

Dear Members;

During the past month, Bill has been kept busy acknowledging renewals of members and keeping the Register up to date as we receive news of change of ownership of Elites and new members of the Club. So we were particularly grateful to Dennis Ortenburger for undertaking the publication of last month's newsletter, which took a considerable burdon off our backs. We thought he did an excellent job, and judging by the response of our members, you thought so too.

We emphasize early in this month's newsletter that now is the time to renew your membership if you wish to continue receiving the newsletter as this will be the last issue sent out to those who have not renewed. The Club membership now stands at 101. There are about 30 members to renew to bring it up to last year's strength.

Bill and I have been fortunate to receive the assistance of Mr. Jim Hoibierre and Mr. Jeffrey A. Erion in arranging a program and selecting a hotel for our ANNUAL MEET in GREENFIELD VILLAGE on August 10th - 11th. We have devoted two pages of our newsletter to outlining this event. The careful planning that Mr. Hoibierre and Mr. Erion have devoted to this week-end has certainly whetted our enthusiasm and although August seems a long way off, really it is only 6 weeks, so NOW is the time for you to make your reservations on our form and to make your plans to attend. Y'ALL COME!

Lately our post bag has increased enormously and the topics range from following up on articles to helpful hints on maintaining your cars. We are sharing as much of this information as we can in a section entitled "From our Post Bag". The Club is fortunate in this respect to have something of a scoop, or at the very least an inside story. One of our members Mr. Bill Allen from U.K. has written at length a follow up on our January article on the two liter FPF engined Elite that was entered in Le Mans. Mr. Allen has previously contributed to our newsletter, and at the time of the Race he was Manager of Team Elite. This letter is really his observations and memories of the car, the problems involved and for the first time he tells us of the reasons for the car's failure. We are indebted to Mr. Allen for taking the time to write this for us, for undoubtedly you will find it an absorbing sequel to our earlier article.

Under our Helpful Hints, Messrs. Bob Green, Jim Davis, Jim Hassberger and Truett Lawson, have all put pen to paper in an effort to share their experiences and helpful ideas with you. We certainly do appreciate the time and trouble you have all taken.

Club Elite loves to be a first, and we have another scoop! Our front cover appeared in the English Sunday Times Color Supplement to be followed a few days later by receipt of the retraction from Lotus - which is the same manner in which our own Elite made its debut. However, we cannot laugh too much, bearing in mind that Chevrolet has been bringing out its Cosworth-Vega since February, and where is it?

On the subject of the new Elite, you will see we have published a fine cut-away drawing which Lotus kindly sent to the Club recently along with some other literature. We think this will really interest you.

Contained in this newsletter are the chassis listings for the Elite and the Lotus XI. We will be continuing the Elite chassis listing in future issues, but this is the last listing for the XI, and thanks to Colin Fish for compiling this listing.

Geoffrey Griffith (Lucas Inc. Baltimore, Tel. 301-488-4040), recently purchased several examples of a new 1/43 model of the Elite through GrandPrix Models, 175 Watling Street, Radlett, Herts, England. He sent me one and said he was trying to see if a quantity discount would be available as the price of about \$10.00 is a bit steep. Please check with Geoffrey if interested. Also, Bruce Zemke of Birmingham, Michigan, wrote to say the kit could be bought in the U.S. from Marque Products, P.O. Box 4843, Newport Beach, Calif. 92664. It is kit number 2 by Classic Car and the fee is \$11.00 including postage. The kit is well proportioned but a rather rough casting and with very few movable parts, but at least it fills a requirement many members have wanted.

We now turn to a feature which the Club attempts to do as part of the aim of having a Club at all. That is the purchase of parts in bulk which are hard to come by, or expensive if purchased individually. We are aware naturally of the problems of Club Members with worn out shocks and the members inform us that they have difficulty in even locating a supplier of shocks. So lately we have been writing around to companies enquiring if they can supply us and the best price available for a quantity purchase. The U.S. Koni distributor called to inform us that rear Koni replacement units are presently priced at \$53.00 per shock plus postage. These could be sold to the Club at a discount on a quantity purchase. We figure the Club could sell the shocks at around \$40.00 per shock plus postage. You will see a form at the end of the newsletter on which you can indicate your desire to make a purchase of these shocks. It is not necessary to send a deposit at this time. However, the distributor has to base his price on quantities involved, and our order will be based on the quantities indicated on the returns you make to us. So if you are not ready to make a purchase at this time, please do not return the form. We are only interested in knowing those who are seriously interested in making a purchase.

This month should really keep you busy completing forms! For we have a questionnaire we should like you to complete to return to Don Plettenburg. He is undertaking the July newsletter and proposes to include a section based on your replies in which you show how you have tracked down, diagnosed and undertaken repairs to your car without having the benefit of instructions from a manual! Once again we state that one of the purposes of this Club is that by the exchange of information Elite Owners will better maintain their cars and obviously this exchange of information must occur in the newsletter, so we do urge you to think hard on how you have solved your car problems, and mail this information to Don Plettenburg.

