

Dear Members;

We are starting off this newsletter with emphasis on the Greenfield Village Meet - August 10th/11th. If any members wish to make a last minute reservation for the Dearborn Inn, call us immediately, so that we can confirm a room for you. We hope that our members living reasonably close will plan to attend some of the activities anyway. Why not plan to attend the Dinner only, if time prevents you from spending the week-end? Not only would it be nice to see as many members as possible, but a good showing of Elites would be a most cheering sight. If you cannot drive your Elite, do bring photos. I will be bringing photos of members cars and it will be a good opportunity to discuss what is original and what is modified on your Elite and even to ride in another Elite to hear which klunks and bangs seem to be standard as opposed to those which are about to become problems for repairs!

Members not staying at the Inn on Friday night, will want to meet at the Inn about 8-30 on Saturday morning, or at the SUANEE PARK RESTAURANT at NOON, which is a new restaurant in the Village where we are meeting for lunch. If you cannot make the picnic on Sunday, you may want to indulge in the famous brunch offered at the Inn from about 10.00 a.m. to 2.00 p.m.

Still on the subject of Meets, we want to draw the attention of our California members to the changes in the proposed Meets this Fall in your area. Bob Green and Dennis Ortenburger decided to pool their efforts towards one big Meet which was to be the Hollywood Bowl Concours. Since that time, Dennis has had difficulty in obtaining the use of the Hollywood Bowl, and they have not been able to find another suitable location for holding the Concours. They are not giving up altogether though, and as soon as they have something definite planned, we will give it all the advertising and hope you can give it all the support.

Apart from the usual sections in the newsletter, this month's issue is developed around a theme, namely giving as much assistance and direction as possible in the purchasing of a sports car, specifically an Elite. No doubt all of you have become aware of an increasing interest in vintage sports cars, and know of the many pit falls attached to buying such a car. An article in the London Sunday Times, dated March 24th 1974, emphasises this very point, and we took the matter up with them, and received a very encouraging reply, which we also copy. We make these points not with any particular criticism in mind, but because we think that if the purchaser could analyse and assess the various points and areas of the car, he might be happier with his purchase. Therefore we are also copying a letter from the Motoring News dated June 20th regarding purchasing a used Lotus, which gives good advice, and the check list which we developed ourselves during the time we were purchasing Elites. This we found to be quite valuable especially when the time came to consider the different aspects of two different cars; also if you happen to be purchasing through an agent. We know that some of our members have joined the Club because they are in the process of looking for a car, and do hope they will derive some benefit from this collection of advice.

With regard to the regular features of the newsletter, we have an interchangeable parts list for you, and our for sale section has a wealth of used parts, which should be of great interest to Owners. We do not have the Elite chassis listing, but that will be back next month.

Referring to our Club Specials, the Koni rear shock response was good. We have eight firm orders for these, as described in the last month's newsletter. If we can get 12 orders, we hope to obtain further discounts, so we are holding off the purchase for one more month, to see if anyone missed the opportunity.

At this point, we want to draw your attention to another project which Dennis Ortenburger is pursuing. Anyone interested in purchasing side window rubber moulding? Why of course! Dennis is trying to have some produced specially. Price will be about \$15 to \$20.00 for enough for one car; which is not bad for a special production item. If you are interested, you had better encourage him to proceed with this very important project. Contact him at 5207 San Feliciano Drive, Woodland Hills, California 91364 (213) 887-6230.

Remaining in California, we want to mention that Bob Green continues to help the Club Members there by offering his garage and his knowledge of the Elite on request, so why not take advantage of this? All you need to do is check with Bob prior to coming and of course supply your own parts, food and drink. By the way, Bob has a good selection of valve adjusting shims and will gladly let you use his selection for a one-time charge of \$1.00 or two shims which is mighty fair. You can find Bob at 13, Cranham Court, Pacifica, Calif. 94044. Bob kindly sent along some photos of the 3 wheeler Morgan replica he presented to Peter Morgan at the 1972 Club Meet. These will be on view at this year's Meet along with the famous Bob Green burnt valve trophy.

