

ELITE SEASON

TO YOU !



CHRISTMAS '77

CLUB ELITE

5207 SAN FELICIANO DRIVE ☎ WOODLAND HILLS, CALIFORNIA 91364

DENNIS ORTENBURGER, Secretary

213 887 6230

The Secretary's Ramblings

Short issue this. Holidays, home and hearth and race prep for February (more on this later). Enclosed is the absolute, up to the minute current membership directory. Problem is that not everyone took the time to fill out the application form so Elite information is missing for quite a few members. Come on fellas, give me a break.

Club Elite gets alot of interesting mail not the least of which are numerous Lotus club publications. We've included a sampling in this issue for your enjoyment. If you tend toward being a SUPER ENTHUSIAST you could belong to: Club Elite of North America, Club Elite of Great Britain, Club Lotus of Australia, Historic Lotus Register (GB), Lotus/West, Lotus Owners United, Lotus Ltd., and the new Club Lotus Great Britain. Whew. Wonder if ACBO appreciates all this veneration?

Got a call from Henry Rasmussen, the author of the Survivor series, (Class, hard cover, arty books on vintage autos) re his new endeavor - GT Cars of the 50's. Somebody's Elite will be featured! Not mine however, the Green Machine is a 60.

Speaking of books, a neighbor of mine is doing one on car club ensignia. Club Elite's logo will be in that of course. As both of these projects develop we'll keep you posted.

Year's end is always chosen for a time of reflection. And resolution. We certainly hope '77 has been good to you and of course that '78 will be better. I thank you for your support in my first round as Club secretary and my family thanks you for that marvelous trip to Acapulco on the Club treasury.

Happy holidays and will your Elite run in 1978?

Dennis Ortenburger

CLASSIFIEDS

WANTED: Royalite door panels and center consel, steering wheel, front and rear series I shocks, ammeter, horn switch with stalk, 1216cc rods and pistons (will take liners if required so as to not break up a set) and if available at less than a king's ransom the rear generator bracket for the mechanical tach drive. Michael Ostrov, 6238 Ralston Ave., Richmond, Calif., 94805 232-7764

WANTED: Black & white photographs of Elite roll bar installations for use in upcoming newsletter. Send to the Club secretary.

ROAD & TRACK BECOMES THE MOTORING ENTHUSIASTS MAGAZINE

The December issue of Road & Track magazine featured an article on the Monterey Historic. Pictured therein was none other than your fearless Club secretary and Bob Green in Colin's finest. Henry Manney, who authored the piece, had some interesting comments about our cars but I wonder if anyone remembers what a Crossely Hotshot was made of? He used to race one you know.



Porsches (one finished 4th!) and the gyrations of the Jag XK 120 afflicted as they are with dicky brakes, suspension roll and so forth. The crowd loved it, not the least the smell of hot Ferroc and sideways antics in the hairpin. More serious was the next (G 1958-1961) which seemed to be mostly Lotus Elites mixed in with a few old Ferrari coupes, Alfas, Lotus 7s (GT?) and so forth. Ron Moore's Elite ran off with this one ahead of a Ferrari and in spite of all of Bob Bondurant's motherly words, a Lotus 7 went into the decor on the first lap to the detriment of itself and its driver, who was carted off to hospital. How anybody has nerve enough to race a new Elite (after all I have seen drop the transmissions on the street at speed) let alone 18-year-old ones beyond me. But as Annie Proffitt said, "What's a mother to do!"

Things were getting serious now with the 1962-1965 GT which seemed to be mostly Cobras, Alfa Tubolares and Porsche with a GTO or three mixed in. The GTOs sounded marvelous as they always do (R&T's Chuck Queener's sounding the best) but Gordon Gimble's Cobra, which goes faster every year, pulled out in front after a bit of shoving to be joined soon by Scooter Patrick in Bill Kargas' Porsche 904. M. Patrick is/was after all professional and did all the proper things plus some alleged improper ones besides, getting his wrist slapped by the steward and losing the 1-sec lead he enjoyed over Gimble on the last lap. The best of the Tubolares, Marnix Dillenius', emitting its characteristic tenor chest tones, finished 4th which is pretty good in the company. After which we got chased off our corner by the SCCA types because a couple of people spun out, apparently. I know the SCCA are all volunteers but really, fellas; a pass is a pass.

