

ABOUT THAT TWIN CAMMED ELITEor, Do you really believe in reincarnation?

In Barry's most recent issue he photographed and mentioned Kenneth Boyd's ex-Sterling Moss Elite (1789) which once had a Twin Cam Ford power plant. Barbara and I have memories (both good and not so good) of this gem that we imported. After the purchase in London in the Fall of 1966, I left Barbara with the job of shipping this one home as I had to return early. A friend of mine was to drive it to the docks for Barbara, but enroute managed to get it tangled in some Northampton shrubbery. After repairs to the "lovely" lilac paint, export proceeded with this and another Elite to Jacksonville, Florida, where delivery was taken.

Barbara and I drove the pretty pair the 800 miles to Clarksville having a not totally uneventful trip. I recall leading Barbara down a long East Tennessee mountain grade at a fairly good clip and one time upon checking the mirror catching a glimpse of herspinning over the edge of a slope. Fortunately, she had chosen the only gradual drop-off on the mountain to take her adventure. No damage to the Elite, but oh my.....

Back home after tidying the car up a bit, we advertized in R & T. An L.A. attorney made the purchase with the understanding that we would deliver to St. Louis, and have it put on a car hauler from there. This we did, but taking no more chances, we chose to haul 1789 by truck the 260 "you can't get there from here" miles and it snowed the whole way, now being dead winter.

A few weeks later we were very disappointed to hear from the new owner that the haulers had strapped the "Chapman Struts" down so tight with turn buckles that the rear shock housings were severely damaged and a law suit was due against the carriers. Then, a few months later, the grape vine revealed that inexplicably 1789 had been cremated. Frankly, at that point we questioned if the law suit had gone against the new owner! So ended the second life of an interesting Elite. (The first being when Lotus repurchased it from the original owner where it remained until a reason for rebirth occurred.) An interesting car, but not all that special, we thought, until our friend, Colin Fish at Lotus, subsequently provided us with the now famous Elite chassis listing and later with full photographic details of the Team Lotus installation of the Twin Cam Ford. Hm..... curious, it seems 1789 originally was sold to one S. Moss!!

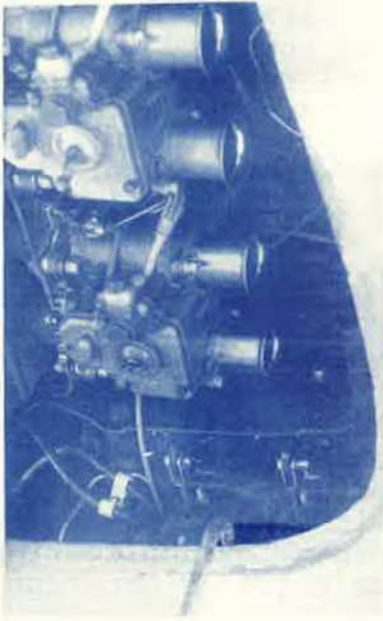
In our Club Elite newsletter, Volume I, No. 9, we reprinted an article from the English mag. "CAR" dated Jan. 1968, where details of Lotus' first and second attempt of mating the twin cam to Elites were given. Regarding the first attempt: "The trouble was it didn't handle. They'd dropped the engine in too far forward and the result was that the back end kept wanting to be the front end, and the whole thing was slightly off balance. The car was eventually sold and was last heard of being extricated from a hedge in Northamptonshire." (Well at least the owner was not mentioned!) The second car was actually done by a Lotus executive, with Lotus' blessing, but apparently without future prospects by the Company of duplicating the job. It remains in England today and is on the Club Elite of Great Britain Register.

So, for the third time, 1789 is rising from the ashes. Good luck Mr. Boyd, and when the time comes to choose a color, let us suggest something other than lilac!



TWIN CAM ELITE CONVERSION January 1966

Photos and captions direct from Lotus files



"Cut away foot boxes



graft in applied piece."



"Blank off gear lever hole and cut rear one  $2\frac{1}{2}$ " x  $1\frac{1}{2}$ " at base of centre console."



"Cut access hole for clutch slave cylinder (in old exhaust tunnel)."