

# Lowflying

July 2016

for Caterham and Lotus Seven enthusiasts



Lotus Seven Club



**THIS MONTH:** 60 YEARS OF THE SEVEN – SAVE THE DATE! • CHAMPION TOP TRUMPS • DUNSFOLD HANDLING DAY • BOOK REVIEWS  
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# Lowflying

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## Annual membership

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# Introduction...



et's look back to 1957. It was a year which started with the resignation of British Prime Minister Anthony Eden. Harold Macmillan took his place, and a few months later, petrol rationing finally came to an end as the Suez Crisis subsided. 1957 was the year that the Cavern Club opened in Liverpool as a jazz club, the venue where the Beatles were famously later to play in their early years. In motorsport, 1957 saw Stirling Moss winning the British Grand Prix at Aintree, driving a Vanwall VW5 - the first World Championship victory for a British car. And if anything was needed to underline the difference between then and today's 24hr culture, 1957 saw the abolition of the "Toddlers' Truce", the arrangement whereby there were no television broadcasts between

6pm and 7pm, so that parents could put their children to bed.

It was into this world that the Seven was launched, and it seems incredible that this design remains so relevant, and its current versions so devastatingly potent, nearly sixty years on. This month, we are delighted to be announcing the dates for the "Sixty Years of the Seven" celebrations in 2017. Be sure to block out the weekend of 7th-9th July 2017 in your diary now...

**Michael Calvert Editor**

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2017 will mark the 60th anniversary of the launch of the Seven, and we're planning to celebrate in style. Details are currently at an early stage, but we suggest you block this weekend out in your diary now. There can be no excuse for forgetting the date - the event will kick off on 7/7/17! Many members will remember the fantastic event organised for the 50th anniversary - the "Carrotland" organisers did a fabulous job which it will be hard to top, but we aim for the 60th to be even bigger and better.

The main 60th celebrations will be based at Donington Park Circuit in Leicestershire over the weekend of 7th/8th/9th July 2017. For those who want to make it into a longer break, we are also planning a variety of other events in the days running up to, and straight after the weekend. We especially want to make attendance attractive to overseas visitors and their cars, by arranging a week-long series of Sevens-themed visits and activities.

The 60th celebrations will be organised in association with Caterham Cars who are hiring the entire Donington Park facility for the duration. Track action over the weekend will include a wide variety of Caterham races, hopefully also involving visiting competitors from some of the overseas race series. Together, our aim is to assemble at least 1,000 Caterhams at Donington - what a sight that will be...

Against the racing backdrop, the Club will have the exclusive use of a number of tarmac areas within the Donington complex. These will be set up for members to be able to enjoy a range of driving activities. We also intend to organise blats out around the local area, and will have access to the legendary Donington circuit during breaks between racing. How many Caterhams could we fit on a parade lap?

## Save the date for the Seven's Diamond Jubilee 7th - 9th July 2017

But the weekend is going to be at least as much about socialising as it is about driving. We will kick off with the Club's welcome party on Friday evening, potentially in Donington's F1 museum which houses the largest showcase of Grand Prix racing cars in the world. The weekend will provide ample opportunity for members from all around the world to mingle both onsite and during organised blats out. We will have trade stands, displays, concours competitions and many other activities currently being worked on.

Saturday evening will be the main gala party, with entertainment, on-site catering and of course, a bar!

Various forms of accommodation will be offered. Camping will be available on a site immediately adjacent to the circuit, and for those who prefer to stay in a hotel, block bookings are being made in a number of nearby

venues and we hope to have shuttle busses to transport visitors to and from the site.

A number of events are already in the process of being arranged either side of the main weekend. These include a "heritage trail" which will take in a number of key locations and businesses associated with Lotus and Caterham history.

**As you will imagine, there is a lot of work to do in the next twelve months, and the Club and Caterham Cars are pulling together an organising committee to help turn these ideas into reality. We would love to hear from anyone who would be willing to join the team and help with this process, particularly those who know the Leicestershire / Derbyshire areas. Please contact Club Chair Christine Abbott ([christine.abbott@lotus7.club](mailto:christine.abbott@lotus7.club)) to find out more about getting involved.**



Our aim is to assemble at least 1,000 Caterhams -  
what a sight that will be...

# Members' Exclusive: Introduction to Track Days

## Donington Park, 20th August 2016

Have you ever thought about joining a Club track day, but felt unsure about what to expect, what is required and perhaps a bit over-awed by the whole thing? You are not alone – these are very common concerns for anyone considering venturing out onto track for the first time. In response to this, we thought it would be a good idea for the Club to arrange a day to make everything clear, and help encourage newcomers make their first step towards joining in our programme of track days... After all, you have already taken the first step by owning a "racing car for the road" so we'd like to help everyone feel confident about taking it onto the race track too.

The day will be run by the Lotus 7 Club, with support from the BookaTrack team and experienced track drivers and instructors. It will take place at Donington Park on the 20th of August, starting at 10.00am and finishing in the early afternoon. It will be your chance to find out what is involved in a track day, how easy it is to get started and most importantly how much fun it can be! As well as practical presentations, participants will have the opportunity to drive their Sevens around the Donington Park circuit on several guided familiarisation laps. Since this is not a formal Club Track Day and you will be following a lead car, any road going Seven can be used and helmets can be provided if you do not have your own.

If you would like to participate, email Sam in the office ([sam.pearce@lotus7.club](mailto:sam.pearce@lotus7.club)), with your name, phone number and membership details. The office will call you back to collect payment. The cost, including track time,



refreshments and lunch is only £25 per participant (with a guest if required). What is more, this amount will be refunded if used as part payment for a 'New to the Track' track day which is being organised by the

Club - exclusively for newcomers - at the start of the 2017 track day season; further details will be announced at the Donington event.

Book now, as places are limited, and we don't want you to miss out.



## Sevens & Classics SummerLude 2016

Cars, bikes, food and great company. What more could you ask for?

The Team at Sevens & Classics are delighted to announce the date for their annual summer open day. On Saturday 16th July 2016, the doors will be open for all between 10:00 and 16:00. Food and drinks will be available for all visitors, and as usual, there will be great cars and bikes to drool over and great people to converse with.

There is always a great turnout of members at this most social of events. All attendees will also be eligible for discounted tickets to the Mini Festival which is being held at Brands Hatch over the same weekend.

Sevens & Classics are located on the edge of Brands Hatch Circuit - Unit 4, Brands Hatch Rd, Longfield DA3 8PU.

For the latest information, head over to Sevens & Classics' Facebook page.





# Club Track Day at Anglesey Circuit

## Friday 30th September 2016

The Club will be hosting a track day at the wonderful coastal location of Anglesey, in North Wales, on Friday 30th September. Located on the A4080 on Anglesey's west coast (for more details visit [www.angleseycircuit.com](http://www.angleseycircuit.com)), the circuit is a terrific location for Sevens, combining swooping and tight corners, fast straights and changing elevations. The coastal views are breath-taking too (see last month's cover shot for details) although you may be rather too busy to take them in fully when driving! As an added bonus, we will have the opportunity to drive two different circuit layouts in the one day.

Track time will be shared between Club and the 'MGs-on-Track' organisation, a branch of the MG Car Club. We will enjoy exclusive use of the circuit for 40 minutes per hour for L7C members with MGoT participants using the remaining 20 minutes. The event is suitable for drivers of all levels of experience and ability.

We will be changing over from Coastal to International circuit layouts at lunchtime and, whilst our running on each circuit configuration will start on a sessioned basis (with participants grouped according to experience and ability), our intention is to move to open pit lane (OPL) format – allowing track access at any time throughout our 40 minute period – as soon as this is deemed appropriate.

Cars must comply with a noise limit of 105dBa (measured statically) and free coaching from qualified ARDS instructors will be available, with booking on a 'first come first served' basis on the day. We will also be operating a 'buddy' system to help newcomers or those with less experience. We are hoping that Caterham cars will be able to attend again, providing 'hot laps' in either a 620S or a 620R. A social event to allow members to meet each other ahead of the track day itself (probably the form of a meal in a local restaurant) will also be arranged for the evening before the event.

This will be a terrific end-of-season track day for Club members at a wonderful location that is well worth driving to, irrespective of your location in the UK. A booking form is included with this edition.



## Wanted: Neuk The Leuk Coordinator

Caroline Grubb has been our NtL charity coordinator for the last four years. However, she and her husband Steve have now sadly sold their Seven and are therefore looking for someone else to take over the role.

"What is really lovely about the NtL co-ordinator role" Caroline tells us "is that you get to hear about other people's fundraising activities and all the fun they have had raising money for this worthwhile charity. It is also great to recognise the generosity of so many of our members who make donations, offer services in return for donations or offer parts for sale on behalf of the charity".

It is not an onerous role. The minimum requirement is simply to administer the donations on behalf of the Club, liaising with the people making the donations and the charity itself. This means answering emails from those wishing to donate, logging donations received in a spreadsheet so that the numbers can be reported in Lowflying each month and of course sending the donations to Bloodwise with a covering letter. This takes up to a couple of hours a month. Additional tasks which someone taking on the role might want to consider might include organising fundraising activities, attending Club events, and generally promoting the charity, but such activities are not necessary within the core role

## The Car the Club Rebuilt Update

Following last month's request for someone to take over project management of the restoration of Barry Sweeney's car, we are pleased to announce that Angus Denny has agreed to assist Adrian Elkin with the logistical aspects of this most worthwhile venture. We will bring further updates in future editions of Lowflying and would urge anyone able to respond to the inevitable requests for help which will follow to get involved in any way possible.



