

# Lowflying

April 2014

for Caterham and Lotus Seven enthusiasts



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# Lowflying

Club administration and membership services including membership enquiries, changes of address, Event Support Vehicle (ESV) bookings, Event Diary entries and advertising in Lowflying

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## Annual membership

£49.50 or £45.50 if paying by direct debit (UK or Overseas; membership includes Lowflying) please download a form from the Club website, or contact the Membership Secretary

## Lowflying magazine

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By post: see Club administration, above

By email to: lowflying@lotus7club.com

Advertising: see Club administration, above

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To report non-receipt of Lowflying, change of address or to request back issues (where available), please contact the Membership Secretary.

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David Mirylees (founder), Lol Pilfold, Nick Richens, Roger Swift, Keith Jecks, Andrew Walker, Steve Winterberg, Mark Durrant.

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# introduction...

Welcome to your "new look" Low Flying. As Martin explained in last month's edition, responsibility for the production of Low Flying has been passed on to a new team. I feel privileged to have been offered the chance to take over as editor and hope to be able to continue to bring members a top quality magazine each month. Having been a long standing member of the Low Flying Editorial Group, I have seen first-hand what a fantastic job Tony Pashley has done as editor and designer of Low Flying over the past ten years. We owe him a huge debt of gratitude for what he has helped turn this publication into. Tony - hopefully you'll now have a bit more time to get out from behind the keyboard to be able to enjoy your Seven on the road and track this summer.

By way of introduction, I have been a Club member for approaching fifteen years, and an avid reader of Low Flying over that time. My somewhat compulsive search to build a collection of every edition published may have been rendered somewhat obsolete by our project to scan each edition electronically (see article on Club IT initiatives for details...) but my enthusiasm for the Seven and the Club is undiminished. My hope is that Low Flying will continue to encourage all members to get out and about, enjoying their cars with other like-minded people (and hopefully of course reporting about it here afterwards!)

Also joining the team is Paul Sander, who has taken on the role of magazine designer. Paul has built up a wealth of design experience, having had responsibility for the production a wide range of magazines and books. He specialises in automotive and aviation topics, but has been known to turn his hand to publications on subjects as diverse as pet keeping and tractors when the need has arisen! We are very lucky to remain so ably supported by the LFEG (Low Flying Editorial Group) of John Aston and Andy Couchman, who continue to provide fresh content to the magazine. But



this must lead to a plea – the team aims to deliver a varied and hopefully entertaining magazine each month. However, this is a Club magazine, which inevitably relies to a great extent on contributions from members for its success. We always love to hear from you, with whatever contribution you may be able to provide, whether just an idea, a single photo or a fully completed article. So, are you planning on undertaking a technical task on your car, simple or complex? Then why not take some photos and share your experience with other Club members? Have you treated yourself to a new gadget or upgrade for your car? Why don't you tell us about it? The editorial team is always here to advise, and we've had plenty of experience turning rough notes into finished material ready for publication.

In the meantime, spring seems to be finally here, and I hope you have a great Sevening season planned. Me? I'll be starting by dusting down my race suit, then seeing if I can remember which way the circuits and hills of the Club Speed Championship go. With the Dunsfold Handling day and Throckmorton to look forward too also, it should be a busy start to the year.

*Be seeing you!*

**Michael Calvert Editor**

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The Club International at Throckmorton promises a great day out for all the family



Photographs courtesy of Nick Addy

# The Lotus Seven Club International meeting

Saturday 31st May 2014 Throckmorton

We look forward to seeing a large turnout of members and guests at Throckmorton Airfield for the Club's 2014 International event.

The day should offer something for everyone - whether you just want to socialise with other members, admire the cars on show, browse the stalls or get active with your Seven. With a little luck, the weather will once again shine on us as it did at last year's 30th Anniversary event at Beaulieu (although for those planning to squeal their tyres round the cones, a sprinkling of rain might even be desirable!)

Throckmorton provides us with ample tarmac which we can use to set out a range of activities. The runways will become our playgrounds for the day, with slalom courses available for all to try. Why not explore the buzz of whistling around the course with just a few strategically placed cones for company!

We are expecting a variety of trade stands to be on hand, no doubt to tempt and advise in equal measure with regards products, services and upgrades. Already confirmed are Thundersports, Speedchills, UK Sports Eye Wear, Soft Bits for Sevens,

Premier Power, Northampton Motorsport, Meteor Motorsport and Premier Paint Guard. Each will be providing expertise in their fields to help us all lighten our wallets (and possibly our Sevens!) and enjoy our cars to the full.

Caterham Cars are providing a swanky new hospitality unit to be used as Event Control and are bringing a selection of cars from their range, some of which will be available as demonstrators.

We've invited caterers who will be there to offer an assortment of breakfast, lunches and dinners to suit all tastes.

In addition, the timed AutoSolo course will be available for those who want to drive against the clock. Please see the opposite page for more details.

When the day's over, you can camp at the venue - for no extra charge - or stay in one of the local accommodation options available... go to [www.visitpershire.co.uk](http://www.visitpershire.co.uk) to see the huge choice on offer (book soon!) We've negotiated a special rate for a lucky few at The Evesham Hotel... please telephone 01386 765566 to book; quote the reference 'L7c' to obtain double rooms for £220-240 for two nights including breakfast.

For our evening's entertainment we will have our very own 'pop-up' cinema; weather permitting there may be a 'drive in' option. Film choice yet to be confirmed but expect a motoring theme...

Sunday morning will start with a choice of blats around the beautiful local countryside; routes will be available to help you find your way, followed by a leisurely trip back home.

**Adult entry tickets are just £15**

Due to the large number of people we hope will be coming, we ask you choose a morning or afternoon slot to complete your driving activities. In the remaining time, a little help with the marshalling would be appreciated - though we'll make sure all have time to enjoy the remaining hours to the full.

Family members are welcome in other cars: please indicate this on the booking form, along with the total number of people in your party who'll be coming. This is very important as we need to establish the numbers for our caterers, toilets, marquees etc, as there are no permanent facilities on the site.

Please complete the booking form below and send to Sam, together with your payment, to secure your place.



Richard Pinkney, (MSA/BTRDA National Champion 2013) shows just how an AutoSolo should be driven. His car of choice is a Seven of course.

Photo by Nic Ayre

## AutoSolo – what's that?

One of the many attractions at the Club's 2014 International meeting is the chance to participate in an autoSolo event. So, the obvious question is – what exactly is an autoSolo?

Well, autoSolos have been a favourite in the US for years, and were introduced to the UK by Bristol Motor Club back in 2003.

They can be thought of as a cross between a sprint and an autotest, where cars run one at a time against the clock on a short course. The emphasis is very much on car handling and agility rather than on speed and power; no reversing is involved, and the speeds and hazards do not exceed those encountered in normal road driving. The challenge of setting the best possible time around an autoSolo course should be equally enjoyable for novices and experienced competitors. The emphasis is very much on having fun; although there will be a leader-board, and awards will be presented at the end of the day, the real pleasure should come from seeing your times tumble as you master the smoothness required to complete the course.

The wide expanses of tarmac at Throckmorton will provide the perfect

opportunity for a great AutoSolo course to be set out. The local motor club has been using the venue for such events for a number of years, so we already know just what can be achieved. Drivers will follow a clearly marked-out route around the course, meaning that they will be free to focus on finding the optimum lines, rather than on remembering which way to go. Compared to traditional autotests, autosolo courses do not require any reversing, nor specialised techniques like spin turns.

### An event for all members

Entry requirements for autosolos are very low, Cars must simply be taxed and insured (with a valid MOT certificate if required by age), and seatbelts/harnesses must be worn. There is no need for an FIA bar, helmet or overalls as this is a low speed event. The only other stipulation is that competing cars must have been driven to the event (this is

an MSA requirement to keep the focus on road-going entrants).

All drivers will however, need to hold a full driving license and be Club members - unfortunately, only guests whose names appear on a Club membership card will be permitted to take part (this provides liability cover under the MSA banner.) However, one car can be shared between multiple drivers on separate runs.

Timing will be by stopwatch, and times will be recorded to one tenth of a second accuracy.

### Classes

An Autosolo event is far more about driver skill than car performance, so any Seven, whatever its state of tune should be well placed to be competitive. Traction and grip are likely to be far more important than power, so we will look to devise a very simple class system (most likely based on type of tyre used) to ensure that entrants face the most level playing field possible.

### How to enter

There is no need to book in advance – simply put your name down on the day. Runs will cost £5 each, with a discounted rate of £13 for three runs to encourage drivers to keep chipping away at their times. We do want to encourage enthusiastic drivers (and driving!) but a maximum number of 12 runs per person has been set.

### Awards

Awards will be presented for the following:

- 1st to 3rd in each of the classes (to be determined)
- Fastest lady
- Fastest time of the day (FTD)

So, whether you've ever tried your hand at competitive motorsport or not, here is your perfect chance to have fun and pit yourself against other members in a discipline which demands care and finesse.

## Lotus Seven Club International meeting Throckmorton 2014 ticket order form

event date 31-05-14

NAME	MEMBERSHIP NO.
EMAIL	TEL NO.
NO. OF PEOPLE CAMPING:	
Adults' tickets are <b>£15</b>	NO. OF TICKETS: _____
Children's tickets are <b>£5</b>	NO. OF TICKETS: _____
Slalom tickets are <b>£10</b> , for am or pm session	NO. OF TICKETS: _____
PREFERRED DRIVING SESSION, PLEASE INDICATE:	am or pm
IF ABLE TO HELP WITH THE MARSHALLING, PLEASE INDICATE:	am or pm
<b>Total remitted:</b> _____	

- Please complete the form (a photocopy of it, or the information supplied clearly on a separate sheet is acceptable) and send it, together with a cheque payable to 'Seven Club Ltd' to: Sam Pearce, Lotus Seven Club, PO BOX 7, Abergavenny NP7 5WQ
- You'll receive an email or telephone call confirming your booking.
- Final instructions will be sent approx. two weeks before the event.
- Payment by cheque is preferred please; but you can call Sam on 01873 777303 to arrange payment by credit/debit card.

This ever popular event with its mix of car and club displays, on track lapping, parade laps and trade stands once again opens its doors to the 'Classic & Retro' community and the general public.

This year, the event falls on Armed Forces Day so the Club stand will be supporting the National Gulf Veterans & Families Association (NGVFA). The circuit has kindly donated a fast parade lapping pass for one lucky winner of the raffle with the proceeds going to the NGVFA.

Unfortunately the free admission ticket arrangement of previous years has gone, but a display area for forty cars and the ESV has been booked.

There will be an exclusive 'Sevens Only' lapping session at 14:00. The session lasts for approximately 15 minutes so depending on pace, lapping in double figures is possible. This is great way to experience driving on track for the first time as being in the company of other Sevens is very reassuring.

Mixed vehicle lapping and parade laps are also available on application to the circuit.

Although there is now a cost for entry, Club tickets do go quickly for this well-supported event. If you miss out on these, there is a special advance price for car & driver admission available.

Last year the Club won its second Club Stand Of The Day Award for the event so come along and help us get the third one!

### Booking

Admission tickets in advance are £6 per car & driver. For a ticket please contact Geoff Brown. e: [geoff.brown@lotus7club.com](mailto:geoff.brown@lotus7club.com) t: 01793 876465

**Last date for ticket applications at this special Club rate is 30 APRIL**

Once the forty tickets have gone, general admission is £8 per car and driver if ordered in advance from the circuit.

### Passengers

Admission tickets prior to the event: £12 (£15 on the day). Seniors: £8 (£10 on the day). Under 16 Free of charge.

### Lapping passes

Sevens only session: £25 & must be pre-booked at least one week prior. Advanced booking for open lapping sessions & parade laps are available on application. Passenger lapping pass: £5.



# Classic & Retro Action Day

Castle Combe – Saturday 28 June 2014

To purchase lapping passes & extra admission tickets t: 01249 782417 and ask for Maria or e: [maria@castlecombecircuit.co.uk](mailto:maria@castlecombecircuit.co.uk) Please mention the Club.

### Noise limits & safety

Cars going on track must be noise tested. The maximum allowed is 100d(b)A @0.5m.

Cars must be roadworthy, have a current MoT and be insured. On track, helmets must be worn and arms and legs must be covered. Drivers should be prepared to show their driving licence upon request.

Drivers and passengers wishing to undertake lapping sessions must attend a safety briefing which entitles them to a track-pass wristband. It is advisable to attend early.

Passenger exceptions: No one under 16, and minimum height 5'2" (157cm).

### Getting there

Gates open at 08:00 and close at 18:00. Circuit is open from 09:00 to 17:00 with a break for lunch usually 12.00 to 13.00.

Castle Combe circuit is situated approximately 6 miles West of Chippenham off the B4039. Exit M4 from the East at J17 or West at J18.

Follow brown circuit signs and directions for the A420.

Please note this event is organised, controlled and marshalled by Castle Combe circuit. The presence of the Club is by invitation. Members going on track do so at their own risk.

## Candian Blat

It may be a little too far for the bulk of UK members to consider attending, but on Sunday 24th August 2014, the Western Canada Area of the Lotus 7 Club is organizing the 1st all Lotus 7/Caterham gathering in Red Deer, Alberta.

This event will start at 10.30am in the parking lot of Great Chief Park, Red Deer, Alberta. Then a Blat out to Abraham

Lake, returning to Sylvan Lake for a 'Pot luck steak & shrimp' BBQ.

This event is open to Lotus 7s and Caterhams only. For additional information please contact Western Canada AR Terry Johns at [caterham@7cars.ca](mailto:caterham@7cars.ca)

We look forward to a full report of what will surely be a memorable event in a future edition of Low Flying.



Time to think about  
this year's upgrades?



Partridge Green Motorsport are hosting an 'Open Day' on 27th April 2014. PGM specialises in road, track and racecar engineering and maintenance and would like to invite all club members to have a look around their workshop, and generally talk Sevens! As an additional attraction, PGM will be offering a free weigh-in service so that owners can understand the current corner weight balance of their cars. This service is expected to be popular, so will be offered in order of attendance.

In addition, other invited businesses which supply the Caterham market will be supporting the day:

Soft Bits for Sevens will be offering help and advice on their range of aftermarket upholstery and storage products.

Quantum racing will be demonstrating a new range of damper upgrades aimed directly at the Caterham market.

Meteor Motorsport will be on hand to endorse the wide range of products which they offer and which are regularly featured in Low Flying.

A Snap On mobile tool shop will be attending throughout the day for people to see their wide range of products which are ideally suited to Seven maintenance.

PGM will provide a constant supply of tea, coffee and homemade cakes from the Partridge Green bakers throughout the day. Everyone is invited to arrive from 10am onwards. The event is expected to last until around 4pm, so please feel free to drop by at any time during the day – why not make the open day an excuse for a good blat on the local roads? Coincidentally, the event falls on 'National Drive It Day' so there should be a good concentration of other classics on the road, hopefully all enjoying the good weather!

The PGM workshop is based at Unit 7, Star Road Industrial Estate, Partridge Green, West Sussex RH13 8RA.

**PGM**  
Partridge Green Motorsport



## Club Speed championship

### New sponsors announced for 2014 competition

We are delighted to announce that the Club Speed championship has secured two high profile sponsors for this season - Premier Power Race & Performance Engines and QUANTUM.

