

CLUB ELITE OF NORTH AMERICA

(Affiliate of Club Elite of Great Britain)

Volume 1 No. 3

May 1971.

Dear Club Member,

Barbara and I started off the month of May with a visit to Chimney Rock, North Carolina, located near Ashville, N.C. in the Smoky Mountains about 350 miles from Clarksville. The purpose of our two day trip was to view the Chimney Rock Hill Climb for sports and racing cars, held in the first week-end of May each year. We left town about 6.00 a.m. Saturday and arrived about 1.00 driving my GMC pick-up, which I prefer to drive to races, as you can often get over the rough terrain better than in an Elite. Practice was held on Saturday afternoon and Sunday morning with the two official runs on Sunday afternoon. The course is on the access road used to reach the top of Chimney Rock Mountain, which of course is closed to traffic that week-end. It is a narrow paved road about three miles long, although only the last two miles are used. Club Member Bill Ross who was also there (Were any other Club Members present whom we did not recognize?) described the course accurately when he told me it was simply a vertical autocross. The record is just over 2 minutes for the 1.9 miles of vertical curves, including 13 hairpins and approx. 72 gearchanges. Banks on one side and tree lined cliffs on the other make it a bit scary, needless to say. A Cobra 289 held the record 2.09 sec. until this week-end, but this was surely beaten as a Lotus Formula Ford had turned a 2.01 run Saturday, and a Zink Super Vee had a 2.02 on Saturday. There were three Lotus Super Sevens in the event and one of them performed very well, being right behind the leaders.

Ridiculous as it may seem, we had to leave at noon on Sunday, just when the timed runs were ready to be held, but we had seen all the cars make four practice runs in the two days and did not expect the timed runs to vary much. Remember we had 350 miles to travel before Monday morning. So I cannot say who won yet, but can say it is certainly a different and exciting form of THE SPORT. Spectators can walk or drive up the mountain in between runs and I have never been to any racing where you can get so close to the course during the race. The crowd is not especially large for the event, so the crowd control is somewhat lax for a change. I enjoyed a comparison of about eighty eye-balls as I stood four feet from one hairpin during practice runs on Sunday. Each car trips a timer at the start line at about one minute intervals. Each participant has four practice runs and two timed runs.

I would really think an Elite with the high revving Climax and the close ratio Z.F. would have a really good chance, especially with the Z.F. as it has such a high first gear which could be used in many of the turns. The quality of the competition varied from a few notables to many local-yocals. All seemed to enjoy it, and really I don't think it is too dangerous. I only saw two mishaps, both clobering a bank rather than running off a cliff. One said his throttle jammed. I believe I would grease that throttle cable even if I did not do anything else to prepare.

One last word, the Chamber of Commerce of Chapel Hill, North Carolina supplied us with accommodation material and we found all their suggestions to be filled. We would suggest reserving a room at the Esmerelda Inn, giving about three weeks notice. This is an old 3 storey inn on the mountain side, furnished very simply but comfortably and with a nice dining room. Price per room is only \$9.00 per night. Address is Highway 74, Chimney Rock, North Carolina. Tel 625-4366. There are nicer places in the area, but this one seems to suit the area best. Course Entrance is \$3.00 per person on Saturday and \$5.00 per person on Sunday.

We would like to hear from members regarding the race meetings they have attended this summer emphasising the quality of racing, crowd expected, accommodations, entrance prices and whether you would go back next year.

The Club is now well established with 40 paid club members and about 70 Register Members. Register members as you should recall are those persons who have sent us their Elite chassis number and of course club members are included in this group. We also have addresses of 20 other Elite owners who have not sent us chassis numbers. If you have not sent us your car's chassis or engine number, or if we do not know if it is right hand or left hand drive, please inform the club and we will revise our material. Also we would like to know the occupation and age of our members. This also will be printed, so if it is none of our business - dont bother!!

