

North Kent Lotus Group

Dear Enthusiast

Last month's Harper's mystery photo was of a Nash Airflyte Ambassador Super, if you remember, it looked like something Al Capone might have owned - other than that I don't know much about it - not the sort of thing you'd use for the Crystal Palace Sprint meeting which was last month. A very enjoyable day, although rather windy. I'm hoping for a full report from Chris, who, with John U's help with the regalia, organised the whole weekend - so thanks for that.

I never really get any response to the mystery car, although it does add a bit of interest, but include a shot of John C donning a rather fetching pair of "Mini" slippers and I get thousands of comments (well almost). I won't reprint the photo - but if you can imagine a speech bubble with "Fashion Police - Where"!!! coming from it, you get the picture, if you see what I mean.

The contributor did request a super-injunction to protect his identity but I can, in fact, confirm that it was Magnus.

We've had two successful diy car cures this month; Ian has managed to remedy his headlamp pod colour problem on the Esprit (the result of a quick touch-up last year which left it looking decidedly off-colour). His pearlescent white is difficult to match, so with his trusty spray-gun he re-did it himself with pretty-much perfect results. Home cure number two - John U has finally fixed his misfire whilst cornering problem which dogged the car at Goodwood last month. After much deduction and a phone call to Paul Matty a new MAP sensor was fitted and problem solved. The next Goodwood day isn't till September, so a suitable roundabout was selected for full testing purposes!!

Over the page I've repeated the article that Neil forwarded regarding the tightening up of MOT checking next year. Both Neil

and Howard E passed on info re various government scams to extract you from your car and/or extract more money from your pocket. Howard's local friendly post-office pointed out that you will be charged £16 per month if you forget to renew a SORN on a vehicle and Neil forwarded new insurance/SORN rules which could make things tricky for some owners that occasionally may not have SORNed a car but may also not have insurance on it at the same time - this will result in a fine. There's plenty of info on the Internet so it makes sense to have a good read if you are a multi-car owner who SORN's regularly. Have a look over the page at Neil's MOT information - it makes interesting reading!

We had a new member turn up at the last club night. Trevor Buesnel from Gravesend. He has a Silk Red M100 Turbo. So a big welcome.

A great time was had at Le Mans as usual this year. The nights were a touch chilly and we bumped into Cliff (of the famous pink Esprit) who said he'd never experienced such cold Le Man nights under canvas. He's now a Corvette owner and he was chatting with Tim when we met up at the annual Brits gathering at St Saturnin (just outside of Le Mans) on the Friday. Tim was there with his cousin who also has a Corvette. Cliff's is a seven litre and he was saying how he regularly gets 30 miles to the gallon out of it. He'll probably bring it along one club night.

The Evoras made a very good showing, one completing the full 24 hours and coming 7th in class and the other lasting for 12 hours. One of the drivers admitted they were going for endurance and lasting the distance rather than flat out racing - in fact the engines were slightly de-tuned. Not a bad result at all and a lot better than the GT1 Elise effort back in 1997.

At Crystal Palace Duncan paid us a visit on the Sunday - so I managed to get a snap of his very nicely restored S2 Eclat.



John P was also there having a great time in a very early and very rare Cooper - the crowds loved it - although it wasn't going to break any sprint records. Simon Taylor from "Motor Sport" magazine was there and he wants to do a feature on the car and the Monaco which John entered on the Monday - so watch out for that in the coming months. The hinged bodywork on this one is a work of art!



Two very good events to look forward to next month, the Sundridge car show and the annual Barbecue. The tickets are selling well so please contact Pauline for details or you can buy tickets at the next club night. Contact Roger if you'd like to take part in the Sundridge show - it's a family event and something for everyone. We would have had Bodium and Snetterton by the time you get this letter so full report on those next month but that's about it for this. The next club night is the middle of the month on the 13th, so lets hope we have a nice summer evening - see you there.

John

New MOT rules on the way (ANDY G) mot tester for ford

Tonight I attended what is known as an MOT seminar, basically the head honchos from VOSA go to each area, and talk about the MOT scheme, including changes to the test.

As I said in the thread about the new EU directive, as soon as I knew what was changing in the MOT test I would post it up. These changes are to be brought into the test on 1st January 2012, not before. So here goes...

Steering lock operation - Steering locks not engaging when the ignition key is removed will fail. Engine warning lamps, brake fluid warning lamps, ESP lamps, EPB lamps illumination - ANY of the above illuminated indicating a fault will fail. TPMS (Tyre pressure monitoring systems) warning lamps - Again, if illuminated indicating a fault, will fail. Airbag/SRS lamp illumination - If this warning lamp is illuminated it will fail.

HID Headlamps - Now, a little grey area here. They will be included in the new test, and will fail if they prove to be outside of the specified conditions... but the conditions and reasons for rejections haven't been written/decided yet, so sit tight.

Wiring - Any wiring (loomed or otherwise) that is damaged, or fitted in such a way that could cause damage to said wiring, or other systems will fail.

Engine mountings - Engine mountings will be a part of the test. incorrect mounting, corrosion in a prescribed area etc will fail.

PAS (Power assisted steering) fluid level will be tested.

Rear doors must open in the new test. Previously (and currently), if the tester feels he can access the testable items in the rear (seatbelts, prescribed areas etc) without needing the doors open, they don't need to open. This will now be a failure.

13 pin tow bar sockets - tested for correct operation using a plug in testing tool.

Inappropriate modifications or repairs - The wording on this is quite vague at the moment, but if a major component has been modified, and that modification/repair makes the vehicle dangerous or seriously weakens the original component, expect it to fail.

ANY ball joint dust cover - The small rubber boots over ball joints must be intact and free of splits, tears or holes, or it fails.

All CVJ gaiters will be tested - Currently, only the front outer CVJ gaiters are tested. This new rule extends it to inner and outer, front and rear.

A catalytic converter missing WILL be a reason for failure, regardless of whether or not the emissions limits are met.

Fuel pipe chaffing or damage - Currently they only fail when they are leaking, this rule means that any chaffing or rubbing causing damage will fail.

The braking imbalance limit is lowered to 30% across all axles. Vehicles built post July 2010 will have to have at least 58% braking efficiency to pass (currently it's 50% for a dual circuit braking system)

Insecure batteries will become a failure

The main beam warning lamp must illuminate with the main beam lamps

All light switches must operate the corresponding lights immediately. No tapping, or wiggling to make it work!

Remember, these changes will all be brought into testing starting from the 1st January 2012. The exact wording of each failure has yet to be released, but the above list is what was presented to us earlier this evening.



Harper's Mystery Car

Two versions - one a soft-top and the other a standard four-door saloon.