

CLUB ELITE

Post Office Box 351  
Clarksville  
Tennessee, 37040.

March 1975  
Volume 4, Issue No. 12  
Dues \$10.00, payable April

Dear Members;

It is our pleasure to be back with you after a most enjoyable visit to England. We should first of all like to extend a hearty 'thank you' to Jim Goodman for his most interesting newsletter. We have no doubt his section on grease lubrication was clarifying and helpful to a great many of our members. As you read further into the newsletter, you will see that we have done a little bit more investigation into the Ghia XI which Jim spoke of. It was particularly pleasant to receive the newsletter in the mail while we were abroad and to know that its publication had been well taken care of.

As you can see, this is the month when we publish the Register, which is always a lengthy task, and causes a delay in putting out the newsletter, added to which, of course, is the fact that we are only just getting things straight after the vacation.

Along with publication of the Register, comes the fact that this is the end of our year, and dues for 1975/76 are now payable. They remain the same at \$10.00, and we would urge you to send in your checks as early as possible. It was most gratifying to us to find that many of the members had actually sent in their checks whilst we were away, and in fact continue to do so. Our membership now stands at 139, as against last year's 127, and we have 240 Register Members, whereas last year it was 219. (A Register Member is an Owner of an Elite in the U.S. and not necessarily a Club Member). Even though we are a comparatively small Club, our membership spans the horizons in that it extends to Australia, Japan, Sweden, as well as Wales, England, Bahamas, Canada and Alaska. You will find our membership renewal form at the end of the Register, which we would ask you to complete and return with the check for your dues.

Before we leave 1974, we would like to commend those members who have consistently helped out with the newsletter by taking over the editorship, supplying us with helpful hints, writing articles, turning over articles from their own collections, supplying us with illustrations, and undertaking various projects on behalf of the Club, which have ranged from assisting and arranging Club Meets, undertaking the manufacture and purchase of hard to obtain parts for Club Specials, arranging for the printing of our letterheads and envelopes, and actually printing the newsletter at cost prices. As you can see the active participation by our Members in the Clubs affairs covers a number of areas and we must say that this vigorous support of the Club has strengthened it and produces an effective and more purposeful newsletter. Therefore, we do indeed send our sincere thanks to all of you.

There is certainly no shortage of material for us to use. In fact you may have noticed that the newsletter has become thicker and thicker as the months go by. This does bring about a problem for us in that the typing, collation and stuffing envelopes takes longer each month. Another aspect is that with the increased weight, the cost of mailing it out increases too, and postage rates have doubled since we last raised the dues. We certainly have no desire at all to increase the dues, but all of this does create a problem for us. We are also aware that the appearance of the newsletter from Clarksville is of extremely poor quality compared with those when it is printed 'outside' by the different members. We are anxious to improve the appearance of the newsletter and make it somewhat more professional looking.

Because of the above, but mainly because of the time factor, we have decided that the newsletter will be published and printed here on a quarterly basis and the remaining months will be handled by our members. We show below the months on which we will publish the newsletter and the months that have been taken up by our members. Any member interested in handling and publishing a newsletter one month can fill his name in the slot for the month desired. We do urge you to take up these vacancies and as an incentive we will offer a member taking on the newsletter for one month a free membership to the Club for the coming year, but only the first 12 volunteers will be accepted!

April/May	(combined)	Dennis Ortenburger
June		Clarksville
July		Jim Davis
August		
September		Clarksville
October		Dennis Ortenburger
November/December	"	Clarksville
January		
February		
March		Clarksville

As you can see, we are looking for three more members to put out a newsletter, in order that we can maintain the ten that we have been publishing each year. To give you an idea of what is involved we can tell you that generally an editorial is typed up to introduce yourself to the membership and also to acquaint them with any items that might have come up here in Clarksville. If we have a sufficient number of 'wanted' or 'for sale' ads. we will also pass these along to you for publication - the same also applies to the interchangeable parts list. After this you are free to put your journalistic talents to paper and share with us your knowledge or experiences regarding this car or if you have a particular article that we are not aware of, you are always free to use that. We do have a good library of articles and could probably help you here as well as with an illustrated front cover. You can have the newsletter printed up any way you desire, (just keep within the budget). We will send the labels to you for sticking on envelopes and mailing out. So roll up, your Club needs you.

At this point I would like to tell you about a meeting I greatly enjoyed whilst at Lotus with Mr. Colin Chapman, and his Lotus Directors, Fred Bushell, John Standen, and Mr. Colin Fish, who have all been with the firm since its early days. In the months ahead I will tell you more about the information that was given to me during that meeting. However, the meeting was kindly arranged by Mr. Colin Fish (who takes a great interest in our Club) and it was a reminiscent type of discussion during which I tried to clear up some interesting questions which Elite owners had posed about the early production of the car.

