Meet on 4th July week-end-----

I do not wish you to make a reservation.....

Deposit of \$10.00 enclosed for Scotts Run Campground.....

Chassis No. Eng. No.

Invoice No.

Date

Dem.

Chassis No.	Eng. No.	Invoice No.	Date	Name
X 1081	7575	ELC 516	16/10/59	Jay Chamberlain
X 1082	7689 75487	LC 1042	21/10/59	
X 1083	7573	ELC 522	25/10/59	Jay Chamberlain
X 1084	7560	LC 1053	6/11/59	
X 1085	7588	LC 1057	20/11/59	
X 1086	7587	ELC 531	25/11/59	Jay Chamberlain
X 1087	7571	ELC 523	12/1/59	Jay Chamberlain
1088	7608	LC 1085	29/2/59	Lotus Developments
X 1089	7592	LC 1054	11/11/59	
X 1090	7589	ELC 530	20/11/59	William Rucker Ott
X 1091	7586	ELC 527	19/1/59	Jay Chamberlain
X 1092	7590	ELC 528	19/1/59	Jay Chamberlain
X 1093	7604	ELC 524	17/11/59	Jay Chamberlain
1094	7594	ELC 526	17/11/59	Jay Chamberlain
1095	7605	ELC 529	19/11/59	Jay Chamberlain
1096	7595	ELC 532	25/11/59	Jay Chamberlain
1097	7598	ELC 534	4/2/59	Jay Chamberlain
1098	7599	LC 1062 ELC 533	20/1/59 23/11/59	Jay Chamberlain
1099	7603	LC 1051	20/11/59	Mr Lotus Sales
1100	7601	ELC 533 LC 1062	20/1/59	Jay Chamberlain
1101	7620	ELC 535	4/12/59	Jay Chamberlain
1102	7595	ELC 536	4/11/59	Jay Chamberlain
1103	7624	LC 1082	15/1/60	
1104	7596	ELC 537	4/11/59	Jay Chamberlain
1105	7597	LC 1119	11/3/60	Lotus Developments
1106	7621	LC 1065	11/11/59	
1107	7593	ELC 532	4/12/59	Jay Chamberlain
1108	7600	ELC 540	8/12/59	Jay Chamberlain
1109	7611 7621	ELC 542 LC 1065	15/12/59 11/12/59	Jay Chamberlain
1110	7607	ELC 541	8/2/59	Jay Chamberlain
1111	7662	ELC 533 ELC 624	8/3/60	Jay Chamberlain
1112	7613	ELC 545	15/12/59	Jay Chamberlain
1113	7629	ELC 582	23/1/59	Jay Chamberlain
1114	7616	ELC 544	15/12/59	Jay Chamberlain
1115	7630	ELC 565	26/1/60	Jay Chamberlain
1116	7609	ELC 543	15/2/59	Jay Chamberlain
1117	7617	ELC 547	17/2/59	Jay Chamberlain
1118	7610	ELC 548	17/2/59	Jay Chamberlain
1119	8193	ELC 678	5/5/60	Jay Chamberlain
1120	7591	LC 1067	21/2/59	

Chassis No. Engine No.

Invoice No.

Date

Chassis No.	Engine No.	Invoice No.	Date	CUSTOMER
1121	7619	ELC 551	23/2/59	F. Staunton
1122	7615	ELC 584	23/2/59	Jay Chamberlain
1123	7622	ELC 585	23/2/59	Jay Chamberlain
1124	7626	ELC 586	23/2/59	Jay Chamberlain
1125	7625	LC 1099	8/2/60	
1126	7627	ELC 583	23/12/59	Jay Chamberlain
1127	7623	ELC 587	23/12/59	Jay Chamberlain
1128	7628	ELC 550	23/12/59	F. Staunton
1129	7620	ELC 541	23/12/59	Jay Chamberlain
1130	7614	ELC 574	23/12/59	Jay Chamberlain
1131	7618	ELC 552	23/2/59	F. Staunton
1132	7606	LC 1092	21/1/60	Garmin, White & Co
1133	7630	ELC 580	23/2/59	Jay Chamberlain
1134	7675	LC 1117	10/3/60	
1135	7636	ELC 609	7/3/60	S. H. Willoughby Greenall
1136	7679	ELC 637	29/3/60	Jay Chamberlain
1137	7699	ELC 623 ELC 603 ELC 606	4/3/60	Jay Chamberlain
1138	7638	ELC 565	26/1/60	Jay Chamberlain
1139	7632	LC 1095	22/1/60	
1140	7657	ELC 608 ELC 606	4/3/60	Jay Chamberlain
1141	7670	ELC 767	29/6/60	Derek E. Gilly Ltd
1142	8874	ELC 826	9/2/60	Jay Chamberlain
1143	7658	ELC 623 ELC 608 ELC 606	31/3/60	Jay Chamberlain
1144	7652	ELC 620	16/3/60	Jay Chamberlain
1145	7677	ELC 620	16/3/60	Jay Chamberlain
1146	7634	ELC 566	29/1/60	Jay Chamberlain
1147	7635	ELC 566	29/1/60	Jay Chamberlain
1148	7632	ELC 565	26/1/60	Jay Chamberlain
1149	7641	ELC 566	29/1/60	Jay Chamberlain
1150	7633	ELC 565	26/1/60	Jay Chamberlain
1151	7631	ELC 565	26/1/60	Jay Chamberlain
1152	7639	ELC 565	26/1/60	Jay Chamberlain
1153	7644	ELC 599	9/2/60	Jay Chamberlain
1154	7637	ELC 599	9/2/60	Jay Chamberlain
1155	7647	ELC 599	9/2/60	Jay Chamberlain
1156	7645	ELC 600	10/2/60	Jay Chamberlain
1157	7646	ELC 605 ELC 606	25/2/60	George Kreiser
1158	7643	ELC 599	9/2/60	Jay Chamberlain
1159	7548	LC 1103	12/2/60	

HELPFUL MAINTENANCE HINTS

Mr. Tim McCoy of San Mateo, California, owner of Chassis 1211 recommends Mr. John E. Hebler of Glaspro, 811 Walsh Avenue, Santa Clara, California, 95050, telephone 984-6642, for expert fiberglass repairs. Mr. Hebler used to have complete blueprints of the Elite panels.

Mr. Jeff Erion mentioned below some semi-easy fixes that he has encountered during his two years with his Series 1 Elite.

1. Replaced rear suspension trailing arm bushing and retainer with a spherical rod end. Slightly increased road noise and lasted about 15,000 miles before needing replacing, which is about 3000 longer than the rubber (Metalstic) setup. If any Elite owner has encountered the handling problems arising from worn metalastic bushes, I'm sure they would gladly accept the slight increase in road noise for a permanent fix.
2. I had a problem getting the outer race from the housing where the trailing arm pivots. Drilled two small holes behind the race, just large enough to get a small punch through. A little Loctite on the new race will help seal the holes upon assembly.
3. I was about to purchase two new 175 Stromberg Carbs until I found out what new ones cost. My SU's have been a headache since I got the car, but worth fixing based on what new carbs cost. Complete rebuild kits are relatively cheap and take care of any leakage problems. The throttle shafts were worn and the bushes tapered eggshape and scratched. I had the new shafts chrome plated to add about .003 and honed the bushes for a good running fit. The chrome to bronze should outlast the brass to bronze fit.
4. I'm in the process of replacing the rear main sealing rings with a main double lip seal but would rather reserve recommendations until I've run the engine. Anything would be better than sealing rings. If anyone has already replaced their rear main seals with a lip seal, I would definitely be interested in the details, some other members may also be interested.
5. Every taper pin found is being replaced with a split pin. The taper pins in steering column have been messed up since I got the car - for the type of driving I do, I would feel a little safer with hardened split pins. Cheap to replace but takes a little time.

