CLUB ELITE OF NORTH AMERICA
(Affiliate of Club Elite
of Great Britain)

Volume I No. 11. January 1972

Dues $5.00 per year
payable each April
of 50¢ remaining month

Dear Member,

Barbara and I were very grateful to receive many Christmas Cards from members and we appreciated your thinking of us at this time of year. We certainly hope you all survived the commercial chaos of Christmas and did not have to hock your Elite to pay for it. But don't worry that tax refund will be here shortly!

In regard to the contest for a club badge as mentioned last month, we received no replies and so we have no designs to include with this issue. Therefore, we will probably go along with our parent club in England; just purchase some of their badges.

Last month's question about outside door handles was answered by Club Members Kenneth Boyd and Dennis Ortenburger. The handles come from the Hillman Husky (stationwagon) of about 1960 vintage. We will include part numbers in our next interchangeable parts list. By the way, this month's list seems to have an error. The thermostat listed has the correct part number, but Club Member Richard Wilkinson informs me it comes from a Mercedes 219 Sedan, rather than the 190 SL sports car.

Club Member Robert Reithner reported recently that he narrowly escaped a catastrophe when the lower rubber steering joint came apart while driving his right hand drive Elite. These rubber joints deteriorate about every five years, due to oil on the rubber. They should be checked occasionally as well as the rubber ball that holds the trailing arm of A-Arm of the rear suspension in position.

We have received no request for parts wanted or for sale this month. Of course there is no charge for these ads, in the newsletter.

With this issue we are enclosing a financial statement for the year 1971, as some have expressed an interest. The expenses are not quite accurate as we started the club off with our pocket books and did not bother to keep records for fear we might not be able to justify our expense. We feel that the Club has held its own very well, thanks to your good support.

Income

Club Membership (some full - some partial) 79 members -	$384.00	
Sale of Shop Manuals at Cost	92.45	
		$476.45

Expenses

Printing, copying, envelopes, staionary	89.43	
Stamps, Post-Cards	96.00	
Miscellaneous Items, file, copy paper, pens	38.82	
Road and Track Advertisement	20.00	
Reimbursement overpayment to Club	17.00	
Classic Motorbooks Profile No. 48, Workshop Manuals	133.31	
Balance in Account	81.89	
		$476.45

The Club Elite Bank Account is with the First Trust and Savings Bank, Clarksville, Tennessee.

Sincerely,

Barbara and Bill Hutton.