## Gould GR61X

<b>Power</b>	650+bhp
<b>Top Speed</b>	180+mph
<b>Engine</b>	3.5 litre Nicholson McLaren V8
<b>Max Revs</b>	10,500rpm
<b>Weight</b>	470kg
<b>Power to weight ratio</b>	1,400+ bhp/tonne
<b>Transmission</b>	6 speed sequential
<b>Driver aids</b>	Paddle shift Traction control
<b>Best Time up Gurston Down</b>	25.37 secs



## Caterham Academy

<b>Power</b>	121bhp
<b>Top Speed</b>	115mph
<b>Engine</b>	1600 Ford Sigma
<b>Max Revs</b>	6,800rpm
<b>Weight</b>	520kg
<b>Power to weight ratio</b>	221 bhp/tonne
<b>Transmission</b>	5 speed Ford Type 9
<b>Driver aids</b>	None
<b>Best Time up Gurston Down</b>	38.29 secs

# Champion Top Trumps: Two Cars. Two Drivers. One Hill

We often report on the exploits of the competitors in our speed championship, but a recent event at Gurston Down where Lotus Seven Club drivers were supporting an event headlined by the British Hillclimb Championship provided the opportunity to compare driving a Caterham to competing in the top echelon of hillclimb machinery.

For this, we pitted winner of the 2015 Lotus 7 Speed Championship **Rob Jacobs** against multiple British Hillclimb Championship winner **Scott Moran**.

### Robert Jacobs – Caterham Academy 1600

"I've always been a motorsport fan, and my opportunity to get actively involved came when I was at university. It was there I started rallying (both driving and navigating) in various cars from a Nova to a Sunbeam as well as 2-stroke karting. Truly bitten by the motorsport bug, I next set my sights on circuit racing, and decided that the Caterham Academy was for me. I had a fantastic time in the Academy in 2010, and then



Rob's Academy-spec Caterham may be down on power, grip and aero, but the challenge of setting a good time is just as entertaining.



decided to join the Club Speed Championship over the years which followed.

One of this best things about competing in speed events in a Caterham is that it is cost effective and accessible. It has a class structure which is organised such that pretty much any model of Seven will not only be accepted, but capable of being competitive. Sevens were always designed to be used on track as well as the road, so very few modifications are typically needed to get started. An Academy specification car fits straight into Class 1, where I have remained throughout. The list 1A tyres which we use in class are extremely durable – I typically get at couple of seasons' use out of a set, and that also includes something like 10,000 road miles and maybe a couple of trackdays too... For many years, I used to drive to all of the events in the car, although I must confess that I finally succumbed to buying a trailer last year

I have been relatively successful, winning my class in 2012, 2013 and 2015, and I secured the overall championship last year too. I now have my sights set on moving to class 2 and am having my Sigma engine upgraded soon for this transition. The best thing for me about speed events? There's a great sense of camaraderie amongst the

paddock and we get to compete at some amazing venues, but it's the buzz you get when you get to the top of the hill which makes it so worthwhile."

**Scott Moran - Gould GR61X 3.5l V8**  
**Scott Moran hillclimbs in a 650+ bhp Gould GR61X single-seater, powered by an Indy 500-derived Nicholson McLaren V8 engine. How did he get started in motorsport?**

My dad, Roger Moran, started rallying through the 1970s and '80s. However, when the budget for rallying started to escalate, he decided to try his hand at hillclimbing. The irony is that he was adamant at the outset that he would not get into the "big" cars as they looked just too fast and dangerous. Of course, that all soon got forgotten, and he moved through a succession of car and engine combinations including Pilbeam, Atol and Gould. This ultimately led to him taking the British Championship in 1997.



Watching all this, it was probably inevitable that I'd want to get involved. My first year of hillclimbing was 1995, in a Delta Imp (a 1100cc single-seater). Then my sister decided that she wanted to join in too, so I moved to competing in a Crossflow-powered Caterham. This later gave way to a Superlight, but when in 2001 I met Debbie (who became my wife), priorities changed and the Caterham had to go.

I still very much had the competition bug however. My dad - looking for another championship win - decided to buy a Pilbeam MP88, and was kind enough to offer to share it with me. It was a chance I could not turn down, even if I knew that the performance jump would be a challenge to say the least - aged 26, I would be moving directly from a Caterham to a 500bhp single-seater with slicks and full aero. What's more, with my dad being amongst the hillclimb leaders, I was mindful that if I crashed, I risked completely ruining his championship chances. Consequently, I started taking baby steps to get used to the car. A couple of years later, we upped the ante again by upgrading the car with a





The Gould's over 650bhp are about to be unleashed up the Gurston Down Hillclimb.

41 Judd engine. It was an absolute monster, running in excess of 700bhp.

We decided to move to our current Gould GR61X after Graham Wight Jr took 2 championships in a similar chassis, and Adam Fleetwood two more. We'd heard about a Ralt F3 carbon-fibre tub, with wishbones and other components, which was sitting on a shelf, looking for a home. F3 development moves on so quickly that it had been superseded by later designs.

We then had a difficult decision to make – to have it modified to accept our Judd engine, or to tread the more common path of mating it to a Nicholson McLaren 3.5l V8. The Judd was a cracking engine, and Hillclimbing can reward those who try out new designs, but we would have been risking a lot of time and money had we ended up being off the pace, so we decided to stick with convention and go for the 3.5L V8.

There is no doubt that the budget required to compete at the sharp end of the British Hillclimb Championship is somewhat different to that required to compete in a Caterham. In a season, I'll probably get through four or five sets of tyres at roughly £1,200 a set. We also have wets and some drivers also use intermediates. We choose not

to - if the cars aren't throwing up any spray, we leave the slicks on, and if they are, it's time for the wets...

The Gould runs a 6 speed sequential gearbox with paddle shift. It has traction control, but we set it very soft as we like to still be able to slide a bit. We don't use launch control, preferring to take the car off the line ourselves.

The car is typically double-driven, and for us, that means an engine rebuild every 3 years. The engine is designed to do the Indy 500 - something like 500 miles at 200mph or so, so as long as you take care to always pre-warm the oil and water, and to do an oil change a couple of times a year, it is pretty reliable. Unforeseen costs typically only come should you crash. Gould can replace anything that you damage, but as everything is hand-made and manufactured in tiny volumes, of course, it doesn't come cheap. Knock the corner of a wing off and you can easily be looking at a £3k or £4k bill.

Having said that, other than an F1 car, I can't think of any other way of getting to experience the level of performance we get to enjoy. Although technology moves on, this is now our car's eleventh season, during which time it has won six championships - five for me and one

for Alex Summers who dual-drove it last year. The real competition for the big Goulds and the like looks like it will come from the latest crop of supercharged lightweight bike engine cars. Jos Goodyear's Raptor (*a single-seater with well over 400bhp, courtesy of its supercharged 1400cc Hayabusa LF*) was certainly a force to be reckoned with last year, but unfortunately he had a nasty off at Bouley Bay, ending his season. That car is probably a better overall performance package, but it's right on the limit of engine reliability, something we don't have to worry about in the same way.

I've grown up around hillclimbing. There's a great relaxed atmosphere and always lots of friends. I couldn't afford circuit racing with anything like this sort of performance, but I would be tempted by sprints as you also include in the Lotus Seven Championship. Here at Gurston, we have the car geared for a top speed of about 150mph and when we visited Eschdorf in Luxembourg it was set up for over 160mph. However, on track, the sprint equivalent of this car will often do over 180mph which would be fun...

What I have learned however is that whatever you get to drive up the hill, the buzz of competition puts a smile on your face every time. That's what it is all about. **LF**



# The North Coast 500

**Adrian Corser** reports on Scotland's answer to Route 66, the new scenic route designed to showcase fairytale castles, beaches and ruins. Oh, and the roads aren't too bad either...

Over many years, I have travelled extensively around Scotland, and in my view the roads are simply the best in the UK, particularly for Caterham drivers.

Recently, the Scottish Tourist Board has been promoting the North Coast 500 (known simply as NC500) and this has been very successful in encouraging tourists to visit the area, bringing in much appreciated trade for what is a very remote area of the UK.

An excellent website has been set up to provide all the information you need for a visit, and there is also an active Facebook page (details listed at the end of this article).

The route is circular, starting and finishing in Inverness. The typical recommendation is to allow yourself about a week to cover the route as there is plenty to both see and do. As the name suggests, it is just over 500 miles to do the tour.

Early start up the Pass of the Cattle



John O'Groats!!



Earlier this year, I began to wonder if it might be possible or realistic to do the NC500 in a single day. Ever keen to take on a challenge, I began to explore the logistics and timing. Although the roads are generally fine with some really fast road sections, I knew that there was at least 100 miles of single track. These are quite common in the



Drumbeg just north of Lochinver

north, and with regular passing places and frequent reminders to use them to allow slower traffic past, it is still possible to maintain a reasonable average speed. It does however mean fairly frequent stops to allow oncoming traffic to pass.

Using an average moving speed of 40mph, it seemed that the route could be completed in 12 hours of actual driving. Allowing for breaks, this would represent approximately 13-14 hours travelling time. Despite a lack of petrol stops generally, there are nevertheless sufficient easily to get from one to another, even with a Caterham-sized fuel tank.

Living in Surrey would mean a 2 day trip up and back, so 5 days total seemed appropriate. Not doing the NC500 at the weekend also seemed the best idea; the route is becoming more and more popular not just for cars but motor homes, motorbikes,

cyclists and walkers. This, coupled with the usual mosquito population explosion between May and September suggested that mid-April would be the best time, not forgetting that the daylight hours are extending very quickly at that time of year.

