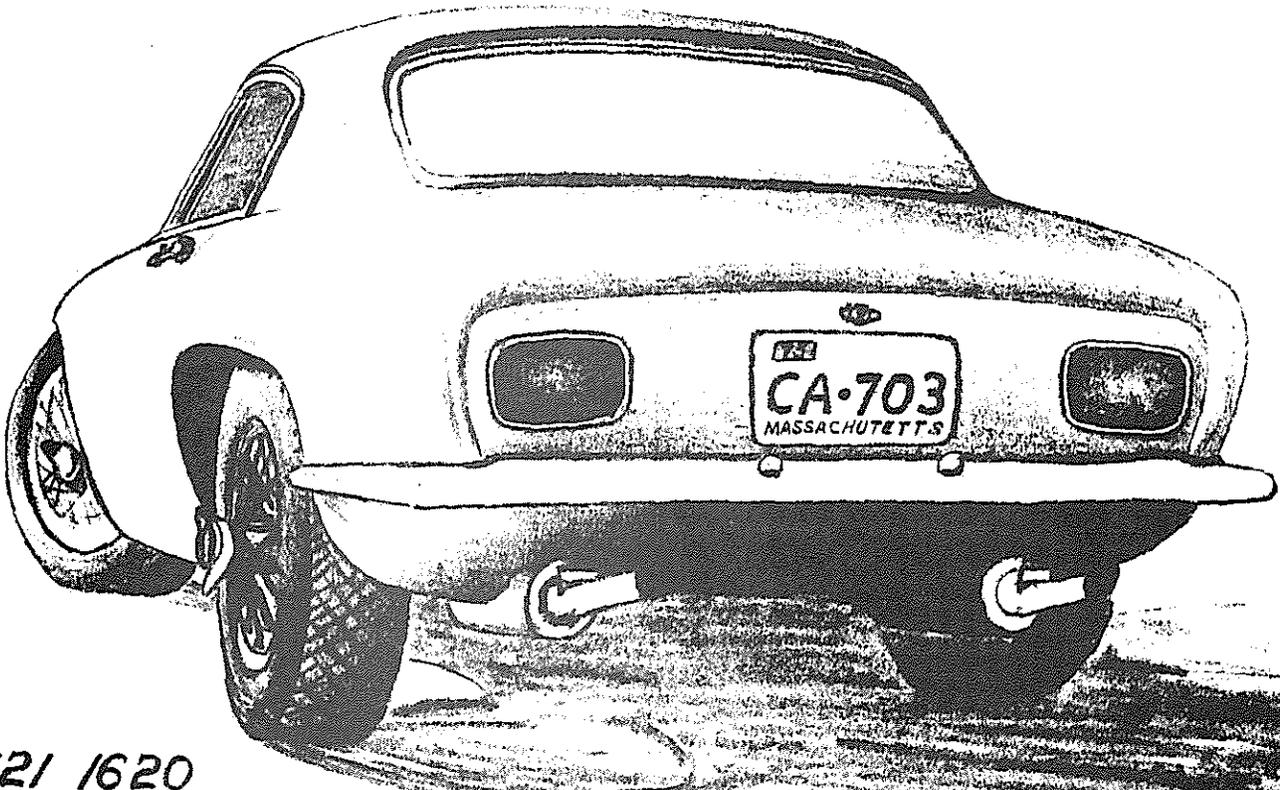




February Newsletter
Volume 4, Issue 11



EB-121 1620

CLUB ELITE NEWSLETTER

Bill & Barbara Hutton
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CREDITS FOR MONTHLY EDITORS IN THE PAST YEAR

Feb. 1974	Vol. 3 - 11	Dr. J. P. Mohr	Lexington, Mass.
April 1974	Vol. 4 - 1	Dennis Ortenburger	Woodland Hills, Calif.
July 1974	Vol. 4 - 4	Donald Plettenberg and Geoffrey Griffith	Cockeysville, Md. Baltimore, Md.
Oct. 1974	Vol. 4 - 7	Dennis Ortenburger	Woodland Hills, Calif.
Jan. 1975	Vol. 4 - 10	Barry Swackhammer	Mountain View, Calif.