The title sponsor, Premier Power, is well known for its Ford Sigma and Duratec engine upgrades. The company is owned by Stuart Cresswell, who has over twenty five years' experience of engineering and building competition engines. This experience includes engine preparation for cars competing in the British Touring Car Championship, and having been engine shop manager for Kenny Robert MotoGP. Stuart is also personally passionate about Caterhams, having built two cars himself.

Following considerable success in European Formula Ford, the company tuned its focus to developing the Sigma engine for the Caterham market. Having seen how reliable the engine was in a race environment, Premier Power spotted the potential for this lightweight powerplant to be a high performance Caterham engine. Stuart saw the opportunity for owners to upgrade the performance of their Sigma cars at a far lower cost than having to replace the engine with a Duratec.

The company offers a range of products aimed at all budgets. It can cater equally well for owners who simply want to take their car to the next level as for those who want to convert their car into the ultimate trackday or race car. Stuart says "Having worked at some of the highest levels of motorsport, it's nice to be able to come get my feet back on ground and support the Lotus 7 Club sprint championship this year. My wife Clare and I have got so much out of attending Club events that we felt this was a great way to combine our enjoyment of Caterham ownership, motorsport and meeting great people. Since joining the Club nearly three years ago we have met a great network of people - we both wish all those competing this year the very best of luck and look forward to spectating at some of the events".



The second sponsor joining the championship is QUANTUM. This company was originally established with the sole purpose of supplying an innovative new shock absorber to the Onyx Formula One team; it subsequently expanded its F1 customer base to include Arrows, Brabham, Ligier, Minardi and Tyrrell.

Since then, QUANTUM shocks have raced at every level of national and international motorsports including Formula Ford, Formula 3000, Formula Nippon, CART, DTM, NASCAR and Japanese GT—not to mention UK club racing classes including Sports 2000, Super Sports and Mini Miglia. High profile success came quickly – QUANTUM's first victory in Formula Three came in only the third round of its first season with Paul Stewart Racing's David Coulthard. The British, German, Italian and Japanese championships were all won by cars using QUANTUM shocks the following year.

QUANTUM is proud that every part of every product which it sells is manufactured in its premises on the border of the South Downs National Park. A bare minimum quantity of sundry items is bought in from established suppliers in the United Kingdom and Europe.

Laurence Wilson, responsible for new product design at QUANTUM says "I am very pleased to be supporting the championship. As a Caterham owner and Club member of 10 years myself, I have been keen to support the Club whenever possible. I'm very excited to be putting our name to the championship and am exceptionally proud every time a set of our shocks leave the door, destined to be put on a Seven."



2013 has been a stable year for the Club's finances. We have taken in the new website development work and capitalised it over a 3 year life

which seems prudent considering how long the previous site has lasted (our thanks must go to IT master Barry Sweeney for his sterling efforts here...) Membership has shown a slight improvement in headcount for the first time in some years and our cost base has been tightly controlled as usual. Rather than look to increase the membership fee by inflation each year, the team decided to hold it at its current 2013 level for this year which was hopefully a welcome move.

There have been some requests for the membership fee to be variable and determined on a "menu type" basis, with a reduction for "forum only" members and for those from overseas as they may not be able to enjoy all the benefits of full membership for logistical reasons. From my side as the treasurer, membership fees contribute to the running of the Club as a whole; we cannot adjust the cost base of the Club to suit individual

## team talk: finance

Treasurer **Nick Chan** reports on the Club's accounts which have just been signed off.

requirements and I'm sure we wouldn't want it to become too fractured or bureaucratic in terms of what we offer. By having a single fee, this does mean that everyone is entitled to attend and we do not have to review individual membership statuses to check who is covered for what, with the additional time and resources that this would inevitably require.

Reviewing the accounts, I am pleased to report that our financial situation remains strong, and we returned a very small profit on our activities to add to Club reserves. Covering our costs while maintaining a "rainy day" fund remains our aim, and it is great to see that we are continuing to achieve this goal. Looking at specific areas, it was good to see that despite a sizeable drop in the number of attendees at the two Curborough sprint events which the Club organised last year, the Speed Championship still managed to return a small profit to the rest of the Club. Trackdays also generated a small profit, as did the visit to

the Caterham F1 factory and the Silverstone Young Drivers event. I hope that a review of our accounts demonstrates that the Club is consistently looking to offer good value events to its members while trying to eliminate passing any extra costs to the Club at all times.

With a view to further developing the Club, we have decided to set aside a small fund based on the size of the membership. This year we have applied 5% of the fee revenue, but this could be a varying percentage depending on other activities we might be carrying out at the time. The intention is that this pot builds over time, and that it can then be used to fund special celebrations for Club members in a similar manner to last year's Beaulieu event, or the 50th Anniversary at Hethel. We will then be able to run special "one-off" type events with less financial impact on the Club and its members. Really, it's a case of planning for the future and I hope everyone agrees that it is a worthwhile initiative.

	2013	2012
<b>Profit &amp; Loss Account</b>		
Turnover	189,629	169,611
Cost of Sales	-56,599	-45,920
Gross Profit/(Loss)	133,030	123,691
Admin Expenses	-130,370	-120,136
Operating Profit/(Loss)	2,660	3,555
Interest receivable	530	13
Interest payable & similar chgs	-42	0
Profit/(Loss) for year before tax	3,148	3,568
Tax	-106	-3
Profit/(Loss) for year	3,042	3,565
Accumulated Profit/(Loss) brought forward	12,549	8,984
Accumulated Profit/(Loss) carried forward	15,591	12,549
<b>Balance Sheet Fixed Assets</b>		
Tangible Assets	800	1,200
<b>Current Assets</b>		
Stock	1,513	1,350
Debtors	36,388	18,463
Cash at Bank	115,004	113,321
	<b>152,905</b>	<b>133,134</b>
<b>Creditors</b>		
Amounts falling due within 1 year	-75,032	-58,703
<b>Net Current Assets</b>	<b>77,873</b>	<b>74,431</b>
<b>Net Assets</b>	<b>78,673</b>	<b>75,631</b>
<b>Reserves</b>		
Other reserves	68,758	63,082
P&L Account - opening	12,549	8,984
plus profit in year	3,042	3,565
less transfer to special reserve	-5,676	0
	<b>78,673</b>	<b>75,631</b>

<b>Sales</b>	
Membership income	109,110
Advertising income	19,512
Regalia sales	7,258
Miscellaneous income	4,653
Trackdays	21,487
Speed Championship	1,761
Curborough income	6,529
Other event income	19,319
	<b>189,629</b>
<b>Cost of Sales</b>	
Opening stock of regalia	1,350
Regalia purchases	4,729
Membership costs	0
Trackday costs	21,364
Speed championship	1,393
Curborough expenses	5,900
Other event costs inc ESV costs	23,376
Closing stock of regalia	-1,513
	<b>56,599</b>
<b>Administrative Expenses</b>	
Insurance	1,972
Low Flying Production	52,159
Editorial / Pre-production	19,943
Membership / admin costs	33,604
Printing / Post / Stationery	73
Website expenses	7,405
Meeting expenses	7,646
Accountancy charges	2,233
Bank charges	2,385
Depreciation	400
Other costs	2,550
	<b>130,370</b>



# Sam's blog

Like all of us, no doubt, Membership Secretary Sam is looking forwards to Spring...

Following the terrible floods over the last few months, the mild, sunny spell we have been having since the beginning of March has lifted all our spirits. The arrival of the sunshine means that event forms start flooding in – we are currently taking bookings for nine different events as well as dealing with all the usual renewals and other items such as dispatching the binders ordered by members. We have four staff here on standby to step in to help process at these really busy times. It works very well to have a flexible team that doesn't mind stepping up when the pressure is on!

I am very much looking forward to attending the Club's international event at Throckmorton and I am sure it will be hugely successful and popular. We just need a bit of help from the sunshine to make it a perfect day out. Luckily, Hazel at three years old loves any kind of vehicle and had amazing fun pretending to take me out for a spin in my brother's Lotus Esprit. She really is a petrol head in the making just like her mum and dad. Now Dan has passed his motorbike test, we are trying to find a suitable bike for us both to share. This is turning out to be a bit of a challenge as I love the style of my stunning 1980 Suzuki GS550E and he likes the chopper style bikes. I can see



either divorce or owning two bikes being on the cards, I know which I would prefer...

April brings another Management Team meeting in Thame and I do not mind travelling though the stunning British countryside to the meeting one bit, especially in my favourite month of spring. I guess the only thing that would improve the trip would be to do it in a Seven. I would love to go on the Welsh Fish and Chip run this year (weather permitting) but would need to find someone willing to take me - if you think you could help please get in touch. I may enjoy a very fast trip around the track but would much prefer a slower pace on the open road to take in the beautiful Welsh scenery.

## Maiden flights: welcome to our new members

Mr Bernard Bourlez,  
*Peruwelz, Belgium*

Mr Alexis Gray-Cowley,  
*St Albans*

Mr Christopher Bryant,  
*Kenley*

Mr Michael Devlin, *Duns*

Mr S And Mrs A Mccracken,  
*Forres, Scotland*

Mr Raphael Resch,  
*85720 Hesberg, Germany*

Mr Sven Solberg,  
*Tjome, Norway*

Mr Anthony Finch, *Derby*

Mr Nicholas Bayley, *Woking*

Mr Andrew Sim, *Saltdean*

Mr Andrew Whitehead,  
*Manchester*

Mr R Marr & Miss L Hollins,  
*Stockport*

Mr P & Mrs D Underhill,  
*Hinkley*

Mr J & Mrs A Caine, *Caven Arms*

Mr C & Mrs L Greenbank,  
*Gifford*

Mr Scott Anderson,  
*Dunfermline, Scotland*

Mr K & Mrs B Marston,  
*Tenderden*

Mr S & Mrs I Rollo,  
*Greenock, Scotland*

### Returning members

Mr M & Mrs S Kitteridge,  
*Royston*

Mr Carl Woodwiss,  
*Birmingham*

Mr Michael Dean,  
*South Benfleet*

We always love to hear from new members: Do drop us an email to [lowflying@lotus7club.com](mailto:lowflying@lotus7club.com) to tell us a little about yourself and how you are getting on with the Seven experience. If you are a new owner, we'd also love to publish a photo of your pride and joy.

## Recent Nuke-the-Leuk contributions

### NUKE THE LEUK '14 – Lap 2

#### Monthly Standing Order

from a shy, team sparring partner of old . . . £25.00

Monthly give-as-you-earn donation from another shy club member. £25.00

Alan Faux generously donated his winnings from the Carrotland Annual Quiz £54.00

Anonymous donation received with the message "Thanks Lotus 7 Club for organising a great day at the Caterham Technology Centre, Hingham" £20.00

This month's total: £124.00

2014 to date: £949.50

Fundraising History 1991 to 2013: £396,557.13

Grand Total: £397,506.63

Please can you ensure cheques are made out to Leukaemia and Lymphoma Research (there is no NTL account). Did you know you can make a donation online at <http://leukaemialymphomaresearch.org.uk>? If you do this please email me a copy of the receipt so I can make sure it gets included with the Lotus 7 Club total

#### NTL contact details:

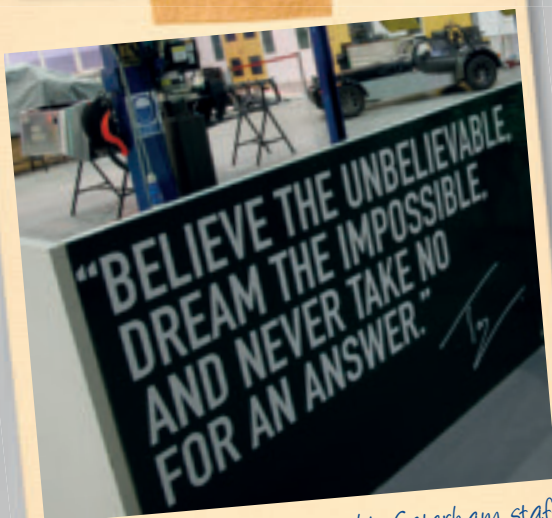
e: [nuketheleuk@lotus7club.com](mailto:nuketheleuk@lotus7club.com)

Caroline Grubb

2 Grafton Close, Gosport, Hampshire PO12 4GD



Alex Moore brought back this photo from a trip to the ever evocative pit buildings of the old Reims Gueux Grand Prix circuit. Although many may regret that the venue has been somewhat "renovated" in recent years, a blast down the old start finish straight (now the D27) remains a "must do" on any blat through central France. So - who's got it on their 2014 itinerary?



Tony Fernandes' message to his Caterham staff, spotted at the CTI facility by Mark Gilbert



Colin Cooper had the chance to compare pony power to horsepower during a recent visit to the New Forest.



As many people's minds start to turn to summer holiday plans, Martin Phipps reminds us of the pleasures of driving through the French countryside



A number of Club members spent the day at Northampton Motorsports recently, putting their cars on the rolling road to measure their power outputs. Comparing different setups, some interesting conclusions were reached. We hope to bring you a roundup of the day in a future edition.

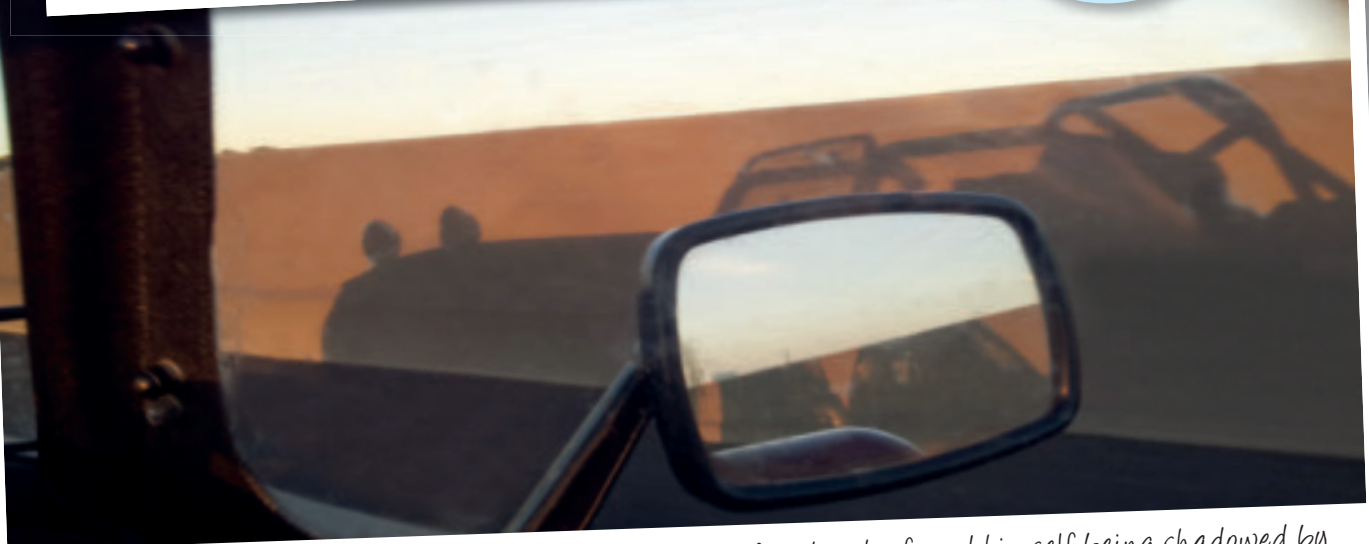


"CatOnCat" - after an early autumn blat, Antony Hawkins had been cleaning the dead flies off the windscreen when he had the strangest feeling he was being watched... "Bob" had come to see what he was doing (and more importantly, why it didn't involve "her"!)