Now for West Coasters, and 50% of our membership is on the West Coast. Bob Green in San Francisco and Dennis Ortenburger in Los Angeles have both expressed interest in arranging meets in their areas, depending on the enthusiasm of you members. The suggested time is September. We have a section for you to complete and return to them showing your

interest in attending one or both of these Meets. These Meets sound like a good idea to us as you are too far away to come to Greenfield Village and we would hope that a get together somewhere your side of the Rockies could become an Annual Event.

We have turned up some more parts that can be added to your Interchangeable Parts List, and we will publish this in next month's newsletter which will be out hard on the heels of this one!

Best Wishes,

Barbara and Bill Hutton
P.O. Box 351
Clarksville, Tenn 37040.
(615) 648-1119 - office
(615) 375-3355 - home

HELPFUL HINTS

BOB GREEN : "I enjoyed the April article on fiberglass repairs and would like to add a comment. Do not use electrical drills or sanders unless they are approved to be used on fiberglass. The glass dust from grinding gets in the drill's bearings and commutator and ruins the bearings in about 10 hours of heavy use. I use air powered tools."

JIM DAVIS has supplied us with the Spring compressor drawing.

JIM HASSBERGER - Attending a local jewellers class to learn a bit about casting small metal pieces such as side window latches. Jim says many jewellers have machinery to cast small pieces. He suggests using brass which can be chrome plated. So check your local jeweller for help in making these small irreplaceable parts. Also said that Floyd Clymer MG car manual has an especially good section on the MGA gearbox repairs which will be useful to many members.

TRUETT LAWSON - "I wonder how many Club Members are aware of the grease nipple under the rack and pinion units. It is not listed as a lubrication point in the manual (Note: how many lube points are on the Elite,? Answer - Thirteen)

HEI MAC, Sports Car Service, 5590 Hollister Avenue, Gleta, California, 93017. Seem nice folks to deal with. Must do quite a bit of Elite engine repairs. Bill Hutton.

FOR SALE

HUTTON MOTOR ENGINEERING, CLIMAX FWE SPECIAL THICK HEAD GASKET presently sells \$13.00 soon to increase to \$15.00. ON SPECIAL \$10.00 prepaid, inc. postage - good one to a member, through June 30th. Hutton Motor Engineering, P.O. Box 351, Clarksville, Tennessee, 37040.

#1499 ELITE 1499 - L.H.D. - 4 branch exhaust - ZF - 2SU's, Full bumpers - not a restored car, but rather a well preserved original - \$3350. David Wrench, 19660 Anshen Court, Sunnyvale, Calif. 94086. Tel (408) 739-6505.

Stage III Climax 1300 c.c. with Weber 40 DCOE's on Derrington manifolds. Baffled sump, basket case with one broken piston - make offer over \$200.00. Gerry Strickfaden, 2776 B. Orange, Los Alamos, New Mexico, 87544, Tel: Home (505) 662-3965, or work 667-6271.

SERVICES

Fibreglass service - Specialists in Lotus Elite body panels - Fiberglass bumpers, etc. Miles Wilkins, Little Melbury, Selsey Road, Donnington, Sussex, PO207PW, England.

WANTED

Twin SU manifolds, heater, choke cable with knob, headlight knob. James Hobiexce, 21734 Visnaw Court, St. Clair Shores, Michigan, 48081. Tel: (313) 772-1787.

For LHD Series II Elite, Original Steering wheel, heater and accessories, 2 original carburetor heat shields, air inlet grill work and screen, Girling (purple) hydraulic hose from clutch reservoir to slave cylinder, temperature and oil pressure gauge with attachments, also interested in knowing one dismantling a car or with parts for sale. Barry Swackhamer, 870 E. El Camino Road, Mountain View, Calif. 94041, (415) 964-5604.