Dear Members;

Does it seem possible that our club is drawing to the close of its fourth full year? In preparing for this newsletter I have been sorting through past issues and have somewhat organized the four volumes...it makes quite a package! The scope and variety of material in those volumes is quite amazing and provides a wealth of information on most any item of our Elite cars. Certainly new owners and new members with problems or questions should be encouraged to write in and take advantage of past information. Our four years have included gatherings of Elites in the East, Midwest, and West. All this has been possible because of a fine newsletter which, this year more than any other, has been enhanced by excellent contributions by members. The contributions in the form of original stories, helpful hints, and printed material have been too numerous to mention but keep 'em coming they have given our newsletters variety and a most interesting personal touch.

You may recall from the last newsletter I wrote back in October, 1973 that we talked about the activities of some of our members in the Marblehead, Massachusetts area. This was a direct result of Bill and Barbara's trip there after the Pocono meet that year and the newsletter article which followed. That background led me there with Elite for a most enjoyable day at Doug Frazer Racing Engines and material for that first newsletter. For me the trip was the highlight of the newsletter effort. So this year we planned a return trip and left on a November Saturday with keen anticipation to see what progress had materialized over the year. It may be that Doug's shop in Marblehead should be the center of New England Elite activity because we found last years projects well progressed and found new Elites and new Elite owners as well. First off, Doug's Mk. Eleven (Series I, Chassis #249), which last year rested outside under cover having been recently acquired and needing much work, had been completed and run competitively. Those at the Grand Prix this year may have seen this car, #24, in the lineup for the

Vintage Car Race. This week the car was residing at the Boston International Auto Show in the Prudential Center, Boston, Mass. (Nov. 9 to Nov. 17) looking very polished and very handsome with excellent trim and a fine blue finish. Quite a step up from being incomplete and outside just a year ago! And it was in excellent company too, with the New England Lotus (Belmont, Mass.) display of two Elite II's and a Europa special. Doug's Elite, EB-1113, which we had seen last year (highlight was our two Flites driving to Salem and back over some interesting seaside roads) was missed as it had been sold to Mr. Peter Hurlburt of Roxbury, Connecticut. This, at least, is in the area and perhaps we can meet Mr. Hurlburt some day and have him join Club Elite. There was an Elite present in Doug's shop, however, and this was EB-121-1620 belonging to Skip Kurz. This car had been acquired after sitting a long time with a damaged front end which included damage to the subframe. This had been straightened and repaired and extensive fiberglass repair work had been accomplished when we saw the car last year. Now the car was nearly finished, trimmed and detailed in every way and looking every bit like a new production line car waiting for the engine/transmission installation. The interior had been redone including paint using Dupont TVF (Textured Vinyl Finish) which leaves a rough finish just like the original. For the dash this same paint was used with more thinner and the result was an excellent matt effect. A Nardi dished steering wheel was fitted with the steering shaft cut slightly shorter to maintain the same wheel position. An electric tach from a Cortina was fitted.¹ But the original face plate was retained and fitted in a way that duplicated the original. Skip located wellnuts (rawlnuts) made by United Shoe Machine which he used in redoing the door panels. By this time you can see that this car has received very professional and thorough treatment! The outside paint was done in a pale light green which was unusual and quite attractive and both windscreens had new trim mouldings (purchased from a California outfit)² which duplicated the original. Some modifications were made both front and rear.....which brings us (finally) to discussing the cover of this months letter. It represents, of course, Skip's Elite and shows the unique tail lamps he chose to use which, I believe, fit the cars style and are quite handsome. I say this in spite of my personal urge to keep these cars original. It is also interesting to note that the first ever Elite as shown at the 1957 Earls Court Show had rectangular tail lamps which were smaller and placed vertically. Not nearly as

¹ From Vol. 3, #3 "The tach used in a '66 Cortina is visually almost identical to the Elite unit except that it is electric (four cylinder positive ground). Smith's number RVI 2402/0113."