Andrew Williams has been enjoying driving Anglesey Circuit (better known to the locals as Trac Mon). The circuit, with its varied configurations, is a firm favourite with track day, sprint and race enthusiasts alike. The view out across the Irish Sea is (weather permitting) stunning, although any driver with the time to take it in can't be trying hard enough...

Got a photo you would like to feature on the Fridge Door? Drop us a line at [lowflying@lotus7club.com](mailto:lowflying@lotus7club.com)



Who's trying to overtake? Peter Eliot was driving up the M1 when he found himself being shadowed by this familiar shape...

# Less is More – the Caterham 160 Story

The Caterham 160 has been receiving a lot of attention in the press recently, and many will have seen it feature on the Top Gear track, where it was highly praised by James May, despite being eclipsed in pure performance terms by the 620R. While its 3 cylinder 80 bhp engine may not offer the outright performance of other Sevens, this entry level model has been received with great acclaim as a great, yet affordable, driver's car. The design of the 160 was undertaken by Caterham's In-house R&D facility, known as Caterham Technology and Innovation (CTI). In early February, Members were invited for a tour of the facility, and to learn more about this car's genesis. **Michael Calvert** reports, with photographs by Mark Gilbert and the author.



The approach to CTI's facility is a curious one; you wind your way through rural Norfolk past the pig farms and sugar beet mounds to end up on the outskirts of the market town of Hingham at a Business Park. It is here that you enter the far more high-tech world of Caterham Technology and Innovation which rubs shoulders with the likes of a farm outlet shop.

CTI had invited 50 lucky members to tour its facility, and to learn more about one of CTI's most recent projects for Caterham Cars, the development of the entry-level Caterham 160. Unlike last summer's Club tour of the Caterham F1 factory, the terrible winter did its best to ensure that there could be no repeat of the row upon row of Caterham lined up

in the car park. Still, three 7s and a 21 braved the downpours to prove that we still have still some hardy members in our midst.

Attendees mingling in reception took the opportunity to examine a number of interesting exhibits on display, including a Caterham branded Team Lotus F1 car (apparently the personal property of Mike Gascoyne), a cut-away Caterham 160 chassis revealing many of the developments that we would learn more about during the visit and a range of other models and mock-ups of projects which CTI have been involved in, spanning automotive, marine and aeronautical domains.

Once assembled, attendees were taken upstairs for coffee and biscuits, and to be briefed on the morning's activities. CTI had

assembled a group of senior engineering and design staff who had given up their Saturdays to be our hosts – Scott Thompson (Business Development Manager), Chris Dunster (Head of Vehicle Engineering), Paul Birch (Head of Powertrain and Electronics), David Minter (Chief Engineer, Vehicle Development) and Ralph Sandford (Chief Engineer, Control Systems). David Minter's face seemed familiar to a number of those present although it was not immediately apparent where from. It soon transpired that David had previously been chief engineer at Lotus, where amongst other projects he was responsible for the Elise S1 and S2 and had featured heavily in the 1996 TV documentary "Lotus Elise – the Inside Story". One of David's first projects



The 160 promises an affordable entry point to the Caterham experience. However, would existing owners be convinced that a 3 cylinder engine is worthy of the Caterham name?

when based at Dartford was to develop the Duratec R400 and bring it to production. With Caterham staff of this calibre as our guides, we were clearly in for an illuminating tour.

With introductions over, the attendees were split into two groups – one would start with a tour of the facilities, while the other would attend a talk on the development of the 160, before the roles were reversed. What follows is (at a very high level) a summary of the development work which ultimately lead to the completion of the Suzuki-powered Caterham 160.

The initial brief to CTI for the car which was ultimately to become the 160 was for a model to replace the Caterham Classic as the entry level to Seven ownership. Over the years, Caterham has used the Classic moniker on a range of different specification cars, ranging from 1600 Ford X-Flow, through 1600 Vauxhall and most latterly the 1.4 Rover K series. In each case, the Classic has represented a pared back, entry-level specification car, with the emphasis on driver enjoyment rather than out-and-out ultimate performance.

In essence, the target for this new car was to offer a light weight, low power yet engaging first step on the Caterham ownership ladder, and the designers were set an aggressive price point to hit for the project to be given the go-ahead.

### “Requirements”

CTI initially examined a wide range of power plant options for this new model, before settling on Suzuki. At first glance, this may not have been the most obvious choice, but when considered more closely, the Suzuki arrangement makes complete sense. They were able to offer Caterham off the shelf components including engine, gearbox, prop-shaft and rear axle which were already designed for a front engine, rear wheel drive configuration, which is a fairly uncommon setup these days. In addition, Suzuki’s three cylinder, 660cc turbocharged engine had been designed from the outset to deliver a sporting

character – for example, it revs to 7,500 rpm in its original application, even before any of the recalibration work which CTI would perform to optimise it for the Seven. What is more, it is incredibly light – the bare engine weighs in at around 60kg, and the gearbox (dry) is a mere 16kg. Scott Thompson quipped that after his first visit to Japan to investigate engine supply, he had considered bringing one back as hand luggage, and I think he was only half joking...

There were some additional “soft” benefits to Caterham from a tie-up with Suzuki too. Firstly, the Japanese company was extremely supportive of them in this development programme. Although in absolute terms, the value of business with Caterham would represent little more than a “drop in the ocean” compared to its main sales, Suzuki saw the project as an opportunity to imbue its car division with some sporting reputation, at a time when it was its motorbike division getting most of the motorsport attention – that “Powered by Suzuki” co-branding certainly seems to open some doors... Secondly, Caterham relished the opportunity to work with a power plant which is well known, understood and developed in

the Japanese market, yet relatively unfamiliar to European customers. The Suzuki 660cc engine had been developed to power a range of Suzuki vehicles which comply with the strict Japanese Kei car (“light automobile”) regulations. In the Japanese home territory, adherence to these rules provides a range of tax and insurance advantages, as well as an exemption from the requirement to certify that adequate parking is available for the vehicle. Of course, this all counts for nothing outside Japan, so could CTI really engineer a Seven, with the driver appeal that we have come to expect, from such a diminutive engine?

The 160 project was kicked off at a launch meeting held in Japan in December 2012. The team was set tight timescales for the development programme, which it achieved with ease since a mere seven months after this launch, Mr Suzuki took to the stage to unveil the demonstrator on Suzuki’s stand at the Frankfurt motor show.

Although to the outsider it may seem that dropping a new power plant and transmission into an existing chassis should be a simple process, the demands of the modern marketplace, and a desire to engineer specific driver characteristics into this car meant that a significant amount of work would be called for from the CTI team. In addition, the cost objectives for the car were only likely to be achieved if the number of components needing to be modified or made bespoke were able to be kept to a minimum.

### “Development project definition”

At the start of the project, extensive simulation work was undertaken to model the seemingly endless number of variables which would contribute to the character of the car. Gear ratios, torque curves, tyre sizes and a whole raft of vehicle dynamics aspects were modelled to provide the engineers with the best possible starting point for the car’s design. The choice of optimum gearing was a particular area of focus – options for gear and differential ratios and tyre sizes resulted in quite different



The 160 re-introduces the simple and lightweight live axle setup, not seen on new cars since the early 2000s.

outcomes in terms of performance, maximum speed, acceleration and the like. To further complicate matters, the team had to find a setup that would suit two states of engine tune as for regulatory reasons, the Japanese market would receive a car with a reduced power output of 64PS, while the rest of the world would receive the 80PS version.

Cost also had to be a constant focus in the project. Bespoke parts and component modifications would increase the end price of the vehicle significantly. The final specification car called for a unique differential ratio from Suzuki, married to the tyres which the team felt provided the best combination of performance attributes. Caterham Car's initial brief had been for a car that you could slide around at low speed, so over-tyreing it was to be avoided at all costs. A range of options was considered, with skinny 155/65 Avon ZT5 tyres being the ones selected, above others which potentially offered a higher grip levels, but which "let go" in a less progressive way. The result, we are told, is a car which a driver can slide around on the throttle at 30 mph should he so wish, with the loss of adhesion taking place in a progressive and predictable way.

With this quest to minimise the number of bespoke parts used, I was surprised to hear that Caterham had decided to design and build its own ECU to drive the 160's electrical systems. However, the need to ensure homologation for European and Asian markets, while retaining the Seven's sporting character without any noticeable lag from the turbo apparently made this the most appropriate choice. And although this is an entry level model, high tech concepts such as a "fly by wire" throttle needed to be incorporated to meet the requirements of a responsive, yet emissions friendly engine.

Another fundamental decision for the design team related to the rear suspension choice. Having considered the options, the choice was made to hark back to the design of the Seven as it was some forty years ago when Caterham first took over production and use a live axle. An appropriate axle was available from Suzuki (albeit with a bespoke final ratio), but with the Caterham chassis now designed around the more familiar De Dion rear end, there were significant technical obstacles to retrofitting a live axle. The simplest option would have been to weld an A frame mount onto the axle, but such a mounting point would have been very low down and prone to damage, and calculations predicted that there could be problems as when the suspension went through its full articulation, the prop shaft could go beyond an acceptable angle with the gearbox. With the completion of a range of exercises to model the behaviour of different suspension setups, the decision was made to continue a retro theme with the simple, yet effective choice of locating the axle

via a Panhard rod. CTI designed the necessary package of parts and axle modifications to marry the Suzuki axle to the Seven chassis and the basic architecture was complete.

Next came the engine. With Caterham's own ECU finished, it was time to fine-tune the engine setup for the 160. Many months of bench testing were to follow as the team developed the inlet, exhaust and electronics. A new lubrication system and sump were developed which would fit the confines of the engine bay yet maintain oil pressure under the most extreme conditions. First for Caterham was the development of "knock control" which allows the engine to extract the most performance possible from the fuel, while being able to run safely on the different grades available around the world.

The development of these ancillary systems to tune the engine's performance meant that the engine itself was able to be left untouched, reducing cost and maximising the reliability of this tried and tested power plant. And while the CTI staff privately admitted that in an ideal world, a "driver's car" would be naturally aspirated rather than turbocharged, they are clearly proud of the work that they have done to provide responsive power delivery. In fact, Dave Minter said that he very much doubted that anyone who did not know that the car used forced induction would be able to guess that it was turbocharged at all. Throttle response is no doubt helped by the fact that the turbo is actually quite minuscule (it apparently has a turbine blade about the size of the end of your thumb) so is always 'on-speed' which cuts out throttle lag.

With a "sporty" character for the engine developed, the next stage was to pass the necessary steps for the car to be homologated against European and Asian small series regulations. CTI did not elaborate on the no doubt extensive and laborious testing that such regulations entail, but I was interested to learn about the way in which "EU recognised" engine performance is assessed. The engine is tested under set environmental conditions, and under the watchful eye of independent assessors. On the dyno, it has to sit for two minutes at each of the available 250 rpm increments all the way up its rev range, then the same back down again. As someone who winces when his car is on a rolling road for more than the briefest power run, the idea of an engine sitting there for much of the day going slowly up and down through its rev range sounds like pure torture... However, this is the way that repeatable and comparable engine outputs are now conducted across all EU homologated makes. CTI also made the point that such "stable" output readings tend to record significantly lower than the more usual "flash readings" which engine tuners use. I sense the material for a really good pub debate brewing here...

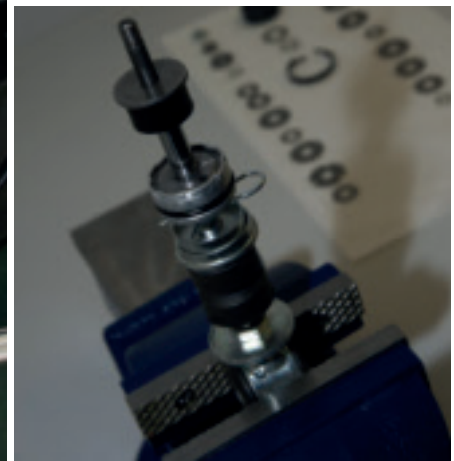
The 160 chassis on display in reception provided a foretaste of the developments that attendees would learn about.



Also fundamental to the car's behaviour was the suspension setup. CTI decided to take as their baseline the setup of the R400D, which they regard as a well designed and engineered package. They started with its settings in their simulation tools, but then applied the weight and desired handling characteristics for the 160. I must admit that it was at this point that the technical enthusiasm and expertise of the CTI team began to overwhelm the understanding of your reporter, particularly when concepts which appear counter-intuitive, such as how changes to the front of the car affect how the rear responds were concerned. Dave Minter took us through the almost infinite number of adjustments which can be made to damper behaviour. The team has a long standing relationship with damper supplier Bilstein, and the drawer upon drawer of different size shims which they can use to fine-tune the damping bear testament to the amount of work to get the handling just the way that they like. Again, the team start off with theoretical modelling, but report that ultimately, it can only ever be subjective testing on the road and track which arrives at the final setup.

The CTI team did make a number of statements that many attendees found surprising. For one, Dave Minter said that he

High tech concepts such as a "fly by wire" throttle needed to be incorporated to provide a responsive, yet emissions friendly engine.



prefers to design cars without needing to resort to limited slip differentials, arguing that for all but the most extreme use, a proper suspension setup negates any real benefit from them. Secondly, the team explained how they had engineered the 160 so that it had a fair amount of bump steer designed in (for those unfamiliar with the term, bump steer is a situation where the compression of the suspension results in changes to the steering angle). Most owners I know who have looked to fine-tune their cars have been seeking to eliminate bump steer as far as possible, so the idea of intentionally introducing some seemed strange. However, in the apparent alchemy of suspension setup, the team were aiming for a particular balance between the front and rear of the car; the bump steer aimed to reduce the response at the front of the car, so as to keep the rear axle under control and avoid it going into oversteer too easily. This could have counteracted this by fitting wider tyres, but that would have been against the original design brief. At this point, my brain began to hurt again...

With the suspension setup honed, it was time for the car to undergo extensive road and track testing. CTI has access to a test track at the old RAF Coltishall airbase, which the car lapped repeatedly as part of its endurance testing. The team even went as far as to install their own rubber speed bumps to subject

the test cars to repeated aggressive shocks – probably not the most fun “day in the office” for the test driver. The 160 was also subjected to the dreaded “pavé” testing where a car is constantly driven around a circuit of granite paving stones to represent the most severe road surface and test the durability of the chassis and components such as suspension, dampers and mountings. Apparently, 1,000 miles of pavé puts about as much strain on the car as 100,000 road miles – I wonder what it does to the driver?

All in all, the Club members who attended came away with a far greater appreciation of just some of the aspects of car design which CTI had undertaken to bring the 160 to market. Those who had started with the idea that this was “just” a case of dropping in a new engine and transmission could not help but come away impressed by the amount of work which had gone into the development.