Finally, but of major importance to Bill and me, is the fact that Don Plettenberg is kindly stepping in to undertake the July newsletter, which will be out in early August. He is going on with this project, notwithstanding the fact that Chris presented him with a fine young son, Eric Stephen on July 4th at 3.30 a.m., who weighed in at 9lb 7 oz. Our congratulations to you and our best wishes to this little Lotus Blossom.

Our appeal for information on Jay Chamberlain brought responses from Mr. John Timanus and Dennis Ortenburger. Don will be using this information to put together an article, and will also be using another article from a Sports Car and Lotus Owner sent to us by our most faithful Australian member, Adrian Schagen, who recently sent us 19 more original Sports Car and Lotus Owners. These are truly valuable and offer a wealth of interesting reading, from which we will draw for our future newsletters.

As Bill is going up to the Greenfield Meet, the August issue will be combined with September, to give us the opportunity to write up the Meet, as we have done in the past.

Best Wishes,

Barbara and Bill Hutton.

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

ADVERTIZING

WANTED: ELITE - Prefer Series II in excellent condition with ZF Diff will consider Elite with MG and needing mechanical repair but with good body and upholstery. ED CLARK, 104 Heatherbrook, Kirkwood, Missouri, 63122. Tel: (314) 965-1918.

FOR SALE

Club Special: Koni rear shocks to be bought in a group purchase in late August. The more firm orders we have the better the price you get. So now is the time to buy. Club Elite, P.O. Box 351, Clarksville, Tennessee. 37040.

Elite Series II Parts - 1 each front and rear brake discs. Set "A" arms, front and rear. Rear hub carrier and half shafts, set knock off caps in very good condition, set MGB GT-14 60 spoke wire wheels, set front stainless, front air intake screen, sway bars, steering rack, all front hardware, complete intact, front metal sub-frame including skis-boxes-braces-radiator pick ups, and all suspension mounts - free from all fiberglass - sand blasted and painted and ready for front end rebuild or keen abstract art. The above range in condition from restored and excellent to unrestored and needy. Send for particulars and list your needs as I have many minor items not listed above. Only a few pieces are price fixed so be prepared to make me an offer.

Also, I am acting as an agent to arrange the sale of Stage I, Climax engine and MG tranny and 4.5 diff. with alloy calipers and hardware, also subframes and drive shafts. Further a set of stock pistons and an Elite bonnet. Offers.

Dennis Ortenburger, 5207 San Feliciano Drive, Woodland Hills, Calif. 91364. Tel (213) 887-6230.

New Elite Trim Items - Door sealing rubber (from Elan and +2S130) \$7.00 each. Door panels, made up and covered in black/red/tan/green leather cloth \$75.00 each. Tunnel top as above \$68.00. Spare wheel cover as above in leather cloth with carpet top \$87.50.

Also Elite for sale - EB 1672 - RHD - 2 SU's - C/r - MG Box - 4.2 diff - brake servo - 68,600 genuine miles, 3/4 new Pirellis. New body shell in 1969 - Lotus invoice available - Lotus Yellow (no respray). Retrimmed by me two months ago in grey with black seats and tunnel top and door panels \$2250. Miles Wilkins, Little Melbury, Selsey Road, Donnington, Near Chichester, Sussex. PO207PW, England. Tel Chichester 86265.

went to
Free Burnt Elite Body to anyone able to collect. Also body and engine parts for sale reasonably priced. Louis Cannon, 3936 - 7th Street, N.E. Apt. 4, Washington, D.C. 20017. Tel: (202) 832-2142.

June Club Special good through August 30th Valve adjusting shims any sizes .075 to .180". Set of 8 assorted shims only \$6.00 including postage. Regular price these days \$1.50 each. Also good for your Elan twin cam engine. Hutton Motor Engineering, P O. Box 351, Clarksville, Tennessee 37040. (615) 648-1119.