² In the October newsletter Dennis Ortenburger listed Rubbercraft Corporation of California as having a replacement moulding.

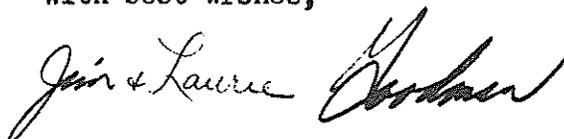
attractive and just as well scrapped. The lights are from the earlier VW Bus (Heavens!) which has a flat solid red lens and not the larger red, amber, & white units of current models. On the Bus the lens is mounted vertically. Fitted to the Elite they cover both round cutouts. Skip went so far as to polish off all the raised letters (made in Germany, etc.) that would give away the origin of this unit. On the front the two small parking lights have been omitted and the directional light replaced with an Austin Healy round amber tail lamp. This is larger than the standard unit and requires building up the fiberglass base. The grill surround chrome has been omitted and the wheels are 14" MGB size. There are many more fine details to this car but suffice to say it is a thoroughly remarkable comeback which would sure look good at an annual meet.

#1399 We also met Carl Whitney there. Carl, who is from Forge Village, Mass., drives a Formula C car in SCCA and recently purchased Elite #1399 from a Marblehead resident. This car is in running condition but according to Carl, needs some work and was not present at our mini-meet. I believe this car will be a new addition to our register and we can look forward to the "rescue" of another Elite. We did not get a chance to see Dr. Mohr in nearby Lexington and his fine stable of Lotus cars simply because we could not get our schedules together. I did have a very interesting telephone conversation with him the week before and we all have been introduced to his experiences in his February '74 newsletter which tells of another thorough restoration project. Well, there you have it! Elites alive and well in New England! If we can ever get the timing all together we could easily have four Elites at Doug's not to mention his Eleven. Or -----we could then all drive to Dr. Mohr's and the count would be 4 Elites, an Eleven, a Europa plus a Seven!

I would especially like to encourage any other nearby Elite owners to call, write or stop by. Spring is coming so dust off the car, finish the winter project, and stop by for a chat. Or----say the word and we'll meet in Marblehead.

Our technical feature is devoted to the innocent subject of grease. It seems so basic and yet what, exactly, is grease? You will find little help on the container labels so read on. I hope you will find it informative and not too boring.

With best wishes,



Jim and Laurie Goodman
150 Hoffman Road
Ellington, Connecticut, 06029
(203) 875-0902

1975 MEET

by Bob Green

The National Club Elite Meet will be held on the weekend of July 5th and 6th at the El Verano Hotel in Sonoma, California--about a 30 minute drive from San Francisco.

The Meet will be held in conjunction with the Classic Sports Racing Group, who have secured Sears Point Raceway for the 6th of July.

Here is a tentative list of events:

Saturday, July 5th

- 9:00 a.m. - 12 noon.....Registration
- 12 - 1.....Lunch
- 1 - 3.....Get Acquainted
- 3 - 4.....Club Elite Business Meeting
- 4 -.....Concours Judging, Barbeque,
Awards and Movies

Sunday, July 6th

- 10:00 a.m.....Drive to Sears Point Raceway and observe or race.

It would be advisable to make reservations at the El Verano Hotel since the Sports Racing Group will also be attending. A deposit of \$10. will hold a room, and if you are too late a reservation will be placed for you at a nearby motel. If you make a reservation and you are unable to attend at the last minute we will return your deposit if we can find someone to take the room. Camping near the Hotel can be arranged with electrical power available. The rooms at the Hotel are \$19.00 without a private bath and \$21.00 with. There is also one family unit for \$30.00.