So in mid-April, fellow ReHaB member Ian Withycombe and I set off with the weather looking pretty good for the time of year. A superb journey up through Kielder and the Cairngorms saw us arriving in Inverness with plenty of time for last minute checks and victualling.

There are different views on whether to tackle the circuit clockwise or anti-clockwise. Most seem to opt for anti-clockwise, which leaves the spectacular west coast scenery to last. However, with an 06:00 start, we decided to opt for the clockwise route, so that the rising sun would be behind us for the westward leg out to Applecross.

The weather forecast turned out to be accurate and we started out under clear blue skies and with a light ground frost but with the snow-capped mountain tops in the distance giving the most perfect start to our day. By 07:00, we had reached Bealach na Ba (Pass of the Cattle) which has the highest ascent of any road in the UK, rising to over 2,000ft with several alpine-style hairpin bends on the way up! The views from the top are truly stunning. If you are visiting Applecross during normal opening hours, do make sure you stop at the Applecross Inn for the best fish in Scotland. No such luxury for us today though, we were on a mission...

The road around the Applecross peninsular is 35 miles of single track with some pretty tortuous sections and takes around an hour and a half to complete. Heading northwards, the roads improve around Loch Torridon and then up to Gairloch with superb views over sea lochs and islands.

Along the shores of the Kyle of Durness



The first petrol stop came at Ullapool and then we were onto Lochinver for lunch, where you can find the Lochinver Larder with the best selection of homemade pies I have seen anywhere. The NC500 then heads along another 22 miles of twisty single track road and is definitely the slowest part of the whole route. Back out onto the A894, the road dramatically opens out into fast sweeping bends and over the Kylesku Bridge up to Scourie and Laxford Bridge. From Rhiconich to Durness, the road again reverts to single track but down a wide open valley with excellent road visibility before passing along the beautiful Kyle of Durness. This point almost marks the most north-westerly part of the UK road network and just along the coast has the famous Smoo Cave, unique in the UK for having been formed by both the action of the sea and of freshwater.

A long loop first to the south, then back north then took us around Loch Eriboll with the sea ever present with its pristine white and empty beaches. Heading east now, the mountains tend to fade away but the road is pretty good, eventually passing the huge complex of the Dounreay nuclear power station. Thurso is up next and time for another petrol stop in what is the largest town north of Inverness.

Still heading east, it was time to head towards John O'Groats, first passing Dunnet Head, which is the most northerly point of the UK mainland. To our great surprise, the normally busy John O'Groats was virtually empty of tourists, so we took the opportunity of sneakily parking our cars under the infamous marker pole.

Time to turn the corner and head south now, back to Inverness, 119 miles away down the A9. Although not normally known as a great driving road, we found it almost empty of traffic and just kept going and going.

In what seemed like a mere blink of the eye, Ian and I were back in Inverness at 19:30, which gave a total journey time of 13½ hours. Time for a beer and a bit of social media interaction with all the guys back home who had been following us on Ian's GPS data logger which had been tracking our progress "live" every couple of miles!

The story however did not quite end here...

The next morning, I realised that I had lost my half hood on the NC500 and with rain and snow forecast on our drive back down the Pennines, I felt a little uncomfortable to say the least! Looking back through my pictures, I found that it had fallen off somewhere going up the Pass of the Cattle, but far too late for it to be sensible to go and look for it. Despite some bad weather on the way back, I did not miss it too much.

A couple of days after I got back, I was pointed in the direction of a Caterham Facebook forum where Boyd Stokes had posted "Has anyone lost something in the vicinity of Applecross?" I quickly established that it was indeed my half hood! Someone

Alongside Loch Eriboll



had picked it up and handed it to the landlady of the Applecross Inn and because Boyd promotes this place as a route stop for hire cars from his Caterham Hire Scotland business, the landlady had got in contact with him. Just by chance as well, one of his cars was passing through and it was quickly returned to his Elgin base. A few days later, it arrived back to me so a big, big thank you to Boyd. The power of the Caterham network is unbelievable at times!

Having been a Caterham owner for over 6 years and with some 40,000 miles under my belt, I have to say that this trip was

simply the best driving experience I have had. Would I do it again? You bet I would and I recommend that you do to. I am not necessarily suggesting that you do it in a day, although we have demonstrated that it is entirely possible. However you tackle the route, I can pretty much guarantee that you will not be disappointed. *LF*

**To find out more:**

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Lucky Stéphane Pletain was in Tuscany to capture this shot of Yves Hoste in his Seven being chased by a Maserati during this year's Mille Miglia.

Julian Hart captured John Cannon (JNC's) Roadsport 220 at Goodwood, parked next to unknown late Twin Cam Caterham.



Peter Bishop used the unique angle afforded by Goodwood's pit balcony to capture Chris Alston's car CT CAT. It was on its first event since being rebuilt following a serious accident touring last year, sporting a new colour scheme.



If you would like to see your pride and joy featured on the Fridge Door, please send your Seven photos (general photos of Seven life welcomed too of course!) to [lowflying@lotus7.club](mailto:lowflying@lotus7.club)



John Caine had the good fortune to see the Flying Scotsman passing through Ludlow Shropshire and couldn't resist taking a photo with his 620R



A 27litre Bentley Napier might not be everyone's idea of a nimble sports car, but the sticker on its tail would seem to indicate that its driver is a kindred spirit.



Also clearly prepared for flying, Bob Howes captured this driver well-prepared for any conditions on this year's 'No Limits' tour of the Isle of Man.

# Gaiter Aid

The gaiters which go over the steering arm at either side of the steering column are notorious for perishing over time. Exposed to the elements, they endure a hard life being stretched and squeezed with every turn of the steering wheel. A damaged gaiter is highly likely to attract the attention of your “friendly” MOT inspector, but luckily, as this guide demonstrates, replacing them is an easy and inexpensive job. As always, please do not undertake any mechanical activity you are uncertain about being able to complete successfully. However, this project should be within the capabilities of most owners



Perished gaiter needs changing before MOT

The “traditional” way to change a steering gaiter is to split the track rod end from the upright. However, this typically requires the use of a ball joint splitter, a large hammer and a not inconsiderable amount of force. Luckily, there is an easier way...

The steering rod screws into the track rod end, and is secured with a lock nut. Simply unscrewing the steering rod from the track

rod end provides a simple way to get a new gaiter on. However, there is one important aspect to consider first: the distance that the rod is screwed into the track rod end is critical to the steering geometry of the car, so before touching anything, carefully count how many threads are visible next to the lock nut. Then, check it again to be 100% sure, and write the number down...



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Cut back the damaged gaiter to reveal the flat

Before starting, take the weight off the front wheels by jacking the car up and securing it on axle stands.

The steering rod is equipped with a flat section which allows it to be gripped with a spanner. You will find this flat section inboard, adjacent to the steering rack, although it will most likely be obscured by the steering arm gaiter. Since the gaiter is going to be removed anyway, cut it back to provide better access.



With this, you should then be able to use your spanner on the flat section to turn the steering arm and carefully unscrew it completely from the track rod end.

Remove the lock nut completely, and snip through the clips or cable ties which hold either end of the old gaiter in place. It should now be easy to slide the gaiter along the steering arm and off.



Lock nut and track rod end. Count the visible threads!



Grip the flat (right) whilst loosening the lock nut (left)

Wind the lock nut back



Steering arm unscrewed from the track rod end



In the best tradition of the Haynes manual, *"refitting is the reverse sequence to removal"*. Having greased the swivel joint, slide the new gaiter onto the arm – a small squirt of silicone lubricant spray, WD40 or equivalent may help here. Do not fit the retaining clips at this stage however, as you will need the steering arm to be able to rotate freely without risking twisting the gaiter with it.

Screw the lock nut down to the end of the steering arm's thread, then using the flat, begin to connect the arm back into the track rod end. Tighten the lock nut up when you estimate you have the appropriate number of threads visible behind the locknut. It will

likely take a few attempts to get this absolutely right. Once you are in the correct position, make sure that the lock nut is absolutely tight, and you can fit the clips to hold the gaiter securely on both ends. Some kits come with supplied special metal clips for the purpose, although I have found that cable ties do the job perfectly adequately.

While you are basking in the glow of a "job well done", since gaiter kits typically come in pairs, why not consider doing the other side while you're at it? You've got all the tools out, and you can probably guarantee the other side will perish soon if you don't... *LF*



Job done! Time to consider the other side?

What maintenance hints and tips do you have to share with other members.  
Do please drop us a line to [lowflying@lotus7.club](mailto:lowflying@lotus7.club)

# Dunsfold Handling Day 21 May 2016

They say that a picture is worth a thousand words, so we'll let the smiling faces captured by **Lee & Paula Francis** do the talking. Thanks to all those who contributed towards making this year's event another great success...





# Driver 61

## The Driver's University

Scott Mansell's name is likely to be familiar to many members through his driving exploits with Caterham Cars. These included setting the course record at the Cholmondeley Pageant of Power in the Caterham SP/300R and demonstrating the 620R there in an equally dramatic fashion. He was also tasked with giving passenger rides in the 620R at the Club International meeting at Throckmorton in 2014. Those who were brave enough to submit to the experience are unlikely to forget it in a hurry. Scott's latest venture however is "Driver 61" – a website which proclaims itself to be "The ultimate resource for track day and racing drivers". Time to find out more.