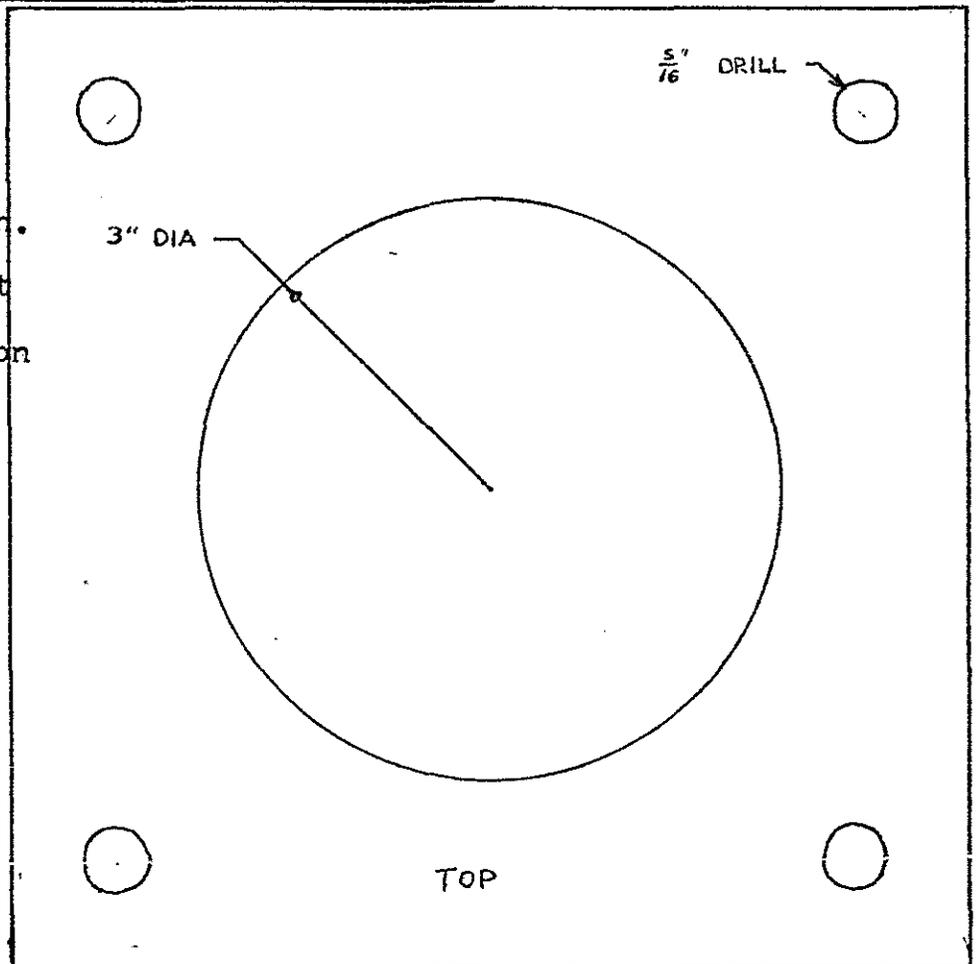
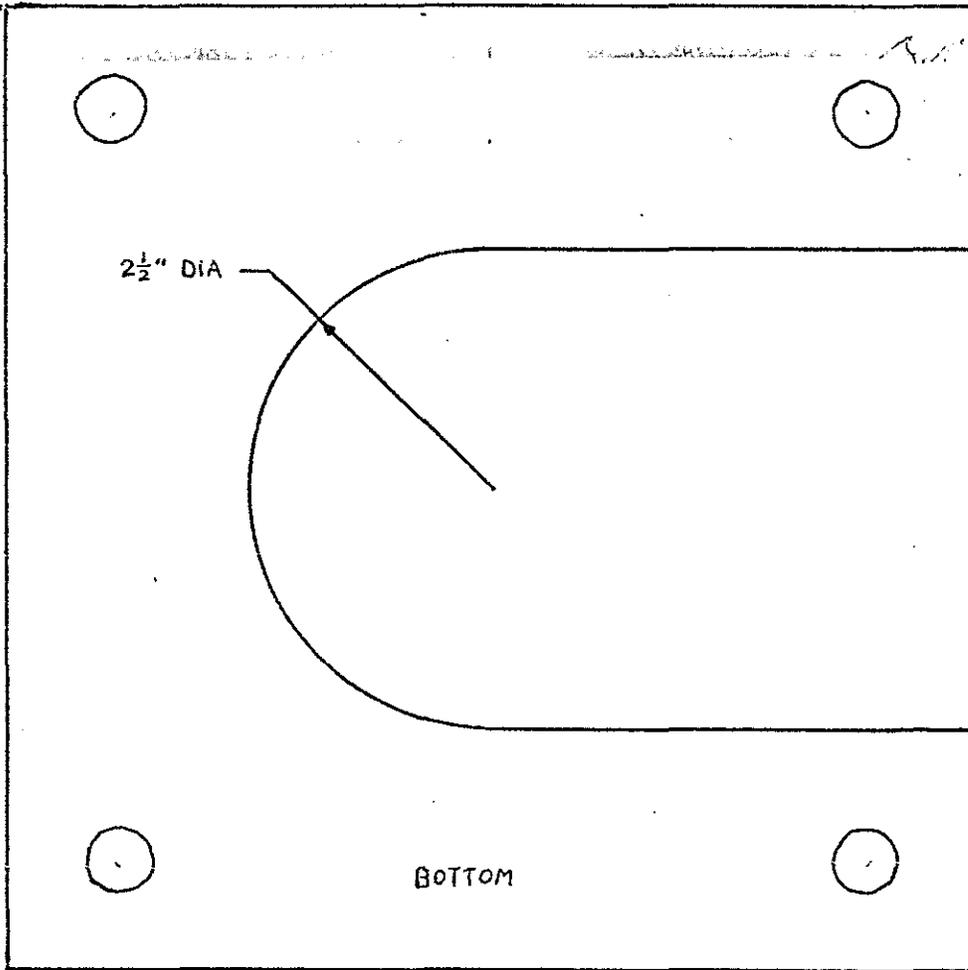
Front Stainless Bumpers - Barry Schein - 8385, 116 Street, Kew Gardens, New York, 11418 - Tel: (212) 849-7808. (212) 924-4233.