Mr. Chapman indicated that the Elite was a favourite of his in design, but certainly not economically speaking, for he says he lost money on every car he sold. The monocoque chassis was just too expensive to produce although the idea was not disbanded completely until the production of the Europa commenced; for the Europa and even the new Elite, were originally to be a monocoque design with the Europa backbone type chassis originally planned to be fitted through the rear window and bonded to the fiberglass.

Mr. Chapman does not own an Elite or an XI, but is starting a small museum of Lotus cars and hopes to have each of the cars one day, so if someone calls you from England in reply to your ad. for your Elite for sale, ask if he is calling from Wymondham.

Mr. Fish kindly took me around on a works tour, and I was very surprised to find that the Europa is also out of production now, as the Elan and +2 have also passed on. Ford has ceased to produce its special blocks for the Ford twin-cam engine which was used in the Europa, so only the new four valve engines will be available in future cars and there are no plans to develop the four valve engines into a V-8 at present. The new Elite is on the production line at the rate of 15 to 20 per week which is certainly a small quantity compared with Lotus' normal production capacity. Mr. Fish informed me that if a person wanted to buy the new Elite, now would be an ideal time. Probably with the low production, you may get more personal attention on this car than Lotus has even given before. Indeed the car is largely hand assembled and I am sure you have read reports of how only two moulds are required to produce the body which is made from a new injection moulded process making the fibreglass very dense and much stronger than in any other previous production. I was shown how each engine is given tests for about half an hour for leaks and emissions and one out of every 100 is checked for power. I was not allowed in the Body Moulding Division as apparently a new Lotus is imminent, which will either be the M-60 Eland Coupe, which is a cheaper version of the Elite, or the M-70 Esprit, which is to replace the Europa as a mid-engined twin seater.

Of interest is the fact that Lotus is now well into the development and manufacture of ocean pleasure craft with their J.C.L. Marine Ltd. company located next door to Team Lotus.

It was interesting also to find that Mr. Chapman is personally designing the new Formula One car to replace the 72, with the purpose of regaining Lotus the championship.

We turn now to discuss the purpose of our visit to Lotus, and this was the purchase by my Company of all the remaining Elite stock on which we spent the entire week - taking inventory, packing and arranging shipment. We hope to receive this shipment in late June. With the new models coming, Lotus felt they should arrange more space. We jumped at the opportunity to purchase these parts and certainly believe Club members will truly benefit as some items are still in stock in such quantities that we will be able to offer them quite cheaply. At the moment we are making a price sheet which will be based on the availability of the parts and not according to their initial value. For instance, it will be found that a left hand rear brake caliper will be considerably cheaper than the right rear brake caliper. The total weight of the consignment was over two tons. If you have had any trouble in obtaining small Elite parts in the past, we hope that now we shall be able to offer some help. Here are a few of the hard to get items purchased from Lotus in reasonable quantity - rear wheel bearings, speedometer and cable, tacho drives, alloy brake calipers and pads, door window chrome frames, front hubs and many, many more.

Further, while in England we purchased three sets of new bumpers made from polished aluminum rather than stainless but identical in appearance to the original. These are indeed expensive but at least finally obtainable.

Lastly, if anyone should want a new MG gearbox as originally supplied to the Elite, let me know, for I found half a dozen but did not know whether the demand justified the purchase at the price offered to me.

Concerning that mysterious car that Jim Goodman presented in his newsletter which appeared in the north-east and was advertized as a Ghia bodied Lotus XI coupe, Mr. Chapman did recall this car and in fact its alleged credentials are accurate. Lotus sold Ghia an XI chassis less engine and transmission after a Lotus dealer in Switzerland commissioned Ghia to build a couple which he wanted to be made in limited production. It was shown in the Geneva Show (as pictured in Road and Track, June 1957, Russ Hoenig informs us) where the dealer hoped he would obtain enough orders to justify more being built, but apparently this was not the case. So, in fact, Lotus had nothing whatsoever to do with the car and it certainly was not a prototype Elite. On investigation, I found that two other XI's had coupe bodies installed by Williams and Pritchard, one being for Lotus Director, Peter Kirwan Taylor.

We attended a Meet at Silverstone in which Elites, XI's, 15's, and 23's were racing. The English Club Elite held a Meeting there; about eight Elites were present and another two very quick examples were racing, one of which participated in the 1973 Le Mans Vintage Race. (We are expecting to have a write up about that Race from Tony Mantle who prepared the car)

Whilst on the subject of racing, I also visited the factory for the Grand Prix Shadow car. This organization has two Formula One cars and amazingly employs 30 men throughout the year just to

design, manufacture parts and prepare these cars. They produce nearly all parts for the car including the wheels. Quite a contrast with the Hesketh F.I. team which runs one car but only staffs about 8 or 10 employees in nicely converted stables.

