

Lowflying

September 2014

for Caterham and Lotus Seven enthusiasts



Lotus Seven Club



THIS MONTH: CATERHAM CARS' NEW HOME • AN F1 CAR RIDE • TECHNICAL – DAMPER SERVICING • SILVERSTONE CLASSIC REPORT • GOGS GO GA GA • WALES SPRINT REPORTS • AREA PROFILE: REHAB • CLUB NEWS AND FORTHCOMING EVENTS



- PARTS FOR ALL SEVEN MODELS - 1957 TO DATE
- RAPID MAIL ORDER SERVICE, EXPORT ORDERS WELCOME
- ENGINE BUILDING, TUNING, NEW & EXCHANGE UNITS
- TRANSMISSION, NEW & RECONDITIONED
- SERVICING, REPAIRS & RESTORATIONS
- ACCIDENT REPAIRS



We are Agents or Stockists of most leading brands including:

WEBER, K&N, SPAX, KENT Cams, VANDERVELL BEARINGS, MINILITE Wheels, WILLANS Seat Belts, NGK, TOP TEK HELMETS, O/E LOTUS & CATERHAM Parts, MOTORCRAFT, LUCAS, Plus our range of REDLINE Accessories.

For Spares, Repairs, Servicing or Free Advice Telephone or Visit our premises in Caterham. Only minutes from Junction 6, M25, Short walk from BR Station.

HISTORIC SEVEN PARTS
SUPPLIERS



FACTORY APPOINTED PARTS & SERVICE CENTRE

**REDLINE
COMPONENTS
LTD**

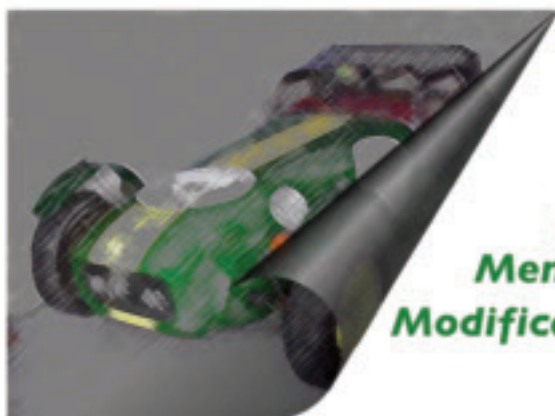
TEL: (01883) 346515 FAX: (01883) 341604

TIMBER HALL, 19 TIMBER LANE, CATERHAM, SURREY CR3 6LZ ENGLAND



James Whiting

sevens



Enthusiastic family business
Parts and accessories available
Old and new models maintained
Lotus and Caterham 7 specialists
Menu servicing or bespoke for your use
Modifications or upgrades for road & track

CONTINUOUS SEVEN

1977-2007

SERVICE FOR THIRTY YEARS

Caterham Approved

Fireblade Parts

www.jameswhiting.com

Appletree Works, 26-30 Glenfield Rd, Ashford, Middx TW15 1JL t) +44 (0)1784 241466 f) +44 (0)1784 250915

Lowflying

Cover photo by Caterham Cars

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

Sam Pearce – sam.pearce@lotus7club.com
t: +44 (0)1873 777303

Lotus Seven Club, PO Box 7, Abergavenny NP7 5WQ.

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

Submissions

By post: see Club administration, above
By email to: lowflying@lotus7club.com
Advertising: see Club administration, above

Editor: Michael Calvert – editor@lotus7club.com

Editorial support

John Aston – john.aston@lotus7club.com
Andy Couchman – andy.couchman@lotus7club.com

Designer: Paul Sander

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

Lowflying is printed by Shanleys Ltd
Units 38-39 Britannia Way, Bolton BL2 2HH.
t: 01204 523773 www.shanleys.co.uk

Contacts

Chairman

Martin Bushaway – martin.bushaway@lotus7club.com

General Secretary

Gill Elwell – gill.elwell@lotus7club.com

Treasurer

Nick Chan – t: 07590 841674 nick.chan@lotus7club.com

Membership Secretary

Sam Pearce – see above

AR Coordinator

Ian Bruce – t: 07973 291144 arc@lotus7club.com

Competition Secretary

Matthew Willoughby –
comp.sec@lotus7club.com

Event Support Vehicle Manager

Paul Richards – paul.richards@lotus7club.com

Health and Safety

Gill Elwell – gill.elwell@lotus7club.com

IT and Webmaster

Barry Sweeney – sitemanager@lotus7club.com

Members' Benefits Coordinator

Geoff Brown – t: 01793 876465
geoff.brown@lotus7club.com

NtL Coordinator

Caroline Grubb
2 Grafton Close, Gosport, Hampshire PO12 4GD
nuketheleuk@lotus7club.com

Regalia Manager

Dave Ardley – dave.ardley@lotus7club.com

Track day Coordinator

Merrick Linnett – merrick.linnett@lotus7club.com

Management Team Members

Robert Jacobs – robert.jacobs@lotus7club.com
Stephen Hubbard – stephen.hubbard@lotus7club.com

Lotus Seven Historian

John Watson – f: 01923 836637
historian@lotus7register.co.uk

Valuations of Sevens for insurance purposes only

Guy Munday – t: 01508 530491 (work hours)

Our former Chairmen

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

The Lotus Seven Club is the trading name of Seven Club Limited. Registered office: 9 Nevill Street, Abergavenny NP7 5AA, UK. Company reg. number 3880568. A copy of the Company's constitution and rules is available on written request to the Company Secretary. Please note: Views expressed herein are not necessarily those of Seven Club Limited ('the Club'), merely the views and experiences of individual writers. Opinions, whether technical or otherwise, should not be construed as precise authoritative advice. The Club recommends readers to take specific professional advice and that technical and/or mechanical work is only undertaken by suitable qualified individuals. The Club does not accept any liability for any loss or damage suffered by any reader after reading this publication, acting upon matters discussed or taking part in the events promoted or mentioned. Editorial coverage or advertising does not imply endorsement.

introduction...



Photo by Adrian Corser

What a great summer it has been. I sincerely hope that all members have been able to make the most of the fantastic weather we have generally had this year to enjoy the open road. I find it hard to believe that we are in September already, although one unexpected effect of taking over the editorship of *Low Flying* is a new appreciation for just how quickly a month goes by...

It's been a great year for events within the Club too, and I am constantly amazed at the range of activities which members get involved in, and at the breadth of events being organised. Although the nights may be starting to draw in and many of the major 2014 Club activities have now been ticked off the calendar, it's not all over yet for this year yet by a long way. The Club's exclusive trackday at Hethel is bound to be memorable for all those who choose to attend. There are still plenty of opportunities to get blatting with like-minded-enthusiasts too, whether it be on the Paul Marriott Memorial Blat, or to the London to Brighton Veteran Car

Run. The Club's speed championship is also approaching its climax with the remaining dates at Wiscombe Park and Anglesey to look forward to. And that's on top of the wide range of activities and meetings which are organised at a more local level.

With so much going on, one of the Club's challenges has always been to ensure that members are able to find out about activities near to them in a timely fashion. The AR mailing list facilities (see Area Meetings for details) have proved very successful for most meetings which have implemented these, and next to go live will be the Club's brand new website. This is due to launch soon after this magazine has been delivered and should mark a major step forward in our ability to share and present information amongst the whole membership. Just do please have a read of the News section to see what you may need to do to ensure that you are able to log on successfully just as soon as the transition has taken place...

Be seeing you!

Michael Calvert Editor

this month in Lowflying:

- 4 Read all about it! The news
- 8 Bruce Seven's F1 Ride
- 10 Technical: Dampers part two
- 14 Peter Warr collection
- 16 Fridge Door
- 18 Silverstone Classic
- 20 GOGS go Ga Ga
- 21 Wales sprint reports
- 24 Area meetings
- 26 Area profile: ReHaB
- 30 New Members
- 31 Model Shop
- 32 Events calendar
- 34 Classifieds

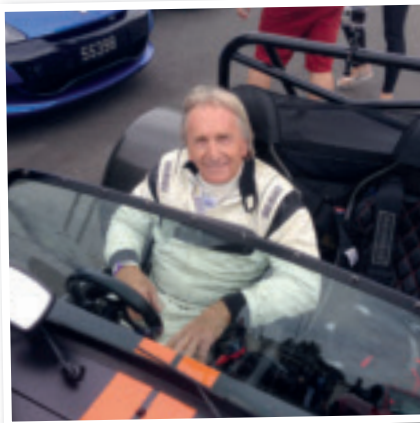




Passenger ride with Derek Bell

We featured an exclusive interview with sportscar ace Derek Bell in last month's Low Flying, where he revealed that his first race win had been in a Lotus Seven. Club member **Graham McCormack** recounts how he recently met Derek, and had the chance of being a passenger in his own Seven with Derek at the wheel.

I have just returned from a Lions Club of Guernsey charity track day. This took place on 11th July at the Le Mans circuit. Thanks to the superb organising skills of Stuart Butler (Lions Club member and owner of the green R500 in the background), we had Derek Bell, 5 times Le Mans winner with us as a guest. I had the once-in-a-lifetime experience of having Derek drive my Caterham Supersport SV (K Series) with me as passenger. He may be 72 but he still has the driving ability of a man many decades younger! The whole experience was recorded on my Go-Pro and is something that I will cherish for the rest of my life. The experience was made



all the better by Derek's comment at the end of the laps in my car "that was a hoot, that is why I got in to racing" – you can't get a much better Caterham endorsement than that, especially when he had been driving a Porsche GT3, Audi R8 and Ferrari F12 earlier in the morning!

Along with my Supersport, an R500 and a CSR 260 were also present from Guernsey. This has encouraged us to resurrect a Guernsey area meeting. We'd love to hear from other members who would be interested in getting together – please contact me at gmccormack@oaktrust.co.uk or on 07781 101600.

Castle Combe Autumn Classic Sunday 5th October 2014

Now in its third year, this event has been described as the 'Mini Revival of the South West' and as a 'More compact, more laid back version of the Silverstone Classic'. What is certainly guaranteed is that it will feature proper blast-from-the-past, elbows-out racing, just like the good old days, including a twilight race to end the event.

The iconic West Country circuit has attracted an eclectic mix of classic racers to the grid: Historic Formula Juniors, '60s V8s, Big Healeys, Historic Aston Martins, Pre 66 Jaguars, VSCC Pre-War Sports Cars, FiSCaR (50's inter-marque) & F3 500cc. There will be static classic car displays including the Riley Owners' Club who will be celebrating Riley's 2nd, 3rd, 5th & 6th place wins in the 24hr Le Mans of 1934 and the Historic Lotus Register which will be displaying early cars and Climax engines. Also present will be a

selection from the collection of Nick Mason (hopefully carrying out demonstration laps) plus a rare 1960 GP Scarab.

The Lotus 7 Club has been invited to form part of an avenue of club displays parked track side. If numbers dictate, the Club's ESV is also likely to attend.

Race Card

Qualifying: 08:30-11:30. Club Parades: 12:00-12:30. Races: 12:45-18:00

Information & Booking

More event information can be found at: www.castlecombeautumnclassic.co.uk
Adult entry: £15. Seniors entry: £10. Children aged 16 and under: Free of charge.
A "buy one, get one free" deal for admission tickets is available to members which includes Paddock Transfer.



Tickets can be purchased on-line using code: LsevenC2014. They can also be ordered by telephone on: 01249 782417. Please mention the Club & the discount code when calling.

Getting there

Gates open at 08:00 and close after the last race. Castle Combe Circuit is situated approximately 6 miles West of Chippenham off the B4039 – Postcode SN14 7EY. Exit M4 from the East at J17 or West J18. Follow brown signs & directions for the A420. Any questions – please contact Geoff Brown email: geoff.brown@lotus7club.com



At the Monterey Car Week in early August, Caterham Cars revealed two new variants of the Seven designed specifically for the US market. The Seven 480 and 360 models are both powered by the familiar two-litre Duratec power plant. The Seven 360 is based on the Supersport R although it has been engineered to meet USA homologation rules and is of course LHD. It has 180 bhp, meaning a 0-60 time of 4.8 seconds. The Seven 480 is based on the European 485 model; it has 237 bhp and covers 0-62 mph in 3.4 seconds.

Quoted prices start at \$44,900 for the Seven 360 and at \$52,900 for the Seven 480. However, because of import and registration restrictions, Sevens have to be shipped to the USA in part-built form and sold as a rolling chassis for customers to complete personally. As such, the prices exclude the engine and gearbox which have to be purchased separately.

New Cars for the US



The Seven has officially been on sale in the USA through Caterham's recently appointed distributor Superformance since January 2014. A dealer network currently comprised of eight

sites has been established to sell cars and support customers across the USA.

The Duratec-powered Seven 480 and 360 join the Sigma-powered Seven 280 in the USA range.

Lotus 7 Club Website Update

The waiting is nearly over – the date for the launch of the Club's new website has been set for September 24th. Members will receive an email detailing the steps which will need to be taken to register onto the new system. In order to avoid the problems which may occur from all members trying to register at the same time, email notification will be staggered over three days.

Please note that the instructions to register for the new site will be sent to



the email address which the Club holds against your membership; this may not be the same as the one recorded against your BlatChat ID. Therefore, it is important that you check that we have the correct details for you on the membership database prior to the transition. You can do this from the www.lotussevenclub.com homepage by clicking on your username (top right of the screen). If this needs updating or you need help to check this, please contact Membership Secretary Sam Pearce.