We have ordered 40 Elite Profiles No. 48 on the Lotus Elite and 5 shop manuals from Classic Motorbooks for the Club. The Profile will be sent to each member free when they arrive. The Elite manuals will be sold at cost by the Club to Club members (about \$10.00 each). Non-club members will have to pay \$15.00, still a bargain.

Club member, Henry Gruver, recently ordered a front windshield from England only to have it arrive cracked. Many Elite Owners find their windshield have pits or rough spots, causing poor refraction. Mr. Gruver has found a glass manufacturer who could build some windscreens from a pattern which Mr. Gruver possesses. The initial cost for setting up would be about \$250.00 and then additional windshields could be bought for about \$50.00 each. If several club members were interested, we could get this cost per total purchase down to perhaps \$75.00 to \$100.00 for each person. I think Mr. Gruver invested about \$75.00 in the screen received from England, but a broken windshield is not much use. So if you are interested, contact Mr. Gruver or Club Elite.

Club Member Thomas Sargeant has gone to a lot of trouble and designed the Club a letterhead which we will copy and hopefully send out with our next newsletter for club members to approve or improve. Mr. Sargeant has used a right rear view of the Elite on his letterhead example. It is very striking indeed, and he has used the head "CLUB ELITE OF NORTH AMERICA" in large letters with "AFFILIATE OF CLUB ELITE OF GREAT BRITAIN" in smaller finer print. I believe we should include P.O. Box 351, Clarksville, Tenn. 37040. We are using a copy of the English club cover this month, and you will see this is a frontal view, which might be of interest in a letterhead. This project makes me feel more than ever, that we are here to stay.

Club Member Robert W. Green has promised to work up a file on Elite parts, regarding the interchangeability of parts, part numbers, parts available, for sale or even loan and parts needed. Members having information in this regard should either write to Mr. Green or Club Elite with the information. If you write to Club Elite, we will publish it in the next newsletter and also send the information on to Mr. Green for his file. This is really one of the main reasons why many of you joined the Club, so let's all help in this matter please. Our thanks to Mr. Green for his many efforts in this venture and also in bringing several California Elite owners to our attention.

With this newsletter we are starting our parts information list which has been contributed by Club Members Truett Lawson, Wayne Reed, William Kline, D.S. Sammis, Michael Teverner of Club Elite of Great Britain, and myself.

Mr. Lawson has also contributed several articles which we are shortly going to publish.

Club Member Geoffrey Griffith leaves for England on vacation in early June, and will visit Michael Taverner during his stay.

We had planned to publish the membership list this month, but have now decided to wait until June, as some of you still owe us your chassis and engine numbers and other details of interest regarding your Elite. As we mentioned earlier in the letter, with your cooperation we can publish a more detailed list of the Elites represented by Club Elite. Nevertheless you will need the following addresses for different items mentioned above:

Henry Gruver, c/o Cabot Corporation, P.O. Box 1101, Pampa, Texas, 79065.
Robert Green, 167 Lorry Lane, Pacifica, California, 94044.

ELITE PARTS WANTED :

1. Rubber/fabric door surround trim - D.S.Sammis, Jr. R.R. #3, Fairground Road, Zenia, Ohio 45385., and Rollett Bloom, 20 Burwood Court, Cincinnati, Ohio 45218.

This appears to be the same as on the Triumph Herald Sedan, but Geoffrey Griffith, tells me that the clips for the Triumph trim are not as wide as they should be for use on the thicker fiberglass bodies.

2. Spare Tire Cover - Ronald Frahm, 1700 Elkhart Drive, Greensboro, North Carolina, 27408.
3. Speedo and Tach Cables - Eric Lynch, 95 South Wolcott, Salt Lake City, Utah, 84102.
4. Accelerator Cable - William Kline, 2109 P. Street, Bedford, Indiana 47421
5. Rear Bumper - Wayne Clare, 951, Eleventh Avenue, N.E. Rochester, Minn. 55901, and Roger Urban 31396 John R, Madison Heights, Mich. 48071.

