

# North Kent Lotus Group

## Dear Enthusiast

Plenty of input from others this month (always welcome) so I'll keep my bit to a minimum. The main articles from Vaughn and Roger cover what's happened since last time so a big thanks to both of you.

The other big event was Graham Capel's presentation at the club meeting. A good turnout was rewarded with some gems of historic info from Graham, backed up with a slide show of pictures from his collection. A great evening and his passion for all things Lotus shines through. If you have any interesting Lotus related documents or information tucked away anywhere, Graham would love to hear from you, even if only to photocopy or scan your documents.

By the time you get this the Komosa Cup treasure hunt has been run. I wasn't able to take part but results and details will follow next month. And whilst on the topic of this months events, Jon and Michelle

checked-out Chapel Down and decided to give it a miss, so the Autumn Run was abandoned. I'm sure they'll find a nice venue and run for the Spring though!

So that leaves the final event for this year - the Christmas meal. We're going back to the Harrow Inn at Knockholt as last year proved to be a big success. A selection of extra seasonal veg will be included in the price, as last year some of us could have done with a little more. So we'll have the best of both worlds, fine French cuisine with a bit of extra British bulk.

The price is £25 per head for three courses. The menu and full details will be with you next month or see John U on club night.

We received a very nice email from a Dutch visitor to our website (see back page). Howard has forwarded an Evora publicity card he recently picked up but maybe you have something we could also send him. Nothing

too bulky, bring it along next club night and I'll arrange the package. I don't mind posting it but we might need a small whip-round if it's too heavy!! I know the Dutch are big fans of Lotus cars (d' you remember Racing for Holland?)

It just goes to show - the website is putting us on the map.

I'll leave you with the aforementioned articles including a rare shot of Chrissie at the wheel of the M100. Roger has also supplied a couple of mystery car pics but I'll hold them over 'till next month

Next meeting is on Wednesday 14th November. So see you there.

John

**2012 CHRISTMAS MEAL**  
**SATURDAY 1ST DECEMBER**  
**7.30 for 8**  
The Harrow Knockholt

## Coffee in the Courtyard

It is a pity if you were not able to call in at Howard's last Wednesday as I think you missed a golden opportunity. Unfortunately only about seven or eight individuals managed to arrive but that did not spoil the occasion.

It is not often you get an invitation to visit someone's home and have a chance to view, sit in and generally examine at very close quarters their collection of cars. Howard has recently re-modelled his garden and created a very Italian setting with block paving and statues, water feature etc. all creating a very pleasant ambience. He had set up high intensity lighting to aid the viewing, opened bonnets and removed roof's and provided coffee, scones with cream and even a very nice bottle of Italian red wine appeared



which was sampled by all!! All the cars on view were immaculate as you would expect.

I must admit I struggled to get in and out of Howard's Elise S1 based Geneva prototype and it made my S2 Elise a "doddle". Still when you are in it has a real racer feel and must go well (pity Howard did not offer me a test drive!).

I was able to talk to a friend of Howard's who owns his old 1930's open top Rover together with several other classic cars (e.g. Rolls-Royce and Pagoda Mercedes etc) which made a pleasant change of subject (no talk of blown head gaskets, oil leaks and other known old Lotus problems etc).

If the invitation occurs again and you can make it, I recommend you accept it.

Thanks again Howard.

Vaughn

## Circuit des Remparts 2012

I was only vaguely aware of Angouleme and certainly couldn't point to it on a map before I read John Potts' article in the February 2007 newsletter about his racing exploits there and I put it on my mental list of places to visit. Then, last year, one of Chrissie's friends invited us to stay in their house in the Dordogne for 'as long as you like provided you are gone before the next school holiday', which so happened to be about fifty miles from Angouleme so this became the year to give the Le Mans Classic a miss.

Angouleme is a slightly scruffy town with an attractive historic centre with narrow twisting streets perched on a steep hill partially bounded by city walls, ideal for some mad motor racing! And so it is, in mid September each year, armco is slotted into the curb and wire fences and temporary stands are erected around the mile long course, which comprises a top straight followed by a 90 degree left and two 90 degree rights into the bottom straight at the end of which are three uphill hairpins back up to the top straight. The circuit might be described as 'unforgiving' for drivers as there is no room for run offs, gravel traps or tyre walls here but it means that a wide angle lens is as much use as a zoom when photographing the action.



