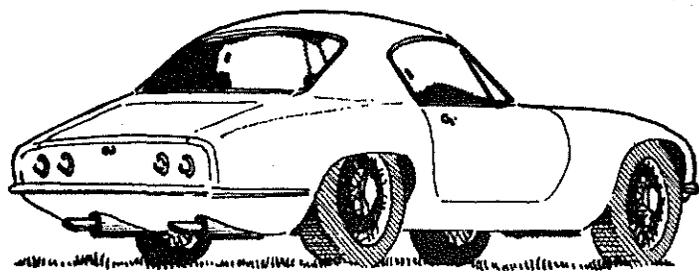


CLUB ELITE OF NORTH AMERICA



AN AFFILIATE OF CLUB ELITE OF GREAT BRITAIN

June 1971. Vol 1 - No. 4.

Dear Club Member,

The heading on this month's newsletter was designed by Tom Sargent. This could be used as our Club letter, and we would like comments in this regard, or alterations, suggestions, or new designs sent to us pretty soon, if possible. We should like to get on with printing a few letterheads, so that our prospective members will feel we are more official when we write to them. Next month we will probably copy a design which Dennis Anderson has sent to us to be used as a possible Club insignia. These sketches take time and thought and we are most appreciative.

This month we are finally getting around to printing our Club membership and details of Club members cars. We are very pleased with the success thus far and hope that by the end of 1971 we shall have 65 members. We earlier predicted 50, but this looks almost certain now. We have a Club ad. coming out in Road and Track soon which might help. A plug in R & T for the Club's sake would be great. Those Californians of you in high places, take the hint. Allen Girdler gave LotusWest a nice few words a month back. We are not as big or as well organized, but we are enthusiastic. The mail keeps coming in every day from our members. It is good to know you folks through 'phone calls and letters.

Our "parts wanted and parts for sale" list is a bit old for we were supposed to print it last month, but failed to do so and to complicate matters, we lost it this month so I am not sure that everyone who has parts for sale is listed. If we have missed anyone, please forgive us and send it in again for next month. We promise we will come through. You will notice that the newsletter is rather late this month, which is because we thought we would have it printed using an off-set method. Unfortunately the company who does our printing got into a problem when running it off originally and so we had to retype the letter and Club Membership list, which has put us behind in mailing it all out to you.

Our interchangeable parts list was supplied entirely this month by Jim Goodman and Eric Jewett. This makes life easy for us. Jim correctly mentioned that the Fram oil filter listed as item number 18 in the previous parts list should be CH814PL rather than CH841PL.

Our article of interest this month is reprinted from the Club Elite of Great Britain newsletter, which took it from the English magazine 'Autosport' of 1961 vintage. The article centers around one of the most famous racing Elites in England which carried the registration LOV 1. This Elite is pictured in the Profile publication No. 48 which each of you will receive when Classic Motorbooks finally ship them to the Club, hopefully by the next newsletter. As mentioned in the last newsletter, they are also sending us 5 new shop manuals which will sell for \$10.00 each, if anyone needs one.

Jim Goodman has asked if anyone has thought or organizing a meeting at any one of the summer races. He mentioned he would like to see some of us at the Glen for the U.S. Grand Prix. Who is planning on going? It would be very nice to see the faces that go with the chassis numbers.

Best Wishes,

Barbara and Bill Hutton

P.O. Box 351
Clarksville, Tenn. 37040
615-648-1119 days, 615, 375-3355 nights.

*Thanks for your help this month.
Bill*

PARTS FOR SALE

Two Weber Intake Manifolds to fit the Elite and also Cosworth Ford Engines \$30.00
One⁴⁰ DCOE-2 Weber Carb. with assortment of jets, venturis and needle valves \$40.00
Robert Kelty, 6855 Woodley Avenue, Van Nuys, Calif. 91406.

Five 48 spoke wire wheels with Michelin tires)
One steering wheel (wood))
One single SU intake manifold)
One exhaust manifold (stock)) cheap, make offers.
One stock camshaft)
Two Weber carbs, old bolt pattern, no chokes)
Jim Rowley, 60 Drohan Street, Huntington, New York, 11743.