Of interest to U.S.A.C. enthusiasts is the fact that the Parnelli Viceroy team will have a couple of Cosworth 2.7 liter versions of the Ford DFV V.8's at Indy in May which Dick Scammell (ex-Cosworth Engineer) has turbocharged. Further, Cosworth themselves will soon be selling their first turbo-charged engines and also in 1976 you will be able to buy a Cosworth Norton 750 c.c. twin cylinder watercooled motor cycle. Should make for some quick two wheel motoring.

Getting back to material for the newsletter, Colin Fish searched his files and came up with more interesting articles for our future use, and of historic interest, the original Lotus homologation form which was sent to the F.I.A. so that the Elite could be entered at Le Mans in the Group 2 class. We thought this of sufficient interest to use as our cover. You will see we are also using an early Lotus specification sheet for Mark 6 and Mark 9 models, which came to us in the donations from Mr. Schagen. We are also including another Elite chassis listing.

While we were at Lotus, Director Mr. John Standen located some old files on original suppliers of Elite parts, which might be very useful to use in the future when trying to duplicate parts long since obsolete.

Indeed, we cannot express our thanks enough to Mr. Chapman, Mr. Fish, Mr. Standen and Mr. Bushell for their extreme interest in Club Elite.

Our Assistant in California, Dennis Ortenburger, is helping out once again by producing next month's newsletter, which we are combining with May. Joe Dykzeul is printing this up, so we hope everyone will pay their dues soon, otherwise you will be missing a fascinating issue, we can assure you.

By the way, our request earlier this year for members to send a photo of their car for use in the Register met with only one response, which came from Mr. Dick Shannon of San Jose, Calif. Therefore, the idea was dropped.

A final note - Mr. Gary Koller of 22510 E. Price Drive, Mount Clemens, Michigan 48043., posed an interesting question. Is it feasible to mount a space saver spare with inner tube on a wire wheel? Stored in the trunk it would leave more room behind the seats. Reply to Gary.

Best Wishes,

Sincerely,

Barbara and Bill Hutton  
Business (615) 648-1119  
Residence (615) 375-3355

## HELPFUL HINTS

1. Club Member, John Timanus, our S.C.C.A. Representative, informs us that the door weatherstripping which many owners have enquired about can be matched closely by that found in the Ford Capri cars. He installed some with a good fit and appearance, he reports; although Ford charges quite a price, we are told. Also, some late 1950 American Chrysler products used a similar trim.

We looked into obtaining more grey weatherstripping from England and believe we will be able to supply Club Members later this year.

- Better 7/28/75  
for clutch  
& y-pipe*
2. Club Member, Geoffrey Griffiths, Lucas/Girling, Inc., 6770 Moravia Park Drive, Baltimore, Maryland, 21237., can now offer Elite owners a diaphragm clutch pressure plate for the Climax engine. The part number is 8615 3/00. Advantage is that it offers a better balanced unit which could help eliminate some of the normal Elite vibrations. Geoffrey also informs me that the response to his offer of stainless steel mufflers and steel y pipes recently was so great that he is planning to have another batch made in England and shipped, if response is sufficient. I doubt he will want to attempt this a third time, so if you want these parts write him immediately to encourage the project. The price of mufflers will again be about \$40.00 and the y pipe about \$25.00

3. Vintage Racer Dennis Ortenburger informs us that due to public pressure he has consented to reproduce another batch of side window moulding. The price has increased to \$25.00 per set (one Elite's worth) including shipping but is still a good value if your side windows tend to keep falling out. This too may be your last opportunity to obtain said moulding. Dennis Ortenburger, 5207 San Feliciano Drive, Woodland Hills, Calif. 91364.

## ADVERTISEMENTS

#1190 FOR SALE: Elite 1190, R.H.D. - Asking \$1300, will consider offers over \$1000.00. Runs but neglected. Very minor parts missing. Body in excellent condition. Will consider delivery for expenses. For details contact Al. Blankshien, 1479 N. Farwell, Milwaukee, Wisconsin 53202 (414) 276-8686 after six.

WANTED: Elite in standard condition either left or right hand drive. Douglas R. Brown, Sunspot, New Mexico, 88349.

## P.S. - HELPFUL HINT

4. Rev. Truett Lawson, P.O. Box 96, Isanti, Minn. 55040, just sent me an example of an accelerator cable he had made up at a local cycle shop. Quite professionally made from stainless steel braiding with an elbow at the carb. end which has locking nuts to fix the cable to the original mount. The one sent was for right hand drive and the outer casing measured 36", the inner cable 46". Presumably, the cable for l.h.d. would be shorter. If any members want one, send length required to Truett or to me. Price \$6.00 each postage included.

