



Dear Enthusiast

I've had quite a bit content supplied to me this month so that helps as general Lotus news is still a little thin on the ground. Roger R. sent me the following;

"I've been meaning to go back to the Bromley Pageant since NKLK last exhibited in 2006. Longer serving members will remember that was the year we were shoehorned into a space about half the size we had previously had without any warning and, the following year, the organisers tried to charge us for the privilege so, maybe we and I in particular, have been bearing a grudge ever since.

It's been with a growing sense of regret that I've thought that the self-styled 'biggest classic car gathering in the UK' is on our doorstep and we don't support it so curiosity got the better of me this year and I decided to pay a visit.

Well, it's certainly big and there are a lot of cars but, without being too sniffy, there are a lot of, no - make that too many, cars that stretch the term 'classic' to the limit. I'm sure members of the BMW, Ford Galaxy, Ford Mondeo, Porsche, Seat Cupra and Toyota MR2 owners' clubs love their cars with genuine passion but the only difference between their displays and Tesco's car park was that their cars were lined up by model. Well, I am thinking about Tesco's in Sevenoaks. MX5s were also surely over-represented by large displays by MX5 Modsters, the MX5 Owners Club and MX5driver.com and Chrissie wasn't even there.

No, I didn't have a go on the funfair but it was amusing to see some serious badge envy on display. How else to explain a Lotus badged Anglia, Lotus badged MX5 and a Gold Leaf liveried MX5?



There were some real gems though, especially in the one make parking area and there was a good selection of genuine Lotuses on display from individual owners, but it needed a long walk to spot them. The autojumble was also a highlight with some wallet opening bargains, which beat the (mainly) over-priced merchandise at the Le Mans Classic and Colin Chapman's restored 503 Elite was on display, which was also a bit of a highlight.



Would I go again? Probably as a visitor once every few years, it's worth a few hours although I wouldn't commit to getting up at stupid o'clock to display my car. Would I recommend NKLK go back? I may be wrong but I think there are other car events competing for our support that members would enjoy more."

Roger sure has been busy this month. He continues;

"A morning run of six cars kicked off our twentieth anniversary celebrations last month with a run organised by Jon and Michelle through the glorious Kent countryside in wonderful sunshine taking in Yalding, Benover and Collier Street then cutting across country to Marden, Boughton Monchelsea and Sutton Valance where the run paused for drinks and a rest stop at The Weald of Kent golf club. The second section of the run took the group through Headcorn, Frittenden, Sissinghurst and Cranbrook before cutting back on its self via Goudhurst, Brencley and Three Elms. The run ended with a light lunch at the Hadlow Bar and Grill.

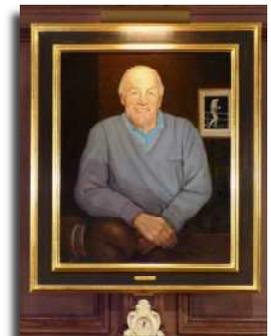


It needed to be light as members had to leave room for a splendid three course dinner

at the London Golf Club near Brands Hatch in the evening, which was attended by 32 people. Howard Emes was MC for the evening and spoke about the origins of the group and why it has continued to thrive.



From small beginnings in 1994 in the Lamb in Sundridge, the group has continued to meet on on the second Wednesday of every month, although with a slightly nomadic existence as various pubs have closed or changed hands over time. Membership has continued to grow and we now have 53 members and, of course, the group has embraced the wonders of modern science and has its own website and email messaging system to keep everyone in touch between meetings. Howard reminded us that we have a wide variety of other events, which by the end of the year, will have numbered 25 in 2014. The evening included a raffle, where the prizewinners seemed to come mostly from two tables, but I'm sure it was all above board. The only mystery was why the London Golf Club had a portrait of Vaughn hanging over the fireplace."



Thank you, Roger, for keeping the info flowing.
I had another email this month - this time from Graham Capel.
His splendid JPS Esprit is featured in the September issue of
Evo magazine and it's worth a read and certainly one for your
Lotus scrap-book.

I wouldn't have thought many would be making the trip to Bexhill
this year. I'm sitting here on BH Monday putting the finishing
touches on this letter and the rain is steadily falling. We all know
rain isn't very conducive to car shows!

I hope the Midweek Run isn't afflicted in the same way but a full
report will follow next month.

The September meeting is on the 10th at the Plough we should
make it , so see you there.

I'll leave you with some pics that Vaughn has forwarded from
Brands - all hands on Chris' car reminds me of that famous
WW2 photograph of American soldiers raising the flag!

John

IMAGES FROM BRANDS HATCH 2014



John

The story behind the first photo is that Chris
Elan failed to start, he apparently only just
managed to get to Brands Hatch, and had to
be pushed. Neil Webb came to the rescue and
traced the fault to the electronic ignition. He
changed the module and all was well.

Vaughn