**Hi Scott- nice to speak to you again. Tell us a bit about your background, and why you created Driver 61.**

Let me start by saying that I am a very lucky chap. I've been involved in motorsport for 21 years now, and have been fortunate enough to drive some of the world's most fantastic cars - from Ferraris to F1s - on many of the world's most exciting circuits. As well as racing, I have been a driving coach for 12 years. I still love coaching and racing, and still do both, but I am now mainly based out of Spain, and I don't get to do either to quite the extent that I once did. One of the problems in this business is scalability – there is only one of me, and when what you are offering is your experience, there is only so much you can do. For a while, I considered running driving courses, but I came to realise just how little quality material there was on the internet about track driving. I've learnt a few things during the thousands of hours

I've spent in the driver's seat, and my goal for Driver 61 is to transfer this knowledge to as many track-day and racing drivers as possible, whilst creating a community of like-minded motorsport enthusiasts through a website which is available totally free of charge.

**What is the story behind the name – Driver 61?**

My love for motorsport started with my father - Kevin, not Nigel! He competed in historic touring cars, in a championship which was part of the TOCA British Touring Cars package, and he was always Driver 61. I grew up hanging around the UK circuits, watching him throw his Lotus Cortina around with finesse and style. He did this whilst running his team, Mansell Motorsport, engineering and developing customers' cars. I began racing at the age of eight, loving every second, without realising that my father was teaching me not only how to drive, race and be mentally prepared but also how to enable the machinery to

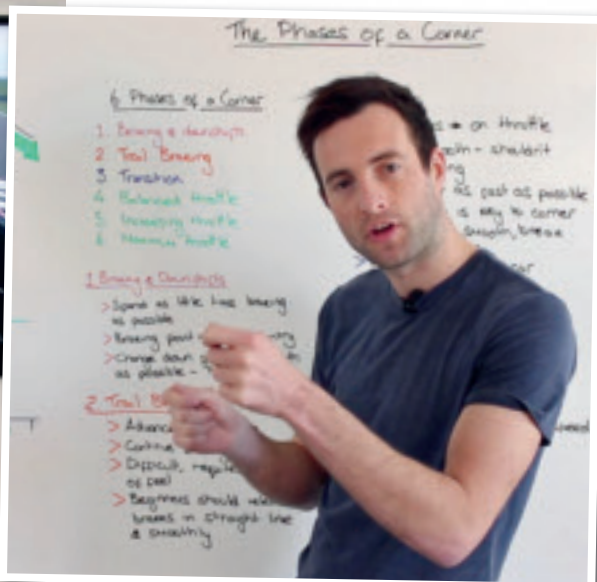
reach its potential. My father passed his knowledge down to me, and now it's my turn to do the same (with the help of the Internet) to a much wider audience.

**So, what is on the website?**

There are a number of sections, but the "Driver's University" is core to the site. Here, I provide a series of whiteboard and video tutorials which take an in-depth look into various techniques to make you faster and more consistent on track. I originally intended that this would be a 52 part series, although I suspect that it may end up being even more than this by the time we finish. I'm adding more tutorials all the time, but there are already a good range of topics online, from the fundamentals of "how to take the racing line", through "understanding weight transfer", "corner techniques", handling under and oversteer and far more. I have also created what I hope is the definitive guide to taking part in trackdays, to help people be



Scott Mansell against the clock in the 620R at Cholmondeley Pageant of Power (photo by Dominic Chan).



confident and safe on track. To support this, we also have an extremely comprehensive list of trackday and test events at the major UK circuits, as well as a growing list of circuit guides which use high quality video to analyse and explain racing lines, braking points and "local knowledge".

**Why did you decide to create this as a website rather than as a book for example?**

I certainly think that the content which I am providing here would be valuable enough to sell, and with each of the video tutorials being around 2,500 words long, by the time I have finished, there would have been plenty enough material for a pretty large volume! However, I prefer to use the internet to distribute the material freely, but in the process, become the "go-to" resource for trackday and amateur race drivers.

**Another section of the website contains links to a series of onboard laps around the major UK circuits in Caterhams and**

**Radicals. Why these two particular cars – is it to compare the different lines required when driving with and without downforce?**

The reason for having the laps there is that I know that it is typically very difficult to find really good examples of track driving on YouTube – there are masses of videos out there, but if I want to start a driver coaching session by going through a video, I need to make sure it's from a driver who is competent, with accurate and consistent lines. The videos which I have compiled on Driver 61 are from very good drivers across a number of championships and car types, and our users can trust that these show good laps which they can take inspiration from. As regards why Caterhams and Radicals – it's simply that these are some of the most popular racing cars out there. Yes, there may be some small differences in the optimum racing line depending on which type you are driving. In something like a Radical SR3s, your focus through a corner is on keeping the momentum

up because they are not particularly powerful. In a higher performance Caterham where the power to grip ratio is higher, you might want to square the corner off a bit to get the car in a straighter line as soon as possible, so that you can apply the power.

**The material on the website is all free of charge, so how do you turn this into a business?**

At this stage, my aim is to provide high quality material which will help me build a really trusting audience of trackday and racing enthusiasts. We haven't been online for long, but already we have attracted many tens of thousands of views, and traffic to the site is growing by 30% each month. At some stage, I am planning to add a webshop which will offer performance parts, helmets and the like, but that is still some way off. I have plenty more work to do on the tutorials in the meantime!

**Are you still involved with Caterham Cars, or is Driver 61 your main focus now?**

Developing the website is just one of the projects I've got on. I still race and coach, and yes, I still work with Caterham Cars – I just love the Seven. I was asked if I could drive the 620R again at Cholmondeley his year, but unfortunately I'm already supposed to be racing elsewhere that weekend so not sure I'm going to be able to make it sadly. It's a great shame because I love driving the 620R and it's a great event.

**Thanks for your time Scott, and best of luck with the website**

It's great to talk to you, and I do hope that Lotus 7 Club members will find the information I am putting out there useful and interesting. If anyone has any questions about trackday or race driving technique, do please get in contact – it's always inspiring to hear about the pain points that people have and it helps me to ensure that the material I am working on is fully relevant. *LF*



**To find out more:**  
 Website: [www.driver61.com](http://www.driver61.com)  
 Email [Scott.mansell@driver61.com](mailto:Scott.mansell@driver61.com)

# BIGMOUTH WRITES AGAIN

**John Aston** offers two new suggestions for your summer reading pleasure.

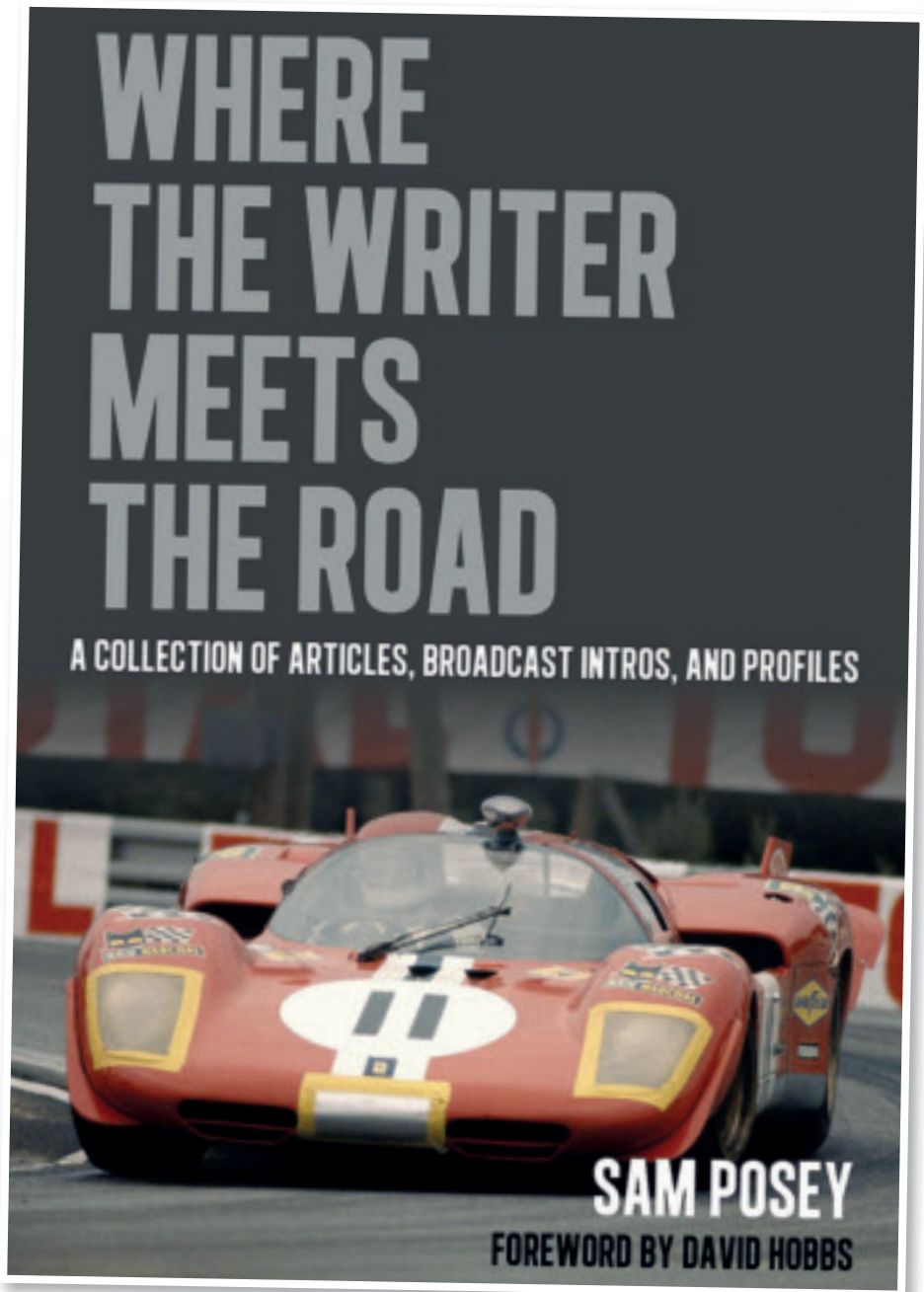
**S**am Posey is an American racing driver who became known as Sam 'The Mouth' Posey in his 1970s heyday – he wasn't a man who was shy about voicing an opinion.