## TYPICAL PERFORMANCE FIGURES

Engine	Degree of Tuning	Maximum Speed	Standing $\frac{1}{4}$ mile	m.p.g.
Mk. 6	Standard	75 m.p.h.	21 secs	45
FORD 10	Medium (Limit of 1172 formula)	88	19	48
	High (Special cams, etc.)	94	17.5	40
	Standard 1250 cc.	104	18.8	40
MG T-type	Maximum 1250 cc.	113	16.5	42.5
	1500 cc. (Special cams, etc.)	120	15.8	38
	Mk. 9, COVENTRY CLIMAX	Standard 1100 cc. FWA	130	16

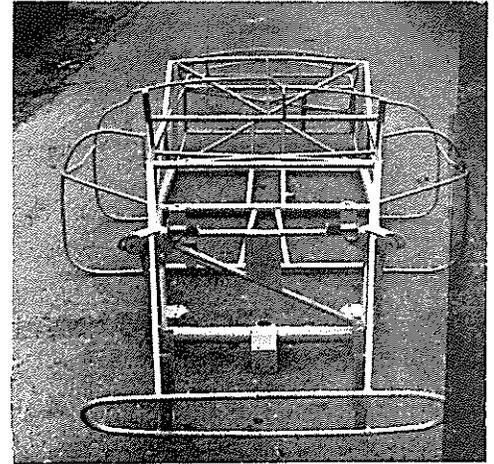
Functional in appearance, the Mk.6 is an all-weather, all-purpose car



## POWER/WEIGHT RATIOS

Mk.6 with medium-tuned Ford engine  
94 b.h.p. per ton

Mk.9 with Coventry Climax 1100cc. engine  
182 b.h.p. per ton



Basis of the Lotus is the multi-tubular space frame: the Mk. 9 has additional body hoops as shown

## WHAT THEY SAY ABOUT LOTUS. . .

"THE PERFORMANCE of the 1100 cc. Lotus . . . was so good that, in our opinion, in so far as the relation between developed horsepower and both maximum and circuit speed is concerned, it can be described as the most efficient car in the race".

AUTO COURSE, report on le Mans 24-Hours, 1955

"AN EYE-OPENER was the sight of Chapman in his 1100 cc. Lotus Climax, leading all the 2-litre and  $\frac{1}{2}$ -litre cars . . ."

MOTOR SPORT, report on Tourist Trophy, 1955

"THE (LOTUS) Mk. 6 . . . has for the first time, made it possible for the man of moderate means to own a genuine sports/racer".

AUTOSPORT

"THE LOTUS is a very attractive proposition for all those desirous of possessing a lively small sports car at low cost."

AUTOCAR

"VERY EXCEPTIONAL cornering powers . . . uncanny, exemplary behaviour of the rear end, brakes may be applied at maximum speed without deviation or patter".

AUTOSPORT

## CAN I BUILD A LOTUS?

Can I build a LOTUS in my garage?

*Yes, with normal hand tools and a bench; no welding or machining facilities are required*

Can I buy axles, engine and gearbox easily?

*Yes, there are plenty of second-hand components available which are suitable for modification. Ford and Austin main agents will also supply new components if required.*

Can a Riley 9 or other engine be fitted into a LOTUS chassis frame?

*Yes, but you will need to make your own mountings—brackets for five "standard" engines only are provided.*

Has the LOTUS chassis a door?

*Either one or two doors can be supplied in any model as required.*

What about purchase tax?

*Articles in "Autocar" of 25.9.53 and "Autosport" of 2.10.53 explain the position.*

Will the car seat three abreast or carry four persons?

*No, the frame design will allow only a small third seat—transversely in the back, suitable for a child up to about 12 years old.*

Can I visit the LOTUS Works—what is the best time?

*Yes, anytime—please telephone first.*

Who produces the LOTUS range of components?

