



CLUB ELITE

P.O. Box 351, Clarksville, Tennessee, 37040.  
Volume 3, Issue I, April, 1973.

Dues \$10.00 Annually  
Payable Now

Dear Club Members and Register Members,

As we mentioned in a footnote in the March letter, the mailing of our comprehensive Elite Owners Register was delayed a couple of weeks. After building up your interest with two pages of editorial we let you down by not including it, nor the membership form. Nevertheless you should find them with this letter (?).

As the Owners Register, along with Geoffrey Griffiths Lotus Racing Register, comprise quite a few pages, we are dispensing with all other planned articles and features for April, so that we can get all this paper into our newly received envelope which Club Member Tom Sergeant has recently produced for us. You should have no problems in sorting out the Club Elite mail each month! We hope you approve. As always we are grateful to Tom.

Non-members will be receiving the March and April newsletters and the Register in plain large envelopes. Our Section from California and the Sports Racing Section for April will not be included. Sorry!

By the way, we do encourage all Register members to return the Register form with up to date information if you care to receive the 1974 Register. We have not heard from some of you in two years so we expect some of the addresses and phone numbers are out of date.

The Register cover is another view of our proud trophy from Bob Green. Apparently Bob is going into mass production now for not only is he offering a trophy to one lucky member who attends the monthly California meetings, but we hear he is exporting too. Michael Taverner of Club Elite of Great Britain writes that they recently were so honored. We have not heard who won the trophy at the April 11th California Meeting at Tim McCoy's, but next month we expect to report on the happenings there along with an article from Eric Jewett regarding autocrossing his Elite.

Good news for Lotus Seven Owners; through the efforts of Road and Tracks Allan Girdler, we have located a gentleman, Mr. Donald Gifford of Oswego, New York, (whom we first became acquainted with at Pocono last year) he will handle the occasional article regarding Sevens. We know that several of you Elite Owners have a Seven (for your Sunday car!) and will take an interest in this new feature.

Also, we are indebted to Mr. Girdler for putting us in contact with Mr. William Allen of Southport, England, who managed the successful Team Elite which was responsible for many Elite racing wins including LeMans.

Regarding Team Elite, Mr. Allen recently wrote me "You might be interested to know that as we specialized in long distance events we almost always used the S.U. carburettor, whereas the 'Sprint Men' always used the Weber." This was in fact one of the main reasons why Team Elite won the Index of Thermal Efficiency at Le Mans. This was an extremely valuable and worthwhile award, and we were staggered to find at the end of the Race that the only car which had won more money than we did was the Ferrari which won the Race outright."

We are looking forward to correspondence with Mr. Allen on the Teams efforts as he finds the time. Perhaps one day we could even organize a Club Elite meeting to coincide with his occasional visits to the U.S.

Indeed, 1973 looks like it will be a vintage year for Club Elite. Thanks to all of you.

Remember the next meeting of the California Club will be 9th May which is the second Wednesday in May. Contact Bob Green of 167 Lorry Lane, Pacifica, California, 94044 (415) 355-1822 for more details.

Best Wishes,

Barbara and Bill Hutton.

*The windshields were shipped by REA last week (17 April), but REA does not have a depot in Ellington. I hope you received word that they were shipped to Newford and that you did not have to travel too far to pick them up.*

CARS AND PARTS FOR SALE

Correction from March newsletter:

Pedal Pads Ten new clutch and brake pedal pads \$2.00 each  
Lynn Garrison, 9237 La Shell Drive, Tujunga, California 91042.  
(213) 352-6364

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Racing Pistons - Unused standard set of 10.5/1 FWE balanced pistons with rings \$125.00. Also newly rebuilt Stage III FWE engine for sale. Karl Kurz, c/o D.R.R.E. Beringer Way, Marblehead, Mass, 01945

#1393 1963 Elite partially burnt out - dismantling for spares, many good parts including FWE engine with stage III head, MG transmission, pair of doors, suspension parts. Send me your requests - Louis J. Cannon, 3936, 7th Street, N.E. Apt. 4, Washington, D.C. 20017. (202) 832-2142.

Elite fiberglass spare tire covers, custom made by Club Member specializing in fiberglass. Shipped unupholstered. very reasonably priced. T. Norris Haynes, 2403 East Lexington Avenue, High Point North Carolina, 27262.

Windshields - Club Elite still has two (2) clear front and rear windshields for sale to Club Members only - Fronts \$100.00 and rear \$90.00 including shipping.

LOTUS ELITE REGISTER OF NORTH AMERICA 1973

Compiled by Club Elite, P.O. Box 351, Clarksville, Tennessee 37040.  
Third Edition - Published Annually.

CLUB REGISTER: This yearly Register of chassis numbers and addresses of Lotus Elite owners in America is compiled and sent to interested persons at no charge. If you are not a Club Member and would like to continue receiving the Register, please return this form in the enclosed envelope with your name and address and your Elite's chassis / serial number.