Meals will be provided at a nominal cost by the Hotel dining room. Approximately \$3.00 for lunch and \$5.00 for the evening meal.

For more information, write to Jack Doherty c/o El Verano Hotel, Sonoma, California or call 707-996-9688.

If you have any Elite parts to sell or swap, please bring them with you. Fill in the lower part of the entry form indicating what parts you plan to bring so that we can publish it in the newsletter.

At 3:00 p.m. we'll hold the national meeting and discuss club-related business. After the meeting the Concours will commence with the awards to be presented after the informal barbeque. The awards will be resented for special categories such as, cleanest wheels, dirtiest trunk, cleanest engine, etc., along with the trophy for the overall best Elite attending.

In the evening, we plan to show films, or whatever!!!?

Sunday we drive to the track to spectate the very informal races. The Classic Sports Racing Group has about 35 members and will only allow specific cars out on the track. The front engine race cars of the 1950's are their main interest. I am attempting to have the Elite approved for acceptance and I hope it will be in time for the meet. For further information, contact Felix Brunot, 1129 Douglass Street, San Francisco, California 94131. Felix is a member of Club Elite. He races his Lotus 11 and is also a part owner of an Elite. The El Verano Hotel comes under his thumb too, so you can see that this weekend should be a lot of fun.

We hope that many Elites will attend, but if yours isn't running, please attend anyway since we will need judges and directors. You will also find out how to get yours in top condition, while enjoying the company of other Elite owners, and watching some vintage race cars dice on the track.

Please fill out the following information and send to Bob Green,
13 Cranham Court, Pacifica, California 94044 --415-355-1822.

1975 CLUB ELITE NATIONAL MEET

Name _____ Phone _____

Address _____

Engine No. _____ Body No. _____

Special Features _____

I have made reservations _____

I plan to camp out _____

I plan to bring these parts to swap or sell _____

TECHNICAL FEATURE

GREASE LUBRICATION OF THE REAR WHEEL BEARINGS

It may seem trite to devote a lengthy feature to the common operation of grease lubrication but we, in fact, have specialized one step further - namely, lubrication of just two fittings, one on each of the rear wheel bearing housings. Actually, like many things on the Elite, there are a few important items to this which are slightly unique and should be done properly to provide dependable operation. The first step after purchasing a grease gun is to select a 1 1/4 ounce (approximately) cartridge of grease, for about 90¢. My problems began right here because our local supply store stocked numerous brands and like any conscientious owner I attempted to select the best cartridge by reading the labels. This raised numerous questions, some doubts and great confusion. The fact is that most modern greases are quite good and are specifically blended for multi-purpose use. But my curiosity was whetted and some research followed and became the background for this article. Much of what follows is a discussion of grease and grease characteristics and is taken from Marks Engineering Handbook and the Handbook of Lubrication Engineering by O'Connor and Boyd.

The fittings for lubricating the rear wheel bearings do not require getting under the car and if they are set to point outward, application of grease is easy. The workshop manual recommends to "lubricate sparingly every 5000 miles". My feeling is that this should be done much more often and once a week if the car is used regularly. By this I mean three or four strokes of the gun and occasionally pumping in greater quantities. This will cause the grease to ooze rather constantly from the grease seals (generally more from the inner seal) and creates a definite problem in keeping the wire wheels clean. There are two reasons favoring more frequent lubrication. First, any grease must be changed periodically because the service life under working conditions is limited. Since it is not possible to repack the rear bearing as is done for the front wheel bearings frequent application provides a small but steady exchange of grease. Second, and probably more important, the seals protecting the bearings from dirt, dust, water, and road grime do not provide positive sealing and rely on the grease to provide a barrier. My experience when replacing bearings recently was that the grease was loaded with fine sand which undoubtedly was the direct cause of the bearings becoming loose. Frequent grease application in this case will provide a steady "washing out" of the seals to prevent contamination from reaching the bearings. On the Elan it is possible to buy replacement bearings which incorporate

an excellent seal built right into the bearing, but a thorough search of catalogs by numerous manufacturers did not locate a similar part for the Elite. Because replacing the bearings can be a difficult experience the simple procedure of frequent lubrication would seem to be good insurance.