Angouleme was overtaken by automotive fervour for the weekend. A display of veteran and historic rally cars around the town hall gardens, a concours competition on Friday, a classic car rally which started and finished in the town centre on Saturday and the main event, a full day of practice starting at 8am followed by racing from 1.45pm in the afternoon meant there was plenty to see. Our €30 tickets gave us access to the paddock and reserved seats in one of the temporary stands at the end of the top straight opposite the paddock exit and entrance. One of a few large screens dotted about the circuit was sited opposite our stand and there was full commentary throughout the day in French and English so there was no need to miss anything. There were also very good vantage points a short walk along the top of the city walls where the bottom straight, two of the hairpins and the top straight could all be seen.



Racing consisted of nine races covering pre war, post war and 60s and 70s classic sports, rally cars and single seaters with two final races featuring the fastest cars respectively from the 'vintage' and 'GT' races. All were very competitively run with plenty of overtaking and more than a few malheureusements as drivers ran out of road or the circuit got a bit too demanding for some of the cars and the end of each practice session and race was punctuated by some unhappy

souls being swept off the circuit by breakdown truck.



Historically, the Circuit des Remparts was first run, with unfortunate timing, in July 1939 when the event comprised two 40 lap heats and a 70 lap final. The event was revived in June 1947 only to be stopped again after the 1955 Le Mans accident and finally resumed in 1978 developing into the format that we see today. The circuit is unchanged since the first event in 1939, although the hay bales have been replaced by armco and fencing - health and safety gone mad - and it's also one of only three remaining inner city racing circuits along with Monaco of course and Pau. I don't think we can count Singapore!

Lotus was well represented with a classic Elan and a 23 racing, both of which broke down, and a Seven which didn't.



However, NKLK was even better represented as Chrissie and I met up with John U, Joan, Mike P, Penny, Martin, Jennifer, Chris and Judy for lunch and dinner and Saturday - well, when in France, do as the French do.....



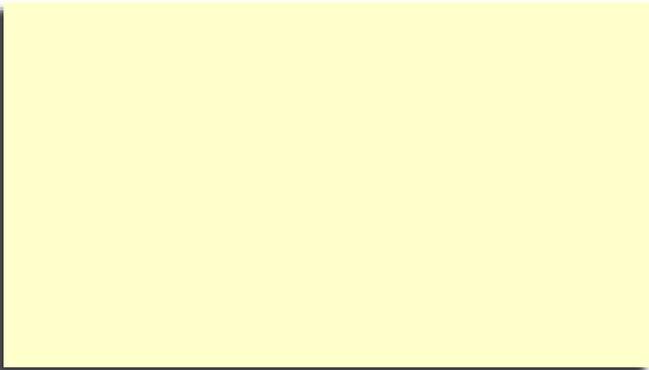
haven't advised you to buy one yet, I have now.



Simon and Pat were also there but, unfortunately, we weren't able to meet up. We all went our separate ways after the weekend to various other parts of France. Chrissie and I went back to Maillet in the Dordogne for another week before driving to La Roche Bernard for our final ten days, clocking up just shy of 1,600 trouble-free miles in our M100 in the whole trip and just one mile with the hood up! If I

It's definitely an event we would like to go to again sometime in the future, maybe in two or so years and perhaps we can have another NKLG meeting there at the same time.

Roger



Hi John

My good friend Jeff has just received an originality check on his Elan. This follows a recent MOT. It now seems that the computerised systems can talk to each other and through up any discrepancies. This could mean that you have an illegal car on the road, not to mention what might happen with your insurers. We all know what has happened with Lotus cars in the past with log book creations etc Will they demand a SVA retest and new V5C for a car they consider a bits'a or crush it.

Graham Capel  
Lotus Historian  
[www.lotushistory.co.uk](http://www.lotushistory.co.uk)

Sue Miller has also confirmed this is taking place and you will have nothing you can do even if you had a friendly MOT man to change details when processing your request, this would shout alarm bells. Jeff's DVLA request was full on and required him to photograph all the cars main details.

Hay Ho  
Hope you had a good holiday  
Howard