ELITE - Stage II, left hand drive - H.G. Marshall, 12752 Polo Place, Broomfield, Co. 80020. Tel: (303) 469-0077.

CHAPMAN STRUT
SPRING COMPRESSOR

LIST OF MATERIALS

$\frac{1}{4}$ "x5x5"	Aluminum	2
$\frac{1}{4}$ "x48"	Threaded stock	2
	(cut in half)	
$\frac{1}{4}$ "	Hex nuts	8
$\frac{1}{4}$ "	Lock washers	8
$\frac{1}{4}$ "	Flat washers	4
	(lrg dia to distribute load to upper plate)	



This type of spring compressor has been floating around S. California for awhile. The designer is suspected to be B. McKernon. It is a safe (redundant load path) and efficient device that is worth having in your collection of special Elite tools.

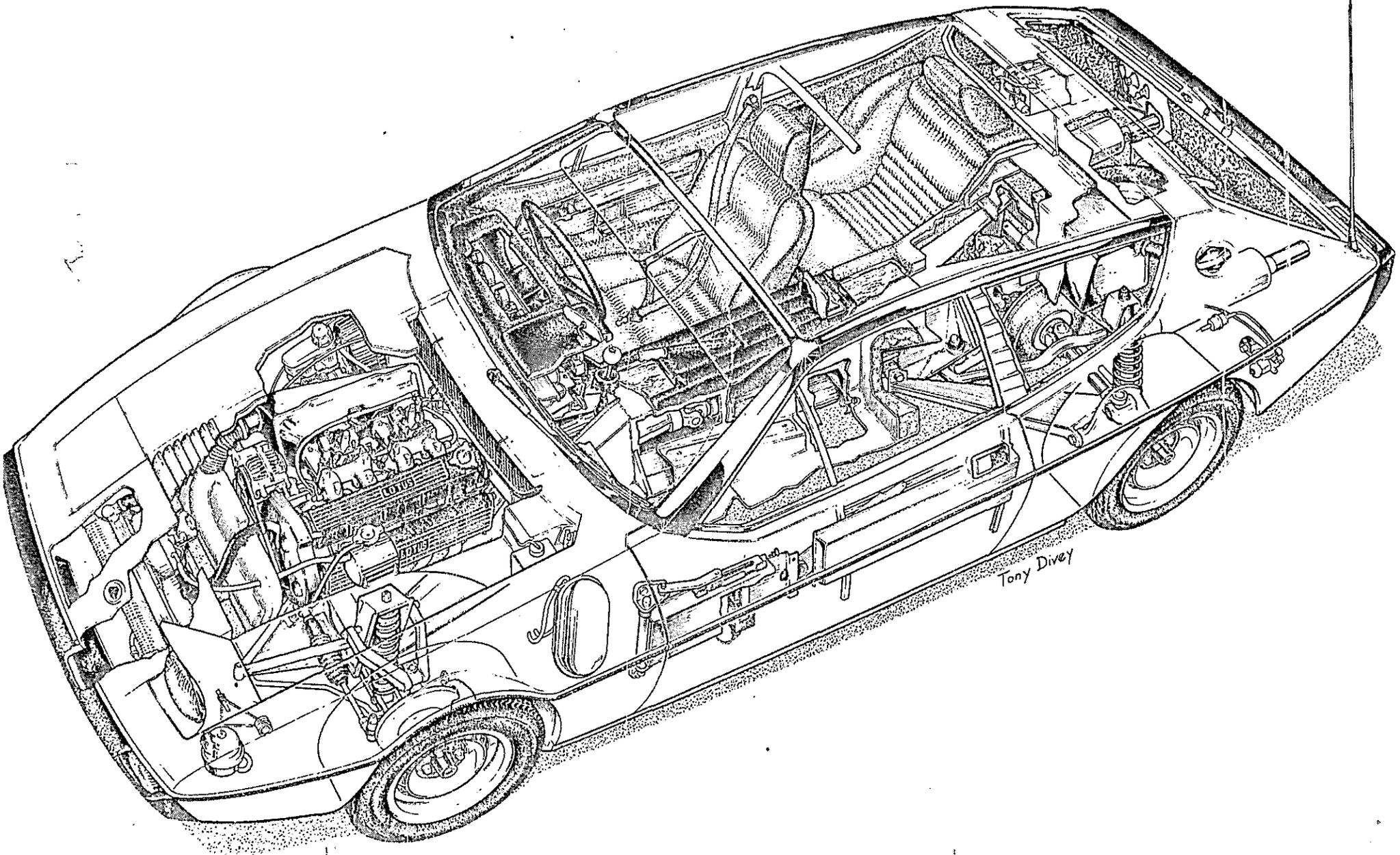
1641	10462	RK 50581 EK 50353	30/3/62	R. L. Culverhouse	
1642		RK 50329 EK 50021	7/2/62	G. Linton	
1643	10384	RK 50867 EK 50443	20/2/62	R. Reynolds	
1644	10580	RK 50257 EK 50503	4/6/62	P. V. Dewey	
1645	9701	RK 50350 EK 50232	10/2/62	T. C. Wray	
1646	10256	RK 50353 EK 50355	21/3/62	W. Wilson Nyotson	
1647	10194	ELC 1068 RK 50167	19/12/61	P. C. Jackson	
1648	10784	EK 50097 RK 50953	1/8/62	S. C. Thomsen	
1649	9526	EK 50576 RK 50103	23/11/61	M. Hopley	34
1650	10466	RK 50576 EK 50382	5/4/62	H. P. Deschamps	
1651	080	EP 3750	27/3/62	Chris Ashmore	
1652					
1653	10585	RK 50712 EK 50462 RK 50805	15/5/62	H. V. Burdick	
1654	10610		7/6/62	G. C. Case	
1655	9370	RK 50121 EK 50062	5/12/61	B. Williams Pawlett	CF
1656	10576	RK 50740 EK 50479	22/5/62	T. W. Boyd	
1657	10429	RK 50512 EK 50337	23/3/62	J. Smith	
1658	10589	RK 50916 EK 50564	27/7/62	J. R. F. Berry	
1659	10233	RK 50197 EK 50102	31/1/62	J. Clark	
1660		RK 50132 EK 50140	8/1/62	V. Stott	
1661	10431	EK 50335	22/3/62	N. A. Rodery	
1662	10629	RK 50720 EK 50570	2/6/62	V. C. Swell	
1663	9526	RK 50473 EK 50310	15/3/62	R. L. Neill	
1664	10578	RK 50772 EK 50438	31/5/62	G. Macher	
1665	10180	RK 50152 EK 50107	20/12/61	A. E. Knight	
1666	10809	RK 50998 EK 50595	3/7/62	G. Charle	
1667	9559	RK 50158 EK 50074	8/12/61	J. W. Swain	
1668	9516	RK 50133 EK 50071	1/12/61	J. F. Guisan	
1669	9389	RK 50118 EK 50082	1/2/61	W. Cook	
1670	10257	RK 50443 EK 50235	8/3/62	J. C. Baxter	
1671	9574	RK 50156 EK 50090	14/12/61	T. Stowarth	03
1672	10471	RK 50664 EK 50429	2/5/62	R. F. Goch	
1673	10736	RK 51129 EK 50644	12/2/63	C. Mallet	
1674					
1675	10259	RK 50815 EK 50211	3/1/62	F. H. Mann	
1676	10186	RK 50082 EK 50133	2/1/62	D. Radford	
1677	10742	RK 51046 EK 50625	14/2/62	F. Wood	
1678	10320	RK 50847 EK 50336	25/3/62	G. C. Moore	
1679	10371	ELC 1068 EK 50302	13/3/62	W. A. Dal	
1680	10472	ELC 1061	13/6/62	M. A. Boucher	

