



# North Kent Lotus Group



April 2009

Dear Enthusiast

Well I hope it's not going to be one of those cancellation type years but so far we've had confirmation that the Leeds Castle event, which we all enjoyed last year, is definitely off - and as I type, the opening rounds of the Lotus on Track series at Donington had been cancelled by Motorsport Vision due to Donington Circuit not getting their track license renewed in time - but at the last minute they have managed to switch to Silverstone. It must be a disappointment to Club Lotus as it would have made a perfect weekend - combining the Lotus on Track racing with the annual Lotus show. We're still off to Donington but we've cancelled our overnight stop-over but we are going to try to dash down to Silverstone for some afternoon racing.

As for the Leeds show, it's a real pity - and at the moment we don't have a replacement event. I think Neil is going to organise an Elan display at the Darling Buds Classic Show on 12th July but this event is for pre 1980's cars so we can't all be there. We have a Steering Group meeting in early May so we'll see what comes up.

Neil is an ongoing font of Internet knowledge and it was he who passed on the Donington fiasco details, he's also sent me details of an MOT centre in Aylesford, Britannia (www.britmot.co.uk 01622 718888) who are "sympathetic" to classic car owners. So make a note for future reference.

He's been a busy man and took the Solero to Sanspeed in Bexleyheath for a full rolling-road tune-up now that it's fully run-in (should be all ready for the spring run then!!) The We-

bers have now had a change of jets and it drives very well pulling through the rev range - 125 bhp at 5500 rpm and climbing.



This month's letter may seem like a Neil journal but he's also supplied us with an update of the Cortina and a lovely picture of its underbelly - not an option for the run I think - perhaps next year though!



Howard's been at it again, the Europa has gone - he said it was the quickest sale he's ever made. And why the sale? - I think it's probably so he has some spending money for Donington - I wonder what he'll come back with, it's got to be time for another Esprit surely!

I also had a last minute call from Howard for inclusion in the letter. He needed some tuning mods on the T140 to get the emissions through it's first MOT and Richard P's rolling road contact down at Brands Hatch has come up trumps. Howard praises the guy highly and the sooner we can organise our rolling road day there the better. Watch this space.

Now, this will be too late to remind you about the Lotus Show and also some karting at Filching on the same day - which Andy is looking after (but I think was full anyway) but it should be just in time for the Spring Run on Sunday

26th. We're meeting at the Moat at Wrotham and it'll be a sharp 10.00 get away - so aim to be there at 9.45 with a full tank of petrol. There's a coffee stop, Sunday pub lunch and optional afternoon tea so it sounds too good to miss. We've had a few confirmations for the day but unfortunately Terry won't be able to make it as he managed to get his name down for an off-road day which has clashed. His Elise is throwing up some temperature problems at the moment and anybody who has had an Elise knows that the temperature can sometimes be all over the place. Still - his investigations are ongoing and let's hope that he sorts it out pretty soon. Another Elise weak-point is the standard battery, Vaughn sent me a message a couple of

months back which I've included below.

More on the special evening meeting at the Harrow Inn on 27th May in next month's letter but make a note in your diary for the time being.

Special thanks go to Paul S for supplying us with some new stickers via one of his press contacts- so thanks for those. It's been another rather thin month news-wise but that should change next month - so I look forward to seeing you at the Moat this Sunday 26th, otherwise it'll be at Goodwood on the 2nd or the next club night on the 13th.

John

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As you know I have been having problems with a discharged battery and cold starting in the Elise. I did buy the Cetek charger which seems to have done the trick. I asked a battery specialist I know for his opinion and he thought Lotus had under specified the cold crank start rating (320 Amp), which he thought was barely adequate as the current capacity of the battery would be much lower when very cold eg. minus 1 deg C - down from say 320 amp at ambient to say 220 amps or less. He thinks we should be thinking about replacing our batteries with an identical sized battery with much higher cold crank capacity (say 460 amp plus). Pity I bought a new one only a year ago and have two more years of the guarantee left.

Regards  
vaughn