



North Kent Lotus Group



June 2008

Dear Enthusiast



No, we've not come into money and bought the latest Tracy Emmis masterpiece, this is the contents of the Elise after the trip to Le Mans and beyond. So if anybody says there isn't much space in an Elise, they're not trying. The photo doesn't really do justice to the amount you can squeeze in but it includes tent and everything for camping and two hotel stays. We had a good Le Mans and French break but it was freezing cold overnight in the tent. Even after many journeys over there, I still can't get over the lovely empty roads in certain parts of France.

After the 24 hrs I had a mystery text message whilst in France. It informed me that Lotus had been sold to Triang Ltd. Now, who'd be sending me such nasty rumours I thought to myself - although it could be a step up from Proton!! - Anyway, Tim went down to Le Mans with his cousin John, he has a Corvette and organises the Kent contingent to meet up with the European Corvette group. After the Corvettes had a good thrashing from the Aston Martins in the GT class, I said they'd need to get the cars back pretty quick so's they could put the engines back in the trucks they'd come

out of - have I deduced who the mystery texter is?

I think I have.

It was odd to see a large Lotus livered lorry parked in the paddock at Le Mans, on closer inspection it was "Kelsport" from Kelvedon Motors. I didn't realise that Pat Thomas was involved in the historic Group C stuff as I've not seen any races this year (Silverstone next month though). It was a packed grid and a good race that supported the 24 hrs on the Saturday morning - Group C has to be the halcyon days of sports car racing.

We had a lonely run down this year but we did meet up with Richard and his gang which included Mike Bowles who some of you will remember had a nice Giugiaro Esprit back in the early days. He's a biker now and said he might drop in one club night. Going back to Tim and his cousin, the Corvette group put on a nice bit of hospitality, which us Lotusers can only dream about - but with Triang now behind us I'm sure they'll develop a GT to thrash both the Astons and the 'vettes.

We've finally set the date for the "Komosa Cup" treasure hunt. It's going to be on Sunday 28th September and John H is looking after the proceedings and has already planned the route etc (I just hope he hasn't been talking to Neil though with his tulips and map references!!). Andrew is now the chairman of the GT40 group and has asked if they can join us

on the treasure hunt (won't that be great). As these type of runs are limited to a maximum of twelve cars, we would have to let NKLK members have first refusal and then fill up the rest of the places with GT40's. Please get in touch with John as soon as possible to secure your place.

The barbecue at the White Rock will soon be upon us and Howard is taking the bookings. The cost is the same as last year - £7 per head with children under ten free. Howard tells me that sales were very brisk on the club night so it's all looking very good - fingers crossed on the weather! We'll have the fun and games we had last year and the landlord would like to open up the field to make a show of Lotuses. Orders will have to be in by the next club night which is 9th July so please get in touch with Howard asap.

Finally on events, the Summer picnic is scheduled for Sunday 17th August and we hope to replicate the fantastic day we had back in 2006 on that lovely hot sunny day when we had blindfolded driving etc. It looks as though we will be inviting some other groups along so perhaps we could have a little inter-marque competition?

Talking of the club night we didn't make it after all - we'd

had a pretty hectic time preparing for Le Mans so we had to give it a miss, but John and Howard tell me that it was a good turnout with a good "buzz" of activity with about eight cars in the car park.

My apologies re the article in Octane magazine last month. I received a text from John H saying he'd thoroughly gone through the mag and it was nowhere to be seen. I've been caught out like that before with Octane so in future I won't bother giving them the free publicity. Incidentally, it's not in this month's edition either! It was supposed to be an article visiting famous Chapman locations in a Seven so I hope it does appear as it should be quite interesting. - On the point of Sevens, Howard has caught the bug and fancies getting one! Watch this space (or watch his new refurbished drive!!).

I'll leave you with two Europas over the page and also a great little piece that Roger sent with his comment that it's a shame you can't buy one of these in Halfords. Next club night is 9th July and don't forget July is Eagle month!