PARTS WANTED.

Engine water thermostat (does anyone know if this part is interchangeable? I have been told Mercedes Benz, but not certain)
Left Rear Brake Caliper and disc.
Wayne Clare, 951 - Eleventh Avenue, N.E. Rochester, Minn. 55901.

Truett Lawson sent us the following anecdote which is rather interesting, concerning the purchase of his Elite.

" I suppose the seeds of this hunt were first sown the first time I rode in a Lotus Elite in 1964. A hair raising run through the Los Angeles hills formed a 1216 c.c. void in my life. As a student the thought of owning an Elite was out of the question until one came up for bids in a local credit union. Being the third highest bidder, I was surprized to learn that I seemed to be the only guy who could find the money. For two years I drove the year putting an additional 20,000 miles to the odometer, including two cross country trips with no mishap. But the financial pressure of school forced me to sell in 1967. I spent the next few years planning and saving for my next ownership.

A proposed trip to Europe with my new wife seemed to be the most exciting way of acquiring one. However, imagine London a city of 10 million people and only 1 Elite for sale, which required \$2,500.00. A quick count revealed only \$1200 to spend, and the dealer told me it might buy one in pieces! So after a family pow-wow, we put the matter back into the perspective of reality but then we heard of one in Nottingham that "required a little extra work because it had not been run."

After using a bag of shillings on 'phone calls, we arranged to see it there. We found it belonged to a Royal Air Force Flier who had been killed in a crash. They rolled the car out of the garage and I became the proud owner of this Elite, less throttle linkage, fuel pump and brakes. After a little attention from the local carburetter expert, the car fired on the first crack and I was motoring merrily across the English countryside.

The engine had been rebuilt and installed by some airline mechanics after the flier's death. It needed no sorting out, the temperature gauge seemed to be the only thing wrong. The car was shipped from Southampton for Chicago, and I was nervous about the trip home to North Minnesota, but the car made it without mishap! The Elite is now under a fairly complete mechanical and cosmetic restoration.

Oh yes, the costs, flot, bad, but I was lucky.

Costs in U.S. currency	
1. The Car	\$1075.00
2. Repairs	45.00
3. Shipping to Chicago	225.00
4. Duty	48.37
5. Excise Tax	80.21
Total	<u>\$1473.58</u>

Extract from Autosport February 24, 61

Last May, Autosport tested a standard Lotus Elite which was submitted by the manufacturers. Good though the performance of this car was, it obviously bore no relationship to the urge displayed by the ones that are raced by "the boys". Therefore, to complete the Lotus picture, I have recently borrowed the most successful racing Elite in the country.

Graham Warner's 'LOV I' is well known to all those who visit the circuits. I collected the machine exactly 'as raced' - indeed - it had not been touched since notching up yet another first place at the Hatch. Naturally, it has a 'low cog' in for that circuit, but as the tuned Stage III Coventry Climax engine is perfectly safe at 8,000 r.p.m. this was no great hardship. With a Le Mans ratio buttoned into the final drive, there is no doubt that this Elite would be a 140 m.p.h. car. With the Brands Hatch ratio fitted, however, a rapid calculation from the tyre size, plus the centrifugal expansion factor showed that one could enter the 8,000 r.p.m. band as the speed approached 130 m.p.h. Nevertheless the loss of that ultimate 10 m.p.h. was counteracted by the more brilliant acceleration that the 'low cog' provided, and so I was well content to take the car as it stood.

The body is somewhat short of interior trim, but sponge rubber padding is placed at strategic points. The suspension is standard, except that the dampers are adjustable in front. Light alloy disc brake calipers are fitted.