Showroom starting to fill with stock

Hi David. I believe that you are speaking to me from Caterham South's new showroom on the edge of Crawley – can you tell us more?

Yes, we opened the doors on our new premises last week (1st August). A number of us have actually been based here for a while, so that we could help supervise the building works required to turn this into the facility that we envisaged. The new premises are now open and we are welcoming customers, but at this stage, we are still considering this as a somewhat “soft launch”. It’ll be another six to eight weeks until we have got all the work finished - our target is the end of September to have everything ready, at which point we’ll be holding a proper launch event to announce to the world that we are up and running and really invite people for a look around. Our vision is for this site to be more than just a showroom – we’re aiming for more of a “brand centre” to represent all that Caterham offers.

The address of the new premises is:

Caterham House, Fleming Way, Crawley, West Sussex, RH10 9NQ

So, what is currently operational in the new facility?

The two most important departments which will be based out of Caterham House will be a large showroom for used and new cars, and an aftersales department where customer cars can be serviced, upgraded and so on. In our previous temporary facilities (Denvale Trade Park in Crawley) we had a showroom, but were not able to offer customer servicing - we did have a small separate lockup unit where

Caterham Opens the Doors on its New Home

There seems to be a steady stream of announcements from Caterham Cars at the moment, and business appears to be booming. In early August, we caught up with David Ridley, Caterham’s Chief Commercial Officer for an update on the company’s latest news:

we could prepare used cars, but we had to send customers round the M25 to Dartford if they needed aftercare services. This was a real step back from our setup in Caterham Town and it has always been our long term plan to be able to once again offer proper aftersales services alongside the showroom.

What I can now tell you, however, is that we are actually going to be closing the current service department at Dartford so that we can relocate the whole team to a much larger and better resourced workshop in our new Crawley offices. This will offer a number of benefits. Firstly it will bring the servicing facilities within easy reach of the large number of customers who are based in Sussex, Surrey, Hampshire, Kent and the like. More than that, I think we have to recognise that Dartford was not the most attractive of places in which to locate a customer-facing centre; it wasn’t necessarily the nicest place

for people who wanted to bring their cars in for servicing to hang around. We would also much prefer that people who bring their cars to us for service or upgrade be surrounded by new cars and in a nice environment. So, we are going to forge ahead and move the Caterham works service centre here, and really develop the aftersales side of the business. It’ll take a lot of investment, but we will end up with a facility that we can be proud of. As we speak, work is currently under way to set up the workshops – the new ramps are on order and will be installed soon, and through our partnership with Draper Tools, an awful lot is being invested in tools and equipment. As workshops go, the facility is going to be really great to look at; we’ll make maximum use of this by having a window between the showroom and servicing, so that part of the customer experience for those who are so minded, will be that you will be able to watch



The move of the aftersales department to Crawley will help Caterham increase its production at Dartford.

your car being worked on. We have always wanted to offer this sort of facility for our customers, but we have just not had the space previously. Our new site is 25,000 ft², so with the space and investment on offer, now we will be able to do things really properly. In truth, the objective of bringing together aftersales and sales has been as much of a driver for this move as has the establishment of the new showroom...

We hadn't been able to announce this move of aftersales previously as we have of course had to consult with the staff who will be affected by the move. Luckily, they are generally very enthusiastic about our plans we are very hopeful that they will all transition with the department.

So, how has the first week in the new showroom gone?

It's been good, even though we haven't made a big announcement that we are in here yet. Once the finishing touches have been made to the premises, we'll be announcing a launch weekend, and all will be welcome to come and have a look around.

The timing has been pretty good too. We had given notice on the lease of our temporary showroom, so we had a deadline of being in here by August 1st – it was tight, but we achieved it. One benefit of an August move is that although good weather generally increases footfall to the showroom, visitor numbers generally drop off in August because of holidays. So although we are delighted to welcome anyone to the showroom right now,

we should have all the works fully complete by the time the number of visitors typically picks up as the holiday period draws to a close.

Another aspect which we are happy about here is that we are back in an environment which encourages people to just drop in. When we were in Caterham, we were well known in the area and people would just pop in when passing, on their lunch breaks and the like. Our temporary Crawley showroom did its job, but really wasn't in a location which attracted any passing trade. Where we are now has a lot of other car dealerships locally as well as some major employers, such as Virgin Atlantic directly opposite. Even without much publicity, the first week has seen a good upturn in footfall with people popping in to have a look. This is now our permanent home and we really want to make it into a destination. There's plenty of space for us to make use of, and plenty of parking so we really would like to encourage people to come along and have a look around.

So, apart from the move, what else is new at Caterham Cars?

The really good news at the moment is that we are ramping up production to a scale that we have not seen for something like twenty years. From August, we are increasing production to thirteen cars per week. This is being driven by a number of factors – solid domestic demand, export growth and a number of new race series in places like Taiwan, China, and Columbia. We have therefore scheduled this level of new car build from now until the

end of this year; we certainly hope that this will continue into 2015, although there are actually signs that we may need to look to increase production even higher...

That's good news. Where has the limiting factor in increasing production been – Westbury (chassis manufacture) or Dartford (assembly)?

We've actually had to address a number of different areas to ensure that we can meet these targets. Additional space and resources were needed at Dartford, which has been made possible by reassigning the space liberated by the service department move into additional production facilities. We have also invested additional resources in Westbury and have developed a number of supply chain areas, including increasing the number of parts on the shelf and so on. So yes, this is a step change for us, but it's one that we have been planning over a number of months and we hope it will all run smoothly. Ultimately, we should be able to provide our customers with a better experience while meeting an increasing demand.

So, there is a healthy waiting list for cars at the moment?

Yes, it's a nice problem to have in many ways, but it does sometime seem that we can't build cars quickly enough! It's always a careful balance to match supply and demand as closely as possible, while not allowing ourselves get too carried away.

Thanks for talking to us David. Best of luck in the official opening of the new facilities. We look forward to taking a tour soon.



OMG!

Much as I dislike the seemingly endless stream of three letter abbreviations so liberally employed today – what would YOUR reaction be if you were told that you were being offered a passenger ride in a two-seater F1 car? **Bruce Severns** got the chance to find out for himself at the Australian Grand Prix at Albert Park in March this year.

“Last September, I replied to a voicemail from some bloke who had left me a message from the “Australian Grand Prix Corporation”. As I buy two seats for the race weekend on the start/finish line every year, I guessed that they were hoping to upsell me into more expensive seats or to help relieve me of more money for some other “extras”.

Well, just how wrong could I be? Instead, I was greeted with a message which went something along the lines of “congratulations, you have won a ride in the two-seater F1 Car at next March’s event.” (my complete sense of shock upon hearing this did rather mean that I probably wasn’t taking in all the details). I could only stammer “You’re kidding me – right?” I then politely asked if I could be allowed to swear a bit (and I did). A few minutes later, my wife Elizabeth was

convinced that my 90 year old mother had passed away as I couldn’t speak properly when I called her to pass on my good fortune.

So at 06:00 on the Thursday of the GP, I duly rocked up to the “tradesman’s entrance” and, after being fitted out in a full Minardi race suit (Hey, remember Webber’s 5th in Melbourne?) we were led to a briefing as we stood in the pits ogling “The Beast”. No wimpy V6 for this little black duck, we get the raucous V10, still owned and run by Paul Stoddart.

I was given position number 5 of the 8 passengers that day, and as the car was fired up, I do believe that the earth moved - well I was only 5 feet away... A couple of gorgeous minor celeb’s were scheduled to go out first and second and we all smiled as they each took off for their out lap, plus two flying laps. For we mere mortals, it was to be just an out lap followed by one flying lap ... whatever, just let me go!

After the first four runs, the Aussie driver Cam McConville stepped out and Zsolt Baumgartner (Hungarian F1 driver for Jordan in 2003 and for Minardi in 2004) settled into his office while I wiggled and wriggled my way into the space behind him (a very tight fit, and at 82kg I’m not that heavy...) After a last-minute belt tightening from Mr. Stoddart accompanied by something about enjoying myself, my world began to vibrate. First gear was engaged with a sharp jolt, and we began to roll past the pit garages towards the circuit, which had been beautifully prepared to welcome the weekend motorsport extravaganza which this first event of the 2014 Formula One season would be. I carefully watched the familiar names on the fronts of the pit garages tick by, and when I saw Red Bull, I knew that it was time to brace myself for the sensory overload to follow.



All suited up and ready to go... The look of excitement in my eyes says all that is needed.



It's a tight fit, very tight.



Waiting for the onslaught.



This may look like me nonchalantly sipping an energy drink after my passenger ride, but the reality was somewhat different. Having fallen off my bike and dislocated my AC joint some six weeks earlier, the F1 ride finished me off; at this point, I couldn't even summon the energy to raise my left arm to drink and it took about 4 hours before I could raise my arm without pain

OMG! (again)

"Brutal" is the only word I can possibly use to describe the acceleration, even with a rolling start. But before you know it, it's brakes on, the harness straining to hold me back, sharp right, then left then "Bang" - here we go again. It was at about this point (as I was using all my strength to brace left, right, forward, back) that I realised that it would probably help if I started breathing again - I literally had to tell myself to breathe.

Knowing the track layout helped me somewhat anticipate which way to brace but even then, the corners were going by in a flash. In no time at all, we were sweeping right and running up through the gears on the main straight, reaching somewhere between 280-290kph. My flying lap had certainly lived up to its name. As a mere passenger, I was aware that I had been working very hard the whole time just

to handle the forces generated - I was pleased that I am a relatively fit 60 year old. Then, I knew that my adventure was about to come to an end... We approached the pit entry and I braced for one last turn ... except that we continued straight on for an extra lap. "Yee Haa!" It turns out that Zsolt is a very good driver but that he is perhaps not so good at maths. This extra lap included a quick wiggle as the rear stepped out, and an equally quick response - nice catch Mr Baumgartner. A photo opportunity once I was out gave me the chance to say "Thanks" and to make an offer of my credit card for the extra lap...

My wife, and a friend of mine called Peter, had come along to take photos and a video of my experience. They report that the look on my face as I pulled the helmet off after the run was a combination of "kid on Christmas morning" and of a lucky petrolhead thinking "What just happened?"

It took me several minutes even to start to explain the experience I had had, and I am not even sure I can put it into words today. It was physically brutal and left me with the clearest appreciation of the skills and physical fitness required to be in F1. I had been a mere passenger, over just three laps, with no other traffic and no pressure to perform. To be a driver, who has to perform with 21 other cars, aiming to drive at 10/10s, to hit every braking point and apex for 57 laps while managing tyres, fuel, adjusting dials, talking to the pits, swearing at other drivers (sorry Pastor), making pit stops and the like just boggles the mind. Some may say that it is easier on the body when you are the driver than a passenger but these guys are superbly talented athletes.

Thank you Mr Stoddart.

Just one word. "Brutal". **LF**

Dampers: the unsprung hero of your car? Part 2

Last month, we examined some of the fundamentals of how a damper works, looking at the vital role which they play within a car's suspension setup. This month, we are going to look at some of the more practical aspects; this report based mainly around the experience I had recently when I decided that it was high time that I had the set on my car checked and serviced.

Before we start, let me tell you a bit about the Seven which I drive. My car is a 1991 Supersprint, fitted with a mildly tuned 1700 Xflow engine. I use it for blats, for the odd trackday, and to participate in the Club's speed championship (quite obsessively some years, although an expanding family has reduced my participation of late). I've owned the car for coming up 15 years and have, of course, always enjoyed it greatly. The biggest single improvement to the car during my ownership however came some eight years ago when I treated it to a total strip-down, to include a full chassis and bodywork refurbishment at Arch. At the same time, I upgraded a whole range of parts including purchasing new Nitron dampers and springs, swapping to widetrack wishbones, converting from flared to cycle wings, fitting Tillett seats etc. The first time that I drove my newly upgraded car in anger (at Llandow circuit in Wales), it was simply transformed – the handling was more predictable, it rode the kerbs better, it had improved traction; you name it, it had been improved and I was one very "happy camper"

Eight years down the line, and much as I still love my Seven, that "Wow!" feeling had somewhat evaporated. I couldn't really say whether the handling traits which had so impressed me after the rebuild were still there but I had got used to them, or whether there had been some deterioration. I suspect that there was probably a "bit of both" at play. However, it was pointed out to me that whilst I had treated the obvious key mechanical parts of the car - engine, gearbox, brakes, diff and the like to some form of regular servicing, the suspension components had not really received any attention since they had been fitted. I must admit that I had rather assumed that I could treat items like dampers as "fit and forget" parts, and that (other than maybe the odd check for oil leaks), no further action would be necessary or beneficial. However, a check of the Nitron web site recommended the following service intervals:

- Race Use – Service annually/Off-Season
- Road / Track – Service after between 12,000 and 18,000 miles

I have since looked at the websites of several other damper manufacturers, and although the specific recommendations may vary



It's a gusher. The result of oil and gas mixing within a damper.

slightly, they all suggest broadly similar service intervals. With this in mind, I decided that some action was indeed necessary.

Returning my dampers to Nitron for servicing would have been one obvious choice, but I was also aware that Club member Simon Rogers' company Meteor Motorsport was an authorised Nitron service agent. A quick call confirmed not only that Simon would be delighted to give my units a full service, but that I was welcome to observe the whole process and to record it for Low Flying.

The first task however, was to remove the dampers from my car. This requires only a moderate level of technical knowledge and does not necessitate any particularly unusual tools, other than two sets of axle stands for the chassis to rest upon while the dampers are off. As such, it should be well within the capabilities of most owners.