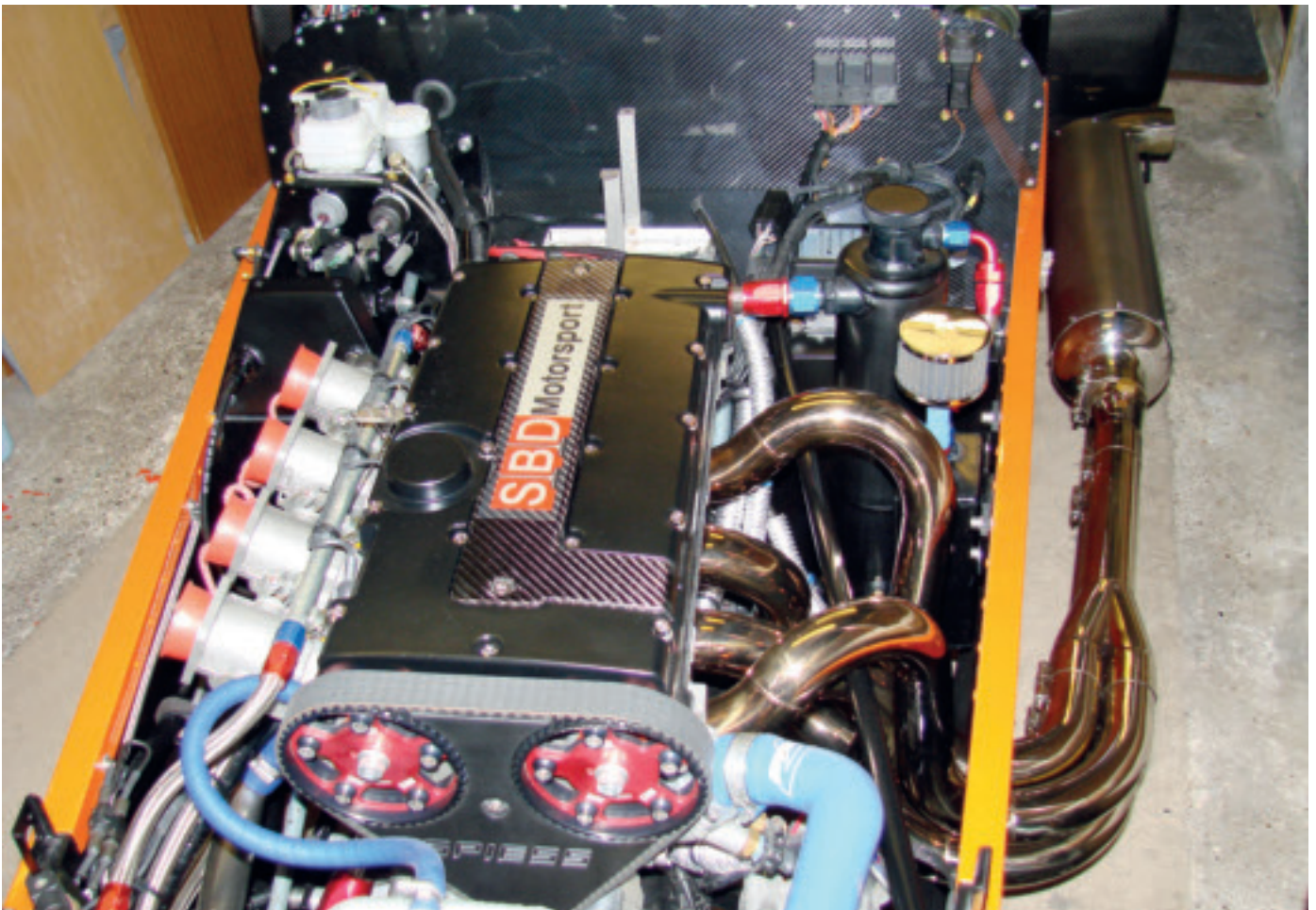
So, had the 160 received significantly more development and testing than other recent Caterham models? We were told that no, this was now the norm. As Caterham designs cars to be sold not only in the fairly liberal UK market, but also into mainland Europe and beyond, it is clear that the investment needed to bring a car to market is many times what it used to be. At the same time, the CTI team conceded that the lower the mass of a car,

the more difficult it can be to get it right - the 160 weighs in at 490kg, so I guess that puts it firmly at the “tricky” end of the scale.

Caterham are clearly proud of what they have achieved with the 160. From what we heard, and from the press acclaim received, this would appear to be well justified. It may not have the outright performance of the typical Seven, but the session helped us to understand how the design process had aimed to deliver a car carefully honed to score highly in terms of driver involvement. With its lower power output and carefully balanced handling, the driver is free to use the main controls – throttle, brakes, and steering - to their full extent, and enjoy a sweet handling package at “real world” speeds.

The project has also allowed Caterham and CTI to prove that they have the development expertise to deliver ambitious projects. With the 160, Caterham Cars has become the first European manufacturer to successfully homologate a small three cylinder Japanese engine. Caterham may be seen by many as a ‘niche’ player, but this project they has shown the ‘Big Boys’ what they can achieve.

We have yet to have the chance to test a Caterham 160, but we hope to bring a full road test of one in a future edition. In the meantime, our sincere thanks go to the team at CTI for having given up their weekend to host an enjoyable and informative Club visit. *LF*



Steve tells us that in his 15 years of Seven ownership, he doubts there is a single area that hasn't received his toolkit's attention (and invariably, a sizeable chunk of his children's inheritance too). However, for the purposes of this feature and with the very real risk that his children will discover just how much of their inheritance is contained therein, he's going to confine himself to the underside of the bonnet.

### Engine

The engine, or "power-unit" as Formula 1 in 2014 would now have us call it, started life as a standard Vauxhall 2.0 (C20XE) lump as originally found in the likes of the Astra GTE. It probably made something south of 150bhp and would regularly drop into "get-you-home" mode where it felt as if your braces had caught on a lamppost!

A visit to Vauxhall engine race specialist, SB Developments, was to change this particular power-unit for good (at this point I should register my thanks to Steve and Dick at SBD and even more so for the time, expertise, guidance and above all, patience of good friend and once fellow VX owner, James Fletcher).

Although the engine (can't be doing with these new-fangled terms!) specification is now at SBD's 270bhp incarnation, it actually got there in 3 stages.

# Bonnets Off

This is a new feature designed to let you showcase "what's under the bonnet" with your upgrades, tweaks and ideas whether small or large. This month, it's **Steve Mell's** car in the spotlight.

SBD 208, which included:

- Complete removal of the existing induction system, including manifold and replacing with Jenvey 48mm SF throttle bodies, manifold and ITG 'sausage' air filter
- The Bosch ECU was replaced by an MBE 967 unit, with new throttle position, cam position, air temp and water temp sensors.
- A complete strip out of the old Caterham engine bay wiring loom and replaced with a custom loom for the MBE ECU
- Up-rated cams, ARP rod bolts and oil flow mods to the cam cover.

The transformation was, not to put too fine a point on it, simply stunning.

However, one sticky problem did come to light, namely the VX's propensity to sound like the proverbial bag of spanners after just a few 'enthusiastic' circuit laps. The VX is equipped with hydraulic cam lifters, which should

eliminate the need to adjust valve clearances provided they remain filled with oil. However, with increased performance, the standard 'wet sump' oil circulation system struggles to keep up with demand, especially when tearing around a race track. So, SBD 235 beckoned. In many ways, this was to be a more significant upgrade than the previous, mainly because it laid the foundation of a full race-spec engine, rather than a fast road version:

- Hydraulic lifters replaced with a 'solid' version. Upside – no bag of spanners. Downside – required lots of shimming and grinding!
- Cylinder head ported and flowed and also machined to increase compression ratio
- Omega forged pistons with Arrow steel con-rods fitted
- Lightened Swindon flywheel (fitted with ARP bolts) mated to 7.25" twin-plate Superclutch clutch - Fully balanced





Steve's Cam belt cover was designed for German Touring cars. If it's good enough for them...

## The quest for power continued, culminating at the current output of 263bhp.

- New, uprated SBD/Kent cams
- Pace Products, 3 stage, twin scavenge dry sump oil system
- New BTB fully tuned 4-2-1 exhaust system
- Rolling road session to re-map fuelling and ignition

If I'm totally honest, during the test drive following the rolling road session, I was initially somewhat underwhelmed with the result of this upgrade. However, when let loose on a L7C track day at Cadwell Park a short time later, the fruits of my wallet and our sweat became truly apparent. Sharp - it was like a bloody scalpel! Responsive - acceleration between the gears was, to me at least, quite shattering. And yet, the whole thing remained quite tractable and docile when driven on public roads.

The quest for power continued, culminating at the current output of 263bhp. This final step was achieved by implementing the SBD 270 kit which involved further head work and more aggressive cam profiles.

### Cambelt Protection

You may recall the 'Spiess' name from the days of F3 Opel and German touring cars. Like Swindon Racing Engines in the UK, Spiess were the leading German developers of the Vauxhall/Opel C20XE engine.

In a bid to protect the exposed cam belt mechanism during excursions into the gravel

traps of Europe, Spiess developed this 'infill' system to prevent stones or other foreign bodies from becoming lodged between the cam belt and its numerous pulleys, with the disastrous results that would follow.

Having removed the standard issue cam belt cover for that more 'purposeful' look, I thought it only sensible to take similar precautions. It is an extremely effective and pretty, if slightly pricey, piece of work.

### Other bits Carbon fibre



You may have spotted the carbon fibre scuttle panel, which partners the less visible carbon fibre heater tray (the flat bit in front of the scuttle). I am an unashamed carbon 'tart', so when I had the opportunity to rebuild the car in 2006, I thought it would be rude not to slap a bit more of the lovely black stuff under the bonnet.

The heater tray was the trickiest to fashion, primarily because, unlike the front scuttle panel, I had no useable template. However, after a series of 'trial' fits I made a cardboard pattern from which I cut a new heater tray from a single sheet of 1.2mm 4-layer carbon fibre sheet. I removed all the fixings, rivets etc., bonded the new heater tray to the existing aluminium tray and then replaced all the fasteners through the carbon fibre one.

The front scuttle panel was all together a much easier proposition. Having removed the entire scuttle, I de-riveted the front panel and there was my template. I cut a new panel from the same material as the heater tray and instead of a permanently refitting it with rivets, I replaced each rivet with an M5 Rivnut, which now allows me to remove the top scuttle without having to dismount/disconnect all the various bits and bobs that are attached to the front scuttle panel.

### Dry sump tank, catch tank and breather



Unlike many dry sump systems that employ more than one breather in their 'circuit', the system fitted to my engine 'breathes' from only one place, which is through the neck of the main oil tank. To this end we take a pipe from the top of the tank, run that into a small 1 litre catch tank which finally breathes through the K&N filter. The catch tank retains any condensed oil vapour along with the occasional 'splash' from the main tank. The entire system runs on just 4 litres of oil at 70psi and rarely gets above 110deg, even on track or in traffic.

### Exhaust system – the shiny bit

In my time, I have been accused of many things, including being a 'polisher'. Although the overall presentation of my Seven might lend weight to that charge, I can assure you that I do around 3,000 miles a year, wash my car probably three or four times and maybe give it one waxing if it is lucky.

As for the exhaust system, I can say, hand on heart that I have never polished my own pipes and at this stage of my life I have no intention of starting now! I have a 'man that does' and when I give him about £100 once every couple of years, he does. *LF*

*We would love to feature your car in a future 'Bonnets off'. If you would like to get involved, please drop a line to [lowflying@lotus7club.com](mailto:lowflying@lotus7club.com)*

Are these the roads the Seven was designed for?



## meet the neighbours

# Lotus Seven Owners Switzerland

Many people will be familiar with the Swiss Owners' club through the annual outing to St Moritz which they organise. Indeed, for many UK owners, a trip through the Alps to this famous destination has become an annual pilgrimage. The 'Lotus Seven Owners Switzerland' club also has an interesting history as **Vanessa Savarè** and **Patrick Vogt** explain.

Some forty odd years ago, when Colin Chapman was building the Lotus Seven in his fabled factory, there were a few Swiss watching from far away. One of these strange men interested in the Lotus Seven was Roger Savarè, a hairdresser from Lucerne, a lovely town in the middle of Switzerland. On the 23rd May 1971, he finally placed his order for a Lotus Seven Series IV with David Wakefield at the Grand Prix in Monaco. It took a few months, but in March 1972 she was ready.

Come 1980, and there were now 18 Sevens on the road in Switzerland. Every single one had been bought and imported from the UK. Their drivers joined the Swiss Lotus Team which arranged competitive events for all sorts of lovely cars which had been built in Chapman's factory.





Sevens assembling for the traditional Sunday photo shoot on the St. Moritz waterfront



Driving regulations in Switzerland may be rigorously enforced, but the spectacular scenery more than makes up for it

Roger, who probably had the first Lotus Seven on Swiss roads ever, was driven by the dream of seeing not just one, but a hundred Sevens driving up the mountain roads to visit St. Moritz. Having the idea was one thing, but working through the legal issues that would arise from such a venture was another thing altogether. And legal issues put aside, those 18 Seven owners also had a desire to found their own association, and from this, the Lotus Seven Owners Switzerland (LSOS) was born on 17th February 1981.

In reality, there was actually another reason why Seven owners wanted to 'do their own thing'. Sevens tended to win every Swiss Lotus Team race that they entered, which didn't go down too well; they soon found themselves banned.

Another name likely to be familiar to UK readers is that of Fredy Kumschick. When LSOS was formed, he was twenty six years old and had already been working on sports cars (mainly Ferraris) for over three years. He was also one of the founders of the LSOS - the management team at this point was as follows: Roger Savarè (President), Fredy Kumschick (Vice President), Elisabeth Bühler (Treasurer and Fredy's wife-to-be) and Daniela Piguët (Secretary).

Now nothing could stop Roger from realising his dream: the first meeting in St. Moritz took place on the 4th and 5th July 1981, the same year as the club was founded. And because David Mirylees from England and Joop Donkervoort from Holland attended this first meeting, it was called an 'International'. That was 33 years ago.

Fredy Kumschick became the main and only Seven dealer in Switzerland. A little later on, he decided to present the Seven at the Geneva motor show. By that point, the club had gained 25 new members and was growing fast.

One of these new members found himself as the organiser of a great number of meetings at the time: Wädi Keller. His photo collection of the meetings is probably the biggest in the world. He spent many, many hours creating photo-books (and that was in the days before computers, Facebook or any online tools). Those many books can still be found in our regular club night restaurant in Meierskappel, neatly filled and dated. (Just ask for the key for 'the LSOS cupboard'.)

Luca Pedotti, who became Vice President after Fredy Kumschick, and who sadly died in 1991, maintained contacts with the French club and their meetings. Roger Savarè, President, never lost contact with the Brits and their club life. Peter Wisner, secretary at the time, made the first contacts with the Italian club – these contacts and friendships ensured

that the Swiss and their beloved cars travelled to many great meetings abroad.

