

North Kent Lotus Group

Dear Enthusiast

The Bodium show on the 19th June was a nicely put together event. Organised by the Rotary Club of Senlac, lots of effort and hard work was evident and we had a good time apart from a couple of downpours, the second of which cut short the afternoon's activities - a big shame. We were slightly down on numbers as Simon's Elite wasn't ready and we were also short of Richard and John's Elans as they couldn't make it. So Ian & Heather: Jon and his Daughter, Jasmin; Roger and Chrissie and Sue and I made up a fine show with plenty of "lookers"!

And the rain didn't stop. With a miserable weekend forecast for the Sundridge show, Roger decided to abandon the NKLG display on Sunday 17th. He appeared to make the right decision as it was a fairly dull and rainy day.

It's the annual barbecue this weekend so fingers crossed that the weather is a bit kinder. The bookings have all been taken now, so if you don't have a ticket you can still come along but there won't be any guarantee of bbq food being available.

Following on from Simon not making Bodium, I was chatting with him at the monthly meeting and things are going well with the Elite apart from a slight accident involving leaking brake-fluid. He's hoping to have it ready (or trailer ready) for a photo shoot up at Hethel for Classic & Sports Car magazine. They apparently have a major Lotus feature in the pipeline - so watch out for that.

Terry has added the "Members Recommended" page to the website which, if you remember, Chris suggested a couple of months back. It's a basic spreadsheet format consisting of Company; person to contact; type of business; address/website address; phone

number and email address and also comments heading. Go to the website northkentlotusgroup.org and take a look. It's probably best to keep the entries fairly local unless it's a very specialist service. You can email your suggestions to Terry at group@northkentlotusgroup.org but please make sure you give him all the relevant info. A scrap of paper with all the details on club night should also be sufficient.

Whilst on the website, come on - let's have a few more members cars on there - even if they are anonymous entries. Send your stuff to Terry as per above. We get more and more people coming across us on-line now so we want to look active and strong.

The Lotus news keeps coming with the announcement of an Exige Rally car; the new £3m test track (Tim was wondering if there's likely to be any track-days??!!) and builders and developers at Hethel with an investment figure that even a Euro-Lottery winner couldn't afford. On top of all of that we hear that the new Esprit is going to go head to head with the likes of the new McClaren and Ferrari!

As for up and coming events, I've mentioned the BBQ this coming weekend;

there's the Club Lotus festival on the 13/14th August and the Mid-week Run on Wednesday 31st August. John H has announced that Harpers Hunt (or how to ruin a perfectly good drive in the country) is to take place on 25th September. I'm only joking - I'm just no good at treasure hunts!

John has also supplied me with his Goodwood FOS observations which I'll have to hold over 'till next month so I'll leave you with Chris' Crystal Palace write up and John's mystery car pic. See you at the Barbeque at the White Rock or at the club night on the 10th

John

EVENTS UPDATE

31st July - Summer Barbeque at the White Rock
13/14th August - Club Lotus Show Donnington
31st August - Mid-Week Run John F

Last months mystery car was a Mitsuoka Viewt and as I suspected John snaps them whilst out doing his rounds;

"And yes you were right. These are cars I spot while working. Sorry more do not have the Lotus connection, but it will still exercise the members brain cells and add to their knowledge. If you think there is no Lotus-Mitsuoka connection, look at the Zerol on their UK importer website!"

So the Jaguar badge? - "A Nissan Micra mugged up to look (a bit) like a Mk2 Jag, popular in Japan.....over here, for some reason!"

And if you do a google search you'll see that some of their cars look pretty awful!

This month's car *does* have a Lotus connection.....



It looks a bit like a cross between an Elise and a Europa!

Motorsport at the Palace 29 and 30 May 2011

<p>Motorsport first happened at Crystal Palace in South London in 1899 and in 1928 a speedway circuit was established. In the 1930's a full 2 mile circuit was developed and the first race was held in 1938. The heyday of the circuit was in the 1950's and 60's when all the famous drivers of the day raced in all categories of cars up to F1 Imagine Clark, Braham, Moss, Salvadori and Parnell et al, racing in F1 cars flat out at "London's Racing Circuit" between railway sleepers, and with little or no run of areas. A great experience for spectators! Things got a bit too fast and dangerous and in the 1972 the circuit was forced to close because of the cost involved in bringing the track up to the new safety standards of the time.</p> <p>Eleven years ago Sevenoaks and District Motor Club (SDMC) organized a sprint on an 800 metre long section of the old circuit, but this event did not meet with approval from London Borough of Bromley Council, who own Crystal Palace, and it was not until 2010 that a successful revival was</p>	<p>Now a bit about the Sprint. The course this year was 740 metres long and included part of the old circuit including Pond Hairpin, the big tree bend, part of the Terrace Straight and the infamous North Tower Crescent. Cars take to the track individually and drive the course against the clock. The fastest in each class wins the class, and the fastest overall takes the overall prize. Cars were allocated into five Categories from road going production cars (RGPC), through modified and specialist production cars, to racing cars up to 1600cc. and each Category was sub divided into various Classes depending on age. This made for some very varied cars in each Class.</p> <p>For example in the RGPC Category Class 5 1967 to 1976, a Lotus Elan +2 battled against BMC Mini, Hillman Imp, Datsun 240Z and Lotus Cortina etc. This format made for some very interesting and exciting contests.</p> <p>The Categories and Classes were repeated on the second day but not all cars were the same for each day, although a fair number overlapped. Over 90 cars completed timed runs each day, with each competitor having two practice runs and three timed runs per day. That's 540 timed runs to watch – not bad for free entry for NKLG stand</p>
<p>At this revival, SDMC invited car clubs to take stands and NKLG decided dip its toes in the water with a stand for five cars on one of the days. The reports back from members who attended were positive enough for a repeat this year. So over the May bank holiday weekend we went one better than 2010 and had a stand for both were displayed over the two days. I think from the feed back everyone who attended enjoyed the</p>	<p>Only four Lotuses and a handful of Caterhams were amongst the 180 odd cars, but of particular interest to us all from NKLG were two cars driven by our John Potts, both of which are from the period of the Crystal Palace's heyday, post war. The Sunday car was a blue 1947 Cooper T4, a unique two seater based on an early formula 500 chassis and built by John Cooper (of F1 fame) as one of his earliest cars. The second, driven on Monday was a green single seater 1947 Monaco, also with a 500cc engine, both based on a modified Fiat chassis.</p>
	
<p>Elan S4 DH Page 1</p>	<p>John Potts in 1947 Cooper at start</p>



John Potts in 1947 Monaco “at speed”

Some other cars of note were a 2004 Stohr, with a Suzuki engine which set fastest time of the day (35.85 secs), a 1972 Ensign LNF3 which was second overall, and a 1929 Bugatti T35B. The 1950/56 HWM-Chevrolet Stovebolt Special owned and driven by the well known motor journalist Simon Taylor, looked and sounded spectacular.

Not quite a twin cam, but a 500cc Norton in the Monaco

It was interesting to be able to see at close quarters all the competing cars which were grouped into “pits” in the grass picnic areas near the start line. This together with freedom to view the sprinting from most areas of the track, as well as strolling through the club and other stands made for a very informal and relaxed weekend of motor sport.

Just as we were packing up on the Monday it finally started to rain, after two days of windy, but sometimes hot weather, but this did little to spoil a very enjoyable weekend for those who attended.



1929 Bugatti Type 35B

1971 Chevron B19



1950/56 Stovebolt Special

The “Sunday Crowd” enjoying ice cream