The Old Crocks (Prewar Class A) came next and rewarded eye and ear with the sight of five sets of positive-camber front wheel trundling around the circuit, not to mention such dinosaurs as the

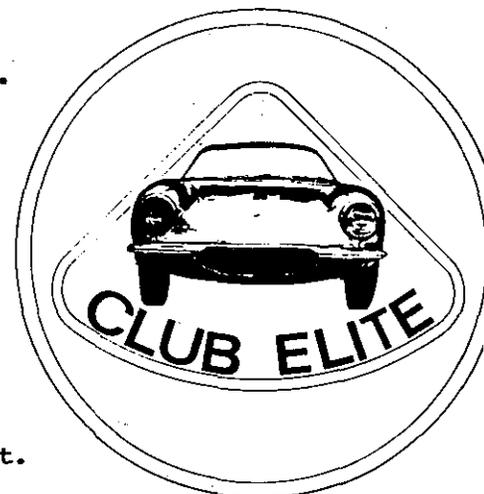
MEMBER NEWS

We recently heard from our man in Sweden, Thord Lofgren. Besides his Elite he has a love affair going with Morris Garage. The photo shows an SA, Y, TD and TF. Not pictured is his B GT. I reckon when you've got a midnight sun there is lots of time to play with cars. Incidentally, Thord's Elite is shown in Concours and is rallied.



INTERVIEW - PETER LUMSDEN

(From the Club Elite, GB newsletter, Bryan Hewitt, Chevy Chase, 51 Bridgefield, Farnham, Surrey, GU9 8AW, England)
This is a very interesting interview with the first Elite racer to gain prominence in International events. Since the article was written Lumsden's original car, WUU2, has been located in Australia. Even better news is the fact that Alan Lowe, its owner is actively racing the Elite in vintage events "down under".



INTERVIEW Peter Lumsden

by Bryan Hewitt.

Many long years ago I built and raced a Lotus Nine, so did Peter Lumsden. One memory which remains clear to me and, as it transpired, also to Peter, was a scrap between us at Crystal Palace for 3rd and 4th place. He held 3rd and I just could not outrace him. However, he graduated to a Lotus Eleven in 1957/58, while I gave up racing. In 1959 Peter bought one of the very first Elites (such an early one that we can't find it in the Register) which he raced very successfully in 1959, 60, 61, WUU2, but he and I had lost touch. However, I recently contacted Peter again and spent a very pleasant evening at his home quizzing him on the Elite and looking at some of the excellent pictures in his scrapbook and photo albums.

Firstly, then, the mods done to his Elite. Being an early (3rd to be made) Series 1 he had to have a 4 branch exhaust manifold specially made; he fitted twin S.U.s, later Fish carbs, but these did not like the engine vibration and he reverted to S.U.s; Webbers came later. Peter said he did no engine mods except to polish the combustion chambers after each long race. He fitted his own design of NACA duct AND had helicoil inserts fitted to the block for the cylinder head studs. Hence higher torque loadings and never a blown head gasket: he could not remember the torque figures used. 5 bearing camshaft? NO recollection. A cunning device: as we all know, the Climax engine has a thirst for oil, so what Peter did was to have an auxiliary oil tank fitted and for one lap in so many he opened the tap on the extra tank to refill the sump !!! And of course, he fitted an oil cooler.