David Mirylees (founder of the Lotus Seven Club of Great Britain) donated CHF 500 to the Swiss club in the late eighties (the reason why is a long story, which Roger will no doubt be more than happy to share with you should you meet him). The management team was overwhelmed by this gesture and thought that the Swiss club could do with a magazine. They named it 'Swiss Seven' and started looking for an editor immediately. Two were found – based in Basel. They used scissors and glue to patch together the first issue. Only later did they have a go on something called a 'computer'. Patrick Vogt was the editor and Oliver Gysin printed what Patrick wrote, creating four editions per year. Of course, nothing left the Xerox press without Roger's agreement.

In 1994, Roger decided to pass the management of the Club to the capable hands of André Bisang. After André came Marco Pfeuti, then Hanspeter Buchegger and Rainer Carspecken. Today, the chairman is that infamous editor of all those years ago: Patrick Vogt. (I can only assume that he wanted to get his hands back on the 'print ready' version of 'Swiss Seven').

Another chapter worth mentioning relates to the LSOS and Donkervoort (a Dutch-based manufacturer of cars based around a Seven theme). This came about because Fredy

Kumschick was not only the general dealer for Caterham Cars in Switzerland, but also that of Donkervoort. That is why several 'Donkeys' made it into the LSOS. This was an issue for the Brits as well: Graham Nearn once sent a Swiss Donkervoort driver away from his premises and at the British International Meeting they were told to park with all the rest of the "lemons".

Needless to say that this was – and still is – a big issue for the Swiss club as well.

In 1995 the issue could no longer be settled and some members of LSOS left the apparently 'contaminated' club to found a new one: the Lotus Seven Society Switzerland which only real Lotus and Caterhams were allowed to join.

Of course this new club meant competition, and our Seven friends abroad were rather puzzled about what was going on in the Sevens world of little Switzerland – and who can blame them? This new club had only about 20 members, but was a very active bunch. Its president? Someone you have already heard of before - Rainer Carspecken. Another well-known name played a role in the new club too - Patrick Vogt.

These were difficult times for the LSOS, but sometimes progress comes from rather unexpected places: the issue vanished as soon as Fredy Kumschick gave up the Donkervoort dealership. No more new Donkeys joined and over time, more and more owners left the club.

Nothing could stop Roger from realising his dream: the first meeting in St. Moritz took place in 1981.





The drive to St. Moritz, promoted as being the “Top of the World” is spectacular



The first cars make their grand entrance into St. Moritz

The final member with a Donkey was the president at the time, Marco Pfeuti. As one of his last actions before standing down from this post,, he proposed a vote against Donkervoort owners being members of in the club. This was accepted at the general meeting and that was the end of the Donkervoort’s liaison with the LSOS.

This small vote also marked the official end of the Lotus Seven Society Switzerland; the members all re-entered the LSOS that very evening and their president Rainer Carspecken joined the management team of the LSOS. By 2010, he was the president.

The LSOS was busy, but then so was the Swiss Government. Changes in legislation meant that it was getting more and more difficult to keep our cars on the road. There was a close shave in 2011 when it looked like new Caterhams would be impossible to register in Switzerland. This, coupled with the fact that American and Japanese sports cars were becoming more and more popular, meant that Caterham sales in Switzerland had fallen massively and things weren’t looking too good for the LSOS.

Yet again, an unexpected change helped maintain Sevens on the Swiss roads: Firstly, the government agreed to exempt cars sold in small production numbers from pedestrian protection legislation. Secondly, Caterham Cars introduced the Caterham 160 – (available for CHF 32’000 in Switzerland and now branded the 165) which is designed to comply with all necessary regulations. With that, the future of the Club, and of the car on our roads, was saved.

In 2014, the management team was looking for a new president and once again, no new name need be introduced - Patrick Vogt has taken over this key position, with André Savarè looking after finances, Jürg Siegrist as Secretary, Thomas Diethelm as web master and Vanessa Savarè, (who inherited not only her father’s love of cars, but also the job of editor and of organiser of the annual St. Moritz meeting). And last but not least, Dany Schilling has the role of Race Coordinator, and assists Vanessa as co-organiser of the meeting.

The LSOS goal is to organise interesting Seven meetings, to grow its membership base and most of all, to have a lot of fun. *LF*

→ Your invitation to the  
International Lotus Seven  
Meeting in St. Moritz:



Planning for this year’s event is at full throttle and the whole detailed programme will soon be announced on [www.int7meeting.ch](http://www.int7meeting.ch). Full information will be available in English, so do please take a look!

This year will be a four-day event, which will take place between the 3rd and 6th July. We are truly sorry that we may be giving the Le Mans Classic such hard competition!

This year, participants will get to visit a lot of the south of Switzerland. The meeting will start in Valais, in a fantastic location up the mountains. We will visit “Grande Dixence dam” – which is a leading supplier of electrical power to both Switzerland and Europe. This is a sight not to be missed and we will stay there over night. On Friday there will be a sprint on an airfield and the drive afterwards will take you through the most stunning roads into Ticino where we will stay in a lovely hotel by the lake on Friday night (don’t forget your swimming costumes!)

On Saturday, drivers will be free to choose their preferred route into St. Moritz. Take your time to either enjoy another three passes en route, or take the easy drive via Italy and visit he many interesting villages, restaurants and other points of interest on the way. On Saturday evening, we will stay and dine at the Hotel Staffani once again. Sunday morning will see the most traditional bit of the St. Moritz meet - we will set up all the cars for a photo shoot, then convoy through St. Moritz village. We are sure that this will once again be a great meeting, which has now been running strong for 34 years. We would love to see you join us in July.

For more information about the club and the other meetings which we organise, please visit us on [www.lsos.ch](http://www.lsos.ch) or on [www.facebook.com/lsosch](https://www.facebook.com/lsosch).

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# Red 3 meets the Seven

How would an RAF fast jet pilot respond to his first ride in a Seven? **John Aston** finds out.

Scarborough, the town also known as Scarbados, is no stranger to crime. People even get charged for carrying offensive weapons in the 'Jewel of the North Sea' – way of the world, innit? But I was still surprised to encounter half a dozen young men carrying swords – in broad daylight for Chrissake. But it was OK, because they were at Mark and Katie's wedding, wearing RAF dress uniform, and they looked just splendid (if a little like escapees from a Gilbert and Sullivan gig). In the days before I became a full time retired layabout and ranter, Katie was my trainee solicitor, and an outstanding one she was too. She'd mentioned that she was 'just good friends' with some guy in the RAF; we didn't believe a word of it of course, because only true love would make you get on a train to Inverness to see your 'soi disant' JGF at Lossiemouth, on a Friday night, in February.

It turned out that Mark flew a Tornado but in 2012 he applied for a post as Red Arrows pilot. Successfully as it turns out - he now flies as "Red 3" and he and his team are responsible for tearing the sky apart somewhere near you every summer. I wanted to talk to Mark about his role in the world's best display team and



Preparing to display at the Red Arrows' base at Scampton, Lincolnshire

the challenge was to ask him questions that a thousand people hadn't asked before. The Reds (as we cognoscenti call them) enjoy celebrity status with many and the inevitable questions are stuff like 'how much do these cost then?', 'what will she do Mister?' and 'have you dropped bombs on anybody?' (The answers I can work out for myself – 'several lottery wins worth', 'about 620 mph' and 'I used to be a weapons instructor – so take a wild guess')

I am confident I am not the only Seven owner who caught the plane bug as well as the car one. The rolling thunder of V bombers, especially the mighty Vulcan, soundtracked my childhood as they flew over en route to RAF Finningley - the pristine white of the early '60s changing to matt camouflage as Cold War strategies moved from high altitude to low level delivery. At 12, I took a subscription to Flight International and quickly formed the conviction that if the Angel of Death had his own squadron it would be composed of the most evil looking plane of them all, the F-4 Phantom. I gave up the magazine long ago, but the F-4 is still The One and if a plane flies fast and low over my house, I still really need to know what it is. And hell, even this rag is Low Flying and I





Photographs by Joanne Aston and Dennis J. Culbert

will allow that on a long solo trip in the R400 I start to fantasise that my growling Duratec is actually a Merlin V12. Not too many Messerschmitts or Dorniers on the B1257 but whole squadrons of daft Fokkers some days...

Both my uncles served with the RAF in the Second World War; Freddie saw action at Dunkirk and Arnhem and was the Squadron Leader of one of the first flights of gliders into Normandy on D Day. Unlike so many of his comrades, Freddie survived the war without injury - physically anyway. Uncle John, from Brisbane, escaped from his Wellington which had ditched in the North Sea but he died in a Halifax bomber over Picardy in 1944. I am named after him and visiting his grave in the French hamlet of Meharicourt moved me beyond words. I wouldn't normally dedicate an article so forgive me, but this one is dedicated to those two brave men who fought the good fight and who make this soft baby boomer feel forever humbled.

Before we talked properly, on a warm evening last summer, I took Mark out for a quick blat in my R400. Timely, as he had spent the previous day at Bedford Autodrome and had thrashed around in an Ariel Atom, the Jaguar LMP clone and a single seater; 'I spun a lot'. As we accelerated out of the village, Mark laughed and said 'Bloody hell this is a bit quick'. I was able to reply only a tad smugly - 'But that's only half throttle and 4k revs....' I won't repeat verbatim exactly what Mark said when I lit all the shift lights to the soundtrack

of a banshee induction howl from the roller barrels, but you can probably guess. I think he liked it, even though we only V maxed at Mach 0.15 during our sortie along the private test track I fortuitously encountered just a mile away from Mark's home. And Katie, if you read this, don't say that I didn't warn you and surely you two can spare the odd few thousand for Mark's new toy?

So what's Mark like then? I'm going to ask him some questions about his career but what about first impressions, what would you make of this guy? I don't think you'd guess he was a librarian or a postman somehow; but if you'd spent as much time at race circuits as I have (and I know many have done just that), then you'd probably take him to be a professional racing driver; the same fit, compact build, the same lightness of gait, the same rapid fire answer to any question and that underlying calm confidence which helps when your job requires you to make important decisions but without the luxury of time to consider them. Observant, too - one of my questions meant I was going to time how long it took for us to get into the Seven, harnessed up and ready to go. As I surreptitiously checked my watch before hitting the start button, I noticed that Mark hadn't missed what I was doing. Nothing said, but I knew there'd been a mental note to be used later if needed. My first few down-changes elicited the question - 'How does that that work when you're changing down,

is that the car or are you doing that?' The perfect opportunity for me to drone on about the dying art of the educated heel and toe...

So, let's hope we get more than rank name and number. The first question is.....

### ***You are now Flight Lieutenant Mark Lawson aka Red 3. But how did it all begin?***

I studied Aeronautical Engineering at Loughborough University; I joined the RAF in 2000 and spent my first six months at Cranwell, then three months in Germany as a holding officer. Elementary flying training was at Wyton in a single prop trainer, the Grob 115E which is known as the Tutor T1 in the RAF. I then elected to do fast jet training at Linton on Ouse, near York, where I spent a year flying Tucanos, which are two seat turboprops. I did the year of my advanced fast jet training in the Hawks of 208 Squadron at RAF Valley; this was for all the general handling stuff, flying circuits, practising forced landings, aerobatics and instrument flying. The latter part of my time at Valley was spent with 19 Squadron, learning to use the jet as a weapons platform - dropping practice bombs and so on. I was then sent to my operational conversion unit where I was flying Tornado GR4s at Lossiemouth. My first operational squadron was with No. 617 Squadron, better known as the Dambusters, and I spent three and a half years with them before training to be a weapons instructor. We are the guys who make sure that the crews are using the latest tactics, that they drop their bombs properly and all that stuff; it's an important job



and I spent some time at RAF Marham in this role. (Mark is too discreet to mention his combat experience but your reporter's source - the 2013 Red Arrows Handbook - reveals work in Iraq, Afghanistan and Libya in Operation ELLAMY)

**The RAF was founded in 1918- what era would you most like to have served in?**

Good question, nobody has ever asked me that one before. I think I would like to have been part of Gulf War 1 or to have served in World War 2. My plane would be a Tornado in the Gulf and - yeah - of course I'd want to have been a Spitfire pilot but I'd have taken a Hurricane as well. World War 2 absolutely fascinates me because of the bravery and ingenuity; when the chips were really down, the guys who were part of the Battle of Britain were simply incredible. It's the 70th anniversary of the Dambusters raid this year (2013) and listening to their story now... I'd love to have been part of something like that.

**Most service personnel have a low profile so far as the public is concerned. But not the Red Arrows - how does this influence the selection process?**

The selection process is unique and it's pretty long too. The Red Arrows is the only RAF unit which picks its own guys. You have to have so many hours, at least 1,500, which is a lot and you need an above average assessment in your own role and operational experience too. This enables you to apply; they usually get about thirty applications every year which are whittled down to nine by the team. The shortlisted guys are then taken out to Cyprus for a week-long assessment. The flying bit, and this may surprise you, is only fifteen minutes long. You do one loop, a roll and a loop in battle reference (which is very close) and one roll in Arrow reference (which is closer still).

That's all, done. But if you fail this bit that's it, you can't apply again.

The next process is a formal interview with the boss, Red 1, the Wing Commander and the Commandant of the Central Flying School. This was actually the first formal interview I had experienced since I joined the RAF. Then there's a process which is difficult to quantify; it's peer assessment in lots of different situations - social events, karting, bowling, some pretty intensive socialising with parties at the end of the week. Both drink and fancy dress are involved... And all the time you are being watched by the team to see how you interact. There's an interesting dynamic here because to be yourself you want to be relaxed, but all it takes is one stupid comment to make the wrong impression, and you can blow it.

**What we really need to know is this - what's just the most fun you can have in a fast jet?**

(Laugh, long pause) I think it's what we call in the GR4 world 'Level 3 disciplines' including manual EO (Electro Optics) flying at night. 500 mph at 250 ft, pitch dark, on goggles. It's really difficult, especially when you are evading an enemy over the Scottish Highlands and you're staring down a 'green toilet tube' as the narrow field of vision afforded by the night vision goggles is described. In the daytime we did OLF (Operational Low Flying) and that's flying down to 100 ft ... the ground rush is just incredible. When you come back up to the standard 250 ft you feel you are in outer space. I do miss flying in Scotland a lot, the scenery was epic on the North West coast, just out of this world. When you are part of a tactical formation of four jets it's just ... it's just amazing. Taxiing out with three other Tornados, you have a big smile on your face; you feel like you could do just anything.

**One airbase, one aeroplane and one day - where, what and why?**

Lossiemouth again; I really miss it up there, the great scenery is right on your doorstep and the jet ... it'd be a brand new one - the F35 Lightning II Joint Strike Fighter. But I'd settle for a Typhoon.

**And if you could go back in time? English Electric Lightning tracking a Tupolev Bear over the North Sea?**

Nah, none of that intercepting stuff. Night 1, Gulf War 1 please.

**Red Arrows on the road - how much kit and how many people?**

We've got 11 jets, about a hundred engineers and a small PR team.

**Does the display alter from country to country?**

Yes and no. It all depends on the weather. We have three different types of display, full, rolling and flat. Full is vertical display - loops and the Heart - where we need about 6,000 ft. A rolling display needs about 2,500 ft and a flat display is for really bad days when we are down to 1,200 ft. What separates us from the French and Italian display teams is that even when the weather is really awful, we can still do the big nine ship stuff with a 700 ft cloudbase.