He even wrote an early autobiography in 1976, 'The Mudge Pond Express', which has become a holy grail for racing book collectors, including your reviewer. Sam could write – unlike nearly every other racing driver I can think of except, perhaps, his late friend Peter Revson. Neither needed the ghost writer as most racers did, to turn leaden prose into fools' gold - at best. Proof needed? Just try reading more than a paragraph of Nigel Mansell's new autobiography without dissolving into tears of laughter at the self-aggrandising nonsense which manages to be both Pooterish and paranoid at the same time - it really is beyond parody.

So - Sam Posey has a new book out but so snipey were the reviews I'd read in the motoring press that I nearly didn't buy it. It was damned with faint praise and this got me thinking... I know Posey is now 70, and I also know he's unlucky enough to have Parkinson's disease too, so has he lost his writer's mojo? My response is a resounding 'no'; Where The Writer Meets The Road is a terrific read, full of insight, colour and deadpan humour. So why the bad reviews? Jealousy is my theory, because not only was Posey a good enough driver to take a 3rd at Le Mans, a win at the 12 hours of Sebring and a 5th at the Indy 500, he is also an acclaimed artist (you can even see his work at the Tate), a gifted architect, a world authority on model trains, a TV commentator and, just to emphasise his renaissance man credentials, Posey can write as well as he can talk. And if there's one thing a professional motoring hack doesn't like, it's some amateur writing better than he can...

This is a short book of just under 200 pages, but it features 40 odd separate chapters which range from driver profiles to descriptions of individual races and also some of the 'teasers' which were used to preface his TV presentation work on Grands Prix and the Indy 500. The reviewers panned him for some of his Le Mans descriptions (which certainly don't belong to the usual racing driver genre) but I loved them. Not too many writers can describe the visceral drama of driving down the Mulsanne at 240mph (in a Ferrari 512) but who can then go on to muse about Le Mans' "...marvellous Northern European light, the light of Monet, the light of Gothic cathedrals, one of the few things that is a constant in a race that is perpetually reinventing itself."

Mark Donohue was one of America's finest ever drivers and the highlight of this



book is Posey's musings on the driver who always looked for "the unfair advantage". The author describes how "a man can be lifted far above himself by the sheer force of his will because Donohue didn't have true virtuosity to fall back on". Perhaps the driver who most resembled him was his near contemporary Graham Hill? But not even Hill's relationship with Colin Chapman could match the "hermetic cocoon" of Roger Penske's team, for whom Donohue drove. As Posey puts it "a synergism existed between Mark and Roger that enabled each to submerge his own monumental ego for the ... common cause."

There is more insight and analysis on men such as Phil Hill, the USA's first world

champion, Chaparral guru Jim Hall and Brian Redman, a driver hugely admired by Posey and rightly so. Posey also writes amusingly about the near religious following which Porsche enjoys. As he says "The 911 was bad and the 917 was worse... I remember Pedro Rodriguez passing me on the Mulsanne, white as a sheet and steering like mad." Posey felt the 911 eventually grew up from the days when "the engine swung things around like a pendulum run amok" - as he said when describing the dire handling of a 1967 911 at Sebring. But he rates the modern iterations of the 911 very highly - "You hear about how people who survived crippling illnesses grow up to be stars. The 911 is that kind of story."



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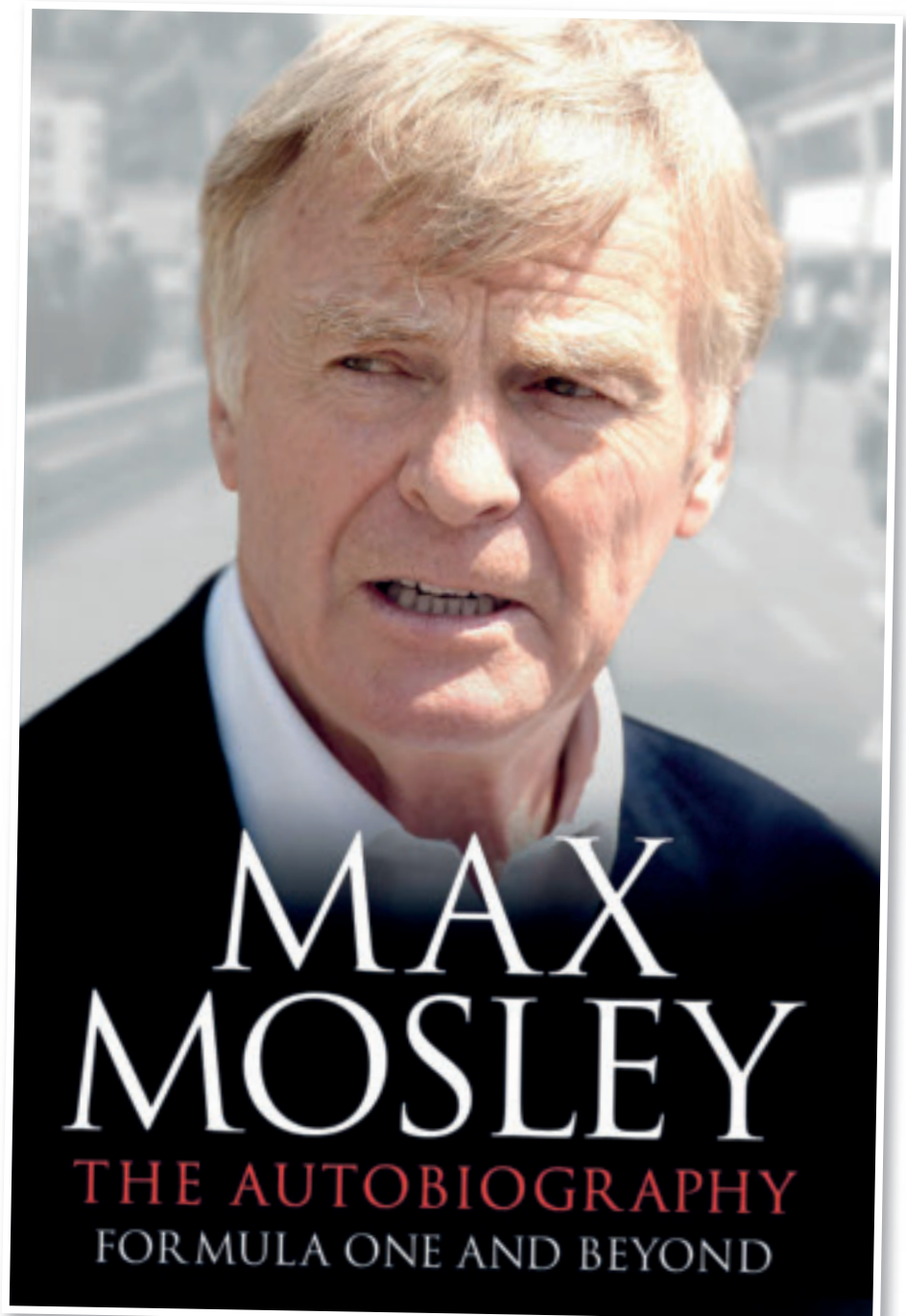
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Max Mosley used to be known as Silver Tongued Max in the F1 paddock and having read Max Mosley – The Autobiography you quickly realise why he deserved the nickname. MM is a man whose parentage – Diana Mitford and British Union of Fascists leader Oswald Mosley – probably ensured that he could never quite aspire to dining at the top table of UK politics in the way so many of his contemporaries managed to do. An Oxford-educated physicist, and with a career as a successful barrister beckoning, Max’s damascene moment came when he first saw motor racing at Silverstone in 1961. He was hooked, and he became a quick enough driver to be an also-ran in Formula 2, if a winner at Club level. He competed in the 1968 Hockenheim race which saw Jim Clark lose his life but, unlike so many drivers, Max was smart enough to realise that people like Jochen Rindt possessed abilities beyond even aspiration. He became involved in motor sport in a different capacity and was one of the founder members of March, who burst on to the racing scene in 1970 – from nowhere – with cars competing in F1, F2, F3 and Formula Ford, and later in Can Am and Indy.

His alliance with Bernie Ecclestone is, however, the focus of the book and the reader quickly realises what a devastatingly effective team they became. The combination of the razor sharp wheeler dealer and the patrician lawyer challenged the motor racing establishment at every opportunity and it is clear that their motivation for doing so was often pure mischief. Both needed the other – as MM puts it “Ecclestone’s speed of thought was also a weakness. He was so good at tactics and opportunism that he had no need to worry about strategy”.

