

North Kent Lotus Group



Editorial

As may have been anticipated, the arrival of British Summertime coincided with the arrival of freezing temperatures and we now have salt all over the road, so my plan to get the Elise on the road on the 1st April is now on hold. I suspect a few of you may have had similar plans and we don't often hope for rain when planning to get the cars out, but we need it now to wash all the salt away. We can then, at last, safely start the (Lotus) motoring year.

You'll see a good number of events listed at the end of this newsletter, so hopefully we will all get to see one another at some point during the coming year, and if this year is anything like last year, when everyone seemed to leap at the chance of getting out following recent constraints, we should see a good turn-out for these.

We have a number of places booked for various events, and we currently have spaces to fill at the Masters Historic Festival at Brands Hatch and Magnificent Motors at Eastbourne, so please let Jon & Michelle know if you'd like to attend either of these. Uptake for Bromley has also been low so far, so please consider this one too.

The one notable event of the year to date has of course been the AGM. A copy of the minutes and financial report will be circulated with this newsletter. These will hopefully be self-explanatory, but it's important to highlight a couple of points.

Firstly, John Potts has decided to step-down from the Steering Group. John has put a huge amount of time and effort into organising innumerable events for all the members to enjoy over very many years, and although John was unable to attend the AGM he was thanked in his absence, and I do of course wish to publicly repeat those thanks through this newsletter, on behalf of the entire membership, for his enormous contribution to the North Kent Lotus Group.

The other significant matter was that of the venue for the monthly meetings. There has been some disquiet, for various reasons, with the Moody Mare for a while, which has been compounded by the pub now hosting the Jaguar Owners Club on the same evening as us. No disrespect to Jaguar owners of course, but the carpark was often full to capacity before their arrival, and as if to emphasise our concerns, although our usual room at the Moody Mare had been booked to accommodate the AGM, the pub denied all knowledge of the fact when we arrived.

One option would be to stay at the same venue but meet on a different evening, however there is clearly a wish for alternative venues to at least be considered. The club night venue is a touchy subject for many, so in the first instance can I request that if any members have any suggestions for consideration, please let me or any Steering Group members know. A shortlist will be compiled for consideration, hopefully in the not-too-distant future. At that point, by all means lobby and make your opinions known.

I already I sense that there are differing and polarising opinions developing on the matter, and we know it will be impossible to keep all the people happy all of the time, however the membership has empowered the Steering Group to make what are sometimes significant and difficult decisions on their behalf, and when a new arrangement is established, I would urge everyone to support the Steering Group's decision.

I am hopeful that whatever the outcome is, it will be our location for the foreseeable future, not a stop-gap while we find something better, so please contribute if you can.

Finally, I have received a 'my Lotus story' contribution from Paul K, and we already have a couple of others for future newsletters, so my thanks to Paul for that, and hopefully this will inspire others to share their story. If everyone does this, we'll have enough newsletter content to keep us going for the next few years.

Roger D

My Journey Back to Lotus.

I returned to the Lotus family in 2020 after an absence of 40 years.

I was a big fan of Jim Clark who was my childhood hero & I am a fan of the Lotus road & race cars. I remember reading editor Bill Boddy's review in Motor Sport magazine stating that the Elan was perfection to drive down a county B road & you should do everything possible to own one. I first drove a yellow Elan S3 with the roof down on a summer day & I was hooked.

Aged 21, I bought a 3-year-old 1973 Elan Sprint in blue, white & gold, registration LPW 100L from Bobby Bell at Bell & Colvill.



I then joined Club Lotus & won "Car of the Day" award at the club's meeting at North Weald Aerodrome in July 1978 for a combined best score in the sprint & concours. I blew the exhaust in the sprint so had a noisy journey home.

I had an enjoyable track day at Goodwood & remember a Lotus Cortina Mk2 spinning off into the long grass when chasing after me & the driver saying afterwards, he could not keep up in the corners. I suffered a couple of reliability issues in the 3 years I owned the car. The windscreen wipers would stop working when taken for an MOT & then mysteriously start working again when I returned home. I had real problems trying to start & extricate the car from a muddy field in pouring rain at Silverstone at the finish of an Indycar race when the electronic coil started to malfunction. Luckily the car managed to start just before the battery died.