<u>Chassis No.</u>	<u>Body</u>	<u>Engine/Gearbox</u>	<u>Engine No.</u>	<u>Axle</u>	<u>Date</u>	<u>Customer</u>
536	Eleven	1100 FWA		De Dion 4.5		Sargent
537	Mk II/2	Replacement chassis/body unit				Piper
538	Mk XI LM	FWA /2		4.5	22.1.59.	Whatmore
539	Mk XI	FWA 1100 Stage I	7750	Live 4.5	18.12.58.	Stamont
540	Mk XI	Replacement chassis/body unit			22.12.58.	Dickson
541	Mk XI	FWA /3	7909	4.5 ZF	7.1.59.	Sebring
542	Mk XI	FWA /3	8035	4.5 ZF	15.1.59.	Sebring
543	Mk XI	FWA III	8028	De Dion	25.3.59.	Bracewell
544	Mk XI/2	Replacement chassis/body unit				Ireland
545	Mk XI/2	FWA 8062	8062	De Dion	26.2.60.	Possellius
546	Mk XI Club			4.9		Scott

NOTE:

This list is incomplete. Some missing numbers are accounted for as replacement chassis due to accident write-off.

Chassis numbering started at 150 and ran to 349, and from 375 to 391, and from 500 to 553.



Tony Divey

(1960)

#1960

Innes Ireland about it, was convinced that it was a car to avoid! Although I was Team Manager of Team Elite at the time, I couldn't possibly drive in the race and manage the Pit, so Stan Chapman kindly assisted as he had so often done before. We had two Elites in the event, and one of them driven by John Wagstaffe and Tony Marsh managed to win the Index of Thermol Efficiency. The car I was driving ran quite well until the clutch failed at breakfast time on the Sunday morning. The only incident I had during the race was when the rear brake pipe fractured at the union adjacent to the differential. By the greatest good fortune, it happened half way through Terte Rouge corner at just about the time when I had finished the hard braking. Just before I lifted my foot I thought I felt it go and got round the corner fairly easily. Having pulled over to the right I tried the brake, and of course the pedal went to the floor and nothing happened. As you probably know, after Terte Rouge you just work your way up into top gear and keep going flat out all the way down the Mulsanne Straight until the right angled Mulsanne Corner at the end which in the Elite you approach at something over 130 miles an hour. When I was about half way down the Mulsanne Straight, it suddenly occurred to me that if I had not felt the pipe snap when I did, I'd have arrived at Mulsanne with no brakes at all - talk about luck! From the financial point of view, the race was a great success, because we found that apart from the overall winner, the next largest lump of prize money was for the Thermol Index. At that time, there was a restriction on how much money you could take out of France, and it was shortly after the introduction of the New Franc, so when I got to the Customs and they asked me how much money I had, I said "Only a few thousand Francs". It was of course quite true, but I meant New Francs and the man thought I meant old Francs, and my good luck held!