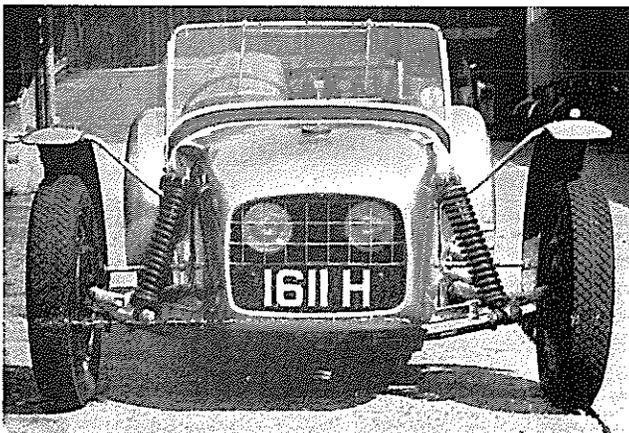
**LOTUS ENGINEERING CO., LTD.**

**7 Tottenham Lane, Hornsey, London N.8**

Telephone: MOUntview 4044

# TYPICAL LOTUS SPECIFICATIONS

For the man who wants high speed at low cost, the Mk. 6 is especially suitable



**1. BASIC.** This specification caters for the enthusiast seeking a car at minimum expense for normal touring purposes.

**Chassis Frame.** Lotus Mk. 6 multi-tubular space frame fitted with Mk. 6 integral body panelling.

**Front Suspension.** Swing axle conversion embodying Lotus suspension units with coil springs around telescopic shock absorbers.

**Rear Suspension.** Modified Ford 10 back axle embodying Lotus suspension units, coil springs around telescopic shock absorbers with suspension unit adaptors. Final drive ratio of 5.5 to 1.

**Brakes.** 10" x 1 1/4" standard Ford brakes with Lotus brake linkage.

**Power Unit.** Ford 8 or Ford 10.

**Instruments.** 3" speedometer, oil pressure gauge, ammeter.

**Fuel System.** 7 gallon light alloy tank fitted at rear. A.C. mechanical pump.

**Cooling.** Lotus type 'B' radiator to suit power unit installed.

**Wheels.** Standard Ford 16" wheels. Standard tyres as required.

**2. SPORTS.** For the enthusiast seeking an inexpensive everyday motor car, suitable for mild forms of competition.

**Chassis Frame.** Lotus Mk. 6 multi-tubular space frame with Mk. 6 integral body panelling.

**Front Suspension.** Swing axle conversion embodying Lotus suspension units with coil springs around telescopic shock absorbers.

**Rear Suspension.** Modified Ford 10 back axle embodying Lotus suspension units, coil spring around telescopic shock absorbers with suspension unit adaptors. Final drive ratios of 4.125, 4.4 or 4.7 to 1 available.

**Brakes.** 10" x 1 1/4" standard Ford brakes with Lotus brake linkage.

**Power Unit.** Coventry Climax 1100 cc. with MG/TC gearbox and Lotus adaptor kit or alternatively Ford 10 or MG 'T' type engine and gearbox.

**Instruments.** Full set of racing instruments including tachometer 0-8000 r.p.m., oil pressure gauge, water temperature, ammeter.

**Fuel System.** 7 gallon light alloy tank fitted at rear. A.C. mechanical pump.

**Cooling.** Lotus type 'B' radiator to suit power unit installed.

**Wheels.** Lotus superlight bolt-on disc wheels 4.50 x 15 front and 5.25 x 15 rear. Fitted with Dunlop racing tyres.

**3. CLUB.** Suitable for less expensive forms of competition equivalent to club racing events in Great Britain.

**Chassis Frame.** Lotus Mk. 9 multi-tubular space frame for aerodynamic bodywork.

**Front Suspension.** Swing axle conversion embodying Lotus suspension units with coil springs around telescopic shock absorbers.

**Rear Suspension.** Modified Ford 10 back axle embodying Lotus suspension units, coil springs around telescopic shock absorbers, with suspension unit adaptors. Final drive ratios of 4.125, 4.4 or 4.7 to 1 available.

**Brakes.** 10" x 1 1/4" standard Ford drum brakes with Lotus brake linkage.

**Power Unit.** Coventry Climax 1100 cc. with MG/TC gearbox and Lotus adaptor kit, or alternatively Ford 10 engine and gearbox.

**Instruments.** Full set of racing instruments including tachometer 0-8000 r.p.m., oil pressure gauge, water temperature gauge, ammeter.

**Fuel System.** 11 gallon side tank. SU electric pump, twin SU carburettors.

**Cooling.** Lotus cross-flow ducted radiator.

**Wheels.** Lotus ultra lightweight bolt-on disc wheels 4.50 x 15 front and 5.25 x 15 rear. Fitted with Dunlop racing tyres.