Perhaps the most important non-standard feature is the ZF gearbox. This has synchromesh on all four speeds, and the ratios are sufficiently close to keep the willing engine well up in rev. range. The synchronized bottom gear is high enough to be really useful for sharp corners. The 1216 c.c. Coventry Climax engine is modified to Stage III tune by Cosworth Engineering Ltd. and develops 98 b.h.p. at 7,000 r.p.m. As the standard Elite gives 75 b.h.p. at 6,100 rpm, the source of the extra performance is at once apparent. A four branch exhaust system has been developed for maximum power production on the circuits, and little thought has been given to silencing. When one first drives 'LOV I' on the road, one is extremely conscious that the somewhat shattering exhaust note may lead to trouble. However, the maximum sound output occurs at around 4,000 r.p.m. and if one keeps well below that figure a trip through London is perfectly practical. In the open country, I kept well above the 4,000 rpm band for the most part, and the delightful singing note then emitted was by no means raucous.

Although the chassis had not been modified, the 'feel' of this car differed a good deal from the standard model previously sampled. The stability at speeds well above 100 mph was really excellent, and no car could be easier to handle at such velocities. At comparatively low speeds, the directional stability was less marked, a very slight tendency to wander being noted on certain occasions. The light, quick steering gave superb control, at the expense of some kick-back over bumps.

No car could be easier to take off the mark, and this all independent machine demanded none of the driving skill that a rigid rear axle would require. At something like 5,000 rpm, I simply took my foot off the clutch pedal and disappeared - but quickly! At a crowded massed start, it must be comforting to know that a little over-enthusiasm will not result in hopelessly excessive wheel-spin. The gears may be changed as fast as the hand can move, and the clutch takes hold at once. The acceleration is of an entirely different order from that of any production sports model and on the road the most powerful cars are simply left standing. The pleasure of handling the car is greatly enhanced by the smoothness of the engine. Even at 8,000 rpm, there is not a tremor, and this speed is reached in top gear, on any short straight. There is absolutely no sense of strain, the power unit appearing to enjoy the fun as much as the driver. It does not get hot, use oil or run on when switched off. (Really)

The aerodynamic shape must be exceptionally efficient. This results in quite outstanding acceleration in the upper ranges. The astonishing liveliness between 80 and 110 m.p.h. is something which much larger competition cars find difficult to emulate. As the steering and the brakes are well up to the performance, it is easy and safe to achieve very high average speeds, even on fairly crowded roads. No sign of temperament was shown during the whole of the test. The engine is flexible, even by touring car standards, and it will idle quietly in traffic without any danger of wetting its sparking plugs. Apart from the somewhat healthy exhaust note, one cannot fault the manner of this Elite. The fixed-jet SU carbs need choking with a couple of lumps of rag on a cold morning, but at all other times starting is instantaneous without opening the bonnet. Within a remarkably short period, a comfortable closed car has been produced which can better the 'feel' of quite recent 'racers'. 'LOV I' is not habitually used on the road now because the stage III tune her voice is too loud, but for a few days she made me appreciate the sound. I am grateful to Graham Walker.

INTERCHANGEABLE PARTS LIST

Part	Alternate Application	Part Number
26. Tachometer cable - inner and outer cables with tach. drive adaptor		Smith's DF -1111/02 3'6" long
27. Tachometer cable drive off generator	Used on some English Farm tractors	Smith's BG 1507/02
28. Fuel gage sending unit with float		Smith's FT 2330/06
29. Front Shock Absorber		Koni 80T-1479 Armstrong: Series I AT-7. R9 1485/5 Series II AT-7. RS.1733
30. Rear Shock Absorbers		Koni 82R-1224 Armstrong: Series I AT-9. RAS1501 Series II. AT-9. RAS1506
31. Wheels, Original Dunlop 48 spoke 15 in.	MGTD, MG-A, Triumph TR3 Austin Healey 100-4,100-6.	
32. Brake and clutch pedal pads	Renault Dauphine are similar	
33. Engine Valve Tappet Shims.	Lotus/Ford Twin Cam	
34. Distributor		Lucas 40566B (out of production)
35. Distributor Cover		Lucas 420760 (out of production)
36. Distributor Rotor Arm		Lucas 408355
37. Ignition Coil		Lucas 45102E Model HA 12