You mentioned also in the News Letter recently Jonathan Sieff's accident at the beginning of the Mulsanne Straight. No one has ever found out why it happened, but I studied the scene quite carefully and found that there were some tyre marks on the road some distance before the point of impact, and this is almost the exact place where I was pulling into top gear in the Elite. I believe his car was geared the same as mine, so it occurred to me that it might have been possible for him to have had some malfunction in the gearbox (perhaps he tried to get it into second instead of top) which momentarily seized the back end, and started the accident. Mind you, we never had any gearbox problems, but I had earlier in a Formula 2 Lotus (with the dreadful straight through gearbox) selected second instead of fourth, and the car spun so quickly it wasn't true.

To get back to the 2 litre Elite, I was asked to drive it later in the year at a meeting at Rufforth Airfield. This circuit had a nice long straight with a couple of fast curves which I thought would be fun in the 2 litre car, and as the meeting was of no importance it wouldn't really matter if it didn't go too well.

I only managed to do a couple of laps in practice, and neither of those at any speed. There seemed to be a lot of little things wrong with the car, and some strange noises which sounded a bit frightening but turned out to be nothing important. By the time the race started, a light rain was falling and I was of course starting off the back of the grid. Despite the wet track surface, the car accelerated very well, and by the time we got to the first corner, which was a medium speed right-hander I'd managed to get right up to the front on the left-hand side. The response, when I turned the wheel to go to the right, was almost non-existent, and the car understeered right off the circuit. As I mentioned, the circuit was formerly an airfield, and the part of the track I was on was part of the main runway, so that although I went straight on, I remained on tarmac and merely passed neatly through a light-weight metal fence which completely disintegrated.

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Surprisingly little damage was done to the car and having called at the Pits to inspect the damage, I kept going (at a rather reduced speed) more to see how the car behaved than to try to catch up the other cars. It went very well in a straight line but was absolutely dreadful in the corners. We decided that it couldn't be raced again until we had thoroughly investigated it, and in due course we found out what was wrong. Apparently, in order to accommodate the 2 litre FPF Climax engine in the small space normally containing the 1200 engine, something had had to be moved out of the engine bay. That something turned out to be the rack and pinion steering! This unit was moved up to the front of the car, bonded in position and, as far as I could gather, connected up to the wheels using most of the bits left over. I am certainly no mathematician or motor engineer, but even I could see (at least when it was pointed out to me) that Mr. Ackerman's principle had not been observed. The circles followed by the individual wheels round the corner no longer coincided, so that the offside and the nearside were trying to go in different directions. Not surprisingly, this affected the steering!!

At this point, I rather lost interest in the project, especially as there would be very few races we could do with it even if we managed to get it fully sorted.

As the car appeared to have a rather undecided future, the engine was finally removed and was acquired by Roy Pierrepoint, who installed it in a very successful sports car that he was running at the time. The combination of his car, his driving and the beautiful 2 litre engine was very successful, and he scored many successes. That engine had plenty of power in the right places, and provided you didn't over-rev it, was so strong that it would almost go on forever.

To complete the saga, the car eventually acquired a normal 1220 engine, and was sold. Whether it was used in competition or not I don't know, and come to think of it I don't even know if the rack was moved back before it got sold!

So if you have got an Elite with a dark green body, over-sized wheel arches and it won't go round corners, you may well have a unique car!

Digging into my memory to produce these notes has been quite interesting, and I think if I put my mind to it I should be able to produce some more items which may be of interest. Please let me know if you would like anymore notes.

Bill Allen.

7th May, 1974.

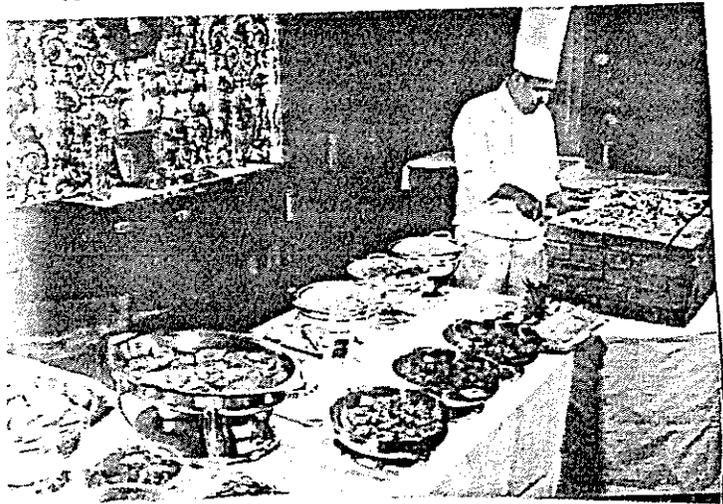
There's always something to do at the Dearborn Inn