I sold the Elan to a buyer from Wales. It would be good to know if it is still running.

I had been looking at becoming a Lotus owner again for a couple of years & the Covid 19 epidemic made me realise that life can be too short. In 2020 I took the plunge & acquired a three owner 20k miles 2015 Elise S Cup 220 in Zest Yellow. It came with a Larini Group B sports exhaust silencer which sounds nice & does not drone on the motorway & it has passed the noise tests at the track days I have done.

It also came with a TRD airbox & Pipercross air filter, forged wheels & Schroth racing harnesses.



I had previously driven an Elise at Thruxton circuit & also a 250 Cup at the Hethel test track when I had a factory tour but had forgotten how raw these cars are & how you can brake late & carry so much speed through a corner. The Elise really is a race car for the road & is much like the Formula Ford single seaters I raced in my 20's & the Formula 4 single seater I drove at Brands Hatch & the Formula 3 racing car I helped to run in the British F3 championship & Monaco Grand Prix support race in the 1980's The more I drive it the more I love it & my grandson cannot wait until he is old enough to drive it.

The other cars I have owned that come close to the Lotus for driving enjoyment are a Toyota MR2 Mk1 which had a perfectly balanced chassis enabling 4-wheel drifts & a super 1.6litre 16 valve engine. Also, a RenaultSport Megane 250 Cup chipped for 300bhp 300 lbft of torque with an LSD. A mundane base model transformed into a fantastic car by those brilliant RenaultSport engineers who now work for Alpine & are collaborating with Lotus on the development of the new Elise/Alpine sports car. The Megane could be tracked all day & also be used as a daily driver. A car I regret selling.

The Elise is closer to the motorcycles I have ridden for most of my life (another story entirely) than any normal road car. My wife banned me from riding motorbikes after one too many crashes so the Elise is my 4 wheeled motorcycle. My only problem is, my RenaultSport Clio 220 Trophy now feels like a bus to drive!

The circle of life is complete, driving a yellow Lotus, supplied by Bell & Colvill.

I will provide a separate article on the modifications I have made & intend to make to the Elise.

Paul K

Contacts

Regalia & Clothing: www.arktrading.com

Meetings: 2nd Wednesday each month, The Moody Mare, Seven Mile Lane, ME18 5QY

Web Site: www.NorthkentLotusgroup.org

Group Activities and Meetings

2022 NKLG Events

	Date	Event
April	21st -23rd	Salon Privé London
	Sunday 24 th	Drive it Day
	Sunday 30 th	Track days at Goodwood and Castle Combe
May	Sunday 1 st	Magnificent Motors Eastbourne * (10 Places)
	Sunday 29 th	Master Historic Festival Brands Hatch * (20 Places)
June	Sunday 12 th	Bromley Pageant * (Club Access discount code available)
	Sunday 19 th	Cars at The Castle (Hever Castle, 16 Places) *
	11 th – 12 th	Le Mans (90 th Edition)
	Thursday 23rd to 26th	FESTIVAL OF SPEED GOODWOOD
July	JUNE 30 th JULY 3 rd	LE MANS CLASSIC
	TBA	Fish and chip run– short notice, nice weather
	Sunday 17 th	Warlingham Classic Car Show * (10 Places)
	TBA	NKLG BBQ
August	18 th - 21 st	The British Motor Show *
	Friday 26 th to 28 th A	SILVERSTONE CLASSIC
	Monday 29 th	Bexhill Car Show
September	Saturday 3 rd	Salon Privé Club Trophy
	Sunday 11 th	Kent's Classic Car Show, Aylesford
	Sunday 11 th	Edenbridge Car Show
	Friday 16 th to 18 th	Goodwood Revival
October		
November		
December	TBA	Christmas Meal