Few body mods beyond the inevitable removal of trim etc. What did you do with the bumpers, Peter? I removed them. Yes, but what happened to them? Oh, I chucked them away, no doubt. Oh! dear! He fitted a wing tank, as well as the rear tank, with pump on each to obtain max. fuel capacity allowed for a given race, switching from one tank to the other at a prearranged distance. Originally a close ratio M.G. box, later the Z.F. Rear suspension was the dogleg and, initially, the front mounting had the Ford spherical rubber, which he replaced with a metal to metal bearing, which I believe later cars had anyway. This gave more positive rear end location.

Larger than standard front discs were fitted.

Passenger seat was standard, but he had a driver's seat made to measure for himself. His co-drivers, Peter Riley and Peter Sergeant had to modify themselves to fit peter's seat !

He threw away all O ring seals in the water system and replaced by hoses and jubilee type clips i.e. the water pump/block pipe and, on his early car, the radiator/pump pipe.

#1003/#11

Axle ratios, from memory, 4.3 (4.22?) for Le Mans, 4.7 (4.625?) for other circuits, 4.9 (4.875?) was too low geared for anywhere but perhaps Brands short circuit. Check the arithmetic someone, but Peter says he went to 7,200 revs which he was able to get in top on the Mulsanne straight, with the 4.3 axle, giving 147 mph (Sorry Peter, I make it 127 mph with 165 x 15 tyres). Anyway, he and Peter Riley did 2,300 miles at Le Mans in 23 hours; which, allowing for pit stops, equals 100 mph average each lap!

Jack Playford & Sons Ltd. were his tuners and they checked the car over meticulously before each race. He did admit, however, to the loan of an engine from Lotus for the Le Mans race. As regards driver preparation, nothing more than careful living, said Peter.

He said the car had no vices, road holding was superb, even in the wet. In fact, he liked to drive in the wet, as other drivers did not like it, so they slowed more than he did, to his obvious advantage. In fact his success at Nurburgring was in the wet.

So to his successes:-

1959: Won his class at Le Mans, 2nd on Energy index.

Won his class at Nurburgring beating all the Alfas, or as Peter put it "a horde of Giuliettas".

At Le Mans he and Peter Riley beat the works entered Elite of Jim Clark and John Whitmore.

Snetterton - won an up to 1600cc GT race.

Goodwood - in the wet - won a handicap race from scratch.

And others.

Apropos of Technical Notes in Sept '76 Newsletter, where Miles quotes "below 1.54 is inside front wheel lifting etc", Peter got down to 1.45 and showed me the official time sheet to prove it. Beat that if you can!

1960: Nurburgring, 2nd in class with Peter Sargeant as co-driver.

Won his class in the TT at Goodwood.

Won the up to 1600cc GT race at Easter Goodwood.

Won the first heat at Clement Ferrand but the N.S. front hub broke during the second heat. He subsequently had stronger ones made. Did this become a factory mod?

1961: 1000 km. Nurburgring, won his class with co-driver Peter Riley.

2nd in class in the TT beaten by Les Leston (Dadio; DAD 10 registration to the uninitiated, but always pronounced Dadio!).

Clement Ferrand - not his lucky circuit. The starter motor went u.s. before the second heat.

Failures, blow-ups - virtually none except the odd ones already mentioned. In fact, at Le Mans, the Press apparently stated that the Peters' Elite was the only car not to have had a spanner on it for the whole race.

I have forgotten to mention the "wobbly" wheels which he had fitted during his ownership. These were lighter, wider and more rigid.

Peter's favourite track: definitely Nurburgring, this is his Valhalla, to quote his own words.

Peter's biggest triumph, no not Le Mans but the 1000km Nurburgring, passing those hordes of Alfas!

Peter's best memory: watching the Porsches drop out one by one at Le Mans in their frantic efforts to beat an Elite.

Big disappointments: believe it or not - None!

Funny stories: Peter only told me one. "I saw Sitling Moss coming up rapidly behind me as I approached a corner, so I pulled over to let him pass, but he didn't pass, he rammed me from behind. NO serious damage and I asked Stirling after the race why he did it. 'Well I was going too fast for the corner and you were conveniently there to slow me down'". Would you believe it?