Sincerely,

Barbara and Bill Hutton

- P.S. 1. Dennis Anderson has designed a Club Elite emblem which we received today. This too is very nice and shall be sent out with the next issue for members' approval, along with Thomas Sargent's letterhead.
- P.S. 2. Today's Autoweek revealed that Formula Vee National Champion Harry Ingle broke the two minute barrier up the Chimney Rock in his Super Vee and took top honors. This is a little surprizing as Pete Feistman's Lotus Formula Ford was a little quicker during practice. The Lotus Sevens showed well though taking F-H production with a better time than the C production winner in fact.
- P.S. 3. Parts for Sale: Dennis Anderson has the following parts for sale. Please call him at 714-224-4854 or write 3827 Udall St, San Diego, Calif. 92107, if you are interested.
Cylinder head, complete with valves, springs & studs, \$75.00
crankshaft, \$45.00 (needs to be turned); FWA block, \$35.00;
connecting rods, \$10.00 each; 2 wire wheels, \$15.00 each;
2 Sprite close ratio transmission, 1 complete and 1 incomplete, both for \$75.00.

LOTUS ELITE INTERCHANGEABLE PARTS LIST

	PART	ALTERNATE APPLICATION	PART NUMBER.
1.	Distributor Points	Jaguar XK 140	Lucas 54411216 Echlin CS 201 Filko LU-1
2.	Condenser	Jaguar XK 140	Lucas 407044 Echlin EP 22 Filko LU-60
3.	Rear Turn Signals - Plastic lens & Chrome Rim - (sold only as a unit)	MG Magnette	Amber - Lucas 574267 Red - Lucas 574259
4.	Front Turn signal glass Front Turn signal rim		Lucas 576108 Lucas 572734
5.	Rear Brake Light - Plastic Lens & Chrome Rim - (sold only as a unit)	MG Magnette	Lucas 574615
6.	Front Small Sidelight (just below the headlight) complete unit Glass chrome rim		Lucas 52449 Lucas 573615 Lucas 526495
7.	Starter	Sprite	Lucas 25063E/F Model M35G-1
8.	Interior Lamp	Jaguar MK II	
9.	Clutch, Pressure Plate & throw out Bearing	8 inch, 10. spline, 1" main shaft. MGA 1500 MK I	
10.	Clutch Slave Cylinder Rebuild Kit	Austin Healey 3000	Girling SP 2017/2
11.	Front Brake Rebuild Kit		Girling SP 2505-2
12.	Rear Brake Rebuild Kit		Girling SP 2515/1
13.	Clutch Master Cylinder Rebuild Kit	Triumph	Girling SP 1967 or most often SP 2095

LOTUS ELITE INTERCHANGEABLE PARTS LIST.

	PART	ALTERNATE APPLICATION	PART NUMBER
14	Brake Master Cylinder Rebuild Kit		Girling SP2102 or 6P1990 or most often SP 1967
15	Front Brake Pads	Possible Triumph TR3(?)	Girling 64325420DT
16	Rear Brake Pads	?	Girling 64325418 NV
17	Hand Brake Pads		Girling 64932005
18	Oil Filter	MGA	Purolator MF-21 AC-32A NAPA-1300 FRAM C841PL ✓
19	Steering Column lower rubber U Joint R.H.D.	Jaguar MK II Volvo P1800	C 16432 or C10836/1 664428
20	Steering Column Upper metal U Joint	MGA	
21	Half Shaft U Joint	Any Independent Suspension Triumph G T6	Triumph 144859
22	Propeller Shaft U-Joint	Triumph TR-3 or 4 MGA or B	
23 ✓	Motor Mounts	Jaguar MK II with new U.N.F. bolts required	
24 ✓	Muffler	Mark I Sprite with modified hanger bracket	B.M.C. 88G292
25	Muffler Hanger	Austin America	B.M.C. 1G 1008