**4. LE MANS—**for serious international sports car competition.

**Chassis Frame.** Lotus Mk. 9 multi-tubular space frame designed for aerodynamic bodywork.

**Power Unit.** Coventry Climax 1100 cc. single overhead camshaft engine with MG/TC gearbox and Lotus adaptor kit.

**Brakes.** Ultra light 9 1/2" disc brakes. Outboard front; inboard rear.

**Front Suspension.** Swing axle conversion embodying Lotus units with coil springs around telescopic shock absorbers.

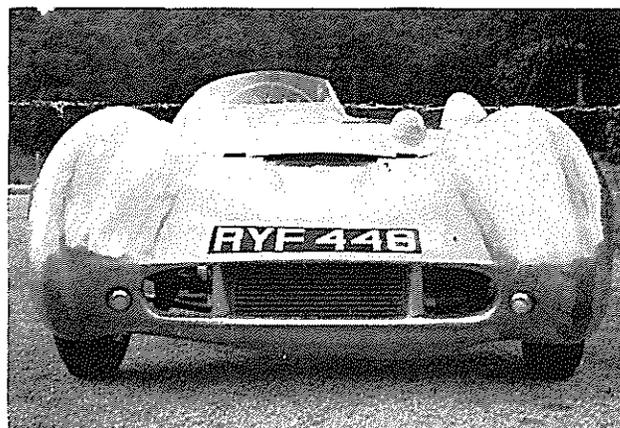
**Rear Suspension.** De Dion with electron final drive unit. Ratios available: 3.9, 4.2, 4.5, 4.9 or 5.125 to 1.

**Wheels.** Lotus knock-on conversion with 4.50 x 15 front and 5.25 x 15 rear. Dunlop racing tyres.

**Cooling.** Lotus cross-flow ducted radiator.

**Instruments.** Full set of racing instruments including tachometer 0-8000 r.p.m., oil pressure gauge, water temperature gauge, ammeter.

**Fuel System.** 11-gallon side tank. SU electric pump, twin S.U.-carburettors.



Efficient aerodynamically' and light in weight the Mk. 9 is an international class car

1801	10263	RK 50305 EK 50304	1/21/62	T. A. Crawford	
1802	9330	LC 1769 RK 50083 EK 50039	27/6/61	Ellice Cars	
1803	9566	RK 50069 EK 50033	9/11/61	H. Eja Hawker Hawker	DB
1804	9577	RK 50329 EK 50324	27/2/62	W. Gold G. A. Thomas	
1805	10388	RK 50331 EK 50324	7/2/62	T. Rogers	
1806	10248	LC 1826 RK 50101 EK 50021	22/7/61	D. Burton Ltd	
1807	9012		3/10/61	K. Wang	DB
1808	9596	ELC 1026	25/3/61	Alton S.A.	
1809	9594	ELC 1026 RK 50757 EK 50487	2/2/62	S. MacIsland	
1810	9720		27/5/62	P. H. Berry	
1811	10585	ELC 1032 RK 50392 EK 50333	4/1/62	L. H. Looming	
1812	9104	RK 50338 EK 50391 RK 50339	27/2/62	P. J. Stevenson	
1813	10476	EK 50229	27/4/62	H. D. Gough	
1814			18/2/62	W. Gold	
1815		ELC 1123	22/3/62	Elc J. & P. Hunter	
1816	10749	ELC 1090	20/6/62	Autospart Equipment	
1817	10044	EK 50022 RK 50191 EK 50117	27/10/61	A. D. Bennett	K
1818	9573		29/12/61		DB
1819	9546	RK 50058 EK 50027	27/10/61	M. Bradford	DB
1820		ELC 1017	21/3/61	Autospart Equipment	
1821	9600	ELC 1002 RK 50736 EK 50774	27/6/61	Elc W. Beaudoin	
1822	9332		17/5/62	WHS Pickavance	
1823	9344	ELC 1055 RK 50407 EK 50360 RK 50233	2/2/62	S. MacIsland	
1824	10587	EK 50326 RK 50510 EK 50518 RK 50207 EK 50257	24/7/62	F. C. McIsland	
1825	10241	RK 50097 EK 50043 RK 50096	13/6/62	W. Dancer	
1826	10630	RK 50097 EK 50043 RK 50096	14/6/62	CO Albion	
1827	10610	RK 50097 EK 50043 RK 50096	12/6/62	W. H. H. H.	
1828	10606	RK 50097 EK 50043 RK 50096	21/11/61	F. G. Edwards	
1829	10581	RK 50097 EK 50043 RK 50096	20/11/61	J. R. Braincraft	
1830	9535	RK 50044			
1831	9533				
1832		ELC 1112 RK 50000 EK 50028 RK 50091	9/3/64	Elc J. & P. Hunter	
1833	10641	EK 50042 RK 50014	24/10/61	J. Stander	
1834	9105		16/11/61	R. A. G. Escott	
1835	9590		13/10/61		DB
1836	9500	ELC 1015 RK 50005 EK 50005	25/7/61	Fargo Hauling Co.	
1837	9102		3/10/61		DB
1838	9247		10/1/61	J. S. Brewster	DB
1839	4601	ELC 1001	27/6/61	D. Golly	DB
1840	9107				