I found the account of the early years of the Ecclestone / Mosley alliance fascinating, but Mosley’s descriptions of the Concorde Agreement, the FOCA/FISA war and his tenure as President of the FIA are not an easy read, such is the brain-numbing level of detail. But one thing shines through, at least as Max tells it anyway – he is nearly always right, invariably the voice of calm and reason, fighting against vested interest and tradition. He takes especial delight in ridiculing what he sees as others’ stupidity and exposing prejudice and inequity. Somehow Max always succeeds in being the hero of the piece and such is his silver tongued eloquence that he does a pretty convincing job of making you agree with him. I will readily admit that I did enjoy his account of his battle against the News of the World and his subsequent role in the Leveson Inquiry. MM is not remotely shy about writing about his own sexual preferences but he was rightly outraged by the fabricated story of the Nazi element in his extra marital entertainment; it takes a



determined man, and not a little cash, to take on News Group Newspapers and win. It proves that you can take the man out of Grays Inn but... etc. And somehow, I doubt that MM is on Daily Mail editor Paul Dacre’s Christmas card list – “what a disgusting and contemptible fellow Dacre is.”

The chapter entitled ‘Cheating’ is the best read of the book as it races along, describing Toyota’s clever attempts to cheat in rallying by avoiding the turbo air restrictor rule, BAR Honda’s underweight F1 car and – oh yes – the McLaren ‘spygate’ saga of 2007. The latter story is extraordinary and belongs more in the pages of an airport shop thriller than in what passes for real life in Formula One, and it all started with a request made in a Surrey photocopying shop... I did have to laugh at MM’s recollection of Bernie

Ecclestone’s take on the saga – “Bernie (joked) that Ron (Dennis) was fined \$5million for the offence and \$95million for being a c\*\*\*...”

It is tempting, but wrong, to take a binary view on MM’s legacy; there may be much I disagree with but his actions in 1994 following the deaths of Ratzenberger and Senna, and the serious injury to Wendlinger at Monaco, were swift, decisive and the right thing for F1. His revival of the FIA’s role as a road safety lobbyist is often forgotten but the FIA’s work has undoubtedly saved many lives. His struggle against the entrenched views of the motor industry showed great determination and whilst NCAP standards may not impact too heavily on our Seven world, I am pleased that I can now drive a hatchback which won’t try to kill me if I crash it.



Mosley considered the use of F1 to promote Euro NCAP testing one of his most enduring achievements as FIA president.



Formula One fans at the controversial 2005 United States Grand Prix making their feelings clear.

There's a 'but'; in fact there are several 'buts' about this book. Try as MM might to convince me, I cannot think that it was right for Ecclestone to have been granted the Hundred Year Agreement in 2001 for a paltry \$313 million, especially as Bernie was a youthful 71 at the time. Worse still, this has resulted in F1's commercial rights being owned not by Ecclestone, but by CVC Capital and this, in turn, has resulted in the betrayal of the sport's heritage. Yes, that same heritage

which made the sport so valuable in the first place. Europe may be the home of Grand Prix racing but we no longer have the French, Swedish, Portugese, Dutch or San Marino Grands Prix but – let the church bells ring out - we do have races in such hotbeds of motor sport passion as Azerbaijan, Bahrain and Russia. Just one other thing Max... You mention in your book that when you and your colleagues set up March, you signed Chris Amon who you describe as "an absolutely

top driver whose presence in the team gave us credibility". You also say that at the end of 1970 "we still owed Chris most of his retainer, because we had no money left... I've always felt bad about that". As you should Max - because you and your mates' firm contracted to pay Amon £100,000, but only paid the first instalment of £25,000. That leaves £75,000 outstanding, or "just" the £1.1million at 2015 prices. I guess I would feel bad about that too.... *LF*

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# club diary



## July

### Sunday 24th July

#### Ripon Classic Car Gathering at Ripon Race Course, Ripon, North Yorkshire

Once again the L7 club has a stand at one of the largest classic car shows in the North of England. Over a thousand cars on display of all types with over twenty motor clubs with stands. Overnight camping on the Saturday is free and the event starts at 10am on the Sunday. Good food plus new and old cars plus loads of trade stands selling almost everything. All proceeds to charity and local good causes. See <http://riponclassiccargathering.org/> for more details. £3.00 in advance, £5.00 on the day. Either way, if you are in a 7 or any other classic car drive into the event, no need to use the public carpark. Unlimited places, the more the merrier. Don't leave the advanced bookings too late, Phill is the event chairman and he gets very busy close to the event.

Contact: Phill Greetham on [Phill@riponclassiccargathering.org](mailto:Phill@riponclassiccargathering.org)

### 29th to 31st

#### Silverstone Classic

Spectacular classic motor racing on the world famous circuit, impressive track parades, infield displays from over 100 car clubs plus interactive driving activities and dynamic demonstrations – it's an event for the whole family. The Club offer for infield parking has ended but you can still purchase tickets directly from [www.silverstoneclassic.com/buytickets](http://www.silverstoneclassic.com/buytickets) and mingle with other members on the club stand. Contact Graham Howard email: [northantsbedsbucks@lotus7.club](mailto:northantsbedsbucks@lotus7.club) Tel: 07784 832356. ESV in attendance.

## August

### Sat 20th

#### Introduction to Track Days: Donington Park

The Lotus 7 Club, with support from the BookaTrack team, is organising this event, starting at 10.00am and finishing in the early afternoon, which is your chance to find out what is involved, how easy it is to get started and most importantly how much fun track days can be. You will also have the opportunity to drive your Seven around the Donington Park circuit for several guided, familiarisation laps and, since this is not a formal Club Track Day and you will be following a lead car, any road going Seven can be used and helmets will be provided if you do not have your own. If you would like to take part please email Sam in the office ([sam.pearce@lotus7.club](mailto:sam.pearce@lotus7.club)) with your phone and membership numbers and the office will call you back to collect payment. The cost, including track time, refreshments and lunch is only £25 which is also refundable when used as part payment for a 'New to the Track' Club track day that is being organised by the Club, exclusively for newcomers, at the start of the track day season next year - further details will be announced at the Donington event.

## September

### Saturday 24th

#### Paul Marriott Memorial Blat

The annual Northants Beds and Bucks blat to remember former AR Paul Marriott and to raise money for Cancer Research. This year we plan to drive from Buckingham to the Sammy Miller Motorcycle Museum in the New Forest taking in the Cotswolds and Salisbury Plain. All are welcome and further details will be posted on Blatchat. Contact: Graham Howard Email : [northantsbedsbucks@lotus7.club](mailto:northantsbedsbucks@lotus7.club) Tel: 07784832356.

## Club Speed Championship

Date	Event	Event Type	Notes
16 July 2016	Llandow	Sprint	Spectators welcome Free Entry
17 July 2016	Llys-y-fran	Hillclimb	Spectators welcome
23 July 2016	Castle Combe	Sprint	Spectators welcome Free Entry
07 August 2016	Harewood	Hillclimb	Spectators welcome
28 August 2016	Curborough 8	Sprint	Spectators welcome Free Entry
19 September 2016	Wiscombe	Hillclimb	Spectators welcome
01 October 2016	Anglesey National	Sprint	Spectators welcome Free Entry
02 October 2016	Anglesey International	Sprint	Spectators welcome Free Entry

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# Area Meetings


Enquiries and amendments to the AR Coordinator please: **Ian Bruce at ARC@lotus7.club**

Please refer to [www.lotus7.club/area-meetings](http://www.lotus7.club/area-meetings) for most recent changes. The envelope symbol  signifies that an email mailing list is available, to which those interested in receiving information on the areas activities can subscribe (see sidebar for details)

**Bristol & Bath**   
Venue: Boars Head, Aust, BS35 4AX.  
3rd Thursday of the month.  
Contact: Will Roach 07941 905515  
[bristolandbath@lotus7.club](mailto:bristolandbath@lotus7.club)

**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@lotus7.club](mailto:pennsevens@lotus7.club)  
<http://penn.lowflying.co.uk>


**Cambridgeshire**   
The Red Lion, High St,  
Grantchester, CB3 9HF  
2nd Tuesday  
Contact: Andrew Gilbert  
07968 591485  
[Cambridgeshire@lotus7.club](mailto:Cambridgeshire@lotus7.club)


**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@lotus7.club](mailto:cheshire&staffs@lotus7.club)


**Cornwall**   
AR position vacant  
Contact: [arc@lotus7.club](mailto:arc@lotus7.club) for details

**Devon**   
Roving venue  
Contact: Andy Woodward,  
07780 670053  
[devon@lotus7.club](mailto:devon@lotus7.club)  
[www.facebook.com/  
devonlotusseven.club](http://www.facebook.com/devonlotusseven.club)

**Dorset**   
The Red Lion Hotel, Winfrith  
Newburgh, Dorchester, DT2 8LE.  
3rd Tuesday  
Contact: Tim Small  
07747 273616 or  
Christian Palmer 07833 455782  
[dorset@lotus7.club](mailto:dorset@lotus7.club)

**Essex**   
The Great Baddow Barn, Galleywood  
Road, Chelmsford, Essex, CM2 8NB.  
3rd Tuesday, 7.30pm  
Contact: Andrew Fielding  
07884 318371  
[essex@lotus7.club](mailto:essex@lotus7.club)


**Gloucestershire**   
Colesbourne Inn,  
GL53 9NP, on the main  
A435 between Cirencester  
and Cheltenham  
1st Thursday  
Contact: Andy Couchman  
01451 821982  
[gloucestershire@lotus7.club](mailto:gloucestershire@lotus7.club)

**Hampshire, South ("Solent Se7ens")**   
The Millbury's,  
Beauworth near Cheriton,  
Alresford, Hampshire. SO24 0PB.  
Last Friday 20.00 hrs  
Contact: Jo and Martin Crisp  
023 9279 1032 or 07506 776604  
[solent7s@lotus7.club](mailto:solent7s@lotus7.club)


