

North Kent Lotus Group



Editorial.

This month we have important news about emails, and yet again I am indebted to Vaughn for another item for the newsletter, something different this time that I hope you'll find interesting.

There has been concern for some time that some members appeared not to be receiving emails. Since this is such an important means of keeping everyone up to date with what's going on in Club it is imperative that this is resolved. After much searching, Richard believes that he has found the source of the problem. Please read his item below, and if you do need to create a new email address in response to his recommendations please let a member of the Committee know what it is. And on behalf of the Membership, many thanks to Richard for all his work on this.

I have had a preview of the magazine that Vaughn has written a note on. It's more a small paperback book than a magazine, and it looks very interesting. He plans on bringing issue 1 to the next club night, so have a look to see what you think of it if you can.

Email Issues!

I've been advised over the past few months that some Members are not receiving emails, or if they are they are coming through on an intermittent basis. Having undertaken some investigation, it seems the following situation is apparent:

Our email Membership List is hosted by a Company called "JustHost.com". In order to keep things cheap for subscribers, they have a common sender profile (including IP addresses) across all their customers who send emails (i.e. not just NKLG). This may include other customers who undertake marketing email campaigns, etc.

The upshot of this is that certain broadband / email providers that we all use as providers of our own email accounts sometimes detect large-scale activity coming from these profiles, and place the IP address ranges into temporary blacklists, that may exist for up to 90 days. That means that anything else coming from those IP addresses will be marked as spam before they hit the recipient's inbox. You will never even have the chance to see the incoming email to flag it as OK, as your own email provider has already hidden it.

All those affected Members that I am aware of are using BT as their email provider, and they seem to have quite aggressive spam prevention. From my investigations into BT forums, it seems that BT do not really act on requests from individuals to allow specific items through. So if you are not receiving emails from us – and you are a BT user – by all means contact them, but I do not hold out for much success. An alternative I recommend is to set up another email account – for example Google mail ("Gmail"), which you can then give me as your recipient email address and this can then be used in the future.

Hope this helps for those affected !!

Richard

For Sale:

Sadly, Ian Lilly is calling time on Lotus ownership, not because he's gone off the idea (who could?!) but because he's unable to keep the car at his home and he now finds that it is completely unused. As a result, his Elise 135R is for sale. It is a '54 reg, Mica Blue with 75k miles on the clock. If anyone's interested please contact Ian, or go via the Club if you don't have his details.

Contacts

Meetings: 2nd Wednesday, The White Rock Inn, Underriver, TN15 0SB

www.northkentlotusgroup.org

Something New but Old

I have a younger sister who is a journalist working for the BBC/Radio Times. She used to work on London's "Time Out" magazine and got to know a number of motoring journalists of note, Richard Williams (Biographer of Enzo Ferrari and Ayrton Senna) and Mark Williams (founder of several Motorbike magazines and also a contributor to Top Gear, Classic Car Mart publications).

Mark is now editing and publishing a new quarterly motoring magazine entitled "The Classic Motoring Review", although the first issue seems to be more of a "bound book" (A5 + format) rather than a magazine. My sister, being ever thoughtful, arranged for me to receive a complimentary copy of the first edition and when it arrived it was accompanied by the official press release.

According to this press release, numerous exceptional writers are to be contributors, including Peter Wright (ex Lotus, BRM and FIA), Steve Cropley (Lotus owner and Motoring Editor/Author), Miranda Seymour (author of the book The Bugatti Queen) and the above Richard Williams.

The release stated that it would be very different in style from normal motoring magazines (little or no advertising) and the articles would be significantly longer, typically 3000 to 5000 words, often based upon or reproduced from articles published in the 1960's, 70's and early 80's with limited photographs.

The intent is to reproduce the best automotive writing topics and styles of the late mid-20th century and be all about the machines, the men who created them, or the experience of driving them. The use of line drawings seemed to prevail in issue 1 and any photographs used in future would be monochrome.

It is to be published quarterly but only obtained by subscription, see www.classicmotoringreview.uk

I sat down with a cup of coffee and started to read: -

This first edition has a very wide range of topics including such titles as, "When Italy was a Race Track", "Secret Life of the Roads", "In-Car entertainment" and "Scrapping the Scrappers".

Typically, each article covered between 7 to 9 pages and included references to the original article, author, book or idea.

Naturally, being interested in Lotus, I chose a contribution by Peter Wright (ex- Lotus, BRM and FIA) as the first article to read. In it he describes his early life in Africa, motoring in pre-war MG cars and then on to his employment with BRM building racing Lotus Twin Cam engines for Mike Spence under the direction of Tony Rudd.

This was followed by working for Specialised Mouldings on carbon fibre projects for four years and then his work with Tony Rudd at Lotus developing composite structures including the Lotus T78 and 79 F1 cars (Ground Effect structures) and the VARI system for car bodies. During his time at Lotus he had access to a wide range of cars that we are all familiar with and makes comments about his experiences with them.

Interestingly he said that Chapman needed very little sleep and management and staff found it hard to keep up with his ideas, his practical involvement and the work load he imposed.

After reading two of the fourteen articles in issue 1, I can confirm that they have achieved the style and image of bygone days. If you were a fan of Dennis Jenkinson who wrote for Motor Sport, you will remember he could create a wonderful descriptive image of events without the need for pictures and this publication seems to be following that style.

I found that once I started reading the first article, it was difficult to put the book down so by the time I finished reading it, my coffee was stone cold.

Vaughn