For owners who do their own grease lubrication the product should be a multipurpose grease which considers the requirements of the rear wheel bearings. If the car is serviced by a garage, pick up a gun for home use just for the bearings. Or, in the extreme, use one gun for chassis lube and a second for the bearings! In any case the substance of application -grease- is defined as a solid to semifluid product of dispersion of thickening agent in a liquid lubricant. Other ingredients imparting special properties may be included. The majority of greases are soap-thickened. Soaps result from the chemical reaction of fats or fatty acids with alkali. The type of soap used plays an important role in determining the properties of the grease, as does the proportion of lubricant to thickener. The method of manufacture also influences the characteristics of the finished grease. Alkalies used in grease manufacture are usually calcium, sodium, lithium, barium, aluminum, and lead; fats may be of animal, vegetable, or fish source.

The synthetic-type greases contain synthetic oily materials in place of the usual petroleum oil. Because of their high cost, these are only used where their unique properties are required.

GREASE		
Thickening Agent	plus	Liquid Lubricant
Generally soap-thickened		
Soaps consist of:		
<u>FATS</u>	plus	<u>ALKALI</u>
Typical Fat Sources:		Usual Alkali
animal		calcium
vegetable		sodium
fish		lithium
		barium
		aluminum
		lead
		Petroleum products
		Synthetic oily materials

The non-soap or solid-thickened greases use finely divided solids such as graphite, clay, talc, asbestos, and molybdenum disulphide in place of soap as the thickening agent.

Additives may also be used to give improved characteristics, e.g., extreme-pressure characteristics, better rust protection, and greater oxidation resistance.

The general characteristics of greases according to the type of soap base are presented in the table below.

General Characteristics of Greases

Soap Base	Texture	Dropping point (approx)	Maximum continuous usable temperature	Effect of water	Primary uses
Calcium.....	Buttery to smooth	200-225 F	175 F	Resistant	General purpose industrial lubricant for plain bearing and line shafting..
Sodium.....	Fibrous to smooth	350-450 F	260 F	Susceptible	Ball and roller bearings over wide speed and temperature range, automobile wheel bearings, universal joints, spring shackles.
Fixed base, sodium-calcium	Fairly buttery to fibrous	345 F	250 F	Susceptible	All types of ball and roller bearings, and special applications at both high and low temperatures, depending upon composition
Lithium.....	Buttery to stringy	375 F	300 F	Resistant	Aircraft lubrication at temperatures from - 100 to +300F, and many applications in automotive and industrial use.
Aluminum.....	Some buttery, some stringy, but never fibrous	200 F	150 F	Resistant	Special applications where resistance to centrifugal force or adhesiveness is desired.

Texture:

The texture of a grease refers to its structure such as smooth, fibrous, spongy, or rubbery. Calcium-base greases are smooth, soda-soap greases are stringy or rubbery.

Dropping Point:

The dropping point of grease is the temperature at which it changes from a semisolid to a liquid state when the determination is made according to a prescribed test. Calcium - or lime-soap greases have melting points below 200°F; sodium and lithium greases have dropping points over 300°F.