1841	9144	LE1912	27/9/61	Chequered Flag (C.C.) Ltd	LD
1842	9577	RK 50076	10/11/61	K. D. Gorman	CF
1843	9584	RK 50085	13/10/61	P. V. MacMahon	CF
1844	9602	RK 50082	11/10/61	K. Wildy	CB
1845	9608	RK 50016	27/10/61	Gripes	DB
1846	9598	RK 50019	11/10/61	A. H. G. Gals	DB
1847	9604	RK 50011	22/10/61	T. Anderson	SM
1848	C.B.U.	Replate 1269 under warranty			
1849	9578	RK 50055	12/10/61	J. H. Lepp	EM
1850	10177	RK 50017	3/11/62	P. B. Williams	
1851	9557	RK 50011	9/11/61	Hingley	DB
1852	9582	RK 50127	27/10/61	D. C. Alderson	R
1853	9128	RK 50066	23/3/61	Furyo Trading Co. Ltd	
1854	9585	RK 50032	20/10/61	H. Cooper	CF
1855	9547	RK 50051	13/11/61	P. Hutchinson	
1856	C.B.U.	RK 50024	22/7/61	Train Elite	
1857	9575	ELC 1020	5/10/61		DB
1858	9554	RK 50044	13/10/61		DB
1859	10231	EX 50010	12/11/62	J. Booth	
1860	CBU only	RK 50079			
1861	9364	EX 50037	23/8/61	Furyo Trading Co. Ltd	
1862	9591	EX 50018	19/10/61	P. Gorman	
1863	C.B.U.	SP 2416	22/8/61	Sgt. Racine Partnership	
1864	9593	RK 5093	19/10/61	T. F. Radwick	
1865	10816	EX 50634	23/5/62	D. W. Jungar	
1866	10570	ELC 1125	1/6/62	J. Cook	
1867	10488	RK 50723	2/5/62	C. J. Gane	
1868	9593	EX 50507	9/5/62	P. Seighart	
1869	9180	RK 50661	10/11/61	E. W. Beaudoin	
1870		RK 50706	19/6/62	E. Shute	
1871	10631	EX 50459	18/7/62	St. F. Stannout	
1872	9547	ELC 1040	19/9/61	Beaudoin	
1873	10378	ELC 1108	20/2/62	C. French	
1874		ELC 1095	30/11/61	Beaudoin	
1875	9553	ELC 1034	22/11/61	F. Stannout	
1876		RK 50309	27/2/62	D. Lewis	
1877	9719	EX 50345	10/3/62	C. E. Lake	
1878	9711	ELC 1042	9/3/62	St. H. Macpherson	
1879	9718	ELC 1070	27/2/62	P. Custer	
1880	10181	RK 50400	19/2/61	J. H. Winterbottom	
1881	8173	EX 50362	19/2/61	S. C. Pritchard	
		RK 50476	19/2/61		
		EX 50313			
		RK 50458			
		EX 50398			
		RK 50395			
		EX 50210			
		RK 50171			
		EX 50101			
		RK 50869			
		EX 51092			

22.9.6

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LOTUS ELITE REGISTER OF NORTH AMERICA 1975

Compiled by Club Elite, P.O. Box 351, Clarksville, Tennessee, 37040.  
Fifth Edition - Published Annually.

CLUB REGISTER: This yearly Register of chassis numbers and addresses of Lotus Elite owners in America is compiled and sent to interested persons at no charge. If you are not a Club Member and would like to continue to receive the Register, please return this form in the enclosed envelope with your name and address, and your Elite's chassis/serial number.

CLUB MEMBERSHIP: If interested in joining or rejoining Club Elite, which includes receiving newsletter, such as the March letter attached enclose \$10.00 for (new) or (renewed) 1975-76 dues \$ 10.00 amount enclosed.

*Compliments  
of the Club,  
Bill*

Optional Questions: Age: \_\_\_\_\_ Profession: \_\_\_\_\_  
Type of use of Elite: \_\_\_\_\_  
If interested in taking on newsletter one month (Please read editorial and indicate which month desired) \_\_\_\_\_

ANNUAL CLUB MEET :

(see Feb. 75 newsletter for full details)

This year the Annual Meet will be held on the weekend of July 5th and 6th at the El Verano Hotel in Sonoma, California - about 30 minute drive from San Francisco. The Meet will be held in conjunction with the Classic Sports Racing Group, who have secured Sears Dint Raceway for the 6th of July. The program for Saturday includes a Swap Meet, Annual Business Meeting, Concours, Film Show. Sunday - Join Classic Sports Racing Group for Races. For more information or sending in reservations, please contact Bob Green, 13 Cranham Court, Pacifica, California 94044. (415)355-1822.

Name \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
Engine No. \_\_\_\_\_ Body No. \_\_\_\_\_  
Special Features \_\_\_\_\_  
I have made reservations) \_\_\_\_\_  
I plan to camp out \_\_\_\_\_  
I plan to bring these parts to swap or sell \_\_\_\_\_

OWNERSHIP CHANGE: If you have sold your Elite, we should appreciate it if you would supply us with the new owner's name and address

Name \_\_\_\_\_ Address \_\_\_\_\_  
Chassis Number \_\_\_\_\_

POTENTIAL REGISTER MEMBERS.