BUYING A LOTUS

Letter to the Editor from Mr. V. Talfourd-Cook, Managing Director, Mike Spence Ltd., Henley On Thames, Oxon., England. (Lotus Dealer)

" Mr. S.S. Clarke questions whether the new Lotus Elite is worth its price. My reaction at the unveiling of the car was much the same; however, after driving the Elite for over 1000 miles I believe it to be the finest four seater high performance car in the country below ten thousand pounds, and I would be surprized at someone preferring a Jensen Interceptor or BMW Coupe. Like all Lotuses it is a much faster and better car on the road than on paper and sets new standards for four seater high performance cars in terms of roadholding, directional stability, safety, and economy.

My principal purpose in writing though is to answer Mr. Clarke's allegations of unreliability and poor servicing. The reputation of unreliability is a regrettable hangover from 1969/70 when the quality of the cars left much to be desired; this was radically improved with the introduction of the 130 model of the +2S, the Sprint version of the Elan and later the Twin Cam version of the Europa. Early 1971 models of these should be regarded with care as many were effectively 1970 cars, but any Lotus expert can distinguish these easily. Since 1971, though, the reliability in our experience has been very good indeed and allowing for the rare but possible "rogue car" I would suggest to anyone still experiencing problems to first examine the quality of the servicing and if necessary consult the Service Division of Lotus Cars. Having said that, I must state the obvious and emphasise that all Lotus cars must be regularly serviced and this must be done by experienced Lotus mechanics. We see far too many Lotus cars which have received neither regular nor good servicing and consequently may require several hundred pounds to get them into good condition.

Finally, I would like to pass on the lessons of several years of Lotus experiance to give some advice on the purchase of a used Lotus. First the golden rules.

1. Condition: A used Lotus is the most difficult high performance car to buy below five thousand pounds. The faults are by no means obvious and it is essential (a) to have it up on a ramp to check the suspension and chassis (b) to insist that it must be independently checked by a Lotus Agent.
2. The Seller: If you dont trust the man you are dealing with, walk out immediately because the chances are you are going to get robbed: this applies to the private and trade seller.
3. The Age: More than any comparable car you get what you pay for; therefore buy as late a car as possible to take advantage of lower maintenance costs and the improved performance of the later models. Remember that many Agents including ourselves, will not stock Lotuses more than four years old because we have found : out the hard way.
4. Money: Do not buy a model unless you have the income to maintain it properly and be prepared to borrow money to buy a later model; it is generally cheaper in the long run.

5. Model: In brief the following comments in order of preference. Plus 2: go for the 130/5, the 130 and then the Plus 2S. Avoid the pre-1970 Plus 2; if you cannot afford a Plus 2S then you cannot afford the maintenance of a Plus 2. Elan: Although many of S4 Elans have had Sprint modifications the Sprint big-valve Elan is a significantly better car and good drop head examples will soon appreciate in value.

Europa: The Special 5-speed is significantly faster in top speed and acceleration than the Twin Cam although the latter can be found fairly easily in good condition. Avoid the Renault Europa which is expensive to rebuild and generally over priced.

Anyone following the above rules should be able to buy a Lotus for a reasonable amount of money and derive tremendous pleasure from his purchase. To break those rules will probably find you bringing your car into someone like us to discover that you have either been caught or worse have an enormous bill to face to get the car right. It is to help to avoid this that I have written this letter. "

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HELPFUL HINTS AND FROM OUR POST BAG

1. The Series II Elite has 15 grease fittings - Error last month when I stated 13. I failed to recall the two fittings on the hand brake cables. The fittings are located as follows:

5 fitting front: 2 roll bar, 2 swivel pins, 1 steering rack.
4 centre: 2 propeller shaft and two on handbrake cables.
6 rear: 2 hub bearing and 4 on half shaft (provided these have not been replaced by sealed universal joints).

2. Wanted Help - Robin B. Hardy P.O. Box N 1711, Nassau, Bahamas, Tel: 42314. Requires information on the possibility of interchanging the series one rear hub carrier with that found on MK-17 Lotus, if any one should know. His Mark 17 requires a left hub carrier and none seem to be available even from Lotus who suggest that the Series I Elite carrier "might work". Also Mr. Hardy has invited any owners visiting Nassau to stop by for a chat.

b. Barry Swackhamer - "I suggest members get an MGA parts catalog from Moss Motors, P.O. Box "MG", Goleta, Calif. 93017. Cost is only 50¢ and many interchangeable parts may be obtained through them if they can be identified.