John

A TALE OF TWO EUROPAS

Kermit's Progress

Paul Izzard, Kermit's new owner, sent me an e-mail the other day together with the attached photos showing how much progress he has been made since he bought it in November 2007.

He has finished, subject to a final cutting back and polishing, the whole front half of the car including the passenger doors. The paint he has used is not identical to that previously on the car, which may have faded over time, but it is a very near match to the original colour.

In addition he has repaired and strengthened the luggage box and added a heat shield to it. The latter is a good idea when carrying shopping.

New bonnet and boot locks and a centre console have also been acquired.

Although Paul has been busy preparing his Austin Nippy for its annual MOT he has started restoration of Kermit's rear half. Currently the rear bumper is being repaired / re-plated and he hopes the rear end restoration will be completed by the end of May. He also reported that Kermit passed its MOT and only minor improvements need to be done prior to next year e.g. a little wear on some suspension bushes.

Interestingly Paul intends to take Kermit down to visit Tim Card in Hastings, who was the previous owner to me and I hope all three past and present owner's can get together there which should make a nice photo. But I must remember to clean my Elise first.



John

After I sent you the last information on Kermit, Paul Izzard sent me two more photos (attached) showing the finished paintwork (the rear end this time). You may like to use one of them instead of two of the front I sent previously.

Paul has also repaired some corrosion on the rear bumper (he welded it) and had it re-plated. His next job is to retrim the seats in black leather and replace the seat belts/attachment plates which are showing their age. He

intends to flatten down a couple of small imperfections next year and touch up any paintwork affected.

He intends to start driving Kermit now that it looks good and has several long trips planned e.g. North Wales and Castle Coombe etc.

Paul must have spent hours doing all that work and seems keen to carry on so I am very happy Kermit has gone to a good home and has been restored to a condition I would have liked.

Vaughn

Hi John

Re: Europa

The story began at Stoneleigh last year at a moment when I was about to leave for home and a Green Europa entered the hall and made an immediate impression on me. Simply to say I thought it was gorgeous.

I stood for some time taking it all in knowing that I felt this complete restoration was sound and the owner Mr Stan Sprod had restored it much as I would have done. The next decision was should I speak to the owner and get involved or should I walk away? I contemplated for probably fifteen minutes or so and introduced myself. Stan explained how RNH 918K had reached this point in its life and why he was selling his Europa.

I went home on a high knowing that I had to sleep on this and told myself to leave it for a day or two in order to gain some perspective on what I was about to do. In any case I had told myself four cars on site was enough. There are times when I can be very strong willed but with cars I can be weak. The next day I rang Stan and you can guess the rest. The following day I was up to Gamlingay Bedfordshire and a deal was struck.

The Europa was finished to a point where it was driveable M.O.T. etc so this was not a problem to bring it home except for space! This is where my 1935 Rover comes into the story. My good friend Brian always wanted the Rover and he had offered to bring my Golf back as escort home and over a very well needed cup of tea I sold him my Rover.



The history of RNH 918K is fairly simple. It left the factory as an export S2 model Type 54 in 1969 and was re-registered back here in the UK in 1971. The Renault engine has been rebuilt and race prepared with fast road cams and at 1600 miles it is due for its first oil change. I have treated it to a new Stainless Steel performance silencer made by Power Speed Auto Ltd at Hothfield in Kent. The damper and spring sets were all over the place and took a considerable time to find the right balance. Numerous other small things but nothing to serious.

Now for the WING.

Stan has a friend who used to work for Williams and one day he noticed that they had put many wings that were of no further use due to on going development into a skip. He considered that far too much work had gone into making these wings and 'nicked' one. Realising that it was in period for Stans Europa and a perfected fit, RNH 918K had a wing.

I love driving the car and best of all is the driving seat position even though it is non adjustable. The Black carbon dashboard with its row of real instruments makes up for the Rover.

Howard