An AAU-sized, heated swimming pool with two diving boards and spacious decks . . . a wading area and a playground for tots . . . regulation-size tennis courts . . . shuffleboard courts . . . and within minutes, a public golf course . . . for fun around the clock. Just across the street is world famous Greenfield Village and Henry Ford Museum . . . among the top ten tourist attractions in the country!

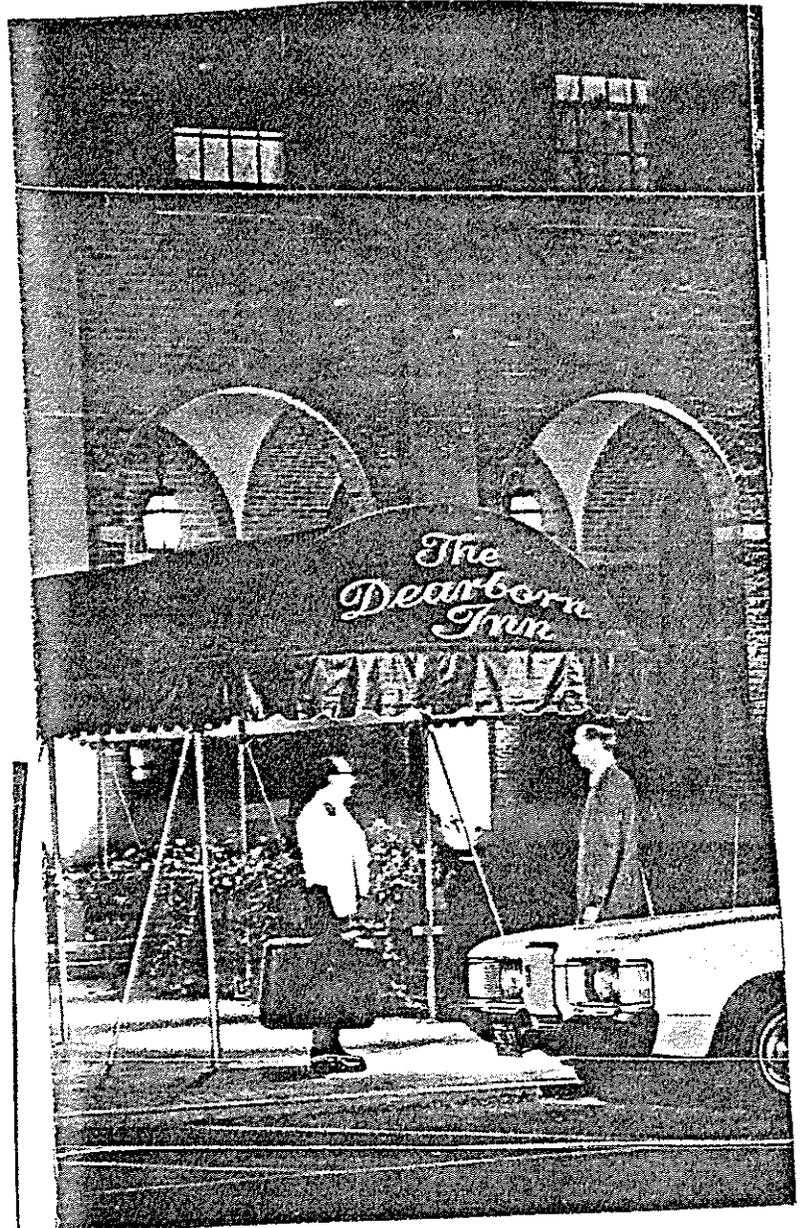
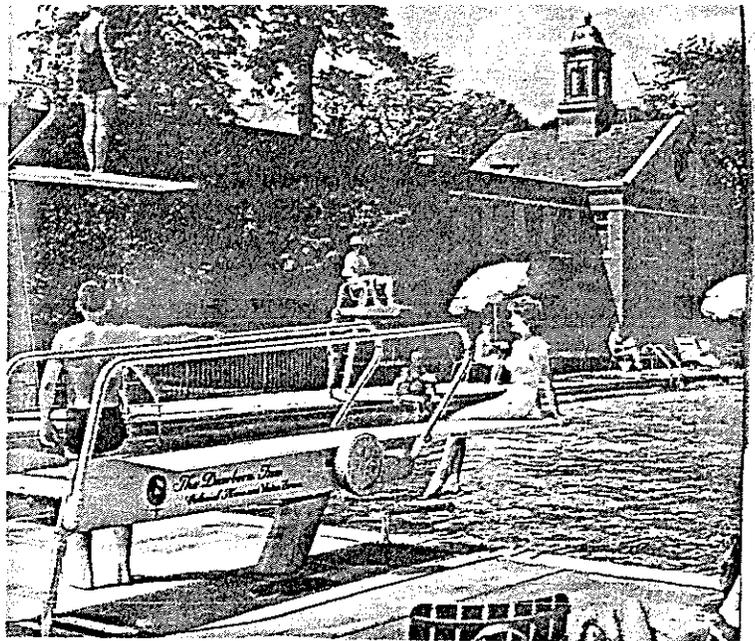
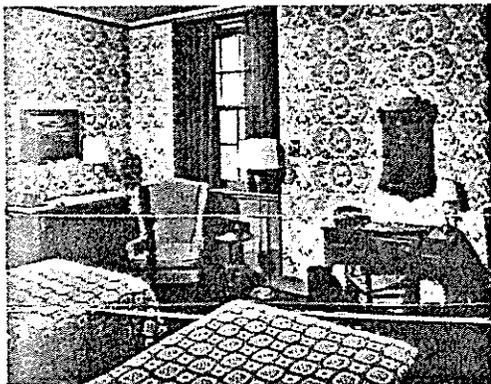
Delicious food... choice of atmospheres