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Clarksville, Tenn. 37040.
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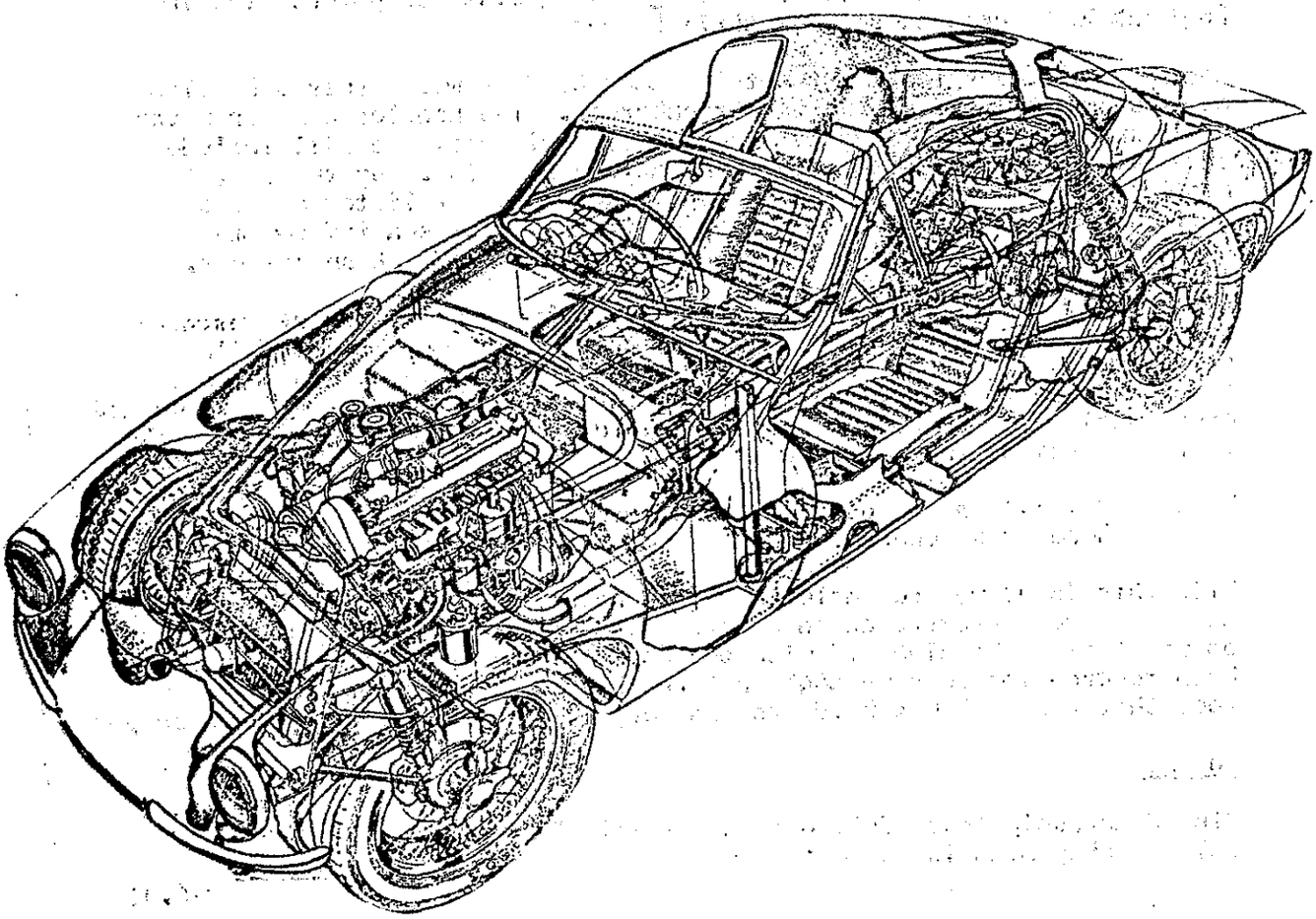

Upon seeing a ZF gearbox lubricant chart recently, I noticed the chart showed all ZF's to take SAE 80 weight oil. The Elite shop manual states that a 40 or 50 weight should be used. Therefore, I wrote to the ZF Company regarding this question, and their good mannered reply was rather humerous -

"Normally we recommend for gearbox type S4-12 an SAE 80 weight oil, but, of course, if Messrs. Lotus recommend in their shop manual SAE 40, or SAE 50, we have no objection to make. In any case, SAE 80 seemed to us, according to our experience, the most suitable lubricant."..(But don't pay any attention to us, we just make the gearbox! - BH).

For those of you who might question the accuracy of your distributor vacuum advance, the vacuum curve to have your advance set to on the FWE Climax is as follows:

Distributor RPM	Degrees of advance
350	0°
450	3.5
550	7.0
650	10.5
750	14.0
850	15.0
950	16.0
1050	17.0
1150	18.0
1250	19.0

The degrees remain constant for the remainder of the rpm range.

Further to our observations in the last newslettering regarding the photosand articles written at the time of the prototype'Elite's first public showing, Club Member Dennis Ortenburger has done some research and reports as follows:

"Re. the cover Aug. '58 of R & T, very probably the 2nd Elite made and the Geneva Show Car(LHD), but I wonder how many sharp eyed Club Elite Members have noticed the following progression ;

1957 Elite prototype (Earls Court). No Parking Lights; One piece front bumper/air intake assembly.

1958 Aug R & T cover (Geneva Show); no parking lights, three piece front bumper/air intake assembly.
June - Sports Car and Lotus Owner photo of EL 5 (Ian Walker's racing Elite) no parking lights; three piece front bumper/air intake assembly.
Nov. Sports Car and Lotus Owner.photo of 6 SME (often photographed publicity car) parking lights fitted, one piece front bumper/air intake assy.