Greases falling within certain consistency readings are classified in accordance with numbers of National Lubricating Grease Institute (NLGI) as follows:

Consistency No.	000	00	0	1	2
Appearance.....	Semifluid	Semifluid	Semifluid	Soft	Medium
Work Penetration	445-475	400-430	355-385	310-340	265-295
Consistency No.	3	4	5	6	
Appearance.....	Medium Hard	Hard	Very Hard	Block type	
Work Penetration	220-250	175-205	130-160	85-115	

The method used in measuring the consistency of lubricating greases is a test where a standardized double-pitch cone is allowed to drop in the product at a definite temperature. The depth of penetration is measured. The unworked (original) consistency of lubricating greases is affected by the soap content, the kind of fat used, the method of manufacture, the final water content, the rate of cooling, and the basic metallic constituent of the soap. It is impractical to control the consistency of a grease to narrow limits. Any working or remelting of a grease after it is in the container will change the consistency. Although many tests are based on the unworked consistency, this property bears no definite relationship to worked values. Final tests are usually based on worked consistency where possible although hard railroad greases and sodium-soap greases are tested for unworked consistency.

Some additional characteristics relating to performance are listed below.

Performance Characteristics of Different Types of Greases

Type of Thickener	Max continuous usable temp, F	Pumpability at 32°F	Low-temp starting torque	Water resistance	Worked Stability	Service Life
Soap base:						
Aluminum	175	Fair	Medium	Fair	Poor	Short
Barium	350	Fair	Medium	Good	Good	Moderate
Calcium	175	Good or fair	Medium to low	Good	Fair	Moderate
Calcium complex	250	Fair	Medium to low	Good	Fair	Moderate
Lithium	300	Good or fair	Medium to low	Good	Excellent to fair	Moderate to long
Sodium	250	Good to poor	High to low	Poor	Excellent to poor	Moderate to long
Sodium calcium	250	Good to fair	Medium to low	Fair to poor	Excellent to poor	Moderate to long

Both pumpability and low-temperature starting torque are affected by the viscosity and VI of the oil in the lubricant. Lowering the viscosity and raising the VI tend to permit easier dispensing and starting. The tabulation given presumes an oil of about SAE 20 grade with a maximum VI of 75.

By knowing the characteristics of various types of greases it is possible to make a selection for specific services. The table below is a partial listing.

Designation or service	Desirable Qualities	Products normally used
all and roller bearing grease	Long Service life, stable	Lithium, sodium, sodium-calcium, calcium complex, arylureas, or polyureas.
hassis grease	Adhesive, resistant to washing effect of water. Oil viscosity SSU preferably 700 at 100°F or above.	Any thickener base except water-soluble ones.
P grease	Resists heavy pressures or shock loads. Frequently used in steel mills.	Calcium or lithium products plus EP additives.
universal joint grease	Adhesive, high melting point	Sodium-base products with high-viscosity oils.
water pump grease	Melting point above 210°F, water resistant, stiff	No. 4 NLGI grade cup grease.
heel-bearing grease	High melting point, work stable	Complex calcium, lithium, or sodium base of No. 2 or 3 grade.

It is seen that a number of choices satisfy the requirements for wheel bearing lubrication. The complex calcium and lithium base greases have the additional feature of being water resistant which may be an important consideration for automotive use. In particular, the rear bearings in the Elite do not have a positive seal and should benefit from this feature. My choice is the lithium base grease as it has a higher temperature range and eliminates any speculation of the manufacture of complex calcium compounds.

Finally then, are the labels which precipitated this discussion. For convenience the labels of two lithium greases of well known manufacturers are printed below. Quaker State also makes a cartridge of chassis grease (EP, extreme pressure) which is specifically not recommended for wheel bearings.

Label #1 Quaker State : Multi-Purpose Lubricant Lithium E.P.
NLGI Grade No. 2

This is an extreme pressure Lithium base grease formulated for use wherever grease lubrication is needed on automobiles, trucks, tractors, farm equipment and general industrial machines. It protects against rusting and corrosion and is highly resistant to water. It is dark green in color with a short fibre texture and has a high melting point.

Label #2 Valvoline : Multi Lube Lithium Grease part no. 639

Valvoline multi lube lithium grease is a high quality, general purpose automotive grease which has many industrial applications. This product is a 12-hydroxy lithium stearate NLGI grade 2 grease meeting Timken Roller Bearing Company requirements for wheel bearing grease; also recommended for Volkswagon chassis and wheel bearing lubrication.