**Talking of which... who else do you rate in your world?**

The Patrouille de France and the Italian team, the Frecci Tricolori, are full time like us. The French guys are having their 60th anniversary this year (2013) and we met up with them at Salon de Provence in the South of France; they fly Dassault - Breguet Alpha Jets and the Italians fly Aermacchi MB- 339s. Can't say too much about the Americans as they're grounded at the moment...

**My Observer's Book of Aircraft tells me that a Hawk weighs 5,000 kg and that it does 630 mph. Tornados weigh 15,000 kg but can do 900 mph**





**- ish. If they were cars what would they be?**

The Tornado is a big, heavy girl. She's a fighter bomber of course and if she were a car she'd be a Jaguar XK-R. The Hawk? Caterham Seven. Definitely.

**Scariest moment?**

Hmm... Two stand out straight away. The first one was a massive fuel leak over Baghdad in a GR4; you could smell the fuel on the way down because it was pouring out of the aircraft. We smashed it down pretty quickly at Balad and as I put the thrust reverse on, the fuel just washed over the canopy. I said to my navigator 'Mate - get out. Get out quick'. I really didn't enjoy this too much ... And exactly the same thing happened later to a German crew except the jet caught fire and they had to eject.

The only time I have scared myself because of something I've done was with the Reds on winter training. The front five aircraft had to come in, fan out for the Detonator manoeuvre then regroup; it's a tail-chase for the Boss before we do the Goose which is a 3D triangle. If you spank it and come in too fast, you need to make a positive correction and then roll it so you can see everybody and rejoin in a controlled fashion. I came whistling in much too fast... I was looking for the boss to drift over my left shoulder but as I did this I had loads applied on the stick. As I looked up, I had a face full of the Boss's jet coming towards me; front stick away and I escaped, but it didn't look too pretty on the video!

**If your Hawk had a CD player what would be on it?**

(Laughs). Depends on my mood I guess. If I'm doing a big show then I'd need something relaxing - so some classical stuff. I'm doing Scarborough next weekend so I'm a bit nervous and I'd need something to

mellow me out. But if I need geeing up then Linkin Park or something by David Guetta **Would you say Red Arrows pilots were out of the same gene pool?**

Interesting question. From my perspective as an insider there is quite a diversity in the team. However, I guess that we all have fairly similar outlooks and looked at from an outsider's perspective I'd say that yes, you'd have to say that we must have very similar genes. There's a tight field of people with similar approaches to life and interests.

**It took three and a half minutes from leaving your front room to driving off in my Seven. How long does it take to do the same in your Hawk ... assuming you'd parked it up outside your house?**

If I really went for it, I reckon I could start up in five minutes or so. I'd have to do the walk round, because every pilot in charge of an aircraft has to do this, but my crew would strap me in and so on. It'd be bloody tight in that timescale! More typically, we will brief forty minutes before take off; we discuss what we're going to do, where we can improve from the last show and then we sign for the aircraft, do the walk round, get in and go.

**You and Katie are flying to Florida for a break; the announcement comes over the PA in your Boeing 747 that the pilot is ill and the First Officer is near unconscious. Could you put your hand up and say - 'leave it to me, I can fly one of these things?'**

Well, I'd have a damn good go at it. I'd have to be talked through it, but as for flying it and interpreting the instruments, that would be relatively straightforward I think. Any airline pilots reading this may think I'm an idiot however, I've never had a go in something that big... The worst thing would be landing, obviously, bearing in mind that your wheels touch down when you're still 70 ft in the air or something.

**And when you fly as a passenger, do you ever think - 'Bloody hell, the pilot is making a total balls of this take off?'**

(Laughs) No, I just sit in the back. I have to say I am not a big fan of take off in large passenger aircraft; it just takes so long and by the time we rotate it never seems to be going fast enough. Actually I am not a big fan of landing in them either - I can't see what's coming.

**Mark, in all the excitement I've forgotten that this is supposed to be a feature for a car club magazine. So tell us - what's the daily driver?**

Golf GTI; but my dream car would be ... (long pause) ... yes - an Aston Martin DBS

**You've never been in a Seven until just now. First impressions?**

I just can't believe that something so raw can be road legal! I can't believe how that thing can go down the road and I say that having just come from a day at Bedford Autodrome. As I said, it's the Hawk of the car world, it's light and it's simple. The Hawk T1 is all about finesse; there's no autopilot, the dials are all 1970's stuff but that's all we need, anything else would be surplus to the pure flying job we do. The Seven is a pure driver's car and the Hawk is a pure flying machine because it's rods and levers and there's next to no avionics. It's small, cheap, light and super manoeuvrable. And it's got a pretty pokey turn of speed as well.

**Mark- thanks very much for talking to Low Flying.**

I've done a lot of interviews for Low Flying and few have been more fascinating for me than this one. If you ever see the Reds on the ground and you spot a bloke wearing a Lotus Seven Club polo shirt then he might not own a Seven (yet) but his current machine might leave even an R500 just a little breathless. **LF**



# SEVEN PEOPLE CHRIS REES

This month, Chris Rees, author of a range of authoritative Seven books is in the spotlight. **John Aston** is asking the questions.

### Who are you, where do you live and what's the day job?

In Seven circles, the name Chris Rees is probably best known for books on Lotus and Caterham Sevens, including the recently published third edition of *Magnificent Seven* for Haynes.

I'm based in Ascot in Berkshire, and my day job is all about car writing. One of the things I like best about being a freelancer is that I have such a varied brief. This month's activities have included testing the new Nissan Qashqai, summing up the 20 most outrageous million-dollar cars, interviewing the head of design at Fiat Group, doing a freedom-of-information request about local authority car parking charges and conducting a group test of classic Alfa Romeo V6 saloons.

### So what is in your garage?

Like most people, a pile of old rubbish. The only thing that should be inside it is my Caterham 21 (one of only 50 ever made). Part of me regrets selling my BDA-engined Seven to make way for the 21, but every time I see the 21's lithe shape, I'm reminded what a great-looking car it is, and I understand why I bought it.

I also have a Fiat Panda 100HP, which is pretty much the perfect combination of fun and practicality, plus a weird Japanese micro hatchback called a Mazda Autozam Carol Turbo.

### Are you Captain Slow or the Stig?

Are those Top Gear references by any chance? Sorry, I find I'm incapable of watching the show these days.

### So you've won the Lottery – big time – what's in the dream garage?

Spending a fortune on cars has always seemed a silly idea to me, but if you forced me I would have to hunt down an Alfa Romeo Tipo 33 Stradale – the most sublime piece of car design ever and a delightful machine to pilot.

### Who was your favourite racing driver?

I'm in the Kimi Raikkonen camp – as in, not only do I love Kimi's driving and attitude (anyone who competes in a professional rally dressed in a gorilla suit gets my vote) – but I also share his passion for James Hunt.

### What is the last motorsport event you went to?

The BTCC finale at Brands Hatch – a very damp but ultimately highly exciting outing.

### What are the tracks of your tyres?

I should really say Chris Rea, who wrote the foreword for my first Seven book, and famously had a Seven on the cover of his album, *Auberge*. (In fact the late Bill Boddy,



when reviewing that book in *Motor Sport*, got confused and assumed that Chris Rea and Chris Rees were one and the same person. He commented that he didn't know I was a famous musician; neither did I...)

In fact, I'm a huge fan of 1970s progressive rock, so yes please to Yes, King Crimson and Gong. Favourite driving album of all time has to be *Evening Star* by Fripp & Eno.

### Your perfect drive was when and where?

I once did a three-day road trip feature around south and central Wales for Japanese Performance magazine in an Impreza STi – the perfect car for blissfully epic, sometimes damp, always challenging roads.

### When you are not writing about Sevens what are you doing?

I love music. I used to play in a band but these days I content myself with going to gigs – the stranger the better. A couple of years ago I found myself at a venue called The Custard Factory watching a man dressed in a yeti suit twiddle some knobs – fantastic!

### Best bitter or champagne?

I once watched a colleague order a pint of black velvet (half a pint of Guinness, and half a pint of Veuve Cliquot) which seemed a waste of two perfectly good drinks.





## “I was driving a skittery kit car called a TiCi down a hill and ending up doing a 360° spin backwards through a brick wall.”

### Garage secret – just how much Swarfega do you use?

Among the items NOT in my garage full of rubbish is a tin of Swarfega. I do have an AA card, though.

### Chris - tell us ... what was really your scariest moment in a car?

Probably driving a skittery kit car called a TiCi down a hill and ending up doing a 360° spin backwards through a brick wall. A passer-by asked if I was all right and then said, “Look at the state of that mortar work. You’ve done him a favour there, mate.”

### When and how did the interest in Sevens begin?

I always tell the story of how, as a kid, I riffled through the Orbit Book of Sports Cars, which had lovingly painted illustrations of all sorts of cars. But one really stood out: a green Lotus Seven cresting a hill in full flow, looking just amazing. When I actually drove a Caterham for the first time, writing a story for a kit car magazine when I was 22, it suddenly brought all the magic back.

### How long did it take you to write *The Magnificent 7* – a lot of research must have been required?

The new book is actually the third edition of *Magnificent 7*. I was lucky enough in the beginning to have access to everyone at the factory I needed to speak to, from the whole Nearn family to David Wakefield, Jez Coates to Andy Noble. I must have visited the factory at least two dozen times. Having access to all the original factory records was invaluable, and I’m proud that we were able to publish all the chassis number sequences for the first time ever.

### Of all the Seven models made, which one most deserves a place in your garage?

I loved my QED-tuned Cosworth BDA engined Seven to bits. I guess if I were ever to step out of the 21, it would be for an R500.

### You have written extensively on cars - from BMWs to Imprezas and Capris? What do you have planned next?

Just as printed books are suffering their worst sales decline in history, I’ve decided that now is the perfect time to set up a book publishing company. Quiller Print will produce a series

of specialist motoring titles aimed at fans of strange cars. The first book out has been a real labour of love for me – *Three-Wheelers A-Z*, all about Morgans, Bonds and frankly some of the strangest machinery you’ll ever see.

### How much feedback do you get from readers?

I do get quite a few emails from owners of unusual and historic Sevens. And if I ever get something wrong in a book, I know about it pretty quickly!

### The British seem to excel in making quirky cars like Sevens, Morgans and Bristols. Why do you think that is?

I put it down to the ‘Colin Chapman spirit’. He proved it’s possible to create one of the world’s leading car brands starting from your own garage. It’s the mentality that anyone can do it, which I love. Luckily, in Britain there’s a particular type of buyer who will always support the quirky cars that are peculiarly British, from kit cars to Morgan Three-Wheelers. We’re very lucky in that regard – almost no other nation is an enthusiastic about very odd objects, something I absolutely adore about this country. *LF*



# Club IT initiatives progress report...

The wait is nearly over, but work to bring the Club's new website online is nearing completion...

**S**haun Elwell reports that development of the Club's new website continues to progress well, and the launch is imminent. The code to convert content from BlatChat has now been written, although at the time of writing, there are still some final tweaks required. The Area Representatives have been updating their pages ready to be moved to the new site and various other team members have been preparing updated content.

We still hope to go live in April although the final date has yet to be confirmed. There will obviously be some downtime on the

existing site but we will try to keep that to a minimum. The conversion of BlatChat alone will take several days, but we will keep the forums open then do a last minute transfer of the additions made since the cut off. The switch over will be at a weekend and we hope that it will prove a relatively painless process.

We are preparing to send out emails to all members containing instructions on how to register on the new site, so please make sure the Club has the correct email address for you (please contact Sam should you need to check or update this). Please note that we will be using the email address that the Club

holds against your membership, which may not be the same as the one recorded against your BlatChat ID, so do please ensure that this is up to date.

We are now thinking about training for the "content managers" and will produce "how to" documents for those people, which will include Area Representatives and Management Team members. The content management system is easy to use, but obviously people will need pointing in the right direction. However, be assured that if you can create a post on BlatChat then you'll be able to create content on the new site! *LF*

## Lowflying digital archive

An ongoing project over the past year or so has been the scanning and indexing of Lowflying magazines all the way back to the birth of the Club. This archive will provide a fascinating glimpse into the history of the car, the Club and its members, as well as an invaluable technical and research resource. This archive will be made available to all members later this year through the new website, although it will not be included in the very first phase where our attention has to be on key functionality such as BlatChat, news, area information and the like.





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# area meetings

Enquiries and amendments to the AR Coordinator please: **Ian Bruce** at [ARC@lotus7club.com](mailto:ARC@lotus7club.com) please refer to [www.lotussevenclub.com/AreaMeetings/AreaMeetingCalendar.aspx](http://www.lotussevenclub.com/AreaMeetings/AreaMeetingCalendar.aspx) for most recent changes (also highlighted below).

## Bristol and Bath

The Boar's Head, Aust, BS35 4AX  
nr. jct of M48 / A403 at S. end of Severn crossing  
3rd Tuesday  
Contact: Tony Alcock  
07853 168793  
[tony@customhr.co.uk](mailto:tony@customhr.co.uk)

## Buckinghamshire ('Penn Sevens')

The Squirrel, Penn Street, Penn, Bucks, HP7 0PX  
last Saturday, 12 noon  
Contact: Mark Williams  
01908 521382(h) or 07798 766696(m)  
[pennsevens@lotus7club.com](mailto:pennsevens@lotus7club.com)  
<http://penn.lowflying.co.uk>

## Cambridgeshire

The Red Lion, High St, Grantchester, CB3 9HF  
2nd Tuesday  
Contact: Rachael Sangha  
07974 097771 or 01223 292 400  
[rachael.sangha@lotus7club.com](mailto:rachael.sangha@lotus7club.com)

## Cheshire and Staffordshire, North

The Swan Inn, Main Rd, Wybunbury, Cheshire  
2nd Wednesday  
Contact: Nick Chan  
01782 621818 or 07590 841674  
Or: Richard Price  
01782 616493 or 07770 617127  
email for both:  
[cheshire&staffs@lotus7club.com](mailto:cheshire&staffs@lotus7club.com)

## Cornwall

AR position vacant  
Contact: [contact\\_arc@lotus7club.com](mailto:contact_arc@lotus7club.com) for details

## Devon

Warren House Inn, on Dartmoor, PL20 6TA  
1st Wednesday, evening (April-Oct)  
1st Sunday, lunchtime (Nov-March)  
Contact: Steve Dace  
07843 230957  
[devon@lotus7club.com](mailto:devon@lotus7club.com)  
[www.facebook.com/devonlotusseven.club](http://www.facebook.com/devonlotusseven.club)

## Dorset

Weld Arms, East Lulworth, Wareham, BH20 5QQ  
3rd Tuesday  
Contact: Tim Small  
07979 244270  
[dorset@lotus7club.com](mailto:dorset@lotus7club.com)

## Essex

The Hare, Roxwell, Chelmsford, CM3 3HJ  
3rd Tuesday, 7.30pm  
Contact: Mike Burnham  
07758 231051  
[essex@lotus7club.com](mailto:essex@lotus7club.com)