1959 Factory Sales brochure. photo of Elites with parking lights fitted, one piece front bumper/air intake assembly

1960 Jan. R & T Road Test. Parking lights fitted, three piece front bumper/air intake assembly.

The last arrangement (parking lights and 3 piece stainless) was also pictured in the '60 factory sales brochures and was apparently continued till the end of production. No need to get excited about an RHD car (EL5) appearing in print before the Aug. '58 R & T cover. The Geneva show was in March of '58.

The Elite mentioned above (6 SME) is familiar to most Elite scrapbooks as it was used in ads, articles, etc. etc. in numerous domestic magazines. This car is particularly interesting because it appeared at various time with odd body modifications, some photos show it equipped with a gas tank filler cap in the right front fender, otherwise unchanged; then we see the same car in an ad. with an air scoop in the center, leading edge of the bonnet, also an air vent on the side of the left fender. It seems the factory was looking for some answers.

Anyway, this kind of inconsequentia delights me no end and I'd be happy to discuss the topic further with anyone on an individual basis.

Oh yes, a thought on the one piece bumper/air intake assembly, I've call it one piece because it looks like one piece. The design, whatever component number,is obviously quite different than succeeding pieces. I'm wondering if anyone in the Club has such an early Elite and can tell me if it is in fact one unit and if these early examples were stainless steel as is the case in later production. "

Dennis Ortenburger.

Jim:
On late Feb. we will need commitments on the July 2nd Pocono event. Hope you are making plans. Next newsletter will give final details.
Bill

No.	Name of Article	Name of Publication	Author	Date	Page Numbers & Description	Type
29	The Elite is not delivered race ready	R & T	-	Feb.63	Advertisement Page 13	Mag.
30	Beware of the Lotus Eaters	R & T	-	Mar.63	" Page 16	"
31	It doesn't hypnotize Girls	R & T	-	May 63	" Page 21	"
32	A Unique Overseas Delivery Thing	R & T	-	Jun 63	" Page 48	"
33	Beware of the Lotus Eaters	R & T	-	July 63	" duplicate Page 7	"
34	Lotus	R & T	Manney	Aug. 63	History of Lotus Pages 48-49	"
35	Lotus Elite	R & T	-	Sept.63	Advertisment Page 11	"
36	Jim Clark	R & T	Gauld	Jan 64	Biography Pages 33 -39	"
37	The Last of The Elites	R & T	-	Feb 64	Advertisement Page 9	"
38	Road Test Annual	R & T	-	1964	Repeat of April '63 test Pages 44-47	"
39	Return of The Elite	Car	Brittan	Jan 68	Twin Cam Elite Pages 17 - 19	Mag. Eng.
40	Front ..Cover	Car	-	Jan 68	Cover Photo	Mag. Eng.

INTERCHANGEABLE PARTS LIST

CLUB PART NUMBER	PART	ALTERNATE APPLICATION	PART NUMBER
69	Rear License Plate Light (Rubber Body)	-	Lucas 526503
70	Rear License Plate Light (Glass)	-	Lucas 573615
71	Rear License Plate Light (Chrome Rim)	-	Lucas originally 54570440, superseded by Lucas 54575818
72	Camshaft Chain	Jaguar (lower) (82 links)	BAP Part 3DR82 one complete link must be removed as Climax has 80 links
73	Interior door handle	Hillman Minx	
74	Thermostat 80°C	Mercedes Benz ~~190SL~~ 2/4 Sedan	Mercedes 000-203-75-75
75	Speedometer Cable Complete	-	Smiths DF 1104/00 416"
76	Differential Mounting Half Bushes	Austin Healey MK II M3 MK I (Front Shock Bush)	BMC 88G 274 (Lotus E7018)
77	Turn Signal Switch Unit	MGA NOTE	Originally Lucas 34397, superseded by Lucas 54033231 Handle and wire attachments are different but easily replaced with original piece from old unit (Time adjustment screw on rear)
18	Oil Filter (correction)	MGA	Fram C841PI should be CH 814PL