



North Kent Lotus Group



November 2008

Dear Enthusiast

Not too much going on this month, so thanks to Howard and Roger for supplying a couple of articles and helping me out. Howard's is an update on the Caterham and Roger has forwarded an article from the MG Club magazine following on from his Classic Le Mans chance discovery of the Lotus "Aero"

A good turnout again at club night, only around seven or eight cars in the car park but 25 bodies in the pub - not bad for the time of year.

And talking of the time of year, the Christmas meal which is a couple of weeks away, looks as though it's going to be fully booked or even oversubscribed. It should be a good one. We're going to announce the winner of the photographic competition and display the entries, so that's something a bit different for this year. Don't forget the timing for the night is 7.30 for 8 o'clock start.

A name from the past will be at the Bottle House, Cliff Davis. He, along with Howard, Tim and Peter were the original "White Esprit" founding fathers of the group. He wants to get involved again which is good news. I wonder if he's thinking about doing a bit of racing again - I look back with fond memories of my ride around Goodwood in his infamous pink Esprit in which he won the Modsports championship that year. The Giugiaro Esprit was king of the group in those early days - it was quite something to be on a run (before speed cameras and extra-overcrowded roads) with the Es-

prits of Howard, Tim, Peter, Magnus, Roy and Mike ahead or in my rear view mirror. Happy days. I think it was Tim that was telling me that someone has a picture that was taken on the Dartford Bridge many years ago, of a flock of NKLG Esprits in formation following the photographer. Does anybody have a copy??

Channel hopping the other night, I came across University Challenge and three questions on Lotus. When asked which car manufacturer's badge is being described - green and yellow with the initials ACBC incorporated, the answer came back "Austin"!! The second question involved active suspension and the third I can't recall, but needless to say they got all the answers wrong. Where's Richard when you need him?!

Magnus, Tim and me saw the last round of this year's Elise challenge at Brands on Sunday 9th - some very good racing albeit with the dreaded safety car making plenty of appearances. The track was treacherous, as what started off as a bright sunny winter morning soon turned into a dull wet afternoon. I don't know if it was luck or skill but plenty of Elise's that decided to do some off-track excursions kept well away from the tyre walls with only dented pride and gravel-filled chassis to attend to. A good days racing - looking forward to next year.

With the new European GT4 Supersports championship in mind, Lotus is launching the 2-Eleven GT4 at just under £80k - and it looks good with the roll

cage sprouting out of the body. The 2 Eleven has been so successful that production has now moved from the Lotus Sport workshops to the main production line. Other good Lotus news is that they've returned a £2m profit this year after a £5m loss in the previous year



Ian and Heather have agreed to look after event coordination next year so if you fancy arranging anything or see anything that looks interesting get in touch (details overleaf). We are still trying to build up an email address list so that we can keep in touch with up and coming things so please pass on your details to Pauline at the above email address.

Web-wise, Terry's doing an excellent job keeping up with things (he currently has a link for any Giugiaro Esprit fan) and the member's car's pages are increasing.

Howard has found a nice pub in the Edenbridge area and has suggested a Sunday run similar to the gathering we used to have at the Woodman. So watch this space.

I'll leave you with Rogers article over the page and mention that he has a pile of Club Lotus magazines to dispose of (his email address is overleaf)

See you at the Bottle House on 5th December (don't forget 7.30) otherwise the White Rock on the 9th

John

Caterham Super Sport 1.6k "Stealth"

Some of you are aware of my recent hunting's for a Caterham to play with on those odd sunny days that seem to be so precious. It has taken me a good three months to find one that met my criteria and having spent many hours out and about getting to know what might be available I found it tucked up being kept warm in a heated garage just south of Manchester.

I had never envisaged that I would finish up with an all black one as my first choice was silver. Definitely no aluminium from the cleaning aspect and some of the colour schemes were certainly out of the question for me. I now absolutely love the statement it makes in black.



The car was built by Caterham with a full racing/fast road specification and the chassis frame carries an 'R' for race spec: I have yet to find out the difference between race and road but it is certainly very taut and only having done 4,000 miles in its five year life. Clean as a new pin as you would expect. The previous owner in the past year and a half sent the engine to Minster Power for a complete rebuild to group 'B' race specification and is producing enough power for a 0 to 60 in 4 seconds. Plenty good enough for me. The car only weighs 520kg when it should, according to book figures weigh a little in excess of 550kg. This may be due to the chassis I'm not sure. Compared to a Superlight R400 at 500kg and similar performance figures it's not doing too bad.

With this wonderful Autumn the wind in your face and colourful leaves swirling around competing for road space I wish I had bought one years ago.

Howard