## Gloucestershire

Colesbourne Inn, GL53 9NP, on the main  
A435 between Cirencester and Cheltenham  
1st Thursday  
Contact: Andy Couchman  
01451 821982  
[gloucestershire@lotus7club.com](mailto:gloucestershire@lotus7club.com)

## Hampshire, South ('Solent Se7ens')

Roving venue; please contact AR for details  
last Friday  
Contact: Jo and Martin Crisp  
023 9279 1032 or 07506 776604  
[solent7s@lotus7club.com](mailto:solent7s@lotus7club.com)

## Hampshire, West

1st Tuesday Empress of Blandings, Copythorne,  
on A31 Romsey Road  
AR position vacant  
Contact: [contact\\_arc@lotus7club.com](mailto:contact_arc@lotus7club.com) for details

## Hertfordshire

1st Wed The Feathers, Wadesmill,  
nr. Wade, Herts, SG12 0TH, from around 8.30pm  
2nd Sun Moon & Stars, Rushden, SG9 0TA  
from 12 noon; coffee, snacks and 1-hour blat  
Contact: Dick Dixon  
01920 871153  
[herts.lotus@virgin.net](mailto:herts.lotus@virgin.net)  
Or: Paul Kennedy  
07778 738428

## Isle of Man GBM

The Crosby Hotel, Isle of Man, IM4 2DQ  
1st Tuesday  
Contact: Mike Scott 01624 622192  
or 07624 486500  
[IOM@lotus7club.com](mailto:IOM@lotus7club.com)

## Jersey, Channel Islands GBJ

Roving venue, please contact for details  
4th Sunday  
Contact: Mark Le Lay  
01534 867743 or 07797 728939  
[jersey@lotus7club.co.uk](mailto:jersey@lotus7club.co.uk)  
Contact: Ian Brandon  
01534 852098 (h) or 07797 743887  
[ian.brandon@jerseymail.co.uk](mailto:ian.brandon@jerseymail.co.uk)

## Kent, East

The Ringlestone Inn, Ringlestone Road,  
Maidstone, ME17 1NX  
2nd Thursday  
Contact: Steve Lilley  
[eastkent@lotus7club.com](mailto:eastkent@lotus7club.com)

## Kent, North

The Plough, Eynsford, Kent DA4 0AE  
1st Tuesday  
Contact: Richard Brunero 07974 927618  
Contact: Ian Bruce 07973 291144  
emails for both: [NorthKent@lotus7club.com](mailto:NorthKent@lotus7club.com)

## Kentish Weald

The Spotted Dog, Smarts Hill,  
nr. Penshurst, TN11 8EP  
3rd Tuesday  
Contact: Richard Young  
07714 676422  
[kentishweald@lotus7club.co.uk](mailto:kentishweald@lotus7club.co.uk)

## Lancashire and District ('LADS')

The Blundell Arms, Chorley Old Rd,  
Horwich, near Bolton  
1st Wednesday  
Contact: Peter Haslam  
0161 724 6481 or 07719 541550  
Contact: Paul Richards  
0161 763 5410 or 07721 564742  
Email for both: [LADS@lotus7club.com](mailto:LADS@lotus7club.com)  
[www.lads7.co.uk](http://www.lads7.co.uk)

## Leics, Notts, Derbyshire

The King's Arms, at Hathern, LE12 5LD  
(nr. Loughborough and M1, J24)  
2nd Thursday  
Contact: John Minns  
01949 876271 (h) 07875 553257 (m)  
[leicsnottsandderby@lotus7club.com](mailto:leicsnottsandderby@lotus7club.com)

## Lincolnshire

The Three Kings, Saltersway,  
Threackingham, nr. Sleaford, NG34 0AU  
1st Thursday  
Contact: David Patrick 07966 171947  
Or: Liz Lukeman 07881 912827  
[lincs@lotus7club.com](mailto:lincs@lotus7club.com)

## London, Central

Seema Tandoori - Holborn  
41 Farringdon Street, London, EC4A 4AN  
last Wednesday, 6.30pm  
Contact: Fred Gustafsson  
07740 944470  
[centrallondon@lotus7club.com](mailto:centrallondon@lotus7club.com)

## London, South

All Bar One, 32 Northcote Road,  
Clapham Junction, SW11 1NZ  
1st Wednesday  
Contact: Adil Patel 07763 477673  
[southlondon@lotus7club.com](mailto:southlondon@lotus7club.com)

## London, West and Middlesex

The Ace Café London, Ace Corner, Old North  
Circular Road, Stonebridge, NW10 7UD  
2nd Tuesday  
AR position vacant  
Contact: [londonmiddlesex@lotus7club.com](mailto:londonmiddlesex@lotus7club.com)

## Merseyside and District ('MADS')

Thorn Inn, Grappenhall Lane, Appleton,  
Warrington, Cheshire WA4 4QX  
last Wednesday  
Contact: Martin Richards  
07884 437652  
Or: Stuart Forshaw  
email for both: [mads@lotus7club.com](mailto:mads@lotus7club.com)

## Northants, Beds and Bucks

The Old Swan, Astwood,  
Newport Pagnell, Bucks MK16 9JS  
3rd Wednesday  
Contact: Ben Ferrey  
07591 594135 or 01280 847417 (h)  
[northantsbedsbucks@lotus7club.com](mailto:northantsbedsbucks@lotus7club.com)

## North East

The Old Mill County Pub and Hotel, Thinford Road,  
Metal Bridge, County Durham, DH6 5NX  
2nd Wednesday  
Contact: Philip Thomas  
07949 304200 (preferred)  
01325 492578 (home)  
[northeast@lotus7club.com](mailto:northeast@lotus7club.com)

## Northern Ireland

AR position vacant  
Contact: for more information, please contact  
[arc@lotus7club.com](mailto:arc@lotus7club.com)

## Northumbria

Newburn Motor Museum, Townfield Gardens,  
Newburn, Newcastle-upon-Tyne, NE15 8PY  
2nd Wednesday  
Contact: John Sweeney  
01661 825623  
[jsweeney782@btinternet.com](mailto:jsweeney782@btinternet.com)

## Oxfordshire

The Railway Inn, Station Road, Culham,  
Abingdon, OX14 3BT  
1st Tuesday  
Contact: Brian Soper  
01235 531632  
[80oxford@lotus7club.com](mailto:80oxford@lotus7club.com)



### Reading, North Hants & Berks ('ReHab')

2nd Wednesday and last Thursday  
The Barley Mow, The Hurst, Winchfield, RG27 8DE  
Contact: Andy Webber 07721 722111  
rehab@lotus7club.com

3rd Sunday, 1pm The 'AWESOME' Meet  
The Old Hatchet, Hatchet Lane, Cranbourne,  
Windsor SL4 2EE  
Contact: Tony Whitley  
www.7rehab.co.uk

### Scotland, North

Roving venue – please contact for details  
Contact: Nigel Simpson 01561 362153  
northscotland@lotus7club.com  
www.jock7s.com

### Scotland, South and Borders ('Borders7s')

Day and venue currently variable;  
please contact for details  
Contact: Neville Mackay  
01750 32705  
neville.mackay@btinternet.com

### Shropshire

The Fox and Hounds, Shawbury SY4 4JG  
www.foxandhoundsshawbury.co.uk  
last Tuesday, 7.30pm  
Contact: Clive Bridges  
01743 232466 or 07855 837335  
Or: Martyn Edwards  
01939 210908 or 07712 117283  
email for both: shropshire@lotus7club.com

### Somerset and Wessex

The Crown, Rumwell, Taunton, Somerset TA4 1EL  
1st Thursday, 8pm  
Contact: Roger Ashelford  
01823 270373 (h) or 07796 266742  
somersetwessex@lotus7club.com

### Staffordshire, Mid

The Swan with Two Necks, Longdon, WS15 4PN  
(off the A51, between Rugeley/Lichfield)  
3rd Thursday  
Contact: Colin Heseltine  
07774 878475  
midstaffs@lotus7club.com

### Norfolk & Suffolk ('Carrotland')

1st Monday, 7pm  
The Scole Inn, Scole, near Diss, IP21 4DR  
Contact: Pierson Broome, 07734 702251  
Or: Steve Wright, 01787 882209(h), 07789 907646(m)  
Email for both: carrotland@lotus7club.com  
www.carrotland.co.uk

### Surrey

1st Monday, from 7pm  
The Plough, Orestan Lane, Effingham, KT24 5SW  
3rd Tuesday  
The Parrot Inn, Forest Green, RH5 5RZ (nr Ockley)  
Contact: Mark Garnett 07766 162032  
Or: Gordon Cross 07990 822631  
email for both: surrey@lotus7club.com

### Sussex, East

The Ash Tree Inn, Brown Bread Street,  
Ashburnham, East Sussex TN33 9NX  
2nd Tuesday  
Contact: Chris Barclay  
07816 770697  
eastsussex@lotus7club.com

### Sussex, Mid

The Gardeners Arms, Ardingly, RH17 6TJ  
last Thursday, 7.30pm  
Contact: Nigel Roberts  
01403 249299  
midsussex@lotus7club.com

### Sussex, West

The George, Eartham, PO18 0LT, nr Chichester  
2nd Wednesday  
AR position vacant  
Contact: contact arc@lotus7club.com for details

### Thames Valley

The Pelican, Froxfield (on the A4, 2 miles  
W of Hungerford), SN8 3JY  
1st Wednesday  
Contact: Nick Bassett 07768 051428  
Or: Ben Long 07785 100 100  
both: thamesvalley@lotus7club.co.uk

### Wales, North

Glasfryn, Rakes Lake, Mold, CH7 6LR  
1st Tuesday  
Contact: Chris Proudlove  
01492 544514  
northwales@lotus7club.com

### Wales, South ('Taffia')

Piercefield Inn, St Arvans, nr. Chepstow, NP16 6EJ  
(on A466, N of Chepstow Racecourse)  
1st Thursday, 7.30pm  
Contact: Alan Henderson  
01633 413020 or 07779 958937  
Or: Martin Lane  
07768 096477  
email for both: taffia@lotus7club.com

### Wales, West ('Nomads')

The Halfway Inn, Nantgaredig, Dyfed, SA32 7NL  
(on the A40, between Carmarthen and Llandeilo)  
1st Wednesday, 7pm  
Contact: Paul Andrew 01550 740640  
westwales@lotus7club.com

### Warwickshire, North ('Bear 7s')

Blue Lias, Stockton Rd, Stockton, Southam, CV47 8LD  
1st Thursday  
Contact: Giles Hudson  
07976 769022  
Contact: Terri Foulger  
01455 272340  
warwickshirenorth@lotus7club.com

### Warwickshire, South ('Warwickshire7s')

Roving venue (contact or check website, below, for  
latest information)  
last Wednesday, 7pm  
Contact: Kevin Scott  
07714 767371 (evenings)  
Contact: Philip Ambrose  
warwickshiresouth@lotus7club.com  
www.warwickshire7s.co.uk

### Wiltshire, North

The Jolly Tar, Queens Road,  
Hannington SN6 7RP, 1 mile off B4019  
(take junction at the Freke Arms)  
2nd Wednesday  
Contact: Geoff Brown  
01793 876465  
wiltshirenorth@lotus7club.com

### Wiltshire, South

The Bath Arms, Clay Street, Crockerton,  
nr. Warminster, BA12 8AJ  
2nd Monday  
Contact: David Smitheram  
07718 368173  
Or: Paul Manning  
07989 600950 or 01380 828655  
email for both: wiltshiresouth@lotus7club.com

### Worcestershire

The Nightingale, Spetchley, WR7 4QS  
2nd Wednesday  
Contact: Adam Croft  
07952 546281  
worcestershire@lotus7club.com

### Yorkshire, North and East

The Gold Cup Inn, Low Catton,  
near Stamford Bridge, York YO41 1EA  
3rd Wednesday  
Contact: John Waters  
01482 632435  
neyorks@lotus7club.com  
www.york7.org.uk

### Yorkshire, South and Derbyshire, North

last Thursday, 7pm-ish  
Ladybower Inn, Bamford, Hope Valley,  
Derbyshire S33 0AX, on A57, at end of Snake Pass  
2nd Sunday, 8am, April–October only  
'Monthly Morning BST Blat'  
departure point & route varies; contact for details  
Contact: Antony and Liz Hawkins  
07800 875428  
syorks@lotus7club.com

### Yorkshire, West and Pennines

The Devonshire Arms, Cracoe, BD23 6LA  
(on B6265, 4 miles N of Skipton)  
2nd Wednesday  
Contact: Charles Carter  
07831 668988  
wyorks@lotus7club.com

## Meetings outside the UK

### Belgium (B)

Venue to be confirmed, but held on...  
7th of the month  
please contact for more details  
Contact: Jean-Marc Bikx  
+32.(0) 495.249.239  
belgium@lotus7club.com  
Or: Sven De Loenen  
+32 496 065 188

### Canada, Alberta and West (CA)

Meeting place and times currently variable; please  
contact for details  
Contact: Terry Johns  
+ 1 403 986 7915 (h)  
or + 1 403 872 2153 (m)  
canadawest@lotus7club.com

### Finland (FIN)

Venue and dates variable, contact AR for details  
Contact: Andrew "Vinnie" Barriskell  
+358 405 077217 (m)  
Finland@lotus7club.com

### France, ('Entre Deux Mers') (F)

Chateau de La Tour, at Cadillac, (on the Ave.  
Libération, on the way to Béguey)  
last Saturday  
Contact: Hugh Dent  
+33 (0)55 623 9931  
hughkay.dent@wanadoo.fr

### Germany (D)

Venue and dates variable, but mostly last Sunday  
please contact for latest details  
Contact: Andreas Seydell  
+49.171.4205424 (mobile)  
germany@lotus7club.com  
www.caterhamcarclub.de

### New Zealand (NZ)

Meeting place and times currently variable;  
please contact for latest details  
Contact: Nigel Riches 00 64 3318 1440  
nigel.stephanie@xtra.co.nz

### Norway (N)

Please contact for latest details  
Contact: Christian Brechan Aas  
CBAA@statoilhydro.com

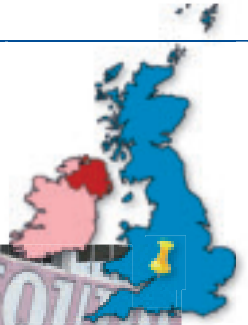
### Switzerland (CH)

Lotus Seven Owners of Switzerland meet  
on the 1st Tuesday of each month.  
Contact: Rainer Carspecken  
+41 79 401 52 02 (mobile)  
chairman@lsos.ch www.LSOS.ch

### USA, Michigan (USA)

Meeting place and times currently variable;  
please contact for latest details  
Contact: John Donohoe  
00 1 517-655-5125 (h)  
johnd@simplesevens.org www.simplesevens.org

# Gloucestershire area



AR Andy Couchman, Andrew Mitchell, David Harrold, Tim Dunsby and Andy Isherwood at Reims in June 2013 as part of the "Tim and Dot Dunsby honeymoon tour".

The Gloucestershire area enjoys some of the best roads in the UK, as well as having Caterham's only official independent dealership, Millwood Motor Company, and the glorious Prescott Hillclimb track in its geography.

The club meets on the first Thursday of every month at the eponymous Colesbourne Inn (postcode GL53 5NP), a Wadsworth pub also renowned for its good food. The inn, which dates back to 1827, has a large car park and is situated midway between Cirencester and Cheltenham, making it well-situated for local and visiting members alike.