CLUB MEMBERSHIP: If interested in (joining) or (rejoining) Club Elite (which includes receiving a monthly news letter such as the March and April letters attached) enclose \$10.00 for (new) or (renewed) 1973-74 dues.

\$ \_\_\_\_\_ amount enclosed.

ANNUAL CLUB  
MEET:

I do /do not plan to attend the June 29 - July 1 Annual Club Elite Meet at Pocono, Penn (as described in the March newsletter) held in conjunction with the Morgan and A.C. Owners Club. I would like a room reserved at the Swiftwater Inn headquarters for the three days and include my deposit of \$25.00 towards the room cost (\$90.00 for three days for two persons including breakfast and supper meals)

\$ \_\_\_\_\_ amount enclosed.

I plan to stay at the Scotts Run Campground Friday, Saturday, Sunday, (circle days expected) and would/would not like a campsite reserved at \$4.00 per day plus \$1.00 per day for water and electricity.

OWNERSHIP CHANGE: If you have parted company with your Elite, we would be most grateful if you would supply us with the new owner's name and address.

Name \_\_\_\_\_ Address \_\_\_\_\_  
Chassis No. \_\_\_\_\_ " \_\_\_\_\_

POTENTIAL REGISTER MEMBERS: If you should know any Elite owners who are not listed on this Register, please give us their names and addresses so we may contact them

Name \_\_\_\_\_ Address \_\_\_\_\_

MOST IMPORTANT  
OF ALL -----

YOUR NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

HOME TELEPHONE \_\_\_\_\_  
CHASSIS OR SERIAL NUMBER OF YOUR ELITE IF  
AVAILABLE \_\_\_\_\_

SPORTS RACING REGISTER

Number two

Response to the December letter has been quite interesting and included one from Australia giving a census of early Lotus' in that country.

Ten complete cars have been recorded as follows:

| <u>Owners</u>   | <u>Type</u> | <u>Chassis #</u>     | <u>Engine #</u>  | <u>Series</u> | <u>Comments</u>  |
|---|-------------|----------------------|------------------|---------------|--|
| ifer, F.<br>960 N. Detroit<br>ledo, Ohio 43612                                      | Eleven      | ?                    | Buick V8!        |               | Much modified but drivable machine -- for sale at \$500.00.                            |
| ent, R. W.<br>45 S. Green Road<br>outh Euclid, Ohio<br>4121                         | Eleven      | 328                  | FWA1100/         |               | Being rebuilt.   |
| ibson, C. T.<br>12 Barnegat Road<br>oughkeepsie, N. Y.<br>2601                      | Eleven      | 211                  | FWA1100/<br>6838 | II            | Being rebuilt.   |
| riffiths, G. W.<br>/o Lucas<br>770 Moravia Park Drive<br>altimore, Maryland<br>1237 | Eleven      | 207                  | FWA1100/<br>6866 | I             | 'Ready to race'.   |
| oenig, R. D.<br>069 E. Packard<br>harlotte, Michigan<br>8813                        | Eleven      | None                 | FWA1100/<br>7457 | II            | Rebuild nearly complete. Built in 1959. Many spares.                                   |
| ance, C.<br>/o Harold Lance<br>N 260 Klein Road<br>est Chicago, Illinois<br>0185    | 9           | None                 |                  |               | In process of rebuild. Original Climax engine 'lost'. Will probably use FWA1100/11105. |
| ance, H.<br>N 260 Klein Road<br>est Chicago, Illinois<br>0185                       | Eleven      | 339                  | FWA1100/<br>8053 | II            | Being rebuilt.   |
| ance, J.<br>/o Harold Lance<br>N 260 Klein Road<br>est Chicago, Illinois<br>0185    | Eleven      | 262/4<br>(not clear) | FWE 8967         | I             | Being rebuilt.   |

| <u>Owners</u>   | <u>Type</u>   | <u>Chassis #</u> | <u>Engine #</u>                             | <u>Series</u> | <u>Comments</u>   |
|---|---------------|------------------|---|---------------|---|
| Schagen, S. A.<br>3 Carlton Street<br>Sydney, N.S.W.<br>Sydney, Australia | Eleven<br>150 | 191/552          | FPF1500/<br>1005<br>now<br>FWE1216/<br>9522 | II            | Much raced and highly modified car -- see letter # 2 for details. |
| Collaston, E. G.<br>31 Elmira Road<br>Ithaca, N. Y. 14850                 | Eleven        | 224              | FWA1100/<br>6834                            | II            | Being rebuilt.  |

Adrian Schagen's letter is of particular interest and extracts are given below:

"Being so far from the U.S. makes me wonder if you are interested to hear about my Eleven. Since I subscribe to your Club Elite (No. 83) owning one for the past 12 years and being a Lotus fanatic I naturally like to see or hear about other owners of the same model. Here are a few details of my Eleven which at the moment is being restored right down to the last rivet.