In 1959 Peter drove his car to the circuits, but after that he used a trailer.

After Le Mans, which, as we know finishes at 4p.m. on Sunday, Peter was back in his office by 9.30 Monday morning!

The Elite was sold to Jon Derisley and in 1962 Peter was driving an E Type; In 1963 a hard-top Lister Jag, and in 1964 a lightweight E Type, and that, I think was about the end of his racing career. Now he drives a Porsche 911E for pleasure (?) motoring.

He was delighted to learn that Club Elite is alive and flourishing and congratulated us on the Register. However, as his WUU2 was the 3rd Elite to be produced he thinks it did not have a chassis/body number, so does not appear to be in the Register. We must rectify this.

Bryan Hewitt
27th January 1977
E and O.E.

ROAD TEST: HORSE S4 SE

(From Club Lotus Australia's newsletter, Peter Eppel, 24 Acacia St., Eastwood, 2122, Australia) Club Lotus Australia is normally a very lighthearted club with an excellent sense of humor but this piece is included to show they can get down to some serious journalism.



ROAD TEST + HORSE S4 SE

With the growing trend toward increased horse-power and living rooms on wheels, we would like to stop and pause and look at an authentic classic. Even the purist cannot deny that the Horse has always been a classic. They were sold in abundance during the true classic period and except for some of the minor modifications, have been built exactly the same for quite some time as the builders evidently see no need to change. This of course keeps the resale value up and last year, a used one, which had been extensively raced, sold for well over one million dollars. They are very much in demand and the desire for ownership is so great that Kingdoms have been offered.

The purchaser has a choice of many colours, including two tone, and several different sizes and models, depending on the intended use. The one we tested was a monoposto sport model, brown, trimmed in black with excellent taste.

One cannot help but be impressed at how exceedingly well these conveyances are put together. The test model was over four years old, yet the mechanism operated so quietly you could hardly hear it working and there were no squeaks or rattles (though occasional creaking could be heard in very old models). Standard equipment invariably includes genuine leather upholstery and horsehair padding. The driver has excellent visibility in all directions and the absence of blind spots is much appreciated. Steering is extremely quick with no play, except in very highly tuned models, which are undeniably skittish. The short distance from lock to lock combined with the small turning circle, makes a Horse more manoeuvrable in traffic than anything yet tested.

At a touch of a finger, toe, or heel or even a sound, the automatic transmission engages and you are off. This is a bit disconcerting at first but one soon catches on. The ride is typical of true classics, on today's super highways it would be considered rough but firm, but the lumpier the road gets the smoother the ride becomes. Pioneers in the development of independent suspension throughout, Horse has brought unsprung weight down to a bare minimum.

The model we tested weighed 13 cwt. or slightly under 106 stone. This works out to the fantastic ratio of 1482 lb. per horsepower. If you took a typical Ferrari and loaded it with lead until you had this ratio it would weigh 562,160 lbs. or 281 tons and probably would not even move.

Hop-up kits of the direct injection type are available but not recommended by the factory or any of the racing associations.

The principal drawbacks found were three - (a) poor weather protection, (b) inadequate heater (limited to a slight warming of the seat area), and (c) high centre of gravity. Horse factory still believes in a great amount of ground clearance and enjoys mounting sales on the rough terrain.

In our final analysis, we found the Horse to be a unique design, and with so many remarkable features that we feel sure that Horse enthusiasts like those of the B.M.C. units will put up with its discomforts and troubles, and will continue to use and race various models for a long time.

The fuel economy is well known and several types of low cost, easily obtainable fuel give excellent results. The low maintenance cost is equally outstanding, we had one for 20 years, it ran every day and in all that time the head never had to come off nor was it necessary to restore any parts.