Long-time AR Andy Couchman said: "We have a great mix of members who come along to the monthly meetings and other events and both are popular with visiting areas and members too. Partners are encouraged, so a meet is often an excuse for a good night out – even if you're not into talking camshafts and camber angles."

"I've been a club member since 1988, just before I bought and built my Seven, which I still use regularly, and took over as AR a few years later. As with all areas, we're a community that helps each other so, if someone runs into a problem, there's always someone prepared to lend a hand or come up with a solution."

"Our events calendar has increased in recent times, thanks to everyone pitching in, and this year we have planned trips to various club events plus a tour of Devon and some of the guys are even off to Switzerland, Le Mans or the Isle of Man."

Competition features with some members, with sprints and hillclimbs being especially popular, as well as track days.

Two particular events this year the area is involved in are:

- Millwood's barbecue on Sunday 13 July. This is a great social event that has run successfully for a few years now. There's a barbecue with refreshments thrown in by hosts Millwood and people now come from all over to attend. The event also raises money for the club's chosen charity - Leukaemia and Lymphoma Research.
- A first this year is being the featured car club at Prescott's new Breakfast Club on Sunday 21 September. That's another great opportunity to have a big collection of Sevens and to enjoy some great roads and company too in this delightful Cotswold setting.



Area member Mike Guest at Prescott in April 2012. Mike went on to win the Bugatti Owners' Club's prestigious Victor Ludorum trophy in 2013.



Gloucestershire WAGS, Janet Mitchell, Marion Couchman, Dot Dunsby and Tracy Harrold, can hardly contain their excitement at their other halves doing just one more tour of the Ferrari Museum in Maranello.

Does Andy have a final message for members? "Yes, do come along and join in. We're a friendly bunch and, as befits this part of the world, pretty laid back too. Just about the only thing we all have in common is love of these little cars but hey, that's a good enough reason to come and say hello or even hello again!" LF

To be kept informed of events and news in the Gloucestershire area please subscribe to the Area Mailing List here: <http://tinyurl.com/L7C-area-mailing-lists> (you need to be registered on the club website – see Lowflying January 2014 for details)."



Happy Gloucestershire faces at Widdecombe: (from top) Andrew Mitchell, Marion Couchman, David Harrold, Janet Mitchell (left) and Tracy Harrold (right).

# Lotus 7 Insurance

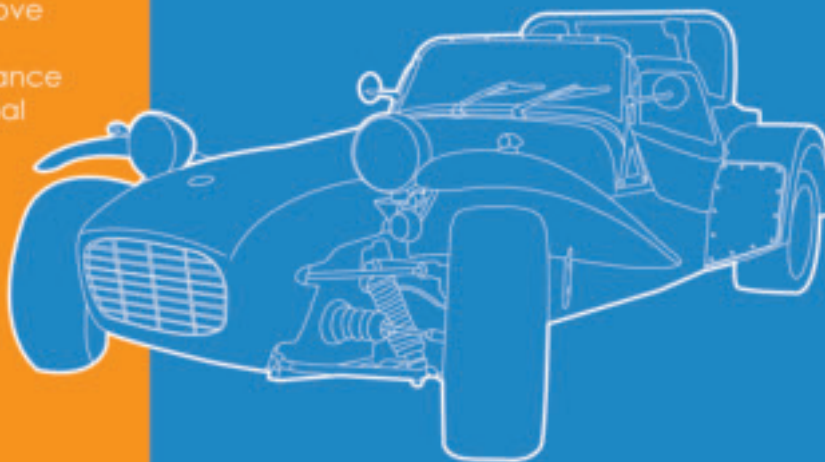
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# forthcoming events 2014

## April

### Saturday 5th

#### Introduction to Sprinting Day

A day for those interested in competing in the club's speed championship to find out more about what is involved and how much fun is to be had competing.

Curborough Sprint course, nr Lichfield, Staffs. £50 per member.

No max. number, closing date 22nd April, entry form in January's Low Flying

**Contact:** Matthew Willoughby, competition secretary, for more information at comp.sec@lotus7club.com or on 01522 861880

### Saturday 26th

#### Taffia Fish & Chip Run

After a casual start with coffee & a bacon butties from around 08.30am we will leave the Piercefield Inn, Chepstow, South Wales at about 10.00am. A "suggested" route will be available but there is no fixed drive, go with the flow at your own pace. The best bit is it's all free, no booking, just roll up, & sign on.

**Contact:** Alan Henderson 07779 958 937 or alan@taffiacats.co.uk

## May

### Saturday 3rd - Monday 5th

#### Donington Historic Festival

A weekend of historic racing at Donington Park ([www.doningtonhistoric.com](http://www.doningtonhistoric.com)) and we will be having an official club presence. There is a two-for-one ticket offer, including infield pass (Sevens only), on advance tickets purchased by 23rd April. Basic ticket prices are £20 - 1 day, £32 - 2 day and £45 - 3 day. Please contact tom.slatter@sheffield.ac.uk for the discount code and for further information see BlatChat.

**Contact:** Tom Slatter tom.slatter@sheffield.ac.uk

### Saturday 3rd

#### Get to know your 7 (GTKY7) Midlands.

This event is for "7" owners to get a little more familiar with their cars. It will give you the basic knowledge and confidence to carry out basic maintenance and ask questions.

It will be held at Caterham Midlands and hosted by the Dealer Principle, Dean Francis and his capable team. There will be a charge of £10 for attending the event and numbers will be limited to a maximum of 72. For booking form, see February's Lowflying. Closing date will be Friday 11th April 2014. For more details please contact Stuart Carter 07702463652 / stuart147@googlemail.com

### Saturday 17th

#### Dunsfold Handling Day

Details and booking form in March's Lowflying

### Monday 19th

#### Cadwell Park Track Day

Open Pit Lane . Free Track Driving Instruction on a first come, first served basis

Noise Limit - 105db static. Entry fee £170.00  
**Contact:** Merrick Linnett



merrick.linnett@lotus7club.com  
Booking Form in February Lowflying and available to download from the website.

## June

### Tuesday 3rd

#### Brands Hatch Track Evening at Brands Indy circuit.

Open Pit Lane.

Free Track Driving Instruction on a first come, first served basis

More info to follow

### Friday 13th - Sunday 15th

#### Cholmondeley Pageant of Power

More Details to follow in due course

### Saturday 28th

#### Classic & Retro Action Day

Castle Combe Circuit, Wiltshire.

Car displays and on track action.

A display area for 40 cars with the ESV in attendance.

Sevens only exclusive lapping session will be available price TBC.

Admission ticket for car & driver £6

**Contact:** Geoff Brown 01793 876465 or geoff.brown@lotus7club.com

## July

### Friday 4th - Sunday 6th

#### Classic Le Mans

"The Classic" sees almost 500 vehicles & 1,000 drivers from across the world racing some amazing machines, many worth millions of pounds. There are Club Displays of about 8,000 cars, an auction, two concours, an Automobilia Village, and much more to see and do. A "Paddock Pass" ticket lets you see some amazing vehicles up close, and chat to the drivers/mechanics. For more information on the event check out [www.lemansclassic.com](http://www.lemansclassic.com). For details of the Clubs Ticket offer see January's issue of Low Flying, or [www.blatchat.com/t.asp?id=236284](http://www.blatchat.com/t.asp?id=236284)

### Sunday 13th

#### Millwood's annual BBQ

A great day out at Millwood's Gloucestershire premises, featuring free BBQ and refreshments (we're collecting for Nuke the Leuk though, so bring along your cash) plus check your car's

weight on the flat floor scales, enter the photo competition and more!

### Friday 25th - Sunday 27th

#### Silverstone Classic

Historic Racing at Silverstone Circuit. Booking via [www.silverstoneclassic.com](http://www.silverstoneclassic.com)  
Club code C14063 for 2 for 1 offer till May 2013. Unlimited spaces.

Prices from £39 for 1 day to £95 for a weekend pass until 31st March (Early Bird prices), then £45 - 110 from 1st April to 31st May

ESV in attendance  
Club organiser: Ben Ferrey tel 07591 594135

## August

### Saturday 2nd - Sunday 3rd

#### Taffia 2 Day Blat

More details to follow in due course

### Friday 15th

#### Lotus 7 Night, Poole Quay, Dorset.

6pm-9pm. A gathering of 7s and their owners from all over the country. Planning to organise some other Dorset based activities over the weekend (camping etc), details to follow. FREE to attend and places unlimited/no booking required

**Contact:** Jon Lee 0747 240 5554  
jcelee@hotmail.co.uk

### Sunday 24th

#### Western Canada Lotus 7 Club Meeting

The Western Canada Lotus 7 Club is organizing the 1st all Lotus 7/Caterham gathering in Red Deer, Alberta. This event will start at 10.30am in the parking lot of Great Chief Park, Red Deer, Alberta. Then a Blat out to Abraham Lake, returning to Sylvan Lake for a 'Pot luck steak & shrimp' BBQ. This event is open to Lotus 7 & Caterhams only. For additional information please contact Western Canada AR Terry Johns at [caterham@7cars.ca](mailto:caterham@7cars.ca)

### Saturday 30th - Sunday 31st

#### Shoreham Airshow

More details to follow in due course  
Organiser: Ian Bruce ESV present

## September

### Saturday 6th

#### Big Blat

More details to follow in due course  
Organiser: Geof Carlton Smith

The Lotus Seven Club Speed  
Championship 2014

April

Sun 20

**Blyton Park sprint**

5 miles N of Gainsborough,  
Lincs, off the B1205

May

Sun 18

**Curborough 1 sprint**

just N of Lichfield, off the A38

Sun 24–25

**Gurston Down hillclimb**

a two-day meeting, where we share the bill  
with the British Hillclimb Championship  
SW of Salisbury, off the A354 at Broadchalke

June

Sun 15

**Epynt hillclimb**

S. of Builth Wells,  
accessed via the A483 & B4519

Sat 28

**Aintree sprint**

N of Liverpool, off the A59

July

Sat 19

**Llandow Circuit sprint**

20 miles W of Cardiff, off the B4270

Sun 20

**Llys y Fran hillclimb**

5 miles NE of Haverfordwest

August

Sun 3

**Harewood hillclimb**

7 mile NE of Leeds, off the A659

Sun 24

**Curborough 2 sprint**

the Sandra Harrison-Moore Memorial Sprint

Sun 31

**Loton Park hillclimb**

8 miles W of Shrewsbury,  
access via A458 & B4393

September

Sat 13

**Wiscombe Park hillclimb**

6 miles S of Honiton, Devon,  
access from the A375

OCTOBER

Sat 4

**Anglesey National Circuit sprint**

at Ty Croes, Anglesey

Sun 5

**Anglesey International Circuit sprint**

Entry forms will be sent to those  
competitors who have registered for the  
championship.

Enquiries to the Competition Secretary,  
Matthew Willoughby  
matthew.willoughby@lotus7club.com

See the feature in January's issue for more  
details of the series and venues. Spectators  
are welcome at all venues, and viewing at  
many events is free. Other than at the Club's  
own events at Curborough, you will see a  
range of car types in action as well as Sevens.

# featured event

National Kit Car Show Stoneleigh: Sunday 4th – Monday 5th May.



This is traditionally one of the biggest annual gatherings of Sevens, and for many members represents the major first Club meeting of the year. Sunday is typically busiest, but well over a hundred Sevens are regularly attracted to both days of the event, making for an impressive sight and a great social atmosphere. Entry is free for kit car drivers (*Ed. many Caterham owners will balk at the description I know*) and camping is available for a small fee.

Regular visitors need to take note, however. This year, we have secured a new location for the Club's stand. We will be located in pitch 59, right opposite the halls and close to the entrance from the main public car park. This puts us right in the heart of the show action and should guarantee that an even greater number of visitors will be able to admire the cars.



# small ads

## Cars for Sale

**Lotus Seven s3**, 1968, twincam, total rebuild 2012, full history, reliable, first rate example of this classic. OIRO £30k.

### Contact for full details:

RodThonger@Thonger.com or +44 1825 712936 (Sussex)

### Caterham Fireblade reg 2005

Reluctant sale of my blade, due to storage. Built by James Whiting with the famous Honda 900cc unit. Now even better with Suzuki gsx-r 1070cc built by Mistral performance engineering. Been in storage for 4 years. Road legal. Nitron shocks, power commander injector system, live axle, reverse box, 3 sets of wheels (2 dry 1 wet), 4 point harness, roll cage, fire extinguisher system, rear disc brake conversion, dry sump and many more parts from the blade days. Audi silver/orange stripe, original paint still stunning and sounds amazing! £12,500 with all its goodies

Fully enclosed trailer which can be part of the sale if needed £1,200. Contact: Simon 07977 557352

**1997 Caterham 1600K Roadsport Red/Aluminium**, flared wings. 2 owners from new, no track days. Always garaged only 10,900 miles. Full weather, heater. Alloys, De Deon, MOT September. This car is immaculate. £12,000

Contact: Ian 0121 6807107 (Selly Oak, Birmingham)

## Parts & Misc

### Cherished plate: C7 KTH

£400 (offers)

Contact: Keith on 07710 364975 or email keith.rogers4@ntlworld.com

### 7 Caterham 13x6 inch

#### Minilite style wheels

in excellent condition with part worn Yokohama 032R tyres 185x60 R13. Purchased new from Caterham and used for trackdays on my De Dion seven and now surplus to requirements. £295 the lot.

Contact: Derek Ross on 02087482311 or email derek.a.ross@gmail.com (West London)

### 5 x KN Jupiter wheels

14x6, Ford PCD, fitted with Yokohama A520 185/60R14 tyres, include 4 aluminium centre caps. Wheels in good condition, tyres are hard - suitable for donuts only!

£100, collection only or buyer to arrange a courier.

Contact: Andrew Rugby andrew.ward@nationalgrid.com or 07836 502883

## Wanted

### Caterham and Lotus 7

Looking for unfinished project, crashed or damaged, anything that needs re building & or tlc even incomplete cars. Can be ex race cars. Age does not matter Contact: 07850 234585 or email wizz.robson@lookers.co.uk

### Any pre 1976 lotus cars or parts

Including engines any condition considered especially lotus 7 models

Contact: Neil 07944 413111

### Series 2 or 3 Lotus 7

Or Caterham as a restoration project. Basket case, damaged or incomplete car considered. Contact: David Marsden dwmarsden1@btinternet.com or 01452 760474

### Project 7

Crashed, Damaged, Unloved, anything considered. Also interested in any early Lotus, from parts, engines to complete car contact: Barry 07990841093

### 1960's-70's Clubmans

Formula Ford. Anything interesting requiring work. contact: Barry 07990841093

### Super Sprint Seven

With Rover 1.6 or 1.8 injected engine, De Dion, low mileage preferred. May consider unfinished project. Model from 1997 to 2006. contact: Michael on 07721 999 555 or email mkaneagi@aol.com

### Pre 1987 Caterham

Anything considered from xflow car to zetec swap. From damaged to concours. Could also be a S2 / S3 Lotus Seven.

contact: Nicolas CALLEWAERT nicolas.callewaert@me.com



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