

# North Kent Lotus Group

Dear Enthusiast

A bit late this month but February is a heavy old month for me. Still, I've got two things to be thankful for; there's not much to report on this month and I've had a couple of splendid articles submitted. Next month should see more as we're having our first AGM on the 6th at the Harrow. Well, it's not really an AGM as we don't like to think of it formally that way - more of an open forum for group members to air their views. Topics will include, monthly venue, events, website, funds, newsletter etc etc and if you've got anything that you'd like to add to the agenda please contact John U. John also needs to have an idea of numbers, as a small buffet will be provided. See separate panel for full details.

Jon & Michelle have offered to take on the Spring Run in

April, which will traditionally include a morning coffee stop and pub lunch. Usually they have an uncanny knack of finding some empty roads. So make a note in your diary. Full details will be with you next month.

Following on from that, Chris is putting together the NKLG display at "Motorsport at the Palace" and he's looking for cars for display. It's well worth the effort, so get in touch with him asap!

Nestled between the Spring Run and Crystal Palace, on May 5th, it's the Goodwood trackday. Another great day organised by Chris Parker (as long as you don't upset the locals with a noisy exhaust!). It's free to watch and you get a chance to get some free rides so worth a visit. We usually have a simple lunch in the Flying Club clubhouse - it makes for a very sociable day.

So try and make the special meeting on the 6th, we want to get as much as possible from the discussion. Don't forget the normal club night on the 14th March at the White rock as usual.

I'll leave you with Vaughn's response to a variation on something we touched on a couple of months back - first cars, and Ian's reply to Roger from last month - and very persuasive it is too!! Also, Ian and Heather have added a fantastic and very kind offer, not to be missed!!

You need to send your fiver to John if you want to continue receiving the newsletter, otherwise this will be the last one. But don't forget there is an edited version on the website. See you on the 6th.

*John*

## EVENTS UPDATE

6th March - NKLG Open Meeting  
15th April - Spring Run The Moat, Wrotham  
5th May - Goodwood Trackday  
26-27 May - Motorsport at the Palace.

## Lock-up Shop To Let

Suit Lotus  
Enthusiast  
Contact;  
John Harper



## MOTORSPORT AT THE PALACE

SATURDAY 25th and SUNDAY 26th MAY

The Steering Group have agreed that we should attend the above event again this year and I am coordinating the application for a display stand on the two days.

For those of you who have not been to the event before it is a sprint event with club display stands and other exhibits set in grounds of the old Crystal Palace and using part of the old racing circuit. It is all very relaxed and a pleasant day out.

Our Lotus's cars need to be Crystal Palace at 8.15am and the event finishes at 5.30pm each day.

We have space for five cars on each day, so ten cars in all (we can mix and match if anyone wants to go for the two days)

Entry is free for each car, driver and one passenger.

Please contact me as soon as possible to reserve a place. A good variety of Lotus's would be good.

I will then sort out the cars that will be attending, ask for more details about the model you are taking, and send out instructions and tickets etc.

I look forward to hearing from you

**Chris**

## Cars - Both Owned and Driven

It seems to be a tendency of us "older" motoring enthusiasts to think back to those days when petrol was cheap ( 5 star at 25 pence/gallon), cars could be tinkered with and the roads less congested or policed.

Cars have always been at the forefront of my interests and I never turned down an opportunity to drive any thing that



Lotus Cortina ( "A" frame), a LHD 1200cc Alfa Romeo Giulietta Sprint Special (1957-62), Daimler Dart and the most difficult of all to master was a 1930's flat radiator Morgan with cable brakes and reverse layout "crash" gearbox ( 1<sup>st</sup> was where 3<sup>rd</sup> normally is).

I was never allowed to own a motorbike but managed to ride my friends and managed to include a BSA Gold star (single cylinder 500cc racer), Norton Dominators, Aerial Leader, even a three cylinder two stroke Talisman Tornado.

Other vehicles driven were just too bad to even remember.



fying the suspension,. This turned a very basic car into a Mini Cooper eater when used in competition. I got to know all about this car as I had to rebuild it for my father following a crankshaft breakage.