If you should know of any Elite owner who is not listed on this Register, please give us his name and address, so that we may contact him:

Name \_\_\_\_\_ Address \_\_\_\_\_

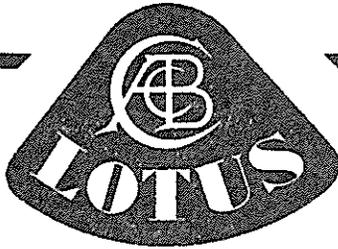
MOST IMPORTANT OF ALL:

Your name \_\_\_\_\_  
Address \_\_\_\_\_  
Home Phone No. \_\_\_\_\_  
Chassis No, or Serial No. if available \_\_\_\_\_

*Jim: Our register showed a Ray Petry having bought 1399 from Albert Sofi for \$250. We were told Petry was a Formula C driver. You mention a Carl Whitney of Forge Village, Mass. buying 1399. And Whitney was a Formula C driver. Perhaps we are one owner behind. If you can confirm Whitney as the present owner that would be a great contribution. Thank you. N. A. L. 12-18-75*

**LOTUS**

FITZROY 1777

**ENGINEERING Co. Ltd**

Directors: A. C. B. CHAPMAN, B.Sc. (Eng.), S. F. CHAPMAN, M.Inst.F., A.M.Inst.P. H. P. CHAPMAN

7 TOTTENHAM LANE, HORNSEY, LONDON, N.8

AUTOMOBILE AND COMPONENT MANUFACTURERS - RACING AND COMPETITION CAR DESIGN AND DEVELOPMENT

Your ref: MANUFACTURER: LOTUS Our ref

MODEL TITLE: ELITE TWO SEATER COUPE

NUMBERS AND LETTERS OF PREFIXES: Engine: FWE/  
Chassis: From 1000 R.H. or L.R. Drive.

DESCRIPTION OF BODY: Two Seater Coupe.

DESCRIPTION OF ENGINE: 1.3 Litre. 4 cylinder, single O.H.C.  
8.5 or 10.5 compression ratio.

DESCRIPTION AND POSITION OF CLUTCH AND GEARS - MATERIAL OF CASINGS:

<u>CLUTCH</u>	<u>GEARS</u>
Borg & Beck single 8" dry plate mounted on engine flywheel. Aluminium clutch housing in unit with gear box casing.	Four speed single helical and straight spur gears, synchromesh.

SUSPENSION. Front: wishbone coil spring suspension  
Rear: strut type independent coil spring.

TOTAL WEIGHT, WITH FUEL. (tolerance of 5% permitted) 10¼ cwts.

WHEEL BASE: 88"

TRACK: Front: 47"  
Rear: 48"

WHEELS: Wire or disc

TYRES: 480 - 520 x 15 or 135 x 15 front and rear.

INNER TUBES: 480 - 520 x 15 or 135 x 15 front and rear.

RIMS: 4"

ENGINE: (desaxe or not) Not.

BORE: 76.2 mm.

**MANUFACTURERS OF THE LOTUS CHASSIS FRAME**

MAXIMUM REBORE:  
TOLERANCE: 2.5 mm.  
STROKE: 66.6 mm.  
CYLINDER CAPACITY: 1216 c.c.  
CARBURETTOR TYPE: Twin S.U. Standard, Single S.U.- Optional.  
IGNITION SYSTEM: Coil.  
TYPE: Coil and distributor  
MAKE: Lucas

NUMBER OF RATIOS IN GEARBOX: 4 and reverse.

Ratio in First gear	3.67:1	No. of gears in gear:	4
" " Second "	2.20:1	" " " " "	4
" " Third "	1.32:1	" " " " "	4
" " Fourth "	1 - 1	" " " " "	-
or			
" " First "	2.45	" " " " "	4
" " Second "	1.62:1	" " " " "	4
" " Third "	1,268:1	" " " " "	4
" " Fourth "	1 - 1	" " " " "	-

OVERDRIVE (if any) No.

AXLE RATIOS: 5.375, 4.875, 4.55; 4.22, 3.73.

Internal Measurements:

Measurement 'D'. Height taken vertically at 15 cm. from the back on top of the front cushion and rear cushion - (minimum 85 cm.)

Front: 86 cm.

Rear: -

The Measurements are therefore:

$$A + B + C = 125 \text{ cm.}$$

Inside width to be measured 15 cm. from the back of the front and rear seats and on top of the seats.

Front Width: 125 cm.

Rear Width: -