**Hampshire, West ("New Forest Sevens")**   
Venue: Foresters Arms,  
Abbots Well Road, Frogham,  
Fordingbridge, SP6 2JA.  
1st Tuesday  
Contact: Nick Westbrook  
07711 640105  
[westhants@lotus7.club](mailto:westhants@lotus7.club)


**Hertfordshire**   
1st Wed of the month John  
Bunyan Pub Coleman Green,  
Wheathampstead, Herts, AL4 8ES  
2nd Sunday of the month. The  
Jester, 116 Station Road, Odsey,  
Baldock, Herts SG7 5RS.  
Check BlatChat for details of  
runs around the best roads of  
Hertfordshire departing from The  
Feathers, Wadesmill, Herts SG12  
0TN at around 10:00 and finishing  
at the Baldock meeting.  
Contact: Dick Dixon 01920 871153  
[herts@lotus7.club](mailto:herts@lotus7.club)  
Or: Paul Kennedy 07778 738428


**Isle of Man GBM**   
The Crosby Hotel,  
Isle of Man, IM4 2DQ  
1st Tuesday  
Contact: Mike Scott 01608 239174  
or 07754 084019  
[IOM@lotus7.club](mailto:IOM@lotus7.club)


**Jersey, Channel Islands GBJ**   
Roving venue, please contact for  
details  
4th Sunday  
Contact: Mark Le Lay  
01534 867743 or 07797 728939  
[jersey@lotus7.club](mailto:jersey@lotus7.club)

**Kent, East**   
The Sun Inn, The Street, Bredgar,  
Sittingbourne, ME9 8EY.  
2nd Thursday  
Contact: Garry Hooton.  
07778 392239  
[eastkent@lotus7.club](mailto:eastkent@lotus7.club)


**Kent, North**   
The Plough, Eynsford,  
Kent DA4 0AE  
1st Tuesday  
Contact: Richard Brunero  
07974 927618  
Contact: Douglas Tulloch  
07974 138740  
emails for both:  
[NorthKent@lotus7.club](mailto:NorthKent@lotus7.club)


**Kentish Weald**   
The Spotted Dog,  
Smarts Hill, nr. Penshurst, TN11 8EP  
3rd Tuesday  
Michael Clark  
07771 677276  
[kentishweald@lotus7.club](mailto:kentishweald@lotus7.club)


**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@lotus7.club](mailto:LADS@lotus7.club)  
[www.lads7.co.uk](http://www.lads7.co.uk)


**Leics, Notts, Derbyshire**   
The King's Arms,  
Hathern, LE12 5LD  
(nr. Loughborough and M1, J24)  
2nd Thursday  
AR position vacant  
Contact: [arc@lotus7.club](mailto:arc@lotus7.club)  
for details.

**Lincolnshire**   
The Three Kings,  
Saltersway, Threekingham,  
nr. Sleaford, NG34 0AU  
1st Thursday  
Contact: David Patrick 07966 171947  
Or: Liz Lukeman 07881 912827  
[lincs@lotus7.club](mailto:lincs@lotus7.club)


**London, Central**   
Seema Tandoori  
Holborn, 41 Farringdon Street,  
London, EC4A 4AN  
last Wednesday, 6.30pm  
Contact: Fred Gustafsson  
07740 944470  
[centrallondon@lotus7.club](mailto:centrallondon@lotus7.club)


**London, South**   
All Bar One, 32 Northcote Road,  
Clapham Junction, SW11 1NZ  
1st Wednesday  
Contact: Adil Patel 07763 477673  
[southlondon@lotus7.club](mailto:southlondon@lotus7.club)

**London, West and Middlesex**   
The Ace Café London  
Ace Corner, Old North, Circular  
Road, Stonebridge, NW10 7UD  
2nd Tuesday  
Contact: Stephen Hubbard  
07866 443626  
[londonmiddlesex@lotus7.club](mailto:londonmiddlesex@lotus7.club)


**Merseyside & District Sevens ("MADS")**   
Thorn Inn,  
Grappenhall Lane,  
Appleton,  
Warrington, Cheshire  
WA4 4QX  
Last Wednesday  
Contact: Martin Richards  
07884 437652  
[mads@lotus7.club](mailto:mads@lotus7.club)


**Norfolk & Suffolk ("Carrotland")**   
1st Monday, 7pm  
The Scole Inn, Scole,  
near Diss, IP21 4DR  
Contact: Steve Wright, 01787  
882209(h), 07789 907646(m)  
Email: [carrotland@lotus7.club](mailto:carrotland@lotus7.club)  
[www.carrotland.co.uk](http://www.carrotland.co.uk)

**Northants, Beds and Bucks**   
The Old Swan, Astwood,  
Newport Pagnell, Bucks MK16 9JS  
3rd Wednesday  
Graham Howard,  
07784 832356  
[northantsbedsbucks@lotus7.club](mailto:northantsbedsbucks@lotus7.club)

**North East**   
The Old Mill County Pub and  
Hotel, Thinford Road,  
Metal Bridge, County  
Durham, DH6 5NX  
2nd Wednesday  
Contact: Richie Nichol  
01207 561341  
[northeast@lotus7.club](mailto:northeast@lotus7.club)

**Northern Ireland**   
AR position vacant  
For more information,  
please contact  
[arc@lotus7.club](mailto:arc@lotus7.club)


**Oxfordshire**   
The Flowing Well,  
Sunningwell, Abingdon,  
Oxfordshire, OX13 6RB  
1st Tuesday  
Contact: Robert Jacobs  
01865285026  
[oxford@lotus7.club](mailto:oxford@lotus7.club)

**Reading, North Hants & Berks ("ReHab")**   
2nd Wednesday and last Thursday  
The Barley Mow, The Hurst,  
Winchfield, RG27 8DE  
Contact: Andy Webber 07721 722111  
[rehab@lotus7.club](mailto:rehab@lotus7.club)

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

**Scotland, North**   
Roving venue – please contact for  
details  
Contact: Nigel Simpson 01561  
362153  
[northscotland@lotus7.club](mailto:northscotland@lotus7.club)  
[www.jock7s.com](http://www.jock7s.com)

**Scotland, South**   
Day and venue currently variable;  
please contact for details  
Joint ARs:  
Darren Smith 07933 362221 and  
John Wragg 07967 371933  
Contact: [arc@lotus7.club](mailto:arc@lotus7.club) for details.

**Shropshire**   
The Fox and Hounds,  
Shawbury SY4 4JG  
[www.foxandhoundsshawbury.co.uk](http://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@lotus7.club](mailto:shropshire@lotus7.club)

### 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: Colin Polly  
07889 272827  
Somersetwessex@lotus7.club

### Staffordshire, Mid

The Swan with Two Necks, Longdon, WS15 4PN (off the A51, between Rugeley/Lichfield)  
3rd Thursday  
Contact: Stuart Bates  
07795 576993  
midstaffs@lotus7.club

### Surrey

1st Monday, from 7pm  
The Plough, Orestan Lane, Effingham, KT24 5SW  
3rd Tuesday  
Surrey Oaks, Parkgate Road, Newdigate, Surrey RH5 5DZ.  
Contact: Mark Lawrence  
07894 464900 Or: Gordon Cross  
07990 822631. Email for both:  
surrey@lotus7.club

### Sussex, East

The Ash Tree Inn, Brown Bread Street, Ashburnham, East Sussex TN33 9NX  
2nd Tuesday  
Contact: Chris Barclay  
07816 770697  
eastssussex@lotus7.club

### Sussex, Mid

Roving venue – for the latest details, please see our page on the Club website, subscribe to the area's monthly email, or check on BlatChat or Facebook (search for Mid Sussex Sevens).  
Contact: Julian Hart 07779 964729  
midsussex@lotus7.club

### Sussex, West

The George, Eartham, PO18 0LT, nr Chichester  
2nd Wednesday  
Contact: Les Shepherd,  
01243 376457  
westsussex@lotus7.club

### Thames Valley

The Pelican, Froxfield (on the A4, 2 miles W of Hungerford), SN8 3JY  
1st Wednesday  
Contact: Nick Bassett  
07768 051428  
thamesvalley@lotus7.club

### Wales, North

Roving Venue, please contact AR  
1st Tuesday  
Contact: Chris Proudlove  
01492 544514  
northwales@lotus7.club

### 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: Dave Jackson  
07771 891947  
email for both: taffia@lotus7.club

### 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@lotus7.club

### 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@lotus7.club

### Warwickshire, South ('Warwickshire7s')

Roving venue (contact or check website, below, for latest information)  
First Wednesday, 7pm  
Contact: Philip Ambrose  
01608 810269  
warwickshiresouth@lotus7.club

### 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@lotus7.club

### Wiltshire, South

The Bath Arms, Clay Street, Crockerton, nr. Warminster, BA12 8AJ  
2nd Monday  
Contact: Paul Manning  
07989 600950 or 01380 828655  
wiltshiresouth@lotus7.club

### Worcestershire

The Nightingale, Spetchley, WR7 4QS  
2nd Wednesday  
Contact: Russell Gill  
07549 953262  
worcestershire@lotus7.club

### Yorkshire, North and East

The Gold Cup Inn, Low Catton, near Stamford Bridge, York YO41 1EA  
3rd Wednesday  
Contact: John Waters  
01482 632435  
neyorks@lotus7.club  
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@lotus7.club

### 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@lotus7.club

## Meetings outside the UK

### Belgium (B)

Venue to be confirmed, but held on...  
7th of the month  
please contact for more details  
Contact: Jean-Marc Bikx  
+32.(0) 495.249.239  
belgium@lotus7.club

### Canada (CA)

Meeting place and times currently variable; please contact for details  
AR position vacant  
Contact: arc@lotus7.club  
for details.