4. Workman Publications Co, Inc 231 East 41 Street, New York 10022 sent us a copy of the Super Catalog of Car Parts and Accessories" which has 1100 listings describing the automotive world including specialised suppliers and Clubs (Club Elite is listed on page 84!) and places to go for technical advice. Actually quite impressive. Soft bound \$4.95. \$9.95 hard bound. 352 pages. by John Hirsch.



THE SUNDAY TIMES

P.O. Box 7, 200 Gray's Inn Road London WC1X 8EZ.

Telegrams Sunday Times London WC1 Telex 22269 Telephone 01-837 1234

W S Hutton,

Club Elite,

Clarksville, Tennessee

24 April 1974

Dear Mr Hutton,

Thanks for your letter about the D type Jaguar article. You are welcome to use it in your magazine - providing The Sunday Times is credited because they own the copyright.

Incidentally, I collect historic sports cars - I have a couple of old Jaguars, an Austin-Healey, an MG and a Daimler - and have owned several Lotus's, so if you need any help over here, please let me know. I am not a qualified engineer, but I know a lot about cars such as Elites and can arrange a full mechanical and body report by the Automobile Association and shipping by a friend's firm which specialises in door-to-door export.

The advantage to you would be that ~~any~~ any reports would be completely impartial and it would not be necessary to reveal that an overseas buyer was interested if you do not want that...you know how prices can be affected by this knowledge. My home address is: 17 Pinecote Drive, Sunningdale, Berkshire. Telephone: Ascot 24190.

Yours faithfully,

Chris Hume

The £2,000 'Jaguar' with beach buggy wheels

VINTAGE car enthusiasts are a hard-headed lot. They know their stuff, especially the value of the ancient monsters they collect. They will quite happily lay out thousands of pounds on what most of us would regard as a pile of wreckage and make thousands more when they restore the old car to its former glory.

If they know their stuff sufficiently well, they can even make a living at it. Come crisis or boom, old cars have been soaring in value faster than the pound has been falling. So when one of the wonderful old D-type Jaguars of the sort that won at Le Mans was advertised in a British magazine in slightly less than perfect condition, it looked a bargain to vintage car racer Bob Wood.

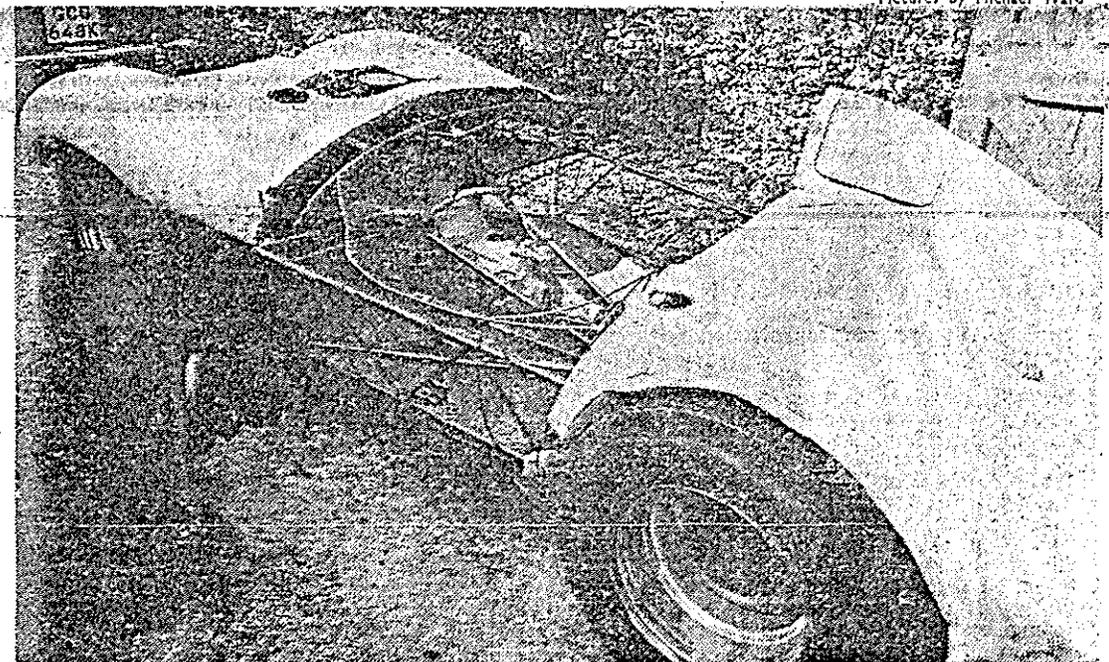
With a bit of elbow grease, Wood could be back on the track racing with other classic sports cars in the British national JCB series, which starts at Silverstone on April 7. Wood phoned up the man in New York advertising the D-type and, after lengthy discussions, paid him £2,000 for the car. He did not consider it necessary to go to New York to see the car... he had found the man in New York, Mark Derish, very convincing, and, after all, there were two photographs of the car, front and back, in the advertisement in Autosport.