In addition to this article a degree in chemistry may be helpful (hydroxy, a basic substance - alkali; and stearate, a component of fat). But, really_ _ _ For just two grease fittings!?

SPECIAL EVENTS

We would like to bring to your attention a most interesting event taking place at the Henry Ford Museum in Dearborn, Michigan currently. This is the 23rd annual "SPORTS CARS IN REVIEW" exhibition which opens in the Museum February 28th and concludes March 23rd. While attending our annual meet this year in Greenfield Village (which included a superb tour of the Museum) I heard a number of comments from our members who had been to past exhibits - all enthusiastically acclaimed the event. "Sports Cars in Review" is the nation's outstanding automobile show devoted exclusively to the history and development of sports and sporting cars and was established as an annual exhibition at the Henry Ford Museum in 1952.

This 23rd annual exhibition focuses on the fifteen year period when Americans fell in love with sports cars for a second time and is billed "America Discovers Performance and Style, 1945 to 1960". The post-war affair had matured and with it came a new sophistication in the object of our affection. The early sports cars, which derived their sporting nature from the brute force of their massive engines, had been replaced by a car which was at one time economical, responsive, compact and fun.

Preserving its lean lines, taut suspension and precision handling, the sports car had gained in creature comforts while undergoing refinements throughout.

The hours are Mondays through Thursdays 9 A.M. to 5 P.M., Fridays and Saturdays 9 A.M. to 10 P.M. and Sundays 9 A.M. to 6 P.M.. There is no additional charge for the show beyond the Museum's regular admission fee of \$2.50 for adults and \$1.00 for children 6 through 14; Children under 6 are free.

In addition to the special "Sports Cars In Review" event, the Museum's famous transportation collection which includes 200 automobiles will be on display as usual.

* * * * *

For Sale:

#1319

1962 Elite, Series II, Chassis #1319, L/H drive.
Mechanically good, 15,000 miles, mag. wheels.
This car experienced unfortunate acquaintance with
a Buick Sedan aft quarters. Some front end repair
done but needs more work.
\$1000. or make offer.
Jim Brakey, 417 Kingsley Drive,
Selma, Alabama, 36701 (205) 872-6441

Ghia Aluminum Bodied Coupe - A Special Eleven

Bill Hutton has a photo of a small coupe distinguished by the familiar Lotus emblem. It has a smooth fender line which is slightly fin like in back, doors which curve over into the roof line, and taillights placed within a large rectangular opening in back. On the reverse of the photo the following information is written: "Owned by Nick Sciorba, 9/4/72, Stratton Mountain, Vermont. Body 237, 1958 Model, owned two years, tube frame, aluminum body, engine FWA or E, probably Ghia Body."

My awareness of this car came recently by complete accident. We bought a '74 Opel Sedan from a Mark Williams of Harwinton, Conn., who in conversation told me that he had owned a Lotus. The photo he showed me was of the coupe. He had owned the car for about a year and sold it (late '73) to a man from New York.

Some additional information from Bill came in the form of two ads he had saved from Autoweek. These were: "Lotus - one off 1957 Geneva show car. Michelotti design, bodymaker Ghia Aigle on Lotus XI racing chassis 237. Climax FWA engine completely rebuilt. Mitchel Cahn, Bellerose, N.Y." and "Lotus XI, long chassis LeMans Coupe. The only one in the world. Designed by Michelotti and built by Ghia on ex works L.M. chassis for the 1957 Geneva Salon. Perfect one off aluminum coachwork, C. R. 4-speed Z.F. gearbox. Stage III Climax. This car is completely original and freshly restored. M. Cahn."

Our own register for the Eleven has the following information for chassis #237: "Body" (which I take as meaning "Chassis") - LeMans, "Axle"- DeDion, "Customer" - Ghia, and no information for engine, gearbox, or date. It is noted that chassis #236 and #238 are both dated October 1956.

