

# North Kent Lotus Group



Dear Enthusiast

Did anyone make it to the London Classic Car Show? I didn't bump into anybody from the group but had an enjoyable day there. The entry fee seemed a bit steep at 25 quid, but the show was aimed more towards the higher end of the market, so they obviously wanted to keep out the riff raff. There was some good stuff to look at, but quite a dearth of Loti. The moving display, an idea pinched from the Goodwood Revival, was a nice feature and the parade that I watched was interesting, starting off with a veteran car, but then after working through the ages for a bit, it slipped into a mish-mash of anything available.

The only Lotus on show was Adrian Newey's Elan Sprint - part of an exhibition of stuff

he's been involved in designing or owned. It was a lovely example, but then you'd expect it to be.



I was admiring an Espada, it's one of those cars that's as beautiful as it's ugly - if that makes sense, and the lady owner was telling me that she'd spent over £90k restoring it. Very nice, but would she get her money back?? A car that's not everybody's cup of tea.

I've just sorn the Elise for the first time. I'm new to sorning and I was in that no-mans land of the MOT running out

and the tax about to expire. I'd got some shock-absorbers on order which hadn't arrived. So I took a chance and it passed, although the examiner said it wouldn't pass next time.

He'd advised me last year that the rears were very slightly leaking but they just scraped through. He said that he

can see that the car doesn't do a high mileage

There's a lot to be said for getting MOT's done at a station that doesn't do repairs - they're not looking for business!

With the standard Lotus shocks for the 135 running at well over £400 each I asked Norman if he could get hold of something a bit cheaper so I'm going to give some "Gaz" units a try. They're fully adjustable so I can soften them up a bit, which I must say with the state of the roads as they are, they'll be a lot easier on the teeth.

John P has outlined the events for the coming year and I've included a copy for your perusal. The first entry is the AGM which will need a few more people turning up than did last year - it's on club night so numbers should be better.

Something I did pick up at the Classic Show was details of a website [motoriety.co.uk](http://motoriety.co.uk). It allows you to store all of your car data online making it easy to collate everything. Sounds like a nice idea but would you want to put all that info on the Web? (although it's probably all there already somewhere!!) I've not fully studied all the details and advantages but I will do when I have a spare few minutes. But have a look and report back your comments etc.

Lotus factory news includes sales up by 50% and the official announcement of the automatic paddle-shift Exige.

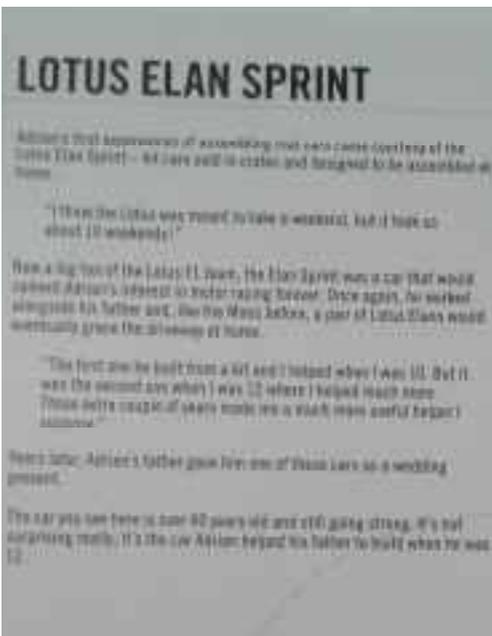
The sales increase is just over 1500 cars sold against 1000 in the previous period. The new boss at Lotus wants to see sales of 3000 cars per year to make the factory profitable. So there's a way to go yet. But at least the increase is some good news coming from Hethel.

Has anybody had any more thoughts for a name for Simons's cup. John U would like some ideas as he wants to get engraving sorted out. So please give it some thought. I should think it will be resolved at the AGM. I'll kick it off with my suggestion - the "NKLG Clubmans Cup" in full motorsport tradition, but I'm sure somebody will come up with something better.

I'll leave you with an article over the page from Vaughn and John has provided a summary of the accounts.

Club night is next Wednesday on the 11th. So see you there.

John



## ROLLING EVENTS DIARY

### February

11 Club Night The Plough

### March

11 AGM & Club Night The Plough

## A lot about nothing

At the last meeting at the Plough, John Frisby indicated that he had very little information / gossip to include in the next newsletter and looked at me in a very strange way!!

It seems everyone has "tucked up" their cars for the winter, owners have started to hibernate and nothing interesting appears to be happening, hence nothing for him to report.

Taking the "hint" here goes:-  
My Elise Insurance was due in January and was previously arranged through Adri-

an Flux and every year their premium goes up and the limited mileage allowed goes down. The latter has not been a problem recently as over the last two years my Elise has only covered approx. 800 mile per year – Shame on me.

Whilst changing over my wife's car insurance, due to the arrival of a new 1 series BMW, I casually asked Liverpool Victoria if they insured Lotus cars. This time the answer was "Yes" which came as a surprise as was the premium quoted.

It seems that as we have two car policies mine and Diana's, plus a house/contents cover with them, they allowed me a 70% discount on the Lotus as well as the Audi and BMW. All three cars are now on separate LV polices and are not on a multi-car policy. The result was a reduction of £150 from the Adrian Flux Lotus renewal quote and an increase in allowed mileage from 1000 to 3000 miles per year. The only real down side is LV do not operate an agreed value policy so more careful driving may be necessary from now on!

It seems to me that major insurance companies are now more prepared to take on Lotus car insurance cover so it is always worth asking.

My Elise MoT was due at the same time and I was concerned that (a) the rear Bilstein alloy spring seat collars were now showing signs of corrosion and (b) the lack of use last year could cause the Catalytic converter to fail the emissions test.

I replaced the front spring collars last year (see newsletter No. 218 - February 2014) so I attacked the rears without any real concerns and completed the task quickly without any problems.

This was followed by a few fast runs in second and third gears as a pre-requisite to the MoT test to address the emissions concerns and luckily the emissions just crept inside the limit on the day.

As I said at the start, this is a lot about nothing but may fill up John's page.  
Cheers

Vaughn