So Bob Wood was surprised when somebody else in the States wrote to him after he had parted with his money, saying: Sorry the centre section of the car is missing... and he was horrified when he did not get his money back, but just a battered bonnet from one D type Jaguar, the tail of another, the engine and gearbox from a much more mundane Chevrolet, wheels from a beach buggy and some other bits of D type, including two chassis numbers.

This is how hard-headed Bob Wood was induced to part with £2,000 for a pile of motor-car parts of uncertain value.

On September 13 last year, Wood saw the advert on page 65 of Autosport with two blurred photographs and the following words: "D type Jaguar, Corvette engine and transmission, Salisbury rear, many spare body and chassis parts. Gran Turisimo Ltd, 307 Glen Cove Road, Greenvale, Long Island, New York."

Next day Wood telephoned Gran Turisimo and spoke to Mark Derish. The price was stated to be £2,000, with the car going to the first person to transfer that sum in dollars into Derish's account at Chase Manhattan, Roslyn, New York, or Berkeley Square, London. At the mention



● Above: Bob Wood's "D type Jaguar"—a mass of old tubes to keep apart the battered, but original, bonnet and tail, plus beach buggy wheels. Left: The "car" as it appeared in Autosport, looking essentially complete.

of £2,000, Wood was raring to go... good D types fetch something like £15,000 now.

To satisfy Bank of England currency requirements, Derish sent Bob Wood a cable "The price of the D Jaguar is £2,000," and on September 21 the £2,000 was paid into Derish's account in London, followed by a letter from Wood to Derish confirming the money transfer for the D type Jaguar as advertised, except for engine and gearbox which in the advertisement were stated to be "Corvette."

Then, on October 12, as Wood anxiously awaited his D type, a letter arrived from one Herb Wetson, of Wetson's System Inc., Valley Stream, Long Island. The letter disclosed for the first time that the car's monocoque was missing. The monocoque is the essential centre section of a D type Jaguar, roughly corresponding to the fuselage of an aircraft. You cannot have a D type Jaguar without a monocoque: it is an integral part of the vehicle's construction. Wood immediately cabled back: "No monocoque, no deal," followed by a letter stating that if the monocoque was missing he felt he had been fundamentally misled and the money must be refunded. Nothing happened until November 4, when the "car" arrived at Southampton docks, complete with bill of

lading and a policy insuring "a 1952 Jaguar, value \$2,000."

"Since then I've been trying to figure out what to do with all these bits and pieces," said Wood last week at his home in Lymington, Hants.

Our man in New York, Stephen Aris, spoke to Derish after the car had crossed the Atlantic. Derish said he was clean out of D-type Jaguars, but did have an RSK Porsche and an RS60 Porsche, plus a J2 fuel-injected supercharged Allard. He volunteered a string of English specialist car dealers with whom he had done business, including Danny Margulies who has premises in Kensington, Ron Spiegel at Hexagon of Highgate and Duncan Hamilton, who actually won at Le Mans with a D-type. But Derish did not mention Bob Wood.