Well, the date is significant, I think, for if we may digress a bit.... On January 1, 1955, Colin joined The Company on a full time basis and the new Mk. 9 had a successful year. For 1956 the new car became the even more successful Eleven which made some attempts in streetable form as the Club and Sports models. Colin's mind was not entirely on racing for at the October Earls Court Show his Lotus display had in addition to a F-2 car (the new Mk. 12) two versions of the latest full-width Eleven built to the specification of the LeMans model. One was a chassis complete except for body panels. The second was a beautifully finished complete car having the full-width windscreen, bucket seats, and a fully trimmed interior. It is reported that the appeal and success of the Lotus display at the 10-day show were significant. Shortly after Colin initiated the Elite program.

A number of intriguing questions, even possibilities, exist. Was the initial Elite program started as an aluminum bodied car with a prototype built by Ghia? Was the Aluminum car contracted to this well known designer and bodymaker to establish the styling? In short, was

the aluminum coupe a factory initiated project related to the Elite program or was it simply an outside effort by Ghia for a show?

In either case was #237 one of the two Elevens on display at the 1956 Earls Court Show? One show car would seem to be a good candidate for transformation to another show car.

To conclude, I called Mr. Cahn (now on Long Island, New York) who added the following comments. 1.) The car was displayed at the Geneva Auto Show, 1958 or 1957, 2.) Road & Track coverage of that show contained a photo and comments on the car, and 3.) he felt that it was delivered to Ghia with a body.

I would hope that one of our avid historian members could pick up this most interesting story which is of interest to both Eleven and Elite owners. As a starter does anyone know what a "long chassis LeMans" refers to? The Eleven wheelbase is 85.0 inches. Were special, longer chassis' built for certain LeMans race cars? (The Mk. 9 wheelbase is 87.5" and the Elite is 88"). What, I wonder, is the wheelbase of #237? And could someone dig up the Road & Track issue which reported the 1957 (or 1958?) Geneva Show complete with a photo of the car? I'll be watching future newsletters for some comments or perhaps a feature story.

-----Oh yes. Mr. Cahn couldn't recall who he sold the car to. He thought it was a small town in Massachusetts. But the owner also had an Eleven!

CLASSIC NOTES



Suddenly it was 1926 in New York.

They kept streaming into the hall -- some from the rock generation, some who danced the Charleston in the 20's, the generation that just re-discovered Scott Joplin, Jazz lovers of all ages. Jelly's band was back -- about to become a hit in New York..... and in the audience, in the lobby, on the street outside, everyone sensed it.....

On the day of the Great Millenium, when the spirit of Lewis Carroll sits down with Gilbert and Sullivan to write the final chronicle on motor car manufacturing, we rather imagine that at least a few lines may be devoted to the Elite, a car for the purist devoted entirely to high speed motor touring. The Elite was devoid of ostentation and frills. Its graceful form was not simply the result of an inspired body styling, but grew out of the direct application of aerodynamic principles. To the man intent on motoring, every element was precisely placed for comfort and efficiency. The prudent enthusiast recognized in the Elite the personal expressions of a rising young designer who confounded economics to provide a road vehicle with the speed, the style, the grace, to challenge the specialized cars of international competitors. With a bit of care, there may still be a few around when that great Wagnerian finale sounds up yonder.....

The house lights dim. The stage lights go up.

"Just a simple little chord.....
Now at home as well as abroad.....
They call him Mr. Jelly Lord.....".

"Somewhere inside all of us there is the spirit of adventure, a thrill of sport that was born when man hunted with flint. It is in the hearts of small boys who climb trees, of men who climb mountains; of those who ski, sail, race and run.....

The spirit of sport has no one definition. It is the prospect of standing where few others have seen. It is the pleasure of watching the drama, sharing the spectacle, being a part of.....".