

CLUB ELITE OF NORTH AMERICA

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Dear Members,

As we have promised, we are finally enclosing the Elite Profile No. 48 received from Classic Motorbooks recently. They gave us a 40% discount on our purchase which really helped us. Also they ordered 25 extra copies with their original order which we have also purchased, allowing every member to receive a copy with this newsletter. The second shipment of 25 has not arrived at this date, so some of the newsletters are being held for a few days until the Profiles are received. We ordered five shop manuals and have already sold three. This leaves only two more to be purchased by Club Members at the special discount rate of only \$10.00 each. Drop us a check if interested.

Major David Bennett called recently to say that plans are going forward on the participation of Club Elite in the festivities of the Schaffer 500 USAC Race held about 4th July next year at Pocono Raceway in the hills of Penn. As mentioned last month, the Morgan Club held a Concours at this race this past summer and were included in the pre-race parade laps and other festivities. They rented a small hotel near the track for the Club officials to use as their headquarters, and about 55 Morgan owners participated. It was such a success that Mr. Peter Morgan, Owner of the Morgan Company at Malvern Links, England, will be coming over next year to join in the fun. We have already had three definite commitments from Elite owners to join in with the Morgan Club in this occasion and if we can get at least ten, we will proceed with setting up arrangements with the Morgan Club and the local Chamber of Commerce, So who else is game? Obviously plans can change, but if you are interested at the moment and really think you could participate with your Elite next July 4th, please let us know soon.

#1193 Robert McKernon called saying that he and Dennis Ortenberger will be competing in a big Concours event this month in Hollywood as I understand it from Mr. McKernon. We wish them a lot of fun and success.

#1543 Geoffrey Griffith recently returned home to his native England for a month and while there we put him to work for Club Elite. His work was not in vain as he has come up with a much needed item that is impossible to obtain now-a-days. After much correspondence and searching, Mr. Griffiths located the original manufacturer of the weatherstrip that surrounds the doors and is attached to the body by clips. This Company has agreed to specially make up an order of this weatherstrip in the original grey color for us, but a minimum order of 200 yards was required. Club Elite of Great Britain will be taking half the order and we shall receive the remainder. Mr. Griffiths estimates that we can sell the trim for about \$1.00 a yard. We do not know when it will arrive, but I expect we will not see any for 90 days, Nevertheless, without Mr. Griffiths efforts we would probably never see any again.

Also through Mr. Griffiths efforts, Club Elite has been able to purchase five, either brand new or rebuilt, generators, at a cost that will save Club Members a bundle of money. The original cost of the racing generator as used on the FWE Climax approached \$200.00 and it is now an obsolete item. We can sell these for only \$65.00 each. Now that is a bargain! Also Club Elite has located two left and two right front brake discs new that the Club has purchased. These are available to Club Members at \$30.00 each. These discs are not extinct but are very hard to come by when you need one.

20 ft → 7 yards/car

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Club Elite will sell the shop manuals, the weatherstrip, the generators, and the front discs, to the Club Members only and at no profit to us. Only our expenses will be covered. No member will be permitted to buy more items than will be needed on one Elite at the present.

With these offers, we hope you will find your club of greater use to you, and we are proud to be able to help in such a manner. Also Club Member Wayne Clare tells us that he has just purchased a brand new starter for his car from Sears Roebuck for less than \$30.00. He does not have the Sears Part Number but it is a rather common starter on many British Cars.

As we mentioned last month, our interchangeable parts list is running a bit low now, and we are going to hold off this feature for a month, when some more parts may be located. Also, we do not seem to have any parts wanted or for sale. Don't forget this section could be of great help to you in need of a few parts, or a few bucks!

Our article this month is from Sue and Michael Taverner of Club Elite of Great Britain who have just returned from a 1500 mile trip to the Continent. I hope their experiences won't scare off our members interested in participating in the Pocono Race events next year.

Sincerely,

Barbara and Bill Hutton.

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As mentioned last month, we had spent some time in preparing our car for a trip to France for our summer holidays. We made it there and back, and thought you might be interested in how it went.

We had decided that in order to make the most of two short weeks, we would catch the Friday evening boat from Dover. The plan decided upon was for Sue to drive the car to Greenhithe Railway Station, near the southern entrance to the Dartford Tunnel. I would catch the train from London to Greenhithe. This proved simple and efficient and we arrived at 5.00 p.m. Some adjustment was made to the stowage of luggage. The suitcase was put on the luggage grid and with Sue driving we headed off in the direction of Dover. All seemed too good to be true. Reporting time for the boat at Dover was 1845, 50 miles to go, it seemed easy. Then the car started to run unevenly and seemed to lose power. What should we do? Keep going I said, it may cure itself. But, of course, it didn't. One gets all sorts of notions as to what is causing the trouble under these circumstances, but for various reasons I decided that the petrol pump was to blame. With this in mind, we pressed on to Canterbury where we hoped some stores would be open. I had an old pump in the boot as a spare and hoped to change this for a reconditioned unit. However, everywhere was closed. The main holiday route to Europe and only just 6.00 p.m. Press on was the only choice.

We hadn't gone for a hundred yards and were at the front row of a long queue waiting for the lights to change, when the engine faltered and died. The lights changed and the engine wouldn't start. Obviously, this was because we were out of petrol. I jumped out and ran across to a conveniently placed garage for a gallon and put it in. Still nothing. Sue said 'It doesn't sound as if the pump is ticking anyway!'. So I pushed the car down the road to clear the lights and to investigate the trouble. It didn't take too long. I discovered that when I had pulled the spare pump from the boot, I had accidentally pulled the lead from the working pump. This was quickly fixed and we were on our way once again. Surely nothing else could happen!

We reached Dover and still with the thought of a spare petrol pump in our minds, heard the most fearful bang and a crash from behind. I looked in the rear mirror and saw our suitcase, complete with luggage rack and umbrella bowling down the road on its own. A considerate Frenchman behind stopped in such a way that he protected our gear and I ran back to retrieve it, feeling very foolish. I thought this sort of thing only happened to others! What had actually happened was this. When I had first put the rack on the car, I had tightened it up as much I dared, and it was then just starting to distort the boot lid in anycase. There are two hooks at the front to prevent the rack slipping off, and with these engaged under the front part of the lid, everything seemed very secure. However, when I opened the boot at Canterbury, one of these front hooks must have been dislodged and this had allowed the luggage grid to slip backwards. Fortunately no damage was done and it was soon restored to its normal position. The only item of our belongings which had really suffered was the travelling clock in the suitcase, which now gains an hour overnight!

With these problems, our easy trip to Dover had now become a disaster! We had of course missed the ferry and I thought if all this can happen in 50 miles what on earth is likely to happen in the next 1500.

We were lucky, however, and only had to wait an hour for the next boat to Boulogne. It took four sailors to push us up the ramp to the upper car deck, followed by the comment from the TR4 driver, "I hope you were not going to Switzerland, - the hills are much steeper!". We had a meal on board and relaxed in the hope that surely things must improve.

We reached Boulogne just after 10.00 p.m. and with customs formalities completed, were soon bowling along the roads of France. The lack of power persisted and the car was not running very well. We stopped twice, once to change the plugs, and again to fit a new set of points. Neither of these seemed to make the slightest difference, so we just pressed on. We had decided to use the Motorway all the way South. This involves the expenditure of some five pounds in tolls, but I think this is probably very much easier on the car's suspension and it would also mean that we would arrive at our destination the following evening. Paris can now be negotiated with ease by means of the Rue Peripherique and it took us about twenty minutes from Autoroute Nord to the Autoroute Sud, which we joined not much after 2.00 a.m. on Saturday morning, and things seemed to be improving. By about 4.00 a.m. we were feeling pretty shattered and decided to stop for an hour or so's sleep. We cruised at about the 80 mark and this seemed to suit the car well, and was fast enough to get us there. All the same, we were continually overtaken by all and sundry, with the big Citroens going the fastest. Lane discipline is much better than in England, and everyone moves over immediately they have overtaken so people are not held up.

As the day wore on, the weather became hotter and our stops for a drink and a leg stretch became more frequent. We were to set no records, but never-the-less, felt quite pleased with ourselves when we arrived at Ramatuelle, 750 miles from Boulogne not much after 4.00 p.m.

In spite of the improvement in the car, it was still not running 100% and I was wondering what to do. Eventually it was decided to go into St. Tropez and have the compression checked, feeling that this would answer a number of questions. All was well, so I got up early one morning and checked the fuel system. A little dirt in the pump filter, but nothing serious. The running didn't get any better, but neither did it get any worse, so I put the tools away and we enjoyed our holiday.

We had planned the return journey to include two overnight stops. One half way and the other close to Boulogne, ready for the ferry on Sunday morning. The car was still the same, short on power on hills, but seemed to cruise quite comfortably. However, gradually another problem was making itself felt. The clutch was getting air into the system and we would not release the pedal going straight to the floor. On the motorway this was of no consequence, we hardly needed the brakes, let alone the clutch. In towns it was rather awkward. However, the ZF Box will change gear quite easily without the clutch, even into first, and apart from the annoyance we were not delayed. I even managed a few starts with the car in gear and just turned the key. Provided sufficient throttle was used, the car moved away quite well. We found two very nice hotels for our stops and Boulogne was reached without further incident.

That was about that, we lost a silencer three times as a result of rough roads. The car was broken into twice, but fortunately only a fire extinguisher was taken. We covered some 1750 miles at an average consumption of 37.3 mpg. and used 2½ gallons of oil. We saw quite a few Europas and Elans, one Seven, but no Elites until we arrived back in Dover, and here we met a fellow member on his way to Germany. We wished them luck and hoped that they had a trouble free run. Ours, well it could have been a lot worse, and as I have said we were never delayed. The above sounds worse than it was, and in fact the car performed quite well. The sun shone the whole time, the food was good and the wine plentiful - A very good holiday.

Michael and Sue Taverner.