Maine lobsters . . . prime steaks . . . steamed clams . . . roasts simmering in their own juices . . . fishes from the cold Atlantic . . . Is it any wonder Dearborn Inn is well known for its robust meals? Enjoy, enjoy . . . in the intimate atmosphere of the Ten Byck Tavern . . . the Early American room . . . or Golden Eagle Lounge . . . where every weekday you'll find featured a business buffet. Dinners and banquets for up to 350 are served in the Alexandria Ballroom . . . patterned after a similar room discovered by Henry Ford I in Alexandria, Virginia.

Delightful Seafood Fantasy . . . among the specialties of the house are garden fresh salads, steaks, chops and seafoods topped off with mouth-watering desserts.



Spacious . . . comfortable . . . air conditioned. One of 180 rooms in the Dearborn Inn complex.



PROGRAM FOR
LOTUS ELITE CLUB ANNUAL MEET
AUGUST 9-10-11, 1974

FRIDAY NIGHT
8.30 - 9.00

Members arriving at Dearborn Inn on Friday night can meet in one of the Sitting Rooms at the Inn. Drinks can be served.

SATURDAY
10th AUGUST

8.00 a.m.

Breakfast at Dearborn Inn.

9.00 a.m

Meet outside Inn to travel together to Ford Museum for tour.

12.30 p.m.

Lunch in one of the Restaurants in Greenfield Village. Members who may not be able to arrive at Dearborn Inn on Friday night or Saturday morning can join the party at this point in Greenfield Village. The name of the Restaurant will be published in next month's newsletter.

AFTERNOON

Tour of Greenfield Village

5.30 p.m.

Display of Elites at Dearborn Inn.

8.00 p.m.

Dinner at Dearborn Inn.

SUNDAY

11th August

NOON

Cook-Out picnic at Hines Drive Park. Arranged by Mr. J. Erion.

Anticipated Prices

Dearborn Inn - One person - \$17.50 - \$20.50.
Two persons - one bed - \$22.00 - \$24.00
two beds \$23.00 - \$27.00

Dinner at Dearborn
Inn on Saturday \$7.00 a head

Entrance Fees Ford Museum - \$2.50 each person
Greenfield Village - \$2.50 each person.

LOTUS



LOTUS CARS LTD

Registered Office:
NORWICH NOR 92W Wymondham 3411
Telegrams Lotus, Norwich Telex 97401
Registered in England No. 895081

General Letter no 14

13 March 1974

Gentlemen,

New Model Launch

It had been our intention to launch the Elite as an addition to the Lotus product range during March 1974 prior to the Geneva International Motor Show. Consequent upon a shortage of components which has been brought about by the restriction of three day working on many of our suppliers, adequate stocks of finished vehicles to support a worldwide launch programme have not to date been completed. It is regretted, therefore, that our planned launch has had to be postponed until further notice.

We also regret that, due to the current requirement to commit advertisements in the National Press up to three months prior to circulation, it has not, at this late date, been possible to cancel a full page Elite colour advertisement, which is scheduled to appear in The Sunday Times supplement on the 17th of this month.

With the lifting of three day working restrictions, we now estimate that adequate Elite finished stocks should be established by the latter part of April.

You will, at the earliest opportunity, be advised of the proposed date for the Dealer Elite presentation and venue. In the meantime, we sincerely regret any inconvenience which the referred advertisement may cause to any of our customers.

Barry Carter
General Manager - Marketing



Now, the new Lotus Elite brings the exhilaration of Lotus performance to four seater motoring. Created by the team of designers and engineers that have made Lotus synonymous with success throughout the



world this revolutionary example of the automobile designer's art stands uniquely ahead of its time. Your Elite brochure awaits you. Lotus Cars, Norwich, England. Wymondham 3411.

Join the Elite.

MAY 4-2