The following should be taken as only a general guide – if you are unsure of any aspect, please seek professional help (or at very least, ask for the support of your local area members, or put out a plea on BlatChat!) Please also note that the details here apply to a De Dion, Arch chassis car – the process for the removal of the rear dampers on a live axle car will be slightly different and the bolt sizes on a newer metric chassis will be different too, but the basic concepts will still hold true.



The shock disassembled and ready to be cleaned

Tools Required

- Trolley Jack
- 4 axle stands
- Socket set – Imperial
- Spanners - Imperial
- Allen Key set - Imperial
- Masking tape/cardboard
- Plus Gas / penetrating oil

Rear Damper Removal

Step 1

Jack up the rear of the car and place it on axle stands. I generally jack the car up under the A frame bush initially - however, because the De Dion Tube will need to be allowed to droop for the dampers to be undone, the axle stands will need to support the car's chassis directly. I therefore suggest placing the stands under the front A frame mounts, then removing the jack.

Step 2

Using a 3/4" socket – undo the top damper bolt which can be accessed from within the boot area. Remove the bolt fully, noting the location of any washers either side of the damper body.

Step 3

Using two 3/4" spanners (access is too tight for sockets), undo and remove the bolt which secures the lower damper bolt to the De Dion Tube. Again, note the position of and retain the washers either side.



Stripped down Nitron damper. From left to right, and top to bottom: Shim stack (rebound top / compression below); piston; floating piston; gland (closes the the damper body); top jet; jet spring and needle; adjuster rod; piston shaft; adjuster assembly and pin; "top loop" spherical bearing; body cap (with main damper body above).

At this point, the first damper should be free to be removed, with the spring attached.

Repeat the process on the other side. When both dampers have been removed, the De Dion tube will drop, but can be safely left in situ ready for the dampers to be refitted at a later date.

Front Damper Removal

When working on the front dampers, there is the potential to damage your car's paintwork via tools rubbing or slipping. Therefore, it is highly advisable to protect the bodywork around where spanners and sockets are going to be used, prior to commencing. A popular method is to fix corrugated cardboard around the area being worked on with masking tape, which should absorb any unintended impacts.

The top damper bolt goes straight into a threaded portion of the chassis, and can be removed using a 3/4" socket. However, in most cases, this bolt cannot be fully removed without it fouling the front upper wishbone bolt. If this is the case, this front bolt will need to be removed, access to which in turn required the front anti-roll bar to be removed also.

In this case, the process is:

Take off the front anti-roll bar by first removing the two bolts which secure the ARB bushes on either side of the car. With these bolts removed, the ARB Bushes can be moved out of the way, and the bar should swing free. Carefully snip off the cable-ties which hold down the gaiters on the end of the ARB, and roll the gaiters back to uncover the balls which locate the ends of the anti-roll bar into the cups of the upper wishbones. It should now be possible to pull

the ARB forward to release the balls from the cups (this does require a little persuasion as the ARB is typically under slight compression).

- Remove the front upper wishbone bolt using a 9/16" socket and spanner
- Remove rear upper damper bolt.
- The lower damper bolt can be particularly troublesome to remove, particularly if it was not assembled using a sufficient coating of Copaslip as it has a propensity to become corroded into the wishbone and therefore not want to come out easily. It has a 5/16" Allen key head which it is very easy to round off, so a series of liberal applications of penetrating oil such as Plus Gas is strongly recommended before trying to undo these bolts. Even then, the application of some heat from a blow torch, and potentially the use of an impact wrench may prove helpful... Once you have completed this stage, however, you should be left with the four dampers successfully removed.

With the dampers off the car, I was able to unscrew the spring platforms, remove the springs themselves and examine each of the dampers in turn. Although mucky (particularly the rears which are tucked away out of sight), they all appeared (on the outside at least) to be in good condition. However, eight years of use without having paid them any attention was probably being more than optimistic, so I headed off down to Meteor Motorsport to get them serviced.

Service time

I met Simon Rogers, Meteor Motorsport proprietor, in his workshop. Already on the workbench were another customer's set of dampers, part way through being serviced.

Neat parts bins containing carefully arranged damper components were mounted on the wall, and in the corner was a most serious piece of kit, a full SPA damper dynamometer. Simon explained that a damper dyno was the only way to measure accurately and calibrate a damper's performance. It was also invaluable to ensure that sets of dampers are perfectly matched left to right and also to record and compare a damper's characteristics before and after servicing or upgrading. This is apparently kit worth over £12,000, and which is rarely seen outside of the workshops of the very top race teams. As a relative novice to the world of damper technology, it looked like I was in line for an informative afternoon.

A full damper service with Meteor includes the following items:

- Piston assembly strip, inspection and clean
- Strip and replace shaft seals
- Strip and replace main body o-rings
- Full main body strip-down, inspection and clean
- Full replacement of all seals, shims, scrapers and back-up rings
- End cap removal, inspection, cleaning and re-assembly
- Adjuster mechanism strip-down, clean, re-calibration and re-assembly
- Damper oil change
- Nitrogen re-gas to specified pressure
- Fully clean and degrease dampers in a chemical tank
- Dyno performance test

In addition to this, I was tempted by an upgrade to what they call "Nitron by Meteor" specification, which involves re-valving to a setup which, based on extensive testing, is best

suited to a Seven being used for fast road and track applications. While my dampers were going to be apart anyway, I decided that it would be silly not to take advantage of their experience.

Before stripping down and servicing the dampers though, it was first time to test their current behaviour on the damper dyno. This was where I made my first discovery – I knew that dampers work by passing oil through narrow galleys, but I had not considered the effect that temperature has on their behaviour. Well, just as in an engine, oil viscosity changes with temperature, so a damper's behaviour can only be accurately assessed once the oil has reached its normal operating temperature. The oil warms up purely via friction when being forced through the dampers' passageways; once they had been mounted securely on the dyno's piston (and a temperature probe attached), a test cycle first starts by warming the oil in the damper via repeated compressions and extensions. Watching the read-out on the screen, it was amazing to see just how quickly the oil temperature rises – to think that this is going on within your dampers every time you set off on a blat! Once the oil has reached a minimum of 30 degrees, the damper test proper can commence.

I watched as the dyno started pumping the piston up and down, and as the graph of damping response started to appear on the screen. The dyno starts off by testing the high speed damping and then moves progressively through lower and lower speeds. As the piston movement slowed, I was able to see for the first time how my dampers reacted to different speed inputs.

Simon was immediately able to pass comment on the dyno readout, and then overlaid my graphs on the results of other dampers which have passed through his workshop by way of demonstration.

One immediate comparison which he did for me was as shown in GRAPH 1 opposite.

This displays damping forces at different speeds - lines below the centreline being rebound forces and lines above the centreline being compression.

His immediate comment was that my damper was "softer" than he would expect. He overlaid my damper graphs against those of a recently serviced unit of the same specification as mine, and indeed, the results were quite different. Apparently, a dyno may uncover variations in performance between even two supposedly identical dampers, but, in my case, it was more likely that the deviations were due to wear. It looked like my dampers were not performing to specification, especially in the all-important rebound where instead of showing a significant increase in damping forces at higher speeds, my dampers showed a far more linear response.

With the results from my dampers logged and recorded, Simon spent some time manually checking the pistons' movements



Refilling a serviced damper with nitrogen gas.

of each by hand. With the benefit of his experience, the verdict was somewhat damning: just through studying the movements, he stated that he believed that at least two, or possibly more of the dampers had suffered some form of internal wear or damage which would mean that they were operating at far below their true potential.

There was only one way to find out if he was right though, and that was to strip down the units for a full service.

With the first damper mounted in a vice, Simon used a specially designed tool to unscrew the damper's top. As you may well remember from the article in last month's magazine about the parts within a damper, there are three key chambers:

- The compression and rebound chambers – which are filled with oil and separated by a piston
- The gas chamber which contains nitrogen, and which is kept separate from the oil by a floating piston.

As soon as the top was cracked open, however, it was abundantly clear that oil and gas were very much NOT being kept apart. A bubbly, oily mess escaped out of my damper, clearly under some considerable pressure. The seal which was supposed to keep oil and gas apart had failed (apparently, not an uncommon occurrence). This was exactly what Simon had suspected, although the only way to be certain was to open the unit up. In any case, it looked like my decision to have my dampers serviced was being fully vindicated!

With the nasty old damper oil tipped away, Simon proceeded to strip this first damper down. A full damper service involves reducing it fully back to its constituent parts, each of which will then either be cleaned ready to be put back, or replaced with new. Stripping down to this level is a somewhat laborious task, and one which has to be undertaken carefully and methodically. As the damper was bit-by-bit stripped down, each of the components removed was examined for wear. Because I had asked for my dampers to be rebuilt to Meteor's upgraded specification, the old shims were going to be replaced with new but even so, each of the parts were lined up in order and recorded so that the dyno plots which had been logged at the start could be associated against a known configuration.

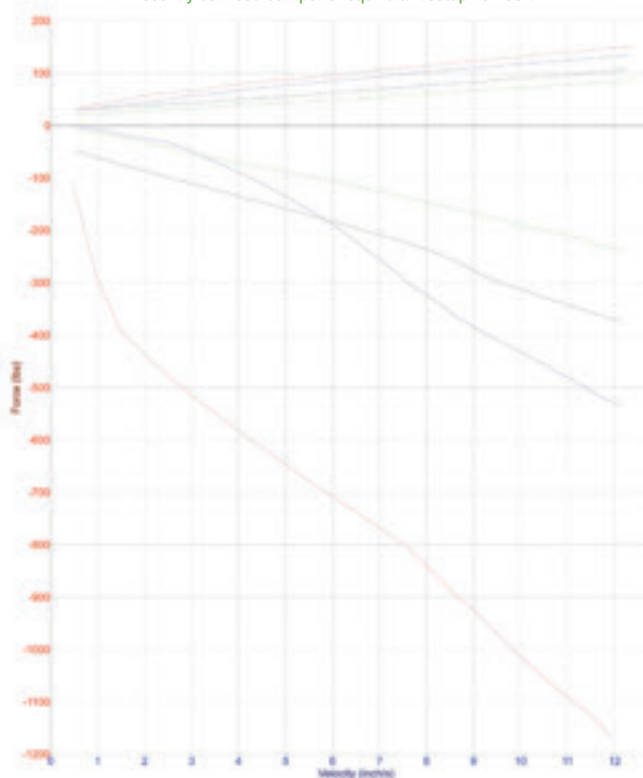
One damper down, and three to go. The top of damper number two was also opened to the sound of fizzing, escaping gas; once again, a failed seal had meant that my Seven had been riding on a nasty emulsion of oil and gas mixture rather than on the pure (and somewhat expensive) damper oil that it should have been. Other than that, the report came back that the components looked to be in good condition, and that once cleaned up and the disposable parts replaced, my dampers should be returned to "as new" condition inside and out. In fact, the revised specification that I was going for should make them "even better than new" – fingers crossed.

Once all four dampers had been stripped right down, the final count was that the gas diaphragms on three had failed. Other than that, the major parts were all reported to be in pretty good condition. Checking the combination of shims removed revealed that they had originally been built to the most common Nitron factory specification. The likely justification for the lower damping forces revealed during the dyno test was most probably the lack of Nitrogen in the 3rd chamber – without the normal pressure acting on the oil, piston and shims, the piston would have been able to move through the emulsion more easily, and without the mixture needing to be forced through the shim stack so readily.

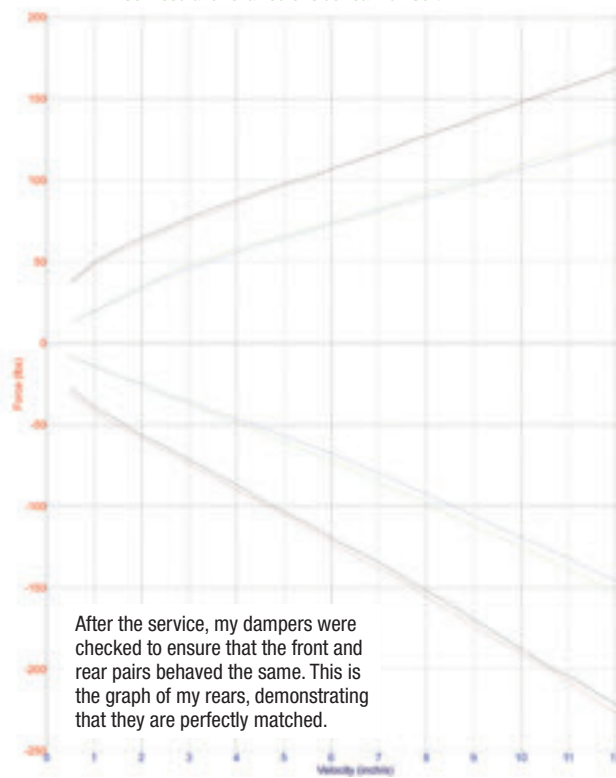
With this analysis complete, it was time for the parts to move on to the cleaning tank. I'm always amazed just how effective a proper parts washer is at removing years of ingrained muck, but as promised, the parts soon began to regain their "as new" look, particularly after a treatment of brake cleaner. A final blast of compressed air from the air line ensured that there could be no possibility of any contaminants remaining on the cleaned parts, and made sure that they were dry and ready for the rebuild.