Margulies said he had received a circular from Derish, but certainly had never done business with him, but Adrian Hamilton, Duncan's son who runs his business, had plenty to say about Derish.

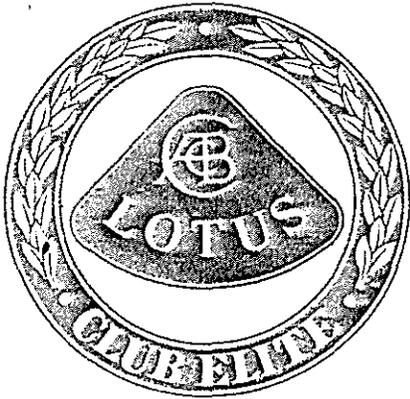
"I felt like pushing the load of rubbish I bought in good faith from Derish into Southampton Water when I saw what I'd got," said Adrian. "Derish sent me a photograph of a 1926 Lancia

Lambda which was supposed to have done only 5,000 miles from new and would have scored 99 points out of 100 at a concours d'elegance competition. What he got was a Lancia, but it certainly wouldn't have got 96 points out of a million. Many parts were missing and one of its wheels was five inches smaller than the real one and came off a Jeep.

"After that he tried to sell us a C type Jaguar with a photograph of my father driving, which turned out to be a different car. I wouldn't buy a banana from him."

Hexagon, however, were luckier. They sent their man, Ron Spiegel, over to the States to see two AC Cobras that Derish was selling and were satisfied with the deal.

Chris Harvey



CLUB ELITE

POST OFFICE BOX 351, CLARKSVILLE, TENNESSEE - 37040
OFFICE PHONE - 615-648-1119 - HOME PHONE - 615-375-3355

CHECK LIST

GENERAL

x indicates very important

1. Year Built _____ . *RHD OR LHD .*
2. Owners - How many previous owners ?
How long have you owned the car?
3. Car on Hire Purchase?
4. Chassis No. _____ .
5. Model ? Normal - Special Equipment - Super 95 -
Stage I, II, III.

6. CHASSIS PLATE ?

*7. BRISTOL AIRCRAFT
PLATE ?*

(a) Wheels

1. Spokes - Tight, any bent or loose? *48 SPOKE ?
60 SPOKE ?*
2. Wheel Rims - any of 5 bent?
3. Tyres - How much wear on 5? 50% worn, 25% worn approximately?
What Brand - Pirelli, Michilin, Firestone?
4. Brake Disc - Ever Scored or replaced
5. Brake Pads - When replaced.
6. *WHEEL BEARINGS LOOSE ? REAR _____ FRONT _____*

(b) Bumpers

- * Any dents in the 3 piece front bumper and 1 piece rear bumper?

(c) Lights

Headlights, main and dipped, front and rear indicators, rear side, brake, Reg. plate, Inside dome, Dash panel.

DO above lights work and have proper lenses and glasses?

(d) Body Work

1. Color - inside and outside?
Original or resprayed?
2. Any crash damage repaired?
3. Any deep paint cracks at present?
4. Any superficial hairline paint cracks at present?

④ Interior

- * 1. Leather - condition?
Color
- * 2. Carpets - Original? Condition?
Color?
- 3. Perspex Side windows - discolored
scratched
- 4. Steering Wheel - standard?
- 5. Rear Window surround clouded?
- * 6. Dash - Original Paint Any scratches?
- * 7. Arm Rest (Console and door) Leather cracked?
- * 8. Roof - Original Paint Paint chipping?
- 9. Heater

⑤ Road Test

- 1. Any differential noises, or oil leaks? Or "Clunks"?
- * 2. Do doors close easily or do they have to be slightly lifted to lock?
- 3. Any gearbox noise?
- 4. Gearbox shift smoothly? *DOES LEVER VIBRATE (HI AT 3500-4000 RPM)?*
- 5. Hand Brake - operable?
- * 6. Oil Pressure - Hot - Tickover _____ *CHECK SOURCE -*
* 3500 in 4th _____ *MAIN GALLERY*
OR HEAD
- 7. Water temp. at idle? _____ Weather Temperature on test day? _____
- * 8. Brakes - Does pedal judder on application?
- 9. 2 speed wipers, heater, ampmeter, fuel gauge, tacho, speedo -
Operable _____?
- 10. Mileage shown on speedo? _____
- 11. Steering - smooth or catchy? Any free play?
- 12. Clutch - smooth? Any slippage?
- 13. Engine - smooth - noisy in tune?