#### Eleven 1957 Series II

Original Chassis No. 191 now 552  
 Original Engine No. FPF 1005 now FWE 9522  
 Gearbox: M.G.A.  
 Rear Suspension: De Dion  
 Magnesium Wheels Bodywork Standard plus tonneau cover and head fairing.  
 Color originally Blue now B.R.G.

History: It started life in 1957 as a LeMans Series II with twin overhead camshafts 1500cc FPF Climax No. 1005 being owned by John Coombs. As far as I know, in the hands of Ron Flockhart and Roy Salvadori, it won four races both in Great Britain and France plus two second, retiring in its first race. It was sold early in 1958 to C. Whatmore of Brisbane, Queensland, Australia. The races and wins are too numerous to mention. Following an accident, a new chassis was imported from England (Cheshunt plate No. 552). The body was repaired. There were two other owners before I rescued the car from a not very bright future.

I also bought what was left of Eleven Series II, chassis no. 343. This car was involved in a nasty accident killing its driver. This was caused by a cracked front disc. Not one tube was straight, in fact it was a complete write-off apart from the engine. This is a FWE (no. 9522) developing around 120 bhp I was told. At one stage or another this car held every hill climb record of its class in New South Wales. This engine is now in chassis 552. The twin cam required a lot of attention. Besides I did not like the complicated oil system. A friend of mine is rebuilding a Lotus 12 and that's where it will be.

Here in Australia we seem to be more or less cut off from the rest of the world. Although there are so few early Lotus owners here we are trying to get people together to know what there is. Here is an approximate idea of what we have in Australia.

|       |    |             |
|-------|----|-------------|
| Lotus | 8  | None        |
|       | 9  | One         |
|       | 10 | None        |
|       | 11 | Ten (maybe) |
|       | 12 | Two         |
|       | 15 | Three       |
|       | 17 | None        |

A conservative estimate for Elites would be fifteen. The mark nine mentioned belongs to a friend who is anxious to learn its full history. You may know something about it since it came from the U.S. It is an ex LeMans car (1955). It was later raced in the States and subsequently bought by Jo. Bosworth who came to Australia with it. It was marked XPE 6 above the air intake. I believe it was raced extensively before it came here."

A second letter from Mr. Schagen indicated that he considers the reputed 120 hp from an FWE to be somewhat over-optimistic. We concur! If anyone can shed any light on the history of XPE6 we will be pleased to forward to Mr. Schagen.

Mr. Wollaston has a top and street windshield for his car but is at a loss regarding the proper installation. Does anyone know how it was done?

The Fifer car has a 3.4 litre Buick alloy V8, Muncie, 4 speed and what is believed to be a Jaguar 'E' type rear end. Rear wheels are Chevrolet and Mr. Fifer feels that the rear body work has not been modified.

The Vintage Sports Car Club has scheduled meetings as follows:

May 27 - Lime Rock, Connecticut. Time trials - mufflers required.  
June 23 - Mt. Equinox Hill Climb, near Arlington (Rt. 7), Vermont,  
(all 'vintage' cars this year).  
July 4 - Lime Rock, Connecticut. Open racing - mufflers not required.  
October 27 - Lime Rock, Connecticut. Time trials - mufflers required.

I will probably attend the Lime Rock meeting on May 27th. Charles Gibson and possibly one or two members of the Lance family will be present. These are non spectator events but if there are a few Elite owners who wish to meet at that time, I feel that suitable arrangements could be made. If you are interested, please let me know.

A follow up with Russel Hoenig brought out the fact that he has already initiated a register of Elevens. We are combining our efforts and his list of cars/owners is given below. His own car is somewhat modified using wide magnesium wheels, cut out body work and a Can Am style tail spoiler. His FWA engine is very highly tuned running 12.0:1 compression and has been seen to produce in excess of 130 bhp on the dyno. Perhaps Mr. Schagen's original comment was correct!

Mr. Hoenig has produced many detailed component drawings during the course of his restoration project and has kindly agreed to make these available on loan to interested club members. His car needs headlight covers as does 207. If orders for, say, 10 sets could be obtained, it is felt that they could be produced at a reasonable price (\$25.00pr?). Please let us know if you need them.

Mr. Hoenig, who will be writing the next article for Sports Racing Register provided the following list of owners:

Brunot, F. R.  
1129 Douglas Street  
San Francisco, California

Series II, #531, FWA 6982  
originally 7478.

Greger, Don  
960 Cotner  
Lincoln, Nebraska

No details - many spares.

Hamilton, William  
4728 Bellen Road  
Columbus, Ohio

No car details.

Kopmeier, Chris  
3631 W. Brittany Court  
Meguon, Wisconsin

No car details.

Petrick, Alan  
1535 Oak  
San Francisco, California

No car details.