### Finland (FIN)

Venue and dates variable, contact AR for details  
Contact: Jouko Paloranta  
+35850 587 2823 (mobile)  
Finland@lotus7.club

### France, South (FR)

Contact: Peter Dunn, +33 (0)7 86 52 50 29, francesouth@lotus7.club

### France, North (FR)

Contact: Nicolas Callewaert,  
+33 (0)6 20 45 95 47  
francenorth@lotus7.club

### Germany (D)

Venue and dates variable, but mostly last Sunday  
please contact for latest details  
Contact: Andreas Seydell  
+49.171.4205424 (mobile)  
germany@lotus7.club  
www.lscd.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)

AR position vacant  
Contact: arc@lotus7.club  
for details

### Switzerland (CH)

Lotus Seven Owners of Switzerland meet. First Tuesday at 7pm; at ACE CAFÉ Luzern (Rothenburg).  
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)  
johnd@simplesevens.org  
www.simplesevens.org



In order to facilitate email communications with local members, mailing list facilities have 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, send an email to the Area Representative of the Area(s) you are interested in, stating your name and membership number, and ask them to add you to their list. In case of difficulty contact ARC@Lotus7.club

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@lotus7.club

# small ads

## Cars for Sale

1996 1700 X Flow.

Live axle. Lotus green with yellow stripe. 51000 miles, but 36000 on this engine. Engine by Vulcan Engineering, (accralites, balanced engine, shallow sump. 136 bhp.) Twin 40's. Rev limiter. 5 spd box by BGH. Flares. 4 into 1 exhaust. Minilites. Sabelt harnesses. Tonneau, full hood, SBFS half hood. FIA roll bar. Heater. AO21 tyres, plus spare wheel. Fire extinguisher. Powervamp battery. Quick rack steering with Momo steering wheel. Aux power socket. MoT until March 2017. Lots of receipts.

Some cosmetic marks and scratches, but well maintained and reliable.

£10,500 ono.

Contact: Terry Field 01823 400 872 (Taunton)

## Parts & Misc

4 Wheels and Tyres:

6inch x 13inch Yoko A048's

£295. For collection only

Contact: John Lyon 01780 740994 (Stanford, Lincs)

## Wanted

Q267VME

A long cockpit, live axle Seven I built from a kit in 1987. Sold through the club - see: <http://www.lotus7.club/forum/sale/1987-caterham-xflow-sale> - now looking to locate. Last on road in 2011, would love to know what happened to it and purchase if possible. A track day in a borrowed 7 reignited my love of Sevens and would really like to be reunited with a car I competed in for more than a decade. Also interested in tracking down my second Seven, which was H258LAN, an all steel X-Flow De Dion car. Any information gratefully received on 07802 201080 or [kim.adamsapple@gmail.com](mailto:kim.adamsapple@gmail.com)

## Maiden flights: welcome to our new members

Mr Brian Comley, *Andover*

Mr Paul Stone, *Bristol*

Mr Paul Clissold, *Bristol*

Mr Tim Holyoake, *Derby*

Mr Nigel Walker, *Reigate*

Mr Richard Drydale, *York*

Mr R Clifford & Miss J

Richardson, *Middlewich*

Mr Alastair Steven,

*Haywards Heath*

Mr Frank Michalak,

*Crafenau, Germany*

Mr I & Mrs S Clough, *Tealby*

Mr Charlie Harvey-Evers,

*Bury St-Edmunds*

Mr Samuel Hudman, *Telford*

Mr Alan Archer, *Gravesend*

Mr Wout Vandenhoute,

*Oosterzele, Belgium*

Mr Paul Steed, *Eastbourne*

Miss Eva Lazar, *Redhill*

Mr Ray French, *Chatham*

Mr Dominic Humphries,

*Littlehampton*

Mr Bill Hiscock, *Bournemouth*

Mr Phil Thompson, *New Abbott*

Mr Anthony Poulton, *Uckfield*

Mr Philip Pinel, *Cramlington*

Mr Warwick Morris, *Woodstock*

Mr Gordon Briggs, *Ashford*

Mr Samuel Dennis, *Preston*

Dr Gary Waer, *Solvang, USA*

Mr Matthew Kirkby, *Fourstones*

Mr David Belding, *Irvine*

Mr Myrton Wood, *Norwich*

Mr Bruce Taylor, *Worsley*

Amanda Earley, *Godalming*

Mr Bob Cadman, *London*

Prof M & Mrs R Gosling,  
*Billinghurst*

Mr James Lewis-Barned, *Bristol*

Mr C & Mrs P King, *Rochdale*

Mr Guy Russell, *Sheerness*

Mr David Dorrell, *Torpoint*

Mr Kevin Mahony, *Winchester*

### Returning Members

Mr J & Mrs J Berry, *Witney*

Mr Chris Selley, *York*

Mr S & Mrs S Holland,

*Portsmouth*

Mr Allan Evans, *Nr. Bridgend*

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Remember the Lotus Seven Club supports:

# Bloodwise

The new name for Leukaemia & Lymphoma Research

Fundraising total to date: £409,179.48

Lap 5 A most appropriate 2016 total to date...

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
Steve Wright made a donation with thanks to Jeremy Hough for the Seven parts giveaway	£25.00
Martin Brazil also made a donation with thanks to Jeremy Hough for the Seven parts giveaway	£25.00
This month's total:	£100.00
2016 to date:	£777.00
Fundraising History 1991 to 2015:	£408,402.48
<b>Grand Total:</b>	<b>£409,179.48</b>

Please can you ensure cheques are made out to Bloodwise (there is no NTL account). Did you know you can make a donation online at <https://bloodwise.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. [Caroline.Grubb@lotus7.club](mailto:Caroline.Grubb@lotus7.club)



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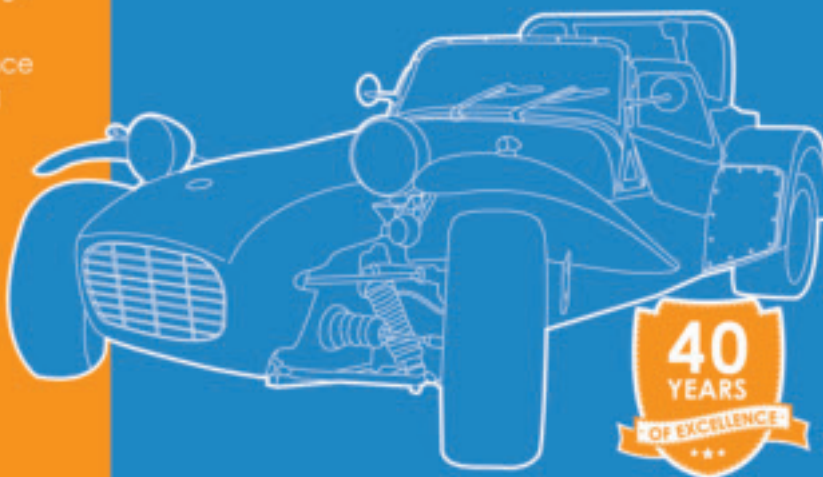
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Parked up at Le Cateau

# At Sixes and Sevens in Spa

**John Alston** reports on a memorable jaunt across Europe to the classic race meeting at Spa.

It was the time of year when my good friends 'The Old Gits' set off on their annual sojourn to Europe. The original plan had been Pau in May, only Mick Smith suddenly remembered his daughter was getting married that weekend and it would be rather bad form if he did not attend! So dates were shifted to September with the plan to watch the two day classic race meeting at Spa, including the 6 hour race. I was to be accompanied by my long term friend John Smith.

Our "logistics manager" - Trevor Gear, undertook the mammoth task of arranging the ferries, routes, hotel stops and Spa tickets. All we had to do was transfer money to him as required and 'bingo' everything was sorted for us. Each day's route was prepared using 'Tyre' software, and saved as an itinerary on our satnavs. Keeping clear of the main roads, Trevor ensured we would be on lovely quiet Seven friendly routes but with my namesake Chris Alston's accident fresh in our minds, (*Chris and his wife Maggie were lucky to walk away from a collision with an oncoming 4x4 which was driving on the wrong side of a Swiss mountain road LF.*) I think we were all much more wary of foreign drivers on back roads this time around.

We met up at Newhaven on Wednesday morning to catch the 09:00 ferry to Dieppe. Trip regulars Trevor Gear (Twin Cam), Mick Smith (1700 Crossflow), Graham Moore (1700



Closed. Finding somewhere to eat in Quend Plage was not going to be easy

Crossflow) and Graham Keen (1600 Crossflow) were present but this time, John Smith's 1600 Supersport was there to hold hands with my 1800 throughout this year's escapade.

What a joy the Newhaven - Dieppe crossing is; both ports are small and quiet, and the crossing is neither unduly long or boring. We landed at Dieppe, turned on our collective 'satnavs' and drove up the coast for the 56 mile trip to our first stop at Quend Plage. Our accommodation was the Hotel du Cheval Blanc which was in reality a small apartment block. We got our keys and unloaded our luggage, happy that the hotel had a courtyard where the cars would be secure.

As we strolled towards the seafront, we became aware that almost everywhere was



Fort Mahon, the next place along the coast, was a far better bet

shut and there were hardly any people about. Becoming somewhat concerned it may be 'bed without any supper' I decided to return to the accommodation to find out why the place was so quiet, whilst the others walked along the beach to the next village. There appeared to be no reason for