There is a unique factory dividend replacement plan which is too complicated to get into here, but the idea is that under certain conditions fleet owners can get replacement free.

Performance is quite remarkable, though top speed is only about 38 m.p.h. (Legends to the contrary, we have yet to test a Horse that will go 40 m.p.h. on a 2 way average). It is performance through the intermediate speeds that places Horse in its best light. We did not have an opportunity to conduct our usual speed runs but reliable reports show a horse in good tune do the standing quarter mile in 21.25 seconds.

(From "Flat Chat")



CLUB ELITE INVITED TO WILLOW SPRINGS

The Vintage Automobile Racing Association has invited Club Elite to go racing at Willow Springs International Raceway on February 25 & 26, 1978. This will be a full weekend event:

SATURDAY

A.M. Driver school and practice
P.M. Open practice and relay races

SUNDAY

A.M. Open practice
P.M. Handicap races (Australian pursuit), class races, GT and sports racing over and under 2 liters

Race headquarters and overnight accommodations will be at the Essex House in Lancaster. Banquet Saturday night.

Entry fee: \$50.00 plus banquet and room

Tech inspection will be the Saturday before the event in southern and northern California. Out of state entries only will be teched at the track the morning of the race weekend.

Do your homework - this is a wheel to wheel event - unsafe cars will not be allowed on the race track. You must have a Snell helmet, seat belt, fire extinguisher attached in the car within arms reach. Treaded tires, (no slicks), wheels within one inch of original width & height. Nomex and roll bars recommended.

We'd prefer to run a team of Elites but any '66 or earlier sports, racing or GT car is eligible. VARA members already have entry forms and these can be sent in independent of Club Elite. Entries are limited to 60 cars. Any Club Elite member that would like to run this race contact me immediately. Full details and entry form will be posted on your inquiry. If you're not having any fun lately it's because you're not driving your Elite fast enough.

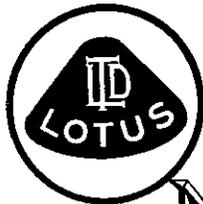
Dennis Ortenburger (213) 887-6230

ON THE COVER

Featured on the cover of reMarque magazine, the publication of Lotus Ltd., 134 New Mark Esplanade, Rockville, Maryland, is this very pretty pen and ink of member Eric Jewett's Elite. Parking sticker on bumper and all. Eric is doing a series for Lotus Ltd. on the Elite and we trust when he's through they will understand why the mark 14 was the last real Lotus built.

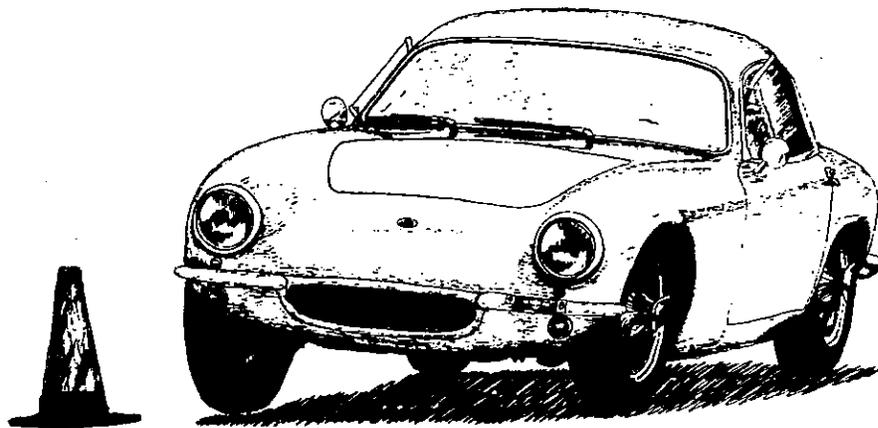
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GOING BACK: ORIGINAL ELITE EXAMINED
GETTING GOING: ELAN STARTERS DISSECTED
ON THE GO: COLIN CHAPMAN INTERVIEWED



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