In classic Haynes manual style "assembly is the reverse of disassembly" and bit-by-bit, I watched my dampers being rebuilt on the workbench. The one major additional step this time however, was that the Nitrogen gas

GRAPH 1 My rear nearside damper set to Full Hard
 My rear nearside damper set to Full Soft
 A recently serviced damper of equivalent setup Full Hard
 A recently serviced damper of equivalent setup Full Soft



GRAPH 2 Serviced and revalved nearside rear Full Hard
 Serviced and revalved nearside rear Full Soft
 Serviced and revalved offside rear Full Hard
 Serviced and revalved offside rear Full Soft



After the service, my dampers were checked to ensure that the front and rear pairs behaved the same. This is the graph of my rears, demonstrating that they are perfectly matched.

chamber would need to be refilled to the appropriate specified pressure. For this, Simon used surgical needles on the end of a lance. These pierce through a silicone seal which, once the needle is removed, will then keep the gas and oil apart. It's a tricky job, at the end which the pile of discarded needles on the workbench could lead a passer-by to jump to all the wrong conclusions...

However, the rebuild was soon complete, the final act being to attend to the aesthetic details of reapplying Nitron decals to revive a full "factory" look. The real test was to come on the dyno however. Simon told me that he was looking for two things here. Firstly, he wanted to check that the behaviour of the sets of dampers was evenly matched side-to-side after the rebuild – this should be a given, but a proper dyno run was the only way to check reliably. Secondly, having upgraded my dampers to "Nitron by Meteor" specification, he wanted to verify that their actual behaviour matched his theoretical baseline. The baseline graph was pulled up on the screen, and the dyno test started on each of my newly rebuilt units. As the trace from my dampers one-by-one mirrored their theoretical target within mere fractions, I think even Simon was positively surprised...

At this stage, I received one final piece of unexpected advice. Just as I had run my dampers unchanged for the past eight years, so had I persevered with the same sets of springs. Simon advised that there were some "rule of thumb" guides which can be used

to match spring rates to damper forces at particular speeds, as revealed on the dyno. He deemed that my current springs were far too hard for the dampers in their upgraded state. This immediately revealed that I had a fundamental misunderstanding about the relationship between damper and spring. I had assumed that if, say, the damper was adjusted to be less stiff, you would need a stiffer spring to "compensate". In fact, the opposite is true and I now understand the relationship; if you consider that a damper is there to control the spring's motion, a stiffer spring will require harder damping to control it, and vice versa. Using the dyno analysis of my damper settings, Simon was able to advise me as to optimum spring rates for my car, thankfully a relatively cheap change to make, and an easy one while the dampers were off the car.

And so - what are my thoughts after having been through this process? First lesson learned – dampers have a hard life, even on a car as lightweight as a Seven, and they do need some care and attention. To find that I had been running three of my four dampers with a major internal failure came as a complete shock, but the fact that it is possible to have units fully stripped down and rebuilt to "as new" condition is so much better than having to throw them away and purchase afresh.

As regards performance, on one level, it is almost a shame that I had chosen to have the internals upgraded, as it would have been interesting to feel what the difference

would have been after a straight service, all other aspects remaining the same. However, I had chosen to go for the "Nitron by Meteor" specification, and I am pleased to report that the "Wow" factor is back again. I often struggle to put into words my feelings on a car's handling, but after quite a few road miles and two track events, I can report that the car is far more compliant over sharp bumps, that it generally feels far more "planted" on the road and that (although I can't explain it) the turn-in feels greatly improved. I also won my class in the Epynt hillclimb which, with my "historic" Seven (the "caring" words of my fellow competitors, not my own) and a more than rusty driver, is more than I would have expected...

If, like me, you haven't given your dampers any attention for a number of years, then I would seriously suggest that you put this on your "to do list".

Meteor Motorsport will test a set of four dampers for £100 (this includes a £25 discount for Club members). This provides you with a report on the condition of the dampers (at soft, medium and hard settings, assuming it's an adjustable damper)

A full service and revalve (as applied to my dampers) costs £420 for a set of four. This includes the testing above, the value of which will be credited if it has already been done beforehand by Meteor.

A "short service", if the top gas canister does not need to be disassembled costs £300 for a set. **LF**



My sister Catherine loves horsepower as much as I do but whilst I have over two hundred horses in my stable, she just has the one, a Welsh Cob (if her acceleration is way below Duratec level, she's a hell of a lot better off-road, and to fill her up costs just pennies). Catherine works for Bonhams in Bury St Edmunds and earlier this year she rang to ask me if I'd ever heard of Peter Warr. Anorak that I am, I was able to say that I knew exactly who he was - I'd read his book and I was even able to regale Catherine with Warr's most famous quotation - "Nigel Mansell will never win a Grand Prix so long as I have a hole in my a**e..."

It turned out that one day a very pleasant woman had contacted Catherine to say that she had some motor racing memorabilia to dispose of - quite a lot in fact. Not just the odd carrier bag full of old programmes but box after box of material which even to Catherine's eyes looked something special. And so it was, as Peter Warr was Lotus Team Manager for most of the period between 1969 and 1989. Arguably the most famous photograph of Ayrton Senna was the picture of him bringing his Lotus 97T Renault to a halt after winning his first Grand Prix in Portugal in 1985. In front of the Lotus is an utterly ecstatic Peter Warr, arms aloft in salute to Senna's raised left arm. The previous year the 'universally disliked' Mansell had hit the

WARR TIME

John Aston reports on a rather unique set of motorsport memorabilia about to be offered at auction

guardrail when leading the Monaco Grand Prix and Warr had been beyond furious, especially when Nigel had moaned about it being the "slippery white line's fault" rather than his own. Estoril was a blaze of glory which presaged the glittering career of one of the true greats, the man from Sao Paulo who erased the memory of the 'uneducated blockhead' (Nelson Piquet's words) and who went on to win so many Grands Prix in a Williams - to the bemusement of many, including your reporter...

Warr first worked for Lotus in 1958 and apart from time spent with the Walter Wolf Grand Prix outfit, he spent most of his working life with Colin Chapman's team. Sadly he died in 2010 and his autobiography 'Team Lotus - my view from the pit wall' was published posthumously in 2012, with the final editing of the uncompleted work by Motor Sport's estimable Simon Taylor. The book is a rollicking read and what is absolutely clear is that Warr was both highly opinionated and never one to mince his words. In contrast to many of today's mealy

mouthed Team Principals, Warr didn't give a damn what people thought - his job was to win races and if that meant upsetting people along the way then so be it. He probably didn't get too many Christmas cards from Nigel and Roseanne Mansell though...

Mrs Warr turned out to be a delightful lady who had decided that she wanted people who loved the sport to be able to enjoy the myriad items that Peter had collected over decades of racing. As she put it, she had her own memories of the man and she no longer needed the memorabilia of her late husband's life in motor racing. Catherine sent me a steady stream of enquiries - "what was this car?" (a Mercedes 300SL Gullwing) "Would people find the victory sash from a 60's German Grand Prix interesting?" (I think they just might...) "Was Senna really important then?" (he was a god Catherine...)

Warr the tough manager had another side to his personality of which I suspect very few were aware. He had loved every facet of the sport and collected the sort of ephemera - team shirts,



stickers, model cars, toys, paddock passes, pens – which might have seemed unimportant and disposable at the time but which, with the patina of decades, had metamorphosed into priceless testimony of the days of Clark and Rindt, De Angelis and Fittipaldi.

The items will be sold at Beaulieu and Goodwood this month (September) and more details are available at www.bonhams.com

Here are a few examples which I found both fascinating and curiously touching:

- A 1991 BRDC International Historic Dinner menu, signed by multiple drivers, for the event held on 27th July, signed to the cover by Cliff Allison, John Surtees, Tony Brooks, Denis Hulme, Stirling Moss, Carroll Shelby, Duncan Hamilton, Bruce Halford, Roy Salvadori, Jack Sears, Les Leston, and others. £300 - 400
- A quantity of assorted JPS Lotus press material and collectables, including 1970s race programmes, 1973 Season publicity booklets, other press ephemera, various diaries, four embroidered patches, assorted stickers, a cup and two glasses, three LP records, and other items. £300 - 400
- A good quantity of assorted die-cast models and kits, many 1:43 scale, by various makes including Brumm, Burago, Rio, Solido, and others, of assorted marques and models, including Mercedes-Benz, Ferrari, Lotus, and

other Grand Prix, racing and road cars, a boxed Cooper remote controlled race car by Elm Toys, two Schuco tinplate Examico No. 4001 toys, and some plastic kits, majority assembled, some requiring repair. £300 - 400

- Peter Warr's leather briefcase, and other memorabilia, personal items and collectables, the black leather case with Foca branding, together with various wallets and diaries, some personalised, together with assorted paddock and team passes on lanyards, a Club Team Lotus V-neck sweater, polo shirt and tie, several Gold Leaf Team Lotus 'Peter Warr' T-shirts, James Hunt signed postcard and Marlboro sticker, Team Manager certificates, two presentation 'wheel-spinner' ashtrays for Gold Leaf Team Lotus 1968-1970 and Indianapolis Word Champions 1963 & 1965, a quantity of Team Lotus lapel badges with a 1969 list of team recipients, two Esso 'Miss Drip' tin plaques, 14 Grand Prix commemorative coasters, cased RAC Classic Rally medals, and other collectables including lighters, key-fobs, watches (various conditions), patches including 1971 Watkins Glen, and a quantity of assorted stickers and other ephemera. £300 - 400
- A 1988 FIA dinner menu signed by Ayrton Senna, signed on the night Senna received his award for his first World Driver's Championship, 9 December 1988, in blue biro with dedication "To Andy Best Wishes..." £250 - 350 **LF**

QED

We have over 35 years experience supplying and developing components and upgrades for the following engines...

Lotus-Ford Twin Cam

Vauxhall C20XE

Rover K-Series

Vauxhall Ecotec

Lotus 900-Series

Call or buy online!

QEDMOTORSPORT.CO.UK
01509 412 317
4 Soar Road, Quorn, Leicestershire, LE12 8BN

enquiries@pgmsussex.com
www.pgmsussex.com
Tel: 01403 713 626

PGM
Partridge Green Motorsport

PGM specialise in Caterham 7 road, track and race cars from our professional workshop based in West Sussex.

- Dedicated flat floor setup tailored to each customer
- Caterham aftermarket upgrades
- Complete builds / damage repair
- Full service and maintenance
- Comprehensive race preparation and trackday support

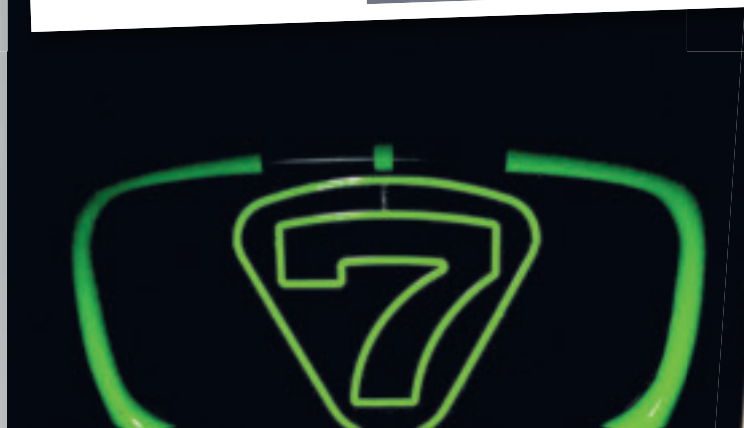
N.J. Potter Ltd
Motor Vehicle Engineers
Caterham 7 service, upgrades and repairs.

Nick is delighted to announce he has started his own business. Having worked for Caterham Midlands in a senior role, Nick is ideally placed to offer you the personal service, care and attention to detail your 7 deserves; contact Nick to discuss your requirements.

tel 01858 433530 mob 07966221817
email nickpotter35@gmail.com
www.njpotter.co.uk
Unit 5 Holmes Farm, Foxton Rd, Lubenham, Market Harborough, Leicestershire, LE16 7RY

Fridge Door

John Valentine submitted this shot of Ian Withycombe looking somewhat scary as he drives through the vast Epynt ranges, a military training ground in the centre of the Brecon Beacons. This was part of the ReHAB area's Welsh Blat which took place over a sun-soaked weekend in mid-May. For more details of the ReHAB group see this month's Area Profile.



Geoff Martin tells us that this photo was the only real result of many hours spent in the garage. He had been trying to fix a rattle from the bonnet area by adding and removing varying sizes of foam strips to try to eradicate the annoying problem. In the end, he gave up and tried his hand at some low light photography instead. The odd rattle is just part of the charm of Sevens anyway...

Has Caterham's quest for an entry-level model gone a step too far? Anthony Wind reports that he enjoyed his test drive of this Segway (maybe "Sevenway?") at the Dutch Caterham dealer recently.



Phil Conran sent in this shot from the ever active Buckinghamshire area more commonly referred to as "Penn Sevens". Here they are on one of their ever-popular early morning blats.



James Nutt reports that he had an epic Le Mans classic adventure. Well done for flying the flag for marque and country...



Cannes maybe? Certainly somewhere by the Med? No, actually Poole where around seventy Sevens gathered on Friday 15th August as part of the town's 'Cars on the Quay' summer season. Ian James reports that visitors aplenty enjoyed a warm sunny evening, fish and chips and a very colourful spectacle.



Martyn and Tessa Edwards took this photo on their summer trip across North Spain. Their car is pictured at Cape Finisterre, the point which the Romans considered as 'the end of the known world'. It also marks the end of the Camino de Santiago pilgrim's route, where it has become a recent tradition for pilgrims to burn their clothes or boots at the end of their journey



It was the best of times because the sun shone for three days from a near flawless sky, because over 1,000 racing cars from seven decades had been assembled for our entertainment and because Silverstone's enlightened access-all-areas policy enabled an amateur hack like me to pore over priceless F1 racers, Can Am heavy metal and Ferraris and Maseratis both ancient and modern. But it was the worst of times because Denis Welch, redoubtable racer since the 70s, died doing what he loved best, racing his Lotus 18 Grand Prix car. Motor racing is dangerous, it says so on the ticket, but modern circuits can make both driver and spectator believe that the risks are tiny. The vast runoffs help, but the flimsy construction of old race cars is in shocking contrast to the near indestructible carbon fibre cocoons of modern single seaters. Denis was a real racer, a fact which all those who saw his heroic drives in Big Healeys won't ever forget.

Northants AR (and new addition to the Scuderia Ferrari payroll!) Ben Ferrey had organised the Club presence. With Paul Richards' and fellow LADS member Peter Haslam's invaluable help, we were able to enjoy a superb location just a few yards from the side of the track at Luffield. Almost one hundred Sevens, both Lotus and Caterham, and a solitary 21 were on display and as we

SILVERSTONE CLASSIC

The best of times, but also worst of times too, as **John Aston** reveals.

Photos by the author and by Bob Howes



Mike Walker, former F3 and F5000 star poses next to John's R400.

were located next to other Lotus Clubs, it was very much a Colin Chapman ghetto with Elites, Sixes and Elans all bearing testament to the cult of "added lightness". Interest in our stand was high with several new members recruited and a steady stream of buyers for Dave Ardley's splendid new regalia range.

As any regular Classic attendee knows, the on-track action is only part of the appeal as Silverstone's real USP is that it positively encourages the public to mingle with drivers and cars in the two pit areas. For me this year, it was almost as much about the people as the cars; shortly after I arrived on Thursday afternoon, I bumped into BTCC star Gordon Shedden in the paddock café; gratifyingly, he wasn't on the pasta and energy drink diet which is *de rigueur* amongst pro-racers but



instead he was tucking into a plate of chips and beans. You can take the man out of Edinburgh but not, it seems, the reverse... I asked him about how his Lotus Cortina handled compared to his usual Honda steed - a bit less grip was there? Big grin and head shake as Gordon commented "Grip? There's absolutely no f**ing grip at all - it's fabulous". Just how little grip was demonstrated in Saturday's race when Gordon and EVO journalist Richard Meaden put on a fantastic show in their Cortinas with the lead changing countless times. And talking of journalists, Meaden also shared a brutal Lola T70 with former EVO colleague and now Pistonheads superstar Chris 'Monkey' Harris and disproved the old cliché that those who can do and those who can't just write about it. True in my case however...

I also encountered a trim sixty-something guy in a race suit who started a conversation with me as we waited to remove our cars from behind the old pits - blocked in by a gleaming Brabham BT35 (I wasn't complaining). It gradually emerged who he was - Mike Walker, former F3 and F5000 star who had last raced in the 1972 season. Now 68, he was driving the rather wonderful Bond Formula Junior racer, an unconventional device with front wheel drive, which was extraordinary in 1960 when it made its debut. The Bond also predated the Lotus 25 in featuring a monocoque construction. Mike said that the only corner he now recognised on the current Silverstone layout was Cope and that he still had much to learn. When I watched him spear through Village on an inch-perfect line every lap however, it was clear that the maxim 'once a racer, always a racer' held true. The same could be said of Le Mans and Team Lotus star Jackie Oliver who drove the wheels off his sublime 250SWB Ferrari, which he then followed with a masterclass in car control in both a BMW 1800Ti and a Mustang.

On Friday afternoon I travelled down to The Wing pits on the free Routemaster bus service and marvelled again at so much motor



Rear view of Porsche 356; the Poco Bastardo signwriting is homage to James Dean (who died in 356 Speedster which he called Little Bastard).

racing history packed into one area. A line of seven pristine McLaren F1 GTRs gleamed in the July sun, looking impossibly gorgeous and worth perhaps £20 million. Nobody guarding them, none of the taped off areas which even cheap as chips Ginetta Juniors enjoy in contemporary racing... it's fabulous. And over there is Bob Dance, the man who has been with Team Lotus for half a century, who has worked with both Senna and Clark and who now poses for a photo for me next to the Classic Team Lotus 25 which had been driven to glory in the Sixties by the quiet farmer from Duns in the blue helmet.

Most of the racing was superb with 50 plus grids and even if a few of the races were processional, did it really matter when what you were watching was the best grid of Group C cars you're likely ever to encounter? Led by Bob Berridge's flame-spitting Mercedes C11 and co-starring Katsu Kobota's rocket ship Nissan R90CK and the legendary Silk Cut Jaguar, Porsches and Spices played the supporting roles with a guest appearance from the stunning Martini-liveried Lancia LC2. The car club displays were extraordinary too, and if some of the fake Cobras were more parody than homage, just take a look at

those achingly perfect Lancia Flaminias or the imperiously cool Maserati Khamsins. Or perhaps at the shockingly red Miura with an exhaust note to wake the dead? Or at the 1971 Nissan Skyline in concours condition whose reserved styling is in such sharp contrast to the thuggish attitude of the current Nissan GTR which, if cars could talk, would almost certainly be saying - "You talkin' to me? You talkin' to me?"

As has become my tradition, I stayed at the excellent farm B&B at Priors Hardwick (www.stayathillfarm.co.uk) a twenty mile blat from Silverstone along near deserted lanes. On the first day, I followed an enthusiastically driven Sunbeam Tiger V8 which was easy enough to stay with despite its burnout departures from every junction but who left me when he overtook a dawdling Audi TT into a blind bend on a narrow road. Boys and their toys... The same evening, I ran in convoy with what I first thought was an early Healey but which I later realised was a C Type Jaguar; I just hope the owner of the parked S type Jaguar whose alarm we set off with a cacophony of backfires as we entered a 30 limit can find it in his heart to forgive us. Mind you, it was as nothing to the noise we made when the derestriction sign invited us to spear towards the sunset.

I left Silverstone in the ominous silence which fell on what should have been the second lap of the '60s F1 race late on Sunday afternoon... Rest in peace Denis, I won't be the only one who will miss your driving. It's a sad note with which to end this report, but danger has always stalked this sport. And like many, I will be back next year and all I can say is that if you haven't put the 2015 Classic in your diary then please do so now. Like me, you may find that three long days are barely enough to see the biggest annual Classic racing meeting of them all. It really is absolutely fabulous, especially when you can meet so many kindred spirits on the Club stand. Thanks again to Ben, Paul, Peter and the legion of other helpers without whom a wonderful Club event couldn't have happened. **LF**





"Gogs go GaGa"

Colin Davies of the North Wales area reports on one of the group's recent organised blats. They meet at the Glasfryn pub in Mold on the 1st Tuesday of the month and generally try to organise a monthly run out too. (We like to educate our readers a little bit in the pages of Low Flying - Gogledd Cymru means "North Wales" in case you were wondering...)

Another fact you may not be aware of is that this year, the 27th April was named "Drive It Day" by the Federation of British Historic Vehicle Clubs. Well, any excuse for a blat is a good one, so I had set my alarm for an early departure. When I awoke, I looked out of the window to check that the azure-blue sky I had ordered was there as planned. I was to be disappointed – "Oh well never mind, it may just be late..."

Down the garden to the garage and I pull the car out, ready for adventure. Ignition on, thumb the red button, and FIRE. 1st gear engaged, clutch out and G-E-R-O-N-I-M-O, I'm off to our local haunt to meet the rest of the "Gog squad".

Approaching the rendezvous point, I find our merry band of blatters ready for departure. A quick head nod and a thumbs up to each other and we're off, through Lead Mills and out of Mold, then up through Treuddyn and onto the Horseshoe Pass, where we see two other classics, a Ferrari 550 Maranello and a 911 heading towards us. It's going to be a great day for a blat. Out here, even the sheep seem to be shouting "Blahht..."

Out through Llangollen and onto the A5. Our fuel tanks may still read "full", but our stomachs say otherwise so it must be time for brekky. We've chosen the Conwy Falls Café near Betws-y-Coed as our destination. This place always attracts an interesting array of cars to its carpark as it makes an ideal rest stop

for those out enjoying the local roads. Today of all days is no exception, and we bump into the MG Owners Club. Being the polite bunch that we are, we go straight in and grab the tables with the best view of the cars outside. We've brought along a pretty good sample of the Seven range including Ford, Rover and VX power with models including Classic, Roadsport, Superlight, R300, R400, and CSR, all in a plethora of colours. In addition, we

designed by Sir Clough Williams-Ellis from 1925 in the style of an Italian village. Of course, Portmeirion was also where much of that unique TV series *The Prisoner* was filmed, with Patrick McGoohan, "Number 6" driving his famous Lotus 7, registration KAR 120C. Well, there may not have been a big bubble chasing us this time, but it is still a magical and nostalgic place to be and a great time was had by all. Visitors are generally only allowed to take their cars into Portmeirion itself if they are staying overnight at the hotel or in one of the guesthouses, but an exception was made for us and the backdrop of this unique seaside folly made the visit more than worthwhile.

But the day was still not over yet. Feeling a bit dry, it was off to Bedgelert for an ice cream and a chinwag – a great little place for a quick stop. And we had saved the best for last – the Llanberis Pass. What a cracking little road this is, so enjoyable to drive that we turned round and came back again! To complete the set of "the most desirable roads in the region", we took a lap of the now famous "EVO triangle" before finally having to call it a day and head for home.

As I walked into the house, tired but elated after a great day, I glanced back at my car. I'm sure one headlight winked at me... honestly. It must have been a good drive.

May I pass on a big thanks to all the squad for their organisation. Here's to the next outing. *LF*



had been joined by a rather stunning and highly classy yellow Elan which demonstrated (as if this was needed), just what a design genius Chapman was.

Having eaten heartily, it was time to burn the calories back off. This time, it was over the Crimean pass and on to Portmeirion for a photo shoot. I am sure that everyone must by now know about this popular tourist village,



Credit: Scott Boulton www.jackfrassphotography.co.uk

Go West – where the skies are blue

Ray Snoates provides a somewhat tongue in cheek report from the Club Speed Championship's annual "Welsh Weekend" which comprises a sprint at Llandow Circuit (near Cardiff) followed by a hillclimb in "Llys y Fran" (somewhere close to the east coast of America...)

[With apologies to *Shawn and Gill Elwell* - one day the organisers will get it right!]

“Focus. Memorise the braking points. Perfect the lines. Optimise the shift points. Clip the apex. Heel and toe.” - Yeah, right...

My strategic secret test session on the eve of the Club sprint had once again turned into another excuse to “drive it like I stole it”, battering my bones through the chicane kerbs, visiting the bus stop “escape road”, and doing little more than wave at distant apexes. I certainly wish I had stolen the tyres - I didn't know you could get road-specification Yokos quite so hot. And then I was reminded by someone younger and wiser than me that in a sprint, my tyres would be cold, so the braking points I'd been practicing were wrong. Oh, and there would be no grip anyway as the forecast predicted we wouldn't be able to see the track tomorrow for the flood water. I looked a complete Llantwit Major.

However, if you've never driven on track, or if you tire of MSV's stipulations to “keep off the grass” I can highly recommend a trip to Llandow which must rate as the most relaxed circuit in the country. Just bring plenty of fuel and perhaps some tyres to get home on. Oh, and if the bug bites harder, join the Club Speed Championship for its annual Welsh Weekender...

Mike “Maestro” Sankey and his new team manager Barbara met me at the circuit as the test session was coming to a close, accompanied by ex-Club chairman Mark Durrant. Mike claimed he didn't need any practice, although he made careful note of the fact that his local Welsh class 4 competition had been out on track. Mark's new Hayabusa-engined 7 would be staying on the trailer too – he has become a closet polisher since he swapped his R500 for motorbike power. That evening, we visited the seaside for an ice cream (excellent) followed by a trip into Cowbridge for Thai food (not at all excellent). What is there to do in Cowbridge? Well, after you've looked at the cow, you can go and see the bridge. The beer is good though, although it was a good thing that I had learned my lesson from previous years so as not to repeat the experience of trying to fit a snug crash helmet onto an expanding hangover...

Saturday defied the predictions – it was “only” raining steadily, and the thunder was at least 2 miles away, good weather indeed for Cardiff in July. With our cars and trailers having been cunningly left at the circuit overnight, we avoided the morning's bun fight for a space in the crowded paddock.

As I lined up for first practice (sorry - “P1” in the new F1-inspired sprint lingo) I asked myself “What would Lewis do?” He'd assess the conditions, determine that the track was dry enough, then just go for it to send a clear message to the opposition of his superior driving skills. I went for it – bounced over the first kerb, clipped the second, floored the loud pedal and... after a shriek from the tyres, found myself facing the start line which I had hoped would be receding in my rear view mirror... At this point, Lewis would be on the radio to his team requesting immediate setup changes. I quietly swore into my helmet and hit delete on my imitation Go-Pro camera.

I slid quietly into the club house to see how the rest of class 2 had fared.

“Saw your time – did you spin off?”

“Noooo, not me. Just taking it steady.

Sighting lap.”

“I thought you had all of yesterday for sighting laps...”

At this point, Lewis would probably spend some quality time alone in his motorhome, away from the doubters. Note to self: I must get some dark-tinted glass for the tow car.

The time sheet also indicated a new problem. A once very familiar surname had

reappeared in the class 2 list. Not one but two “Luke” boys who had received coaching yesterday from their dad Darren. I’d blanked out the knowledge that kids know no fear, that their dad holds so many national records in various cars and classes, and that they had looked worrying committed on track yesterday. They’ve probably been driving since before they could walk, and are most likely taking time off from their promising Euro-Kart and A1GP careers. Watch out for Sam and Max Luke - they will be growing larger in your rear view one day soon.

In other classes the times were good given the conditions. Shaun “Ewell” in his very powerful Class 5 Duratec had clearly ignored the damp conditions too, albeit with more success than I had managed – maybe I had cleared the puddles for him? Matthew Jenkins was showing the way in class 3 (and class 4 were looking somewhat worried as well).

Second practice started in almost dry conditions. “Mildly moist”, “drying”, “a bit damp under the trees” are all familiar but unwelcome terms within the Speed Championship community, code words for “you will just have to find out how little grip there is for yourself”. I crept around the bus stop corner complex this time, and managed to stay on the circuit. Robert Jacobs and Steffan Eldred resumed their season-long battle for class one points. Previous class champion Graham Howard was leading class 2. Matthew Jenkins had a clear lead in class 3, though a tight battle for 3rd was developing between novices Phil Matchwick and James Thornton.

Maestro Sankey led class 4, but local star Jeremy Davies was close behind. Shaun “Oh-well” had a clear lead in class 5, with Stuart Miller also dipping under 80 seconds. Mark Durrant continued to re-learn how to drive in his sequential gearboxed BEC in a lonely class 6 - for some owners, an R500 just isn’t fast enough. Simon Rogers, in his highly developed slick-shod Hayabusa, was closely watching the times of the single seaters and full race-spec Westfields, whilst recalibrating his traction, launch and warp-drive controls.

Fortunately, Llandow (like so many ex-airfields) dries quickly, and we were able to drive with confidence during the afternoon’s timed runs. Following a somewhat disastrous Friday, Graham Denholm managed to get his VX running just in time for a mandatory practice lap. Fortunately a course official had been able to deliver a water pump directly to the circuit, which Graham fitted under stress, having had to partially dismantle his dry sump for access. Times tumbled with all keeping it on the black stuff during the first timed lap. Tension mounted as the final run approached; course notes were studied, insults exchanged and lucky hats worn. Unfortunately, the pressure proved just too much for my class 2 rivals Graham Howard and Rob Spencer who both spun at high speed on the exit of “Glue Pot”. I was, of course, devastated at their



misfortune, as it emerged that I had narrowly won the class, from championship challenger Paul Collins. Steffan Eldred was unable to catch Rob Jacobs in class 1, with novice Clive Marsden picking up third in class and first overall in the novice championship. Matt Jenkins beat a rapidly improving Oliver Wright in class 3 - who deservedly won the Edward Lewis competition with a massive improvement over his personal best. Mike Sankey held off Jeremy Davies in class 4, with Lynn Gilbert picking up the award for fastest lady from Gill “Ill-Well”. Shaun “Ill-Well” remained dominant in class 5. Simon Harrison-Moore knocked a huge slice off his PB to take second place in the Edward Lewis championship. Mark Durrant claimed the points in class 6, with Simon Rogers unchallenged in class 7.

I hung around for the prizegiving – practicing my acceptance speeches for the class win, and quite probably for “Drive of the day”, “Best turned out car”, “Cleanest trailer”, “Nicest hat” and a host of other awards. I cleared a space on my dashboard for the trophy so that I could admire it on the evening journey west to Llys-y-Fran and could almost taste the champagne...

It was not to be. As occasionally happens, non-aficionados of the Caterham marque

who are unable to spot the difference between a 160 on space-savers and a 620R on Carlos Fandango super-slicks, save money on pots and count us all as a single class. The available silverware was therefore duly distributed to a slightly embarrassed Simon, Shaun and Stuart. The injustice!

The evening Tow-Car Challenge race west to Llys-Vegas was largely uneventful. I reminded Mike, (who sometimes has trouble reading the speedo on his German Schnell TowWagen), that the South Wales traffic police are still rumoured to carry guns, but was roundly ignored. Roger Legg suffered a blow out, but carried on regardless. When it comes to trailers, ‘two wheels good – four wheels better’.

Next morning, another meteorological surprise greeted us on the hill walk - a completely dry track. Everywhere. Even the local rally drivers were shocked – the last time there was a dry morning in Haverfordwest was 1927 and I don’t think you can even buy slicks in West Wales. I joined the queue for signing on, and lost what felt like three years of my life absorbing the local gossip about rally driving, the fashion for tall hats, leeks, sheep, that sort of thing... I bet Lewis doesn’t



Credit: www.drewbuckleyphotography.com

With a full event entry, there would only be two timed runs, so T2 would be the last chance to make a difference to the final results. Surely I wouldn't out-brake myself again this year – I'm told that I have a reserved place in the fishing centre car park after my previous unintentional visits. The good natured banter fell to a whisper as fuel levels were checked, wheel nuts were torqued and gravel was discreetly wiped from tyres. So, should I sit in the car quietly, visor down to get into "the zone" in the colourful queue of neatly ordered Sevens? No, far better to hop out and enjoy watching the Welsh Wizards drifting their rally Escorts, their BDA engines howling and echoing off the dam.

And then to the start line. Adjust the belts. Tighten the belts. Slacken them a bit. Into first. Wait for the light. Check it's in first. Twice. Belt feels a bit tight. Forgotten the camera. Green light. Build the revs to that secret number, slip the clutch, a little wheel spin, and I'm on my way.

For once, the red mist evaporated and I made it to the top of the hill in a breathless 48-and-a-bit seconds. Out of the car, I try to hide the adrenalin shakes and play it cool. Following discreet enquiries over the lunch break, I knew that today, there would be class winners' prizes to collect, and my time meant that my MFI trophy cabinet's top shelf will be a little busier tonight. Second in class went to Paul Collins with a well-deserved third to Mike Cocker. Other scores were soon settled. Steffan Eldred found some of his form at last to clinch class 1. Oli Wright stormed to a convincing win in class 3, with Phil beating James by just a tenth. Mike Sankey left his class 4 rivals a chance through a botched final run, but neither Jeremy nor Lynn Gilbert were able to take advantage. David Nelson knocked on the door of class 5, but Stuart Millar was not answering. Mark Durrant went faster again in 6, with Simon Rogers narrowly missing overall FTD in 7.

The long journey from Wild West Wales back along the length of the M4 passed quickly, my glass award glinting on the dashboard in the evening sun. Thankfully there was no repeat of last year's fiasco, which had involved a series of recovery trucks, various dodgy truck stops and 12 long hours - I had packed a spare immobiliser battery for the tow car this time.

It had been an excellent weekend. Lewis might have a few things I don't (talent, commitment, a dog) but as far as I know he's never won at Llandow or Llys-y-Fran. The Lotus 7 Club Speed Championship continues to flourish – yes, you can do more laps on a track day, and you can certainly lose a lot more bodywork in a race, but I doubt you can beat the balance of camaraderie and competition. There is a class suitable for every Caterham and Lotus 7 and events all over England and Wales. For more information post a question on BlatChat under "Club Speed Events". *LF*

have to wait as long to show his MSA license, sign his name and grab a welsh cake. Ok, maybe working in London has made me a little impatient with the volunteers who are so vital to our sport, but I just wanted to get outside and drive.

After the obligatory excessive tyre warming to and from the top holding paddock, I surprised myself with a good time in P1 after what had felt like a cautious drive. Maybe there is something in this "smooth is faster" nonsense after all. The Llys-y-Fran hill is essentially a service road which goes down, around and back up a reservoir dam; the track is both narrow, and heavily armco'd in places. The lack of run-off and solid surroundings are intimidating as you walk the hill and complete your first practice. The normally relaxed Oli Wright (new to this venue), was seen shaking and muttering to himself in the paddock, and struggling to light his calming post-ascent roll up. He did just about remember to take his helmet off first.

Some of the competitors had obviously enjoyed a full evening of entertainment the night before, as it emerged that Jeremy Llwyn-Glynddywr Davies must actually have been born east of the Severn, having asked the local barman for a translation of "Cwrw"

(which was helpfully written on the pump). However, rather than pack up and go home to Swansea (or so he says), he proceeded to set the quickest class 4 practice time. Mike Sankey looked worried. Supportive spouse Barbara told him to "sort himself out, or take up gardening".

P2 was incident free, with times steadily falling across the classes. Two hundredths separated class 1 rivals Steffan Eldred and Robert Jacobs. The racing gloves were also off in class 3 with only a tenth separating James Thornton and Phil Matchwick. Stuart Miller was under the previous class record already in a close class 5. Tension mounted during the lunch break; camping chairs were unfolded, lucky sun hats were worn and sandwiches were consumed. I wonder if Lewis allows himself a Mr Whippy when he gets pole position? After my successful P2, I even had a flake!

The timed runs started, and the pack was shuffled. Newcomer Mike Cocker leapt into second place in class 2, Mike Sankey "sorted himself out" in class 4. Shaun "Eel-Owl" and David Nelson posted identical times in class 5, just trailing Mr Miller. Mark Durrant was close to the class 6 record, and Simon Rogers was challenging for the overall fastest time of the day.

area meetings

Enquiries and amendments to the AR Coordinator please: **Ian Bruce at ARC@lotus7club.com**

Please refer to www.lotussevenclub.com/AreaMeetings/AreaMeetingCalendar.aspx for most recent changes. The envelope symbol  signifies that an email mailing list is available, to which those interested in receiving information on the area's activities can subscribe (see sidebar for details)

Bristol and Bath

The Boar's Head, Aust, BS35 4AX
nr. jct of M48 / A403 at S. end of
Severn crossing
3rd Tuesday
AR Position Vacant,
please contact
ARC@Lotus7club.com

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
<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

Cheshire and Staffordshire, North

The Swan Inn,
Main Rd, Wybunbury,
Cheshire, CW5 7NA
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

Cornwall

AR position vacant
Contact: contact arc@lotus7club.com
for details

Devon

Roving venue, please contact
AR for details
Contact: Steve Dace
07843 230957
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

Essex

The Hare, Roxwell, Chelmsford,
CM1 4LU
3rd Tuesday, 7.30pm
Contact: Andrew Fielding
07884 318371
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

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

Hampshire, West

AR position vacant
Contact: 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
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

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

Kent, East

The Ringlestone Inn, Nr.
Hollingbourne,
Maidstone, ME17 1NX
2nd Thursday
Contact: Steve Lilley
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

Kentish Weald

The Spotted Dog,
Smarts Hill, nr. Penshurst, TN11 8EP
3rd Tuesday
Michael Clarke
07771 677276
kentishweald@lotus7club.com

Lancashire and District ('LADS')

The Blundell Arms, Chorley Old Rd,
Horwich, near Bolton, BL6 6PY
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
www.lads7.co.uk

Leics, Notts, Derbyshire

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

Lincolnshire

The Three Kings,
Saltersway, Threekingham,
nr. Sleaford, NG34 0AU
1st Thursday
Contact: David Patrick 07966 171947
Or: Liz Lukeman 07881 912827
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

London, South

All Bar One, 32 Northcote Road,
Clapham Junction, SW11 1NZ
1st Wednesday
Contact: Adil Patel 07763 477673
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: contact:
londonmiddlesex@lotus7club.com

Merseyside and District Sevens ('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

Northants, Beds and Bucks

The Old Swan, Astwood,
Newport Pagnell, Bucks MK16 9JS
3rd Wednesday
AR Position Vacant,
please contact
ARC@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

Northern Ireland

AR position vacant
Contact: for more information,
please contact
arc@lotus7club.com

Northumbria

Newburn Motor Museum,
Townfield Gardens, Newburn,
Newcastle-upon-Tyne, NE15 8PY
2nd Wednesday
Contact: John Sweeney
01661 825623
j.sweeney782@btinternet.com

Oxfordshire

The Railway Inn,
Station Road, Culham,
Abingdon, OX14 3BT
1st Tuesday
Contact: Brian Soper
01235 531632
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

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 Worlds End Pub, Bradford on
Tone, Taunton, Somerset, TA4 1ET
(on the A38 between Taunton and
Wellington). 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 Scoble 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: Rod Thonger
07836 271429

Sussex, West

The George, Earham, PO18 0LT, nr
Chichester
2nd Wednesday
Contact: Noel Damon, 01243 53675
or 07973 797702
westsussex@lotus7club.com

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 Bixx
+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)

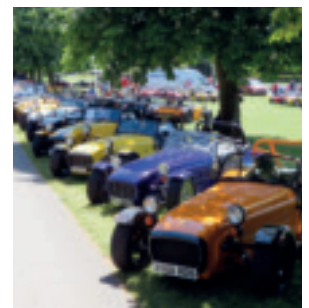
Please contact for latest details
Contact: Christian Brechan Aas
CBAA@statoilhydro.com

Switzerland (CH)

Lotus Seven Owners of Switzerland
meet. Restaurant Breitfeld in
Meierskappel on the 1st Tuesday of
each month.
Contact: Patrick Vogt
+41 79 350 08 80 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)
john@simplesevens.org www.
simplesevens.org



In order to facilitate email communications with local members, mailing list facilities have now been set up for the majority of areas. The idea is that Area Representatives and local Event Organisers will be able to send out details of local events, special offers, ad-hoc meetings, blats, etc to any member who has registered to receive updates for those specific areas(s).

As a Club member, you are automatically subscribed to your local area(s); these are allocated by matching the first half of your postcode on the Membership Database against a list of postcodes agreed by each AR as the most relevant to their meeting.

However, if you wish to be kept informed of events and activities in other areas (perhaps adjacent areas to the one closest to your home, or perhaps close to work or to where friends and family are located) then you are free to subscribe to as many other areas' lists as you wish.

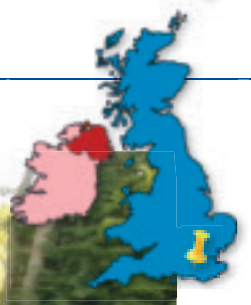
To do so go to
www.lotussevenclub.com/AreaMeetings/AreaMeetingMailingLists.aspx and if you are logged in to the site you will see your email address held by the Club, and a list of available Mailing Lists to choose from.

You may of course unsubscribe from any/all lists (apart from your "Home" Area(s)) at any time, and your email address will not be revealed to any other parties (apart from the AR or EO sending the messages to the list).

They aren't "discussion lists" but are intended for announcements, and any reply to an email received will only be sent to the originator.

The address to which you will receive the emails will be the one that you have provided to the Club's membership secretary.

If you change your email address, please send updated details to:
memsec@lotus7club.com



AREA PROFILE: ReHaB

AR **Andy Webber** introduces us to the Reading, North Hants & Berks Area (more commonly known as ReHaB)

The name ReHaB (by which this area has become known countrywide) was originally christened by a previous chairman who was a bit of a fan of Amy Whitehouse.

Whatever the name, we like to think of ReHaB as being one of the more active areas within the Lotus 7 Club, since it actually has two main meetings, one on the second Wednesday of the month, and one on the last Thursday. The meeting venue has changed a few times in recent years due to flooding at the original pub (The Phoenix) followed by a serious lack of beer (and the subsequent closure) of the substitute we had moved to - The Hatchgate. We tried moving back to the then re-opened Phoenix, but it was proving just too popular with the general public, which meant insufficient parking for us, so we moved on again. We now get together at the Barley Mow pub in Winchfield (postcode RG27 8DE). It's a great meeting place, and our Thursday meeting conveniently happens to fall on their Curry Night too!

To further prove that those who live in the Home Counties West of London are spoilt for choice when it comes to Seven Club meetings, there is yet another alternative for those who have problems getting out on a weekday evening; the Ascot, Windsor and Environs Sevens Owners' Meeting (AWESOME) takes place on the third Sunday of the month at the Old Hatchet pub at Cranbourne (postcode SL2

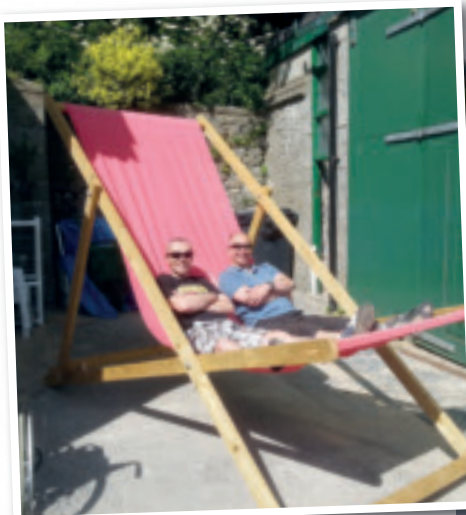
4EE). This meeting is under the 'stewardship' of Tony Whiteley (Seven and Elise owner) who wanted a meeting a bit nearer home!

As an area, we try to organise some 'major' outings during the year such as a fish and chip run to the coast and, for the last three years, a weekend of blatting around Wales which has been most capably organised by Adrian "Blat-meister" Corser. Adrian also presided over an extremely successful week-long "Round Britain Tour" a few years back. The regular Xmas Bash has become famous (at least throughout ReHaB) and features the annual presentation of the Piston Broke Award (to the owner who has contrived to feature the most non-service related issues

during the year) and a variety of virtual awards - for which there are no prizes except for the glory (and ignominy) of winning!

A number of our members are keen to take their cars on track days, sprints and autoSolo events, and there is always at least someone suffering from a bout of 'upgradeitis' and thus seeking the technical knowledge of our many wise and learned members (or of past winners of the Piston Broke award...)

We are a welcoming crowd and are always happy to meet new members so if you have been an owner for a while but have never ventured along to one of our meetings, or if you are a new owner in the area, why not pop along and say hello? *LF*



Suspension Sales - Sets of 4



- One.Zero - 1 Way adjustable damper - £1345.00
- Two.Zero - 2 Way adjustable damper - £1965.00



- NTR1 - 1 Way adjustable damper - £1444.00
- NTR1 - 1 Way Pro 46mm damper - £1584.00
- NTR3 - 3 Way adjustable damper - £2384.00



- 2 Way 7500 Series damper - £1990.00
- 3 Way 8760 Series damper - £3860.00

Suspension Service and Testing

- Dyno Test and Report £125.00
- Short or Part Service £299.99
- Full Service £420.00
- Both options include FREE upgrade to Meteor Spec Valving.
- 20% off for existing suspension customers or those signing up to biennial service contracts.



Full Car Bush Kits from £221.14

We don't just sell Suspension! How about some of the following items.

Brake Pads
Carbon & Clear Aeroscreens
Pre Preg Carbon Wings
Pipercross Filters
Harnesses
Lightweight Wheels

Powerflex Bushes
Carbon Exhaust Silencers
Hayabusa Conversion Kits
Paddleshift Kits
Data and HD Video loggers
Gauges and Instruments

Clear Aeroscreen
S3 £169.99
SV £209.99

01558 668708 - www.meteormotorsport.com

All prices exclude VAT



Quality Team...
...Quality Service...
...Quality Products

Insurance Partners to the
Lotus Seven Club & Caterham Motorsport

Stand alone Track Day cover

www.reis.co.uk

The best deals for Kit Car & Sports Car Owners

We can offer:

- An Agreed Value Option
- A grown up attitude to modifications
- Track Day cover included, up to four including European Circuits. Excludes Nordschleife.
- Discounts for Club Membership
- Cover for tools, spares & trailers can be included
- Classic Car Insurance with Motorsport in mind

Delivered by a team who are Interested, Professional,
Understanding & Helpful. Contact us on - 0115 965 1020

REIS,
Unit 4,
Wheatcroft Business Park,
Landmere Lane,
Edwalton,
Nottingham, NG12 4DG



REIS is a trading name of Chaucer
Insurance Services Limited

Registered in England No. 02135730
Registered Office: Plantation Place, 30
Fenchurch Street, London EC3M 3AD

Authorised and regulated by the Financial
Conduct Authority

Sole manufacturers of Lotus & Caterham Seven chassis for over forty-five years



All chassis body unit repair & restoration is
carried out using only correct specifications
and production tooling.
All forms of tubular and monocoque chassis
component restoration by the specialists.



For further information contact:
Bruce Robinson
Arch Motor & Manufacturing Co. Ltd
Redwings Way, Huntingdon, Cambridgeshire PE29 7HD
Tel: 01480 459661/2/3 Email: info@archmotor.co.uk

Lotus 7 Insurance

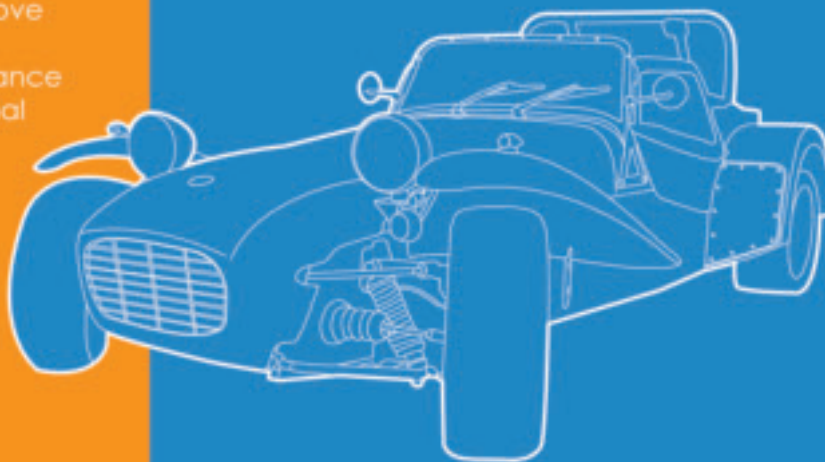
Adrian Flux know how much you love your Lotus 7, which is why we are dedicated to finding you an insurance policy tailored to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 089 0035
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY



Benefits available include:

- FREE Legal Cover
- Track Day Cover
- Limited Mileage Discounts
- Modifications Cover
- Breakdown Cover
- Club Member Discounts

RACELINE

DURATEC-R

- Ford Duratec and Zetec Crate Engines
- DTH Throttle Bodies
- Aluminium Cam Covers
- Wet and Dry Sump Kits
- Lightweight Flywheels
- Water Rail Kits & Hoses
- Aluminium Bellhousings
- Alternator/Idler Mounting
- Engine Management



Duratec 2500cc
Now Available
Duratec-R engine specs from 180-300bhp

Raceline offer a comprehensive range of Duratec-R and Zetec-R engines and components, together with an extensive range of in-line Ford gearbox and differential options to suit both road to race applications



Zetec-R engine specs from 180-250bhp

ZETEC-R

Quaife 56G & 60G to spec



Sierra Diff/ LSD



KENT CAMS

QUAIFE

Ford Sierra Type 9 built to spec



www.raceline.co.uk

Tel: 01932-340347 / 01743-718646

Specialists in FORD DURATEC and ZETEC Engines, Gearboxes and Differentials

TOP PERFORMANCE

for race, rally or road

- Engine management systems, throttle body conversions, mapping and much more
- Rolling road tuning
- Reconditioning of Weber, Dellorto and SU carburetors
- Race/Rally preparation and servicing
- Performance parts and accessories

At Northampton Motorsport we know all about performance — our engineering and experience will get the best from both your engine and chassis.

To keep it that way you can take advantage of our regular servicing options, including rolling road tuning. Should you feel the need to take to the track, our race preparation service will help keep you ahead of the pack.

Call today and get Northampton Motorsport on your team.



TEL: 01604 766624 • FAX: 01604 706334

www.northamptonmotorsport.com



Credit: Photo to Wes Edwards

“My name is Martin and I’ve recently joined the Club. Let me tell you a little about myself: I’ve been thinking about building a car for some time, a project which has definitely been on my personal bucket list for a while. I took the opportunity of the kids leaving home and of some good fortune to take the plunge and order myself a Caterham 160 kit back in May. I was attracted by the car’s simplicity and design which both really appeal. Mind you, I have specified some additional creature comforts such as hood and heater because it will primarily be a fun car for the road, with occasional tours thrown in. My wife, Jo, has willingly agreed that she will come touring with me in the Seven, just as she has joined in with my other passion - flying. She has so far accompanied me on some 20 hours of flying and touring in the back of our open cockpit gyrocopter; it’s a bit like a Caterham in many ways, but with revolving wings! Gyros these days are a real blast to fly; if the headwind

New Member Profile: Martin Ball

An interest in both Sevens and aviation seems to be pretty common, as exemplified by new member **Martin Ball**. He may be eagerly awaiting the delivery of his Caterham kit 160, but he’s got another great toy to keep him amused in the meantime.

is strong enough, you can hover or even fly backwards! They are also very reliable given the Rotax engine and the high factory build standards which are now to be expected. I base my aircraft at Chiltern Park, a microlight field which is two miles south of RAF Benson, near Wallingford. There are eight other gyros based there now and we are building nice gyrocopter community with two instructors and both open-cockpit and enclosed models. My Caterham 160 kit should arrive in

December and whilst I’m really looking forward to the experience, it’s been a while since I twirled any spanners in anger. So, I may well be calling on the combined wisdom of the Club during and after the build.”

Welcome to the Club Martin. I’m sure you will find many willing helpers to advise or assist with the build, both in your local area and through the online forums. We look forward to seeing you out on the roads (and in the skies) soon... LF

Maiden flights: welcome to our new members

Mr B & Mrs S Jones, Pontypool
 Mr Robin Lewis, Faringdon
 Mr A Woodward & Mrs L Svitzer, Westersham
 Mr Martin Hughes, Alton
 Mr Neil Claydon, Ongar
 Mr Ginion Bruno, Tourinnes-La-Grosse, Belgium
 Mr P & A Miles, Fareham
 Mr Stephen Legge, Sudbury

Mr Doug Parker, Rugby
 Mr Ned Kershaw, Twickenham
 Mr Robbie Munro, South Milford
 Returning Members
 Mr P & Mrs M Waters, Reading
 Mr R & Mrs H Rookyard, Halesworth
 Mr J Collins & Mrs B Vickerman, Camberley
 Mr David Oakes, Whitstable

Sevens on film

Photographs by Dirk Zimmerschied and Andreas Seyde)



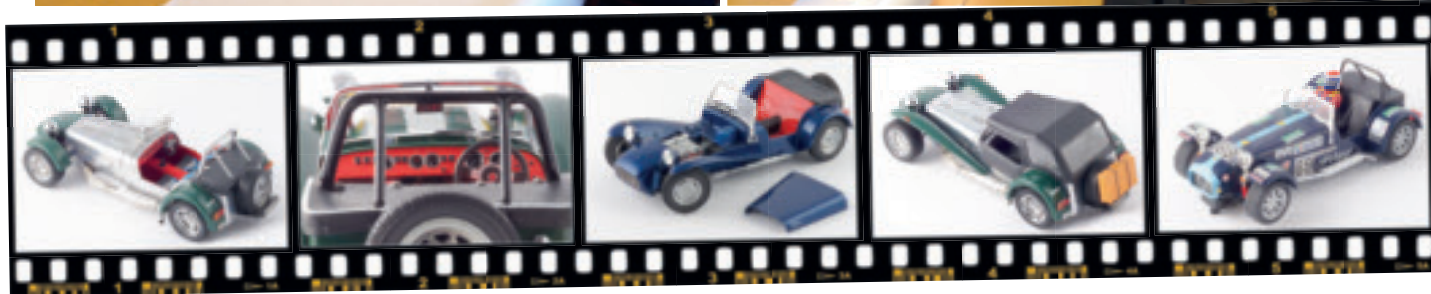
The fantastic rear cover shot which we are featuring this month comes courtesy of those ever-enthusiastic German Seven fans.

Knowing that most Seven owners will have at least one model of their favourite car somewhere on a shelf, the German Seven Club decided that it would be good to put out

an appeal to try to gather as many different versions as possible for a photo-shoot. In the end, five members brought their model collections together; the result, I think you will agree, is a quite stunning group shot which was expertly captured by Dirk's camera.

I count that a total of 66 different models were assembled to make this this photograph.

This must represent a fair proportion of everything which has been available on the market over the years, but I am equally sure that there must still be some missing from this set. So – which area fancies organizing their own collection to try to beat this figure – it's got to be a perfect activity for one of those long autumn nights which will all too soon be upon us? *LF*



forthcoming events 2014



September

Saturday 6th and Sunday 7th Caterham racing at Croft

Croft racing circuit is hosting Caterham racing with rounds of the Academy, Roadsport, Tracksport, Supersport and R300 championships taking place. The Club will in attendance with the ESV on site throughout Sunday 6th. Qualifying and some racing takes place from 10am on Saturday, with Sunday's racing starting at midday and running until 6pm. Entry to will cost £13 per day on the gate but £10 in advance from Croft Circuit. The Club will have a dedicated area in the paddock to show off our cars. More details from John Aston at john.aston@lotus7club.com and www.croftcircuit.co.uk

Sunday 28th Hethel Track Day

The 2.2 mile Lotus Test track is back!! Exclusive Club Trackday running 3 sessions per hour for Novice, Intermediates and Expert drivers. Noise Limit 105db. Entry fee £199.00 Contact Merrick Linnett. merrick.linnett@lotus7club.com Booking Form in July Low Flying and on the website

Sunday 28th Paul Marriott Memorial Blat

See details below
Organiser: Ben Ferrey - northantsbedsbucks@lotus7club.com or 07591 594135

October

Sunday 5th Castle Combe Autumn Classic

Castle Combe circuit, Chippenham, SN14 7EY. Classic Car racing at its best. Includes a twilight race. Classic Car displays & demo laps. Track side parking for Club members. BOGOF & Paddock Transfer included. Adults £15. Seniors £10. 16s & under FoC. Use code LsevenC2014 to purchase tickets. Booking & info: www.castlecombeclassic.co.uk or www.castlecombecircuit.co.uk Telephone bookings: 01249 782417 mention the Club & code.
Organiser: Geoff Brown
E: geoff.brown@lotus7club.com

November

Sunday 2nd London to Brighton Veteran Car Run

Start: 08:30 Finish: 13:00
Our traditional gathering at Handcross (RH12

6HB) on the B2114 just off the A23/M23 to watch the veteran cars run pass. The ESV will be in attendance with a range of regalia. The first of the veteran cars are expected at Handcross around 08:45am. Look out for further details in Octobers Lowflying and on Blatchat.
Organiser: Mark Durrant markcat7@hotmail.com

The Lotus Seven Club Speed Championship 2014

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

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.

Featured Event: Paul Marriott Memorial Blat 2014 September 28th 2014

Paul was a former AR who was known for his helpfulness, for his speed behind the wheel and for his somewhat "unpredictable" blatting routes. Sadly, Paul passed away in 2010 but his memory lives on in this annual memorial blat, which is now in its fourth year.

Previous blats have included trips to Stonehenge and to Westonbirt Arboretum. This year we will be blatting from Buckingham to Crofton Pumping Station near Marlborough. The site houses beam engines from Boulton & Watt (1812) and Harvey (1846). Astonishingly, both engines remained in use until the 1950s.

In recent years, the engines have been fully restored and our blat

coincides with the annual steam gala, where we will be able to see the engines in action.

A route has been planned through some great B-roads and we plan to arrive late morning. This will be followed by a pub lunch and a leisurely blat back home. A collection will be taken for Cancer Research UK; previous years have seen us able to collect a generous donation towards this cause.

The start time will be 8am near Buckingham. All members are invited. Registration is not needed, but if you are interested, please contact Ben Ferrey (northantsbedsbucks@lotus7club.com) so that he can have an idea of numbers.



November may seem like a long way off, but we are pleased to confirm that the Club will once again be organising its traditional presence at the London to Brighton Veteran Car Run, which takes place on Sunday 2nd November.

This extremely well-attended meeting regularly sees over 100 Sevens and their owners gathering to watch the vintage cars go by. It is always a great excuse to get the car out of the garage, even if a few more layers of clothes may be needed than we have been used to of late.

The Club has secured its usual excellent vantage point to admire the 500 or so

London to Brighton Veteran Car Run – Save the Date

pre-1905 vehicles pass by. This is at the Handcross Primary school layby (postcode RH17 6HF) which is just off the A23/M23 on the B2114 and where parking is available. The first vintage cars typically pass through Handcross at approximately 08.30, and the last around lunchtime.

Despite typically having weather

protection to make even an aeroscreened Seven look luxurious, personalities from the world of television, stage, music and sport often participate alongside the cars' owners, and contribute to making this a memorable day out.

For more details contact Mark Durrant markcat7@hotmail.com



Premier Power Lotus 7 Club Speed Championship

A roundup of the scores after the sixth and seventh rounds of the Championship



CREDIT: Chris Davies

Championship Standings after the first seven rounds of the Premier Power Lotus 7 Club Speed Championship

Class/award	Current Leader	Points
Overall Championship	Shaun Elwell	502.18
Class 1	Robert Jacobs	593.38
Class 2	Chris Bramall	677.96
Class 3	Oliver Wright	677.87
Class 4	Lynn Gilbert	491.17
Class 5	Shaun Elwell	698.76
Class 6	Mark Durrant	384.63
Class 7	Simon Rogers	300.00
Novice	Philip Matchwick	548.98
Ladies	Lynn Gilbert	491.17
Edward Lewis (for best personal improvement)	Oliver Wright	20.33

Round 06: Llandow Sprint Class 1

1st Robert Jacobs
2nd Steffan Eldred
3rd Clive Marsden

Class 2

1st Alan Bowler
2nd Paul Collins
3rd Graham Howard

Class 3

1st Matthew Jenkins
2nd Oliver Wright
3rd James Thornton

Class 4

1st Mike Sankey
2nd Jeremy Davies
3rd Lynn Gilbert

Class 5

1st Shaun Elwell
2nd Stuart Miller
3rd Graham Denholm

Class 6

1st Mark Durrant

Class 7

1st Simon Rogers

Ladies

1st Lynn Gilbert

Novice

1st Clive Marsden

Round 07: Llys-y-fan Hillclimb Class 1

1st Steffan Eldred
2nd Robert Jacobs

Class 2

1st Alan Bowler
2nd Paul Collins
3rd Mike Cocker

Class 3

1st Oliver Wright
2nd Philip Matchwick
3rd James Thornton

Class 4

1st Mike Sankey
2nd Jeremy Davies
3rd Lynn Gilbert

Class 5

1st Stuart Miller
2nd David Nelson
3rd Shaun Elwell

Class 6

1st Mark Durrant

Class 7

1st Simon Rogers

Ladies

1st Lynn Gilbert

Novice

1st Philip Matchwick

small ads

Cars for Sale

1991 red Supersprint

1700 all steel. Xflow 190bhp. Fly screens but all weather gear inc. Dry sumped, l.s.d. Ideal sprint hill climb or track day car. £9,000 o.n.o.

Contact: 07754816476 or Email edward.stjohn@yahoo.com for full details (surrey)

Lotus 7 Series 2 1960

Superb Provenance. Fully Restored. I will donate £500 to the Neuk the Leuk fund if this car sells through Low Flying. Contact: colinnurse@hotmail.com 07876422273

Lotus Seven s3, 1968

One for fans of the classic Seven. One of around only 330 series 3 cars. Rebuilt twincam engine by TSRE, rebuilt chassis by Arch, good bodywork and good for another 40 years, all put together by Redline in Caterham in 2013. No expense spared since 2001. £29,950 Contact: rodthonger@thonger.com (East Sussex)

Caterham Supersport SV 2012

1.6 Sigma engine, 2,500 miles, matt black, silver race stripes over bonnet and boot, very unique colour. Factory built, GT sport seats, carbon front wings, full weather hood, suede steering wheel, lowered floor, Caterham factory cage fitted. Recently purchased from Millwoods, genuine reason for sale, change of heart, lovely car. £24,500 ono. Contact: David Hunt on 07971953619 or email claire@zenith-fs.co.uk (Notts)

Caterham super 7

Built from a starter kit. Purchased new and registered in 2006 on 06 plate with mostly

new parts. 1.4 ex power 5 speed box in red and silver. Car based in camborne, cornwall. Mileage just under 2000, taxed until end of year and will have a new mot. Reluctant sale. Little used. £14,950 or very near offer. Contact: 01209 714558 for full spec.

Parts & Misc

Tonneau Cover

Brand new Tonneau cover from Caterham (came with my brand new Caterham in October but never used). Cost £170 will accept £90 ono + £10 P&P. To fit SV Roadsport Contact: Ian on 0142089010 or email ian@mrbee.co.uk

Caterham leather seats, headrests and runners in good condition from CSR200 (fit SV).

£450 Contact: Roger on 07837227980 or email rogerscr7@gmail.com

Bargain set (once used) R888 tyres & Caterham wheels, plus misc spares/upgrades.

As good as new, 4x 185 60 R13s, supplied fitted/balanced. With Caterham centre caps, plus super lightweight alloy wheel nuts. First reasonable offer accepted! Also for sale, from S3: 2x rear & 1 front wing (blk). 995g 'LiFeP04' racing battery & charger. 2x floor mats. Silver windscreen surround & stanchions. 2x front chrome headlamp units with brackets. 1x front, widetrack ARB (red). All result of upgrade-itis, sitting waiting for a new owner! Contact: 07703 422 049 (Canterbury/Ashford)

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 on 01452 760474 or dwmarsden1@btinternet.com or

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

NUKE THE LEUK '14 – Lap 7

People often ask how they can make their donations, there are 2 ways to do this. You can donate online at <http://leukaemialymphomaresearch.org.uk> (please email a copy of the receipt to nuketheleuk@lotus7club.com so I can make sure it is included in the Clubs total) or you can send a cheque made payable to 'Leukaemia and Lymphoma Research' to Caroline Grubb. In both cases you can also use Gift Aid if it applies.

Many thanks for your ongoing support,
Caroline

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
Terry Johns made a donation for goods received via Blatchat	£15.00
Pierson Broome donated the proceeds from the fastest lap competition during the Carrotland visit to Zenos Cars	£54.00

Tim Lewis says thank you to a generous Club member for the wind reducer	£30.00
Carla Coakes made a generous donation to thank Martin Bushaway, Andy Belcher, Graham & Phil Janes for providing transport for prom duties	£160.00
This month's total:	£309.00
2014 to date:	£4,284.40
Fundraising History 1991 to 2013:	£396,557.13
Grand Total:	£400,841.53

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. Many thanks! Caroline Grubb, NTL coordinator email Caroline.Grubb@lotus7club.com NtL contact details: e: nuketheleuk@lotus7club.com Caroline Grubb, 2 Grafton Close, Gosport, Hampshire PO12 4GD



UK · SPORTS · CARS

INDEPENDENT LOTUS & CATERHAM SPECIALISTS

YOUR SEVEN WANTED



If you are thinking of selling your Seven, contact **Paul Clugston** to discuss straight sale, commission sale, part exchange or whatever.

t: 01227 728190 w: www.uksportscars.com

e: sales@uksportscars.com f: www.facebook.com/uksc1

CATERHAM

DESIGNED FOR RACING. BUILT FOR LIVING

CATERHAM AT MILLWOOD ONLY OFFICIAL INDEPENDENT DEALERSHIP

We're very proud to be the only factory appointed dealership in the country. It shows the trust and confidence put in us by Caterham and our many customers.

We supply the whole range of current models, whether factory built or for home assembly. From demo to delivery.

Our showroom always displays a selection of the very best used models.

Please call first, to arrange your visit at a time that suits you.

T: 01453 541511 E: jon.vicker@millwood-mc.com

MILLWOOD MITSUBISHI OFFICIAL CATERHAM UK SERVICE CENTRE

As one of only three Caterham Approved Service Agents in the UK, you know you're in good hands.

Expert, factory-trained hands in fact.

We've a large workshop complete with M.O.T. bay, laser alignment and corner weighting facilities.

So whether it's a service, parts, accessories, a full build, an M.O.T., or simple help and advice you need, talk to us.

T: 01453 544321 E: millwoodservice@mitsubishi-cars.co.uk



MILLWOOD MOTOR COMPANY AND MILLWOOD MITSUBISHI,
CAM, DURSLEY, GLOUCESTERSHIRE. GL11 5DH



Big Boys' Toys

Find out more inside about how this collection was brought together.