⑥ Boot

- 1. Battery condition?
- 2. Carpet condition?
- 3. Tools and Jack?

⑦ Engine Bay

- 1. Any oil leaks
- 2. Carburetter(s) No. and kind _____?
- 3. Air filter(s) Installed
- 4. Radiator Cooling Fan - Operable

- 5. Any exhaust leak in whole exhaust system? *4 BRANCH EXHAUST?*
- 6. Cylinder compression? (if gauge available)

1	2	3	4
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- 7.* Starter - Generator - Regulator - Distributor -

Original?	All operable		Starter Noisy?
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- 8. Oil Consumption? (Owner/s word)
Miles/pint

(i) Have any of the following been replaced? How long ago?

- 1. Generator or Regulator?
- 2. Shock Absorbers (front or rear)
- 3. Wheel bearings *REAR* *FRONT*
- 4. Universal Joints
- 5. Steering Joints
- 6. Track Rod ends
- 7. Steering Rack
- 8. Suspension Bushings
- 9. Silencers

(j) Extras Circle if on this car -

- 1. Reversing lamps. Servo Assist Brakes, Long Range Petrol Tank, Monza Petrol Cap, NACA Bonnet, ZF Gearbox, 4.2 or 4.5 differential, Shop Manual, PL Headlamps, Seat Belts, Chrome Wire Wheels, Outside Mirrors, Oil Cooler, Weber Carbuetters, Stage II or III cam, 3 or 5 bearing cam carrier, Engine Balanced, Diaphragm clutch, Electric fuel pump.
- 2. Any other extras not mentioned?
- 3. Extra keys - Ignition and Boot?
- 4. Spare Paint - Manufacturer and shade number?
- 5. Any spares included?

(k) ANY NOW STANDARD FEATURES?

INTERCHANGEABLE PARTS LIST

CLUB PART NO.	PART DESCRIPTION	ALTERNATE APPLICATION	PART NUMBER
S 121	Bush, Top Suspension Arm and lower front and rear wishbones	Lotus Elan	Lotus 36C6055 Original Elite E1003
3 122	Windshield wiper wheel-boxes		Lucas 72686
123	Front iron brake caliper piston		Geering 64325436
7 A 124	Complete front turn signal unit		Lucas 54703
125	Dash Knobs	Morris Oxford or Cowley 1956-59 vintage	
126	Anti Roll Bar 1/2 bushes		BMC 8G621 Does not come with integral washer face as original but plain washer can be added.
127 Amended	Front turn signal glass		Original Lucas 576108 Superseded by 54581651
128 Amended	Muffler Hanger	Austin America	Original BMC 31G1008 Superseded by GEX7251
129 Amended	Outer Differential Sealed Bearing		Fafnir DN806 (England) FAfnir 306NRF (USA) (Lotus E7028)

NOTED

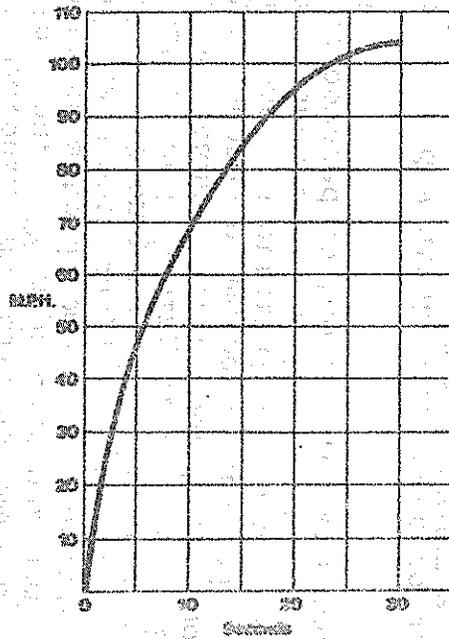
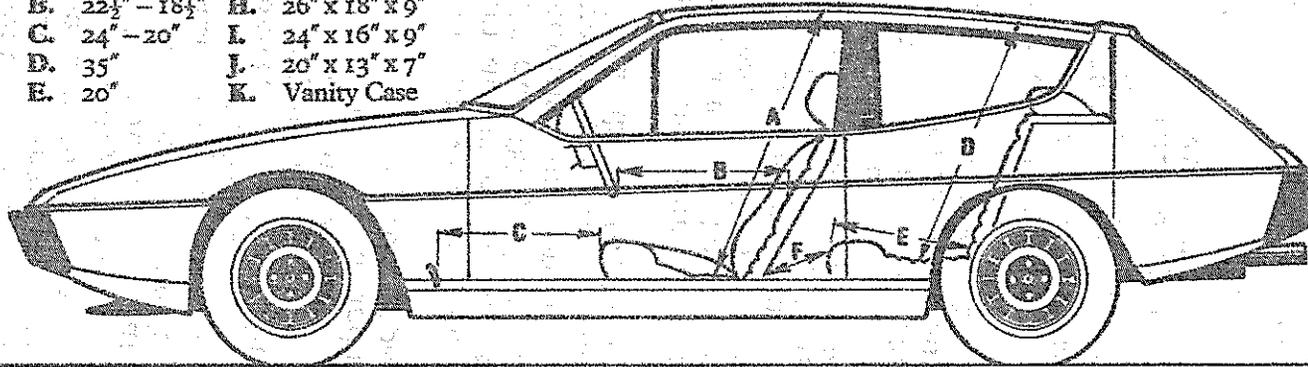
NOTED

NOTED

NOTED

Lotus Elite

- A. 37"
- B. 22½" - 18½"
- C. 24" - 20"
- D. 35"
- E. 20"
- F. 5" - 12"
- H. 26" x 18" x 9"
- I. 24" x 16" x 9"
- J. 20" x 13" x 7"
- K. Vanity Case



Performance Comparison

	MPH	KPH
Jensen Interceptor (Automatic)	140.00	225.26
Daimler Double Six (Automatic)	135.70	218.34
Lotus Elite	128.00	205.95
Porsche 911T	127.30	204.83
Reliant Scimitar GTE	123.00	197.91
Jaguar XJ6	120.00	193.08
Mercedes 280E (Automatic)	118.60	190.83
Alfa Romeo 2000 GTV	115.30	185.52
BMW 2002Tii	113.20	182.14
Fiat 130 (Automatic)	112.50	181.01

	MPH	KPH
Jensen Interceptor (Automatic)	16.8	
Daimler Double Six (M112 Automatic)	19.0	
Lotus Elite without air conditioning	21.0	
Porsche 911T	22.7	
Lotus Elite	23.3	
Jaguar XJ6 (Manual)	24.1	
Alfa Romeo 2000 GTV	27.2	
Reliant GTE	28.2	
BMW 2002 Tii	28.8	
Mercedes 280E	29.7	
Fiat 130 (Automatic)	36.6	

Lotus Elite	26.7	19.91
BMW 2002 Tii	24.00	11.77
Reliant Scimitar GTE	21.7	13.49
Alfa Romeo 2000 GTV	21.1	13.73
Mercedes 280E	17.6	16.65
Porsche 911T	15.9	17.38
Jaguar XJ6	15.0	18.83
Fiat 130	14.4	20.25
Daimler Double Six (Automatic)	11.5	25.73
Jensen Interceptor (Automatic)	11.0	25.68

OVERALL FUEL CONS.

Miles per Gallon	Litres per 100km
26.7	19.91
24.00	11.77
21.7	13.49
21.1	13.73
17.6	16.65
15.9	17.38
15.0	18.83
14.4	20.25
11.5	25.73
11.0	25.68