My ownership has included a "Tweaked" Austin A35 ( twin SU carbs etc. - quick in a straight line but with no brakes), modified 1962 Austin Healey "frog eye sprite" , "Taurus tuned 998cc mini Cooper (1965) both of which I rallied, followed by a succession of nondescript cars ( I was by this time married and had a family to support) then an early Opel Manta Berlinetta and a succession of

seemed interesting. Sometimes they turned out to be real " donkeys" e.g Austin Ruby, Ford side valve E93 Popular etc. but at other times cars that were exciting but way beyond my pocket.



My personal motoring highlights have included driving a neighbours Jaguar 3.8 Mk 11, a work colleagues Maserati 3500 GT, friends Porsche 356 SC coupe,

My father once owned a special Brabham modified Vauxhall HA viva of which only 50 were sold. This conversion included increasing the engine capacity from 1098 to 1300cc, de-siamese the cylinder head ports, wilder camshaft, free flow exhaust, two large SU carburettors and modi-

Golf GTI's ( 4 in all) and not forgetting Kermit ( Europa) and my current Elise 111s.

Every car mentioned has a story and as I said at the start, the old days seemed more interesting - motoring wise.

**Vaughn**

**Subject: Targa Florio - update -**

John  
Casually looking at U-Tube this evening (Sunday) and saw a short film of the 1970 event by Porsche Historisches Filmarchive. Towards the end I think I saw a Lotus Europa competing (last one of three cars coming through a town).

If you have time, have a look and see if I am right.

The u-tube location is "Targa florio 1970 - Porsche 908/3#12"

**Vaughn**

In response to Roger’s excellent recommendation for the coming **SENLAC** classic car show at Bodiam in June, we would like to dispel some of the myths put forward concerning the greatest annual motor car race in the world...the **Le Mans 24-hours** .

Of course, we could be accused of being bias.....after all, we go every year. However, for those of you that have never been before, this could be an excellent year to give it a try; with Lotus entering 2 prototype cars in collaboration with Lola and BMW, and under the guidance of the ex-Peugeot 908 designer. This could be a formidable combination, and it would be wonderful to see them up there with the top prototype cars from Audi, Peugeot and Aston Martin. Needless to say, we are already looking forward to the 80<sup>th</sup> anniversary edition of this world famous car event.



**24 Heures du Mans** ” can provide a whole week of automotive treats; and if you love cars, there is something for everyone to enjoy. Of course, we all have our favourites; and for us, you won’t know what Le Mans is all about until you’ve seen some night racing at Arnage.

Imagine watching the cars burst out of the trees at Indianapolis, flooding the area in light before jumping on the brakes for the sharp right hander at Arnage; desperately trying to shed some speed for the uncompromising corner, brake discs glowing in the dark....immediately followed by the hypnotic sounds as they accelerate up through the gears, long after they disappear back into the surrounding forest. Enjoy the soundtrack of the howling V-12’s dropping through the gears, as they enter the corner; mixed with the silk smooth V-10 diesels breezing by....immediately followed by effortless power application as they out-drag the Porsche GT3’s on leaving the corner....as if they were standing still. Experience the approach of the deep rumbling 7 litre V-8 Corvettes, whose engines are gasping for fuel as they enter the corner...as though they have been switched off....until the driver plants his foot to the floor and the immense torque ignites with a thunder that you feel rather than hear, as it roars out of the corner from zero revs...breathtaking...!!! This is what endurance racing is all about.....and we love it.

Back to the practicalities.

Ferry tickets are readily available at present and are currently still under £100 return.

Whilst the unique experience of camping in the middle of the huge circuit is a must for some, there are many local hotels and “Gites” available if more creature comforts are preferred.



We are situated 25 minutes from the circuit and would be happy to offer B&B accommodation at our watermill to those who would like to come as part of a group.

We can also organise discounted weekend race tickets for our guests to make things easy.

As regulars, we don’t usually get too snarled in queuing traffic (unlike Formula 1 events); and we don’t worry too about the French (or the Germans or Dutch for that matter), as they all want to be there to enjoy the spectacle, and we find they just add to the unique atmosphere.

If anyone is interested, just let us know, and hopefully, we’ll be able to squeeze you in at **Le Moulin de Crucé** .