

North Kent Lotus Group

Dear Enthusiast

Lots of stuff coming in this month and Chris's excellent contribution last month got Roger's typing finger all twitchy - so have a look over the page at a another great read - note to self, make a diary entry for around middle of June?!!

Simon just missed last month's letter so "news on that green thing" is enclosed. Progress is looking good so it should be well on target for the summer. How about a trip to Le Mans??

One of the displays that Simon is down for is the Crystal Palace sprint meeting which Chris is looking after. All places are now taken for the NKLK display on both days on the May Bank Holiday 29/30th May - but make a note as it was well worth a visit.

As usual, there's lots of local events this year, and Roger has been feeding us plenty of info(see his invite for the Sundridge Show) more news on all events next month.

Up and coming events, as the new year gets underway include a Lipscomb "Special Projects Weekend" on the 12/13th March. By the time you receive this letter it's worth phoning Lipscomb to book a drive in an Evora on either day. Tim forwarded details of the weekend and he suggested a spot of lunch - probably on the Sunday. As the club night is on the Wednesday beforehand, perhaps we could discuss it then, but get your name down in the meantime 0844 482 5632.

Don't forget if you do have any events to report pass the info on to Ian and Heather or you can use Neil's broadcast email for a fast response. And if you'd like to be on that list send your email address to

Talking of which, it was sad to get the message from Neil that Ron Hickman had passed away after a long illness. We've lost another famous Lotus name. Ron was very down to earth and you'd often see him at the Lotus Festival at Donington and I remember a few years back sharing some trade space with Howard, trying to sell some limited edition Lotus prints when Ron appeared, he gladly signed a couple of the prints which I still have in my collection. Famous for the Workmate but a Lotus man through and through.

Donington is hosting it's first historic motor racing festival this year. It's over the week-end of 30th April/1st May and they are asking for club displays - I wonder if Club Lotus will be there. How about a NKLK one? Any takers for organising it? Have a look at doningtonhistoric.com

With motor sport in mind and talk of the middle of June, I received an email today with the official entry list for this year's Le Mans and it was great to see two Evoras on the list - not a British team but good news all the same. Fingers crossed they do a little better than the valiant '97 GT1 Elise entry. With ambitions of a full-on Le Mans prototype car, things look very good for the future. If you want further Lotus info, the March edition of Motor Sport has it all.

And another good read is the current Club Lotus magazine - very good this month including a very interesting detective story from Graham Capel.

A good turnout for the club night and discussion amongst a few of us turned to the results of the questionnaire which was included with last month's letter. Not a huge response to it but could mean that you're generally ok with the way things are. If you assume that

those that didn't respond are happy with the White Rock (using John U's logical logic!) then 93% are happy - but car park lighting and the car park generally created most criticism. An annual meeting was voted as an excellent idea with possibly a lunch included; The White Rock was thought not to be suitable for the Christmas Meal with the current numbers that attend; Newsletter about right but technical info/members cars info would be nice - so you know where to send anything and write-ups on cars is always welcome. We'll keep you posted on any progress re the questions.

As for further conversations on the night, Richard suggested we all have a look at the new official Lotus goodies website lotusoriginals.com but make sure your credit card has plenty of capacity. T-shirt for £50 quid anybody?

Valerie, who works as an administrator at University College London, has supplied an interesting piece on the back page, so I'll leave you with that and also Roger and Simon's and don't forget JH's mystery photo.

Next club night is on 7th March so see you then if not before.

John

Manoir de L'Automobile

Most of us have our cars in hibernation and there seems little in the Lotus world to divert us, except perhaps considering that Lotus Formula One teams are getting like buses - you wait ages for one then two come along together.

So Chris Couldry's excellent piece on his motorsport exploits in the USA spurred me on to write an essay that could be titled "what I did on my summer holidays" - something I haven't written about since I was 10 probably - as Chris brought to mind one sunny and hot day last summer when Chrissie and I visited the Manoir de L'Automobile in Lohéac. Lohéac is a small village just outside Rennes, which in turn is about a two hour run from Le Mans for anyone needing further temptation.

The Manoir started out life as a farm and is now a museum started by Michel Hommell, a major petrolhead or fanatique de la moto as they say in France, but they'll probably decide that petrolhead is better and adopt it like le weekend. Hommell owns Échappement, a car magazine and equivalent of Motor Sport, and started a car manufacturing business called, funnily enough Hommell, which produces quite nifty looking fixed head and convertible sports cars.

Obviously a man who is bored easily, he now also owns an excellent museum, which houses around 350 cars and 50 horse drawn vehicles, which also has a race circuit next door.



The circuit, incidentally, is open on the last Sunday every month except July and August for track days as well as various race meetings throughout the year.

Citroens, Peugeots and Renaults of all types are there in abundance, including an impressive display of Renault Alpines but there is also a huge range of veteran and vintage cars from around the world, goods vehicles of all kinds, post war up to modern cars from around the world including a very impressive display of Ferraris, Maseratis and Lamborghinis. There is also a good range of Le Mans cars and due respect is paid to British car manufacturers with just about most models you can ever remember on British roads in the 50s, 60s and 70s depending on your age. Of course, there are a few Lotuses including a Cortina mark 1, a Seven mark 1 and a Sunbeam.



There are more model cars displayed in one vast room than even John Harper owns and various scale model and life size tableaux that range from the fascinating, through the amusing and even bizarre - check out the Chapel of Engines!



There is a street of period shops complete with their fittings and, of course, a period garage. However, pride of place probably goes to a display of eighteen Formula One cars dating from 1968

to 1998 including, OK we're biased, the Lotus Honda driven by Nelson Piquet and Kazuki Nakajima in 1988.

The website is very comprehensive and provides a virtual tour of some of the displays and can be accessed at <http://www.manoir-automobile.fr>

It's well worth a visit, though be warned that, in line with many places in France, the museum does close for a long and leisurely lunch break so you will want to aim to be there, as we did, just as it opens for the afternoon because you will need a few hours to do it justice. And to work off the long and leisurely lunch you've just eaten.

Roger



**LIPSCOMB LOTUS SPECIAL
PROJECTS WEEKEND
12TH - 13TH MARCH 2011**

Lipscomb Lotus are proud to announce that we are holding a very special weekend here at our Lipscomb Lotus Showroom to unveil 4 x very bespoke & unique Lotus models at our Lotus showroom in Aylesford Kent.

There will be lots to enjoy for all the family including a Full Size F1 Simulator with Adult & Kids prizes for the fastest times, Food & Refreshments as well as the big unveiling!

First F1 race in Bahrain will be on the 50" plasma in the showroom, so you won't have to choose

There will also be a chance to drive all of the current range with hopefully the following cars:

- 1 x Elise 1.6
- 1 x Evora
- 2 x Evora S

1 x Evora IPS** TBC

We will open the booking diary at the end of Feb / beginning of March

**ALSO MAKING AN APPEARANCE
WILL BE THE ABARTH MARQUE
DISPLAYING THE
FERRARI 696 TRIBUTO FIAT 500**



Well, this months Harpers Mystery Photo is easy - but I suppose it is when you know the answer
Last months was a Lambo Espada

Progress report

The engine was taken out some time ago and now the engine bay is empty, an odd sight. All the interior trim is out and probably all will have to be renewed. The suspension and wheels have not been removed as we can not fund a 'bare body' rebuild. That and other compromises we are making will not stop the car being on the road and looking very beautiful by the summer.

The fibreglass repair work is almost finished with a new bonnet and scuttle, strengthened footwells, numerous unnecessary odd holes filled in and a general tidy of odds and ends. The bodywork of any 50 year old Lotus which has had a hard life could have major problems only revealed by this sort of work but so far nothing has been worse than expected. The doors have poor shut lines and dealing with that has not started because I have yet to buy new carpets and without them door rubbers can't be fitted so the door shut lines can't be seen to.

The green paint is well on the way to being all removed and then we will need to look at every panel to make sure all is as perfect as our finances allow before repainting starts. Elites look beautiful in many colours but in the end we decided to have it the colour it left the factory, an off white. There will be an easy answer to anyone not liking the colour - 'it's the factory colour, go away'.

The carburettors have been beautifully refurbished by Burlens and the radiator is with Bryan & Son, the remarkable Tunbridge Wells business many will know. The list of new parts needed is never ending but everything is available, mostly costly of course.

We aim to have the body out of the paintshop by the end of February so that work can start on the rebuild. Our plan is to see the car running brilliantly by the end of April. Overheating is a problem with many Elites and this one in particular. That has to be cured as it has significantly reduced the fun factor. The front brakes need attention having been on our 'to do' list for over 12 years. Only when happy will move on to consider what more can be done at a sensible cost.

SD

From: Roger Rogowski
Sent: 10 February 2011 09:49
To: NKLG John Frisby
Subject: Sundridge Classic Car Show

Hi John

While I failed to raise any interest in the British Motor Festival last night, I did get a lot of people asking me about the Sundridge Classic Car Show!

Would you please put the following in the next newsletter if you have some space?.....

The Sundridge Classic Car Show will be held on Sunday 17th July. Timings are to be confirmed but will be roughly - meet in the car park at the big Grasshopper at 11.30am and leave in convoy at 12pm so that we can all park together at the show as parking

is on a first come first served basis.

The show will open at 1pm and there will be plenty of time to look around the other cars and the village fete. For those of you who didn't attend last year, the event is very relaxed with a huge mix of cars, classics, sports, veterans, there were even two Le Mans competitors from the 20s and 30s there last time.

The show was very well supported by NKLK members so it would be good to see if we can have an even better turnout this time.

The show will finish around 4pm and, for anyone interested, I will book a table at the Sundridge House Chinese restaurant

so we can have an early supper. The Sundridge House is the former Lamb where NKLK held monthly meetings in the olden days and is only 100 yards from the car show with a big car park. If you are interested in attending the show, please let

Roger know by emailing also stating whether you will attend the meal afterwards. Thanks John.
Roger

The UCL Colin Chapman Lotus Engineering Scholarship: the chance to make a change to the world we live in

1 February 2011

Nicholas Mak, a Singaporean UCL MSc Mechanical Engineering student, received the first UCL Colin Chapman Lotus Engineering Masters Scholarship on 27 January.

The scholarship, inspired by UCL alumnus Colin Chapman (founder of Lotus) and sponsored by car manufacturer Group Lotus and the Chapman family, is awarded for engineering excellence and lasts for one year. Comprising £10,000 and a practical internship at Lotus Engineering, the scholarship is one of the outcomes of the Lotus event held at UCL in 2007.

Nicholas received the scholarship at a ceremony attended by UCL President and Provost Professor Malcolm Grant, Dr Robert Hentschel (Director of Lotus Engineering), Clive Chapman (Colin Chapman's son), Professor Stephen Caddick (UCL Vice-Provost, Enterprise), Professor Nicos Ladommatos (UCL Kennedy Professor of Mechanical Engineering) and Dr Anna Clark, Director of UCL Business Partnerships.

Here Nicholas describes how the scholarship will help him fulfil a childhood ambition and make a valuable change to the world we live in.

"The Colin Chapman Scholarship first caught my eye when I was in my third year of my MEng Engineering with Business Finance degree at UCL. I found out that the scholarship was available to MSc Mechanical Engineering students and not the undergraduates. Realising that the scholarship included an internship with Lotus Engineering I was inspired to alter the course of my degree and give myself the opportunity to try for the scholarship. I managed to coax my undergraduate tutor to let me go on the BEng course and reapply for the MSc.

I have always been obsessed with cars since I was young, being able to identify the different brands and types of vehicles when I was in kindergarten. Since then I've been reading about cars and how they work, which inspired me to get into mechanical engineering. One of those car companies that stood out was the Lotus brand.

Lotus was inspiring to me because it was one of those organisations that had a soul to it, which was shown in most of its cars. In fact, one of the reasons I chose to come to UCL to do engineering was because of the founder Colin Chapman, who is an alumnus of the university.

When the time came to apply for the scholarship, the application required me to put down all my personal and work experiences as well as hobbies. The interview consisted of many pressing questions which encompassed the future of transport, the roles an engineer plays within the whole scheme of things and, most importantly, my thoughts on innovation. I was surprised to find out later that I had won the scholarship, which meant that I would be able to go for the practical internship at Lotus Engineering.

The practical internship at Lotus Engineering will be part of my research project for the MSc Mechanical Engineering dissertation. The internship is very flexible as I am allowed to pick any field of engineering of interest to me and also to pick a location around the world that Lotus Engineering has a presence in. The internship will last for six to eight weeks, and it was mentioned to me that Lotus Engineering would happily extend my internship should I need more time for research. This was the icing on the cake for me as the internship, which I was so focused on getting, had opened up so many possibilities for me.

I was elated to hear that this internship would allow me to focus on my interest in alternative power sources for automotive applications and beyond, one of which being fuel cell technology. With Lotus Engineering at the forefront of this technology I was excited to hear that I could take this once-in-a-lifetime opportunity to put the theories into practice with the experts.

Along with the practical internship at Lotus Engineering, the scholarship includes a £10,000 fund. With this money I will have fewer financial worries, which will allow me to focus better on my studies and research.

From this internship, I hope to be able to gain a wealth of knowledge, but more importantly the experience gained will be something no words can describe or money can buy. By gaining hands-on knowledge and experience of real-world applications of fuel cells I hope to be able to get a headstart into alternative power research and to start up an alternative power systems solution provider for industry, automotive and consumer applications - and hopefully make a change to the world we live in. With our never-ending need for power and finite natural resources, I believe that we need to find a solution to our problems, and this is the path to our future.

When asked in the scholarship interview if I thought I was going to become a great engineer, my answer was 'Time will tell'. With the experience gained from this internship, it might just give me that opportunity to become one."