

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

Volume 1. No. 7.

September, 1971.

Dues \$5.00 per year, payable each April, or 50¢ per month.

Dear Member,

Club Elite made the big time this month. I have just received a complimentary copy of the October Road and Track, fresh off the press, with a note to check page 77. After following instructions, I came upon the reason for my extra copy this month. Allan Givler has devoted a paragraph to us and even given our newsletter a nice compliment, for which we are most grateful. I reckon our pestering paid off. You will also note that we spent ten of the Club's dollars on an R & T classified ad. again. These ads. seem to help our membership, as it has now increased to 57. We are listing the new members this month, along with some address changes and other amended information.

Road and Track also reported on the Pocono 500 this month. This is required reading for Club Eliters as we want to whet the appetite for this gathering we are planning at Pocono in July of next year, in conjunction with the Morgan Club, as reported last month. Response has been good thus far, with nearly ten members showing a strong interest in attending. We are corresponding with the Morgan Club now in regard to obtaining an official invitation to the Race events, and further information regarding time, place, etc. Those of you who think you would like to spend this first week-end of next July in the hills of Pa. comparing the peculiarities of your Elite with ten or fifteen others, please drop us a card, so we can arrange accommodation, etc.

We have had quite a lot of correspondence this last month. Mr. Harold Lance sent us copies of ten different articles on the Elite that he had collected. Most of the articles came from English magazines and at least three are completely new to me. We really have a good collection now. Mr. Truett Lawson sent several original magazines with the Elite articles for the club use, and also Bill Ross loaned us six magazines for copy purposes, so next month we plan to make a list of all known articles for member reference. Then we plan to reproduce them from time to time in the newsletter.

Mr. Lance's son has sketched our cover this month, using his Elite, RES33, as his model. Mr. Raymond Temchus asked if we had any ideas for a Club Badge. No. Do any of you? We are indebted to our members for those sketches and designs that add prominence to our newsletter.

Mr. Hal Moseley sent us an odd ad. for Uniroyal tires, with a distorted Elite wearing giant "Tigerpaws" or something. The ad. is rather small and we are trying to discover a method to enlarge it and then to duplicate it for one of our covers, inexpensively. It is a real masterpiece and we thank Mr. Moseley. Also he has noted that the shape of the Elite instrument panel is very nearly the car shape itself. Check this for yourself. Surely this is only co-incidental!

We have taken our article this month from the May 6th 1971 issue of the English magazine Autosport. We have cut down a three page biographical article on the career life of Coventry Climax chief designer, Mr. Walter Hassan. Mr. Hassan's career as an engine designer spans 50 years with the new Jaguar V-12 as his final contribution before retirement. Of course our interest here centers around his designing the FW Climax engines. The FWE engine, as used in the Elite is not mentioned, as it was not a new design, but rather a merger between the FWA and FWB engines of Mr. Hassan. By the way have you ever wondered what FW stands for? Read on.

Finally, and of most importance to many, we have collected enough parts information to continue our listing this month. We try to fill a page each time, so you can catalogue these in a file. We do not think we have enough for next month yet. So keep us in mind, when you locate a part number or interchange information.

Best Wishes,

Barbara and Bill Hutton

Post Office Box 351,
Clarksville, Tennessee 37040.
Telephone: Office 615-648-1119
Home 615-375-3355

Volume 1, No. 1
August 1971

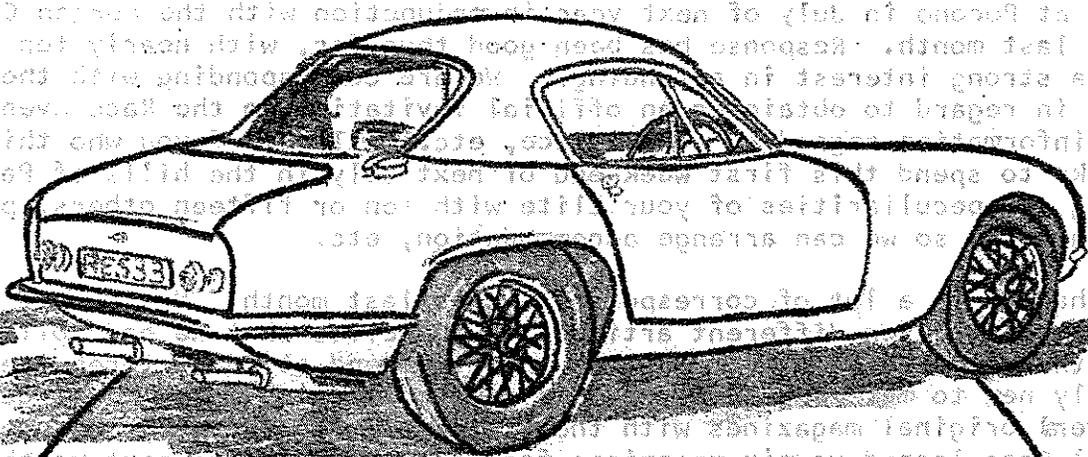
Subscription Rates

Single copy, \$2.00 per year, payable in advance, or \$2.00 per month.

Dear Member,

Club Elite made the big time this month. I have just received a complimentary copy of the October Road and Track, Edition of the press, with a note to page 77. After following instructions, I saw what the reason for my note was. A letter has devoted a paragraph to us and even given our newsletter a nice compliment, for which we are most grateful. I reason our publishing paid off. You will also note that we spent part of the Club's dollars on an S-T classified ad. Again, these ads, seem to help our membership, as it has now increased to 27. We are listing the new members this month, along with some address changes and other wanted information.

Gods and think also reported on the October 200 this month. This is needed reading for Club Elite as we want to know the specific for this category as we planing at home in July of next year. Information with the road club, is reported last month. Response has been good for us with nearly 100 members showing a strong interest in our club. We are planning with the October Club now in regard to obtain a title for the "Road" issue, and further information on the "Road" issue, etc. I hope you would like to spend the first week of next month on the "Road" issue. I am sure you will find it interesting and will wish to read other articles. We can arrange a copy for you, if you drop us a line.



CLUB ELITE

Mr. Hoesley sent us an ad for a "Road" issue, with a description of the "Road" issue, or something. The ad is rather good and we are trying to discover a method to enlarge it and then to duplicate it for our own use. It is a real masterpiece and we think Mr. Hoesley, has covered, ingeniously. He has noted that the space of the Elite instrument panel is very nearly the same as the "Road" issue. Check this for yourself. Surely this is only co-incidental!

We have taken our article this month from the May 1971 issue of the English magazine Autopilot. We have cut down a three-page biographical article on the career of Coventry Climax chief designer, Mr. Walter Hassan, as his final career as an engine designer spans 50 years with the new Jaguar V-12 as his final contribution before retirement. Of course our interest here centers around his design of the Climax engine, the FIVE engine, as used in the Elite is not mentioned, but it was not a new design, but rather a merger between the V4 and FIVE engines of Mr. Hassan. By the way have you ever wondered what BMW stands for?

Finally, and most important to many, we have collected enough data to publish a continuation of the "Road" issue. We try to fill a page each time, so you can develop these in a file. We do not think we have enough for next month yet. So keep a file in mind, when you locate a page number or interesting information.

Best wishes,

Barbara and Bill Burton

Post Box - Box 251,
Clarksville, Tennessee 37040.
Telephone 615-482-119
Home 615-352-3222

No.	Part	Alternative Application	Part Number
55.	Rear Suspension Trailing Arm Bearing (Series I)		(Cup) SKF K-A4138 (Cone) SKF CK-A4058
56.	Outer Differential Bearing		Fafnir DN 306 (sealed) (Lotus E7028)
57.	Front Wheel Bearing (outer) (small)	Triumph Herald Eng. Ford 105E	(Cup) Timken 03162 (Cone) Timken 03062
58.	Front Wheel Bearing (Inner) (large)	Triumph Herald	(Cup) Timken 07210X (Cone) Timken 07100S
59.	Rear Turn Signal Foam Rubber Water Seal		Lucas 575640
60.	Rear Turn Signal Thin plastic sliding ring		Lucas 574255
61.	Rear Brake Light Foam Rubber Water Seal		Lucas 576805
62.	Rear Brake Light Thin Plastic sliding ring		Lucas 574616

Mr. Walter Hassan

from Autosport - May 6th, 1971.

"I was offered the post of Chief Designer by Coventry-Climax and I accepted.

I went there and expanded the design team to include Harry Mundy, who I'd known for years even then. We worked first on forklift trucks to cure some transmission troubles; then Climax obtained a Home Office fire pump contract. It was during the Korean War and Civil Defence was a big thing, and they wanted a pump double the power of existing ones for half the weight. They wanted a prototype running within a year, fully developed and reliable.

"With fire pumps you need an engine which will run at 4000-5000 rpm constantly, and we had to produce 40 bhp at 4000 rpm from our design. I remember Harry and I got it running on the bench one Saturday lunch-time and we stayed on adjusting it until we got 40 horse at 4-thousand that evening. Our boss Mr. Lee was walking up and down the path outside I remember, supplying us with tea and biscuits...."

This 1020 FWP (Featherweight Pump) engine was of aluminium-alloy with a single overhead camshaft and Walter recalls that somehow the racing fraternity mysteriously got wind of this powerful lightweight engine and showed interest in it for racing purposes. At this time Climax were rather unsuccessfully trying to persuade a government department to give them a contract for the production of a family of light weight engines to power generating sets. Leonard Lee was keen for Climax to get the job but all kinds of other firms were being retained to develop all kinds of unlikely sounding engine layouts to fit the bill. Jaguar had been receiving fantastic public acclaim for winning the Le Mans and they clinched a tank engine deal at the time. Lee and his team at Climax realized that racing success could bring a mass of bread and butter work in its wake, the racing boys seemed interested in the pump engine and so thoughts began to gel in that direction.

Formula 1 was beginning anew in 1954 with a 2½ litre unsupercharged limit and Walter's team set to work to produce a V8 alloy engine abetted by John Heath of HWM, Rodney Clarke of Connaught and John Cooper of Cooper's. Cyril Kieft was interested in the 1-litre engine for his sports cars, and the two projects developed side by side.

"We were pretty green about racing engines then; we believed what was written about them in terms of output. Ours didn't begin to work under 4000 rpm and although we didn't know it at the time that would have been quite acceptable and successful, but we kept trying to improve it on the bench. It produced 250 bhp eventually but we never ran it in the Formula. But meanwhile Kieft had run a single ohc 1098 c.c FWA in his cars at Le Mans in 1954 and that was the thin edge of the wedge....."

Although Kieft retired after 10½ hours at Le Mans, constructors, such as Cooper and Lotus took note and placed their order. The 1098 cc engine produced 71 bhp at 6000 rpm and weighed 180 lbs. In 1955 the Climax engines scored a staggering 69 firsts, 49 seconds and 42 third places in 98 events entered. Further development produced the FWA MK 2 unit, developing a 84 bhp at 6900 rpm and the 1460 CC FWB single ohc for Formula 2 use, with an output of 108 bhp at 6400 rpm. In 1956 the FWB scored 47 first places in 55 races and that same year the twin overhead cam FPF 1½ litre engine appeared. This in effect was half the 2½ litre Bodiva V8 bored out and really sowed the seeds of Climax subsequent Grand Prix success.

"Motor racing is a marvellous way to advertise your engineering skills and I remember going to the States with Mr. Lee in the 1950s after some contract or other. When we said we were from Coventry-Climax they said "Oh you're the people who built the windmills aren't you." Another Climax had made their name with agricultural wind-pumps, and we were mistaken for the other company. After we had been racing for ten years we went over to the States again, into the depths of the Pentagon for some military contract or other, and do you know everybody there knew exactly who we were and what we'd done."

"You remember the generating sets contract? Well, after all this time we finally landed it, because of our racing successes. This family of engines was going to entail an awful lot of work; we'd achieved what we set out to do, and so competition came to an end. We had proved that lightweight highspeed engines could be reliable and powerful. "