



CLUB ELITE

(Affiliate of Club Elite of Great Britain)

Vol 2. No. 4.

July 1972.

Dues \$10.00 per year payable each April.

Dear Member,

I hope I am not premature in saying that Lotus is heading for their 5th World Constructors-Championship, with Emerson Fittipaldi notching up another G.P. victory at Brands Hatch recently. Fittipaldi now has 43 points to Jack Stewart's 27 and Denny Hulme's 21. If Fittipaldi should pick up only three points during one of the next four races, I figure he would clinch the title for Lotus, if he hasn't already done so.

Our emblems used this month come from the Elite Register of Great Britain (our parent Club) and from Club Member Norris Haynes of High Point, North Carolina. Both emblems incorporate the familiar Lotus rocking triangle which we hope to use in our final badge design submitted to the membership in next month's cover. More about this on Pocono Report.

Many of you will be happy to know that this month's newsletter concludes our words about Pocono, as of course it is history now, but certainly this meet should be a must each year as even though the participants were few the accomplishments were many as you will read. When and Where next year?

Best Wishes,

Barbara and Bill Hutton.

P.O. Box 351,  
Clarksville, Tenn. 37040.  
Telephone - 615-648-1119 business  
615-375-3355 residence

FOR SALE

#1645

1962 Elite EB207 1645 with FWE 400-419701 Climax, Stage I - Four branch exhaust - originally right hand drive, converted left hand drive, MG gear box - Wine with black interior - Dual SU's - Fuel cooler. Electric fuel pump - Needs paint and engine overhaul. \$900.00 - Mr. Charles Quinn, 3200 Rockingham Road, N.W., Atlanta, Georgia 30327. Tel. 404-355-0843.

WANTED TO BUY

Elite - lefthand drive - Prefer BRG - Stage II and ZF - Can collect on the West Coast. Please send details and price with first letter.  
George E. Hamling - 17265 - 191st N.E, Woodinville, Washington 98072.  
Telephone 509-788-1958.

Elite - preferably Series II with left hand drive and Z.F. - David F. Wrench  
513 Davenport Court, Sunnyvale, California 94087.

Climax FWE engine - Don Gifford - 160 East 13th Street, Oswego, New York, 13126.

REPORT OF 1ST ANNUAL CLUB ELITE MEETING

HELD IN

SWIFTWATER INN, POCONO MNTS, SWIFTWATER, PENNA.

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On Thursday morning 29th June, as we were leaving for our 1,000 mile trip to Pocono, we received a 'phone call from a friend in New York saying that the Schaeffer 500 USAC Race had been cancelled following the devastating floods in that area. We were concerned as to how this would affect the other members coming to Pocono, particularly Bob and Shirley Green who were travelling from Pacifica, Calif. We called their home with no reply, then we called Club Member Mr. Leo Tscherner who lives about 40 miles from them and he in turn contacted Lancing Lee, another of Green's neighbors, and together they determined that Bob and Shirley Green had in fact left earlier in the week. With this news, we knew that our meeting must continue regardless of weather conditions in the Poconos, and so we left with apprehension.

When we arrived in Swiftwater late on Friday evening after a pleasant trip, we were heartened to see that the Greens had also arrived there, with Mr. and Mrs. Harold Lance from Chicago, Barbara and Geoffrey Griffiths and their friends Mr. and Mrs. O. R. Geeting all from Baltimore, and Truett and Jill Lawson from Aurora, Minn. We were joined later by Dr. and Mrs. Richard Buckingham, who live near Washington. On Saturday Don and Christine Plettenberg arrived from Baltimore. Charles and Beth Miller were also in the Poconos, although they were with the Morgan Club, having brought their Morgan for the Concourse (and took a prize too).

The Greens, Lawsons, Buckinghams, Plettenbergs, all arrived in their Elites and encountered no trouble over the many miles they travelled, except Bob Green who had a valve go out, but he was able to repair this and pressed on undaunted. You will hear more about his 7,000 mile trip in the next newsletter.

Our Club Chaplain, Truett Lawson, covered 4,000 miles on his trip as he went over to the East Coast to attend a Church Convention and returned by way of Pocono. His only trouble was in dragging off his muffler as he backed out of his drive-way.

The Club's physician, Dick Buckingham, had repaired his damaged block caused by the thrown rod mentioned in last month's article, and arrived with no troubles.

Don Plettenberg resprayed and recarpetted his 135,000 mile Elite in preparation for this week-end, and he too had no trouble.

Bob Green put in many hours of preparation, for he rebuilt his engine and then installed it in Leo Tscherner's car to make this trip.

The Morgan Car Club had planned a Concourse for its members and also for Lotus Elites, AC's, HRG's and Bugatti's (unfortunately we didn't see any Bugatti's). This was on Saturday and was carried out in 80 degree sunshine weather. Geoffrey Griffiths took a 2nd place with his A.C. Aceca, as he was not able to bring his Elite - he discovered clutch problems at the last minute.

At the Concourse about 75 Morgans were represented from 3 wheelers, flat rads., 4/4s, + 4's, +8's, drop head coupes and a single + 4 +. They too had really taken the event seriously and the degree of preparation was remarkable. The event was held on the lawn of The Sheridan Manor Inn together with a buffet and drinks.

The Morgan Car Club had organized their Banquet at the Buck Hill Falls Inn to honor Mr. and Mrs. Peter Morgan. This is an elegant hotel set in the heart of the mountains and all around us were beautiful views of the magnificent countryside. During the evening, awards were presented to the winners of the different classes.

Dr. Buckingham received his award for the best Elite shown at the Concours. Chassis No. 1285 - 1962 early Series II with MG gearbox.

Bob Green received a special award for coming the longest distance to the Meeting actually having completed about twice the number of miles of any other person at the Banquet.

In turn Bob Green presented Peter Morgan with a sculptured trophy he had prepared himself from junk metal. He did clarify that none of the junk came from Morgans! This was of a miniature Morgan 3 wheeler about 6", and it was an outstanding piece of art and particularly appreciated by Mr. Morgan who enjoys building miniature models as a hobby.

In fact he gave one of his models to Chat Faleski the Organizer of the Week-end. (this was a Morgan, and Mr. Morgan said it was the only Morgan he had ever completely built himself). We hope this compensated Mr. Faleski somewhat because not only did he have his Race rained out, but he lost his Morgan in the floods at Wilkes-Barre, wrecked his Pontiac during the week-end and lost his date from Washington for the Banquet. Nevertheless, the Morgan Car Club is fortunate in having such an enthusiastic and hardworking member because mainly through his efforts the week-end was a great success.

In his speech at the Banquet, Mr. Morgan commented on the future of small companies affected by the rules and regulations of U.S. Pollution and Safety Bodies. The point was made that small companies such as Morgans rely to a great extent on the co-operation of the large manufacturers (that can afford research and development) to provide them with component parts. In their particular case, Rover and Ford. He has already been affected by the fact that the Rover Company who provides the engines for the +8's have decided to pull out of the U.S. market because of the necessity to meet the US Smog control regulations by 1975. This seems to indicate to us that the Morgan +8's will not be imported here in a year or two, unless this problem can be overcome and we assume the value of the +8 will increase in this event. Mr. Morgan certainly did not criticize these US governmental bodies and in fact indicated that he thought other countries will adopt similar laws.

Sunday was another pretty <sup>day</sup> and the members of all Clubs enjoyed themselves relaxing and putting their cars through their paces round the mountain lanes. This originally started off as <sup>an</sup> organized tour and finished up as a speed event. Bob Green said he did not have too much difficulty keeping up with the +8's (note to T'scharner, I). The party broke up on Sunday evening and Monday morning but over the week-end the Club had two business meetings and decisions were made on the following items -

## NAME OF THE CLUB

The name of the Club was one point that came up for discussion. It was felt that the present name is somewhat bulky. There was some preference to the name of LEO (Lotus Elita Owners). On a vote the majority decided that we should keep the name as it is, but shorten it to Club Elite, (this is also the name of the English Club). The question of having the word "Lotus" in the name was also considered. Finally, it was decided that as the Lotus symbol would be incorporated in the Badge, this would be sufficient.

## ACCEPTANCE OF OWNERS OWNING OTHER LOTUS MODELS:

Mr. Harold Lance and Geoffrey Griffiths brought up the point that as Lotus is a public company the older very limited production models have a greater historic value and are of more interest to us, and some of our members do own 9's, 11's, 15's and 17's. The Elite of course being No. 14.

It was discussed and finally decided to include other Lotus front engine sports racing cars, (except the 7) in the Club. We eliminated the 7 for obvious reasons; there are so many in production we could not handle their needs, and also there is already a club for this model. We anticipate the first news section devoted to these cars will appear in the November issue of our Newsletter.

If any of you you have any desire to write an article regarding your own Lotus front engine sports racing car, or have any information, or in fact know of anybody who may be interested in this addition, please let us know or write to Mr. Lance or Geoffrey Griffiths.

We want to emphasize that this will not decrease the importance we put on Elites, or reduce the space and information given to Elites in the newsletter. Rather this will be an addition and we hope that owners of both cars will benefit from the exchange of information, particularly as many of the parts on all of the cars are interchangeable.

## ADOPTION OF BADGE:

We talked about all the badge designs that had been submitted and published and it was decided to adopt Dr. Buckingham's design for an emblem. This design appeared in the April issue, but we are going to copy it again next month as it does have a couple of small changes. At the time we were adopting the design, the question was discussed of whether to show the laurel leaves, representing a winner, (which Lotus also shows now in their emblem) in the top half of the badge, or whether the words "Le-Mans 1959-64" should be inserted there instead. About half of the members felt those words should be displayed because of the significance of Le Mans to the Elite. The other half felt that the laurel leaves tie in with the new Lotus emblem; laurel leaves indicate a winner and there would be too many words on the badge, and further, they said the words 'Club Elite' would be sufficient, particularly if the owners of other early models that we had talked about were going to join the Club and adopt this badge. We were split 50 - 50 on this issue but the laurel leaves and their supporters proved to be more persuasive and it was decided that a professional lay-out should be made with the laurel leaves for the Club to view in the next letter.

## LAYOUT OF NEWSLETTER

In discussing the layout of the newsletter itself we were very pleased to receive some nice comments on its presentation, and Dr. Richard Buckingham, who is President of the Lancia Club, gave us helpful suggestions from his experiences in producing their Club's newsletter, and we will probably adopt some of them as time goes on. The Lancia Club puts out its newsletter every two months. However, we felt we wanted to continue the monthly newsletter, which would be in its usual form of editorial, advertising, members' comments, list of interchangeable parts when available, and every other month we would be able to add to this a fully reproduced article, or some other substantial information, which we are unable to do now because of the lengthy typing involved and our inability to reproduce photos. We thought we would try this next year. Another suggestion which we are adopting immediately is to print the newsletter on 8½" x 11" as members expressed difficulty in filing because of the uneven page lengths. Also, members felt there was no reason why we should not print on both sides of the page, so we have taken up this suggestion too, and hope you approve.

The envelope style we displayed two months ago was much appreciated although some discussion was given to the actual front and rear views to be displayed. We will present a final proof to you on this in a few months.

### CLUB DUES:

Some of the members also brought up the question of dues and we talked about this at some length. They questioned the financial structure of the Club and this was done for several reasons, which are as follows:

1. Membership in the Club has risen to 88 and it is anticipated that it will increase still more. As a result we are involved in a lot of correspondence from the point of view of answering questions that come along, keeping the register up to date, and preparing the newsletter, and then sending it out. Over the last few months we have had to sometimes use outside help for the actual typing of the newsletter as we just have not had enough time ourselves. Furthermore, Barbara at the moment is able to use the facilities in her office for doing the typing and some of the copying. However, she may not be with the firm in 1973, in which case some outside help will be needed.
2. The Club dues were sufficient this year to absorb the increase in first class mail rates, but it is expected that next year there will be a further increase. We have tried sending the newsletter by 3rd class mail, but it has not been particularly successful as we have noted that it does take a long time to reach many of the members, also it arrived in poor condition.
3. When the Club purchased the weatherstrip, the entire stock was initially purchased by Geoffrey Griffiths and then by ourselves. Of course we were reimbursed as the weatherstrip was sold, as we were when the manuals were purchased and sold. However, it was felt that this is not entirely correct, particularly if the Club wishes to purchase Club Badges for cars and maybe later on for jackets.

DUES (continued)

The Club should be able to support the initial capital outlay and not have to rely on its members.

For these reasons a decision was reached to increase the dues next April from \$5 to \$10.00. At the moment the Club has sufficient funds to provide the newsletter to its members with no problems at all. However, the above points must be considered to maintain the newsletter in the future and to offer the members some extra items from time to time.

We will charge new Club Members having Lotus Elites the new dues of \$10.00 as from now, but provide them with all the newsletters from the Club's beginning. The Members who join later this year owning other Lotus models will have their dues pro-rated from the time they join to April 1973.

This just about concluded all the business discussions, and we do hope the decisions meet with your approval.

Perhaps the highlight of the week-end was the hours we all spent in our rocking chairs on the front porch of the Swiftwater Inn in the company of Mr. Graham Porter who drove his AC Aceca Bristol from Grand Rapids, Michigan. He purchased this car new when he was a sports car dealer, and Mr. Porter certainly claimed our attention with his tales of early SCCA racing in which he served both as a marshall and as a participant. Listening to him, we could not but regret that the sport today has not remained so casual and informal.

Finally, we all agreed that this relaxed style of meeting made it a pleasurable occasion. We all hoped another meeting could be arranged. Perhaps some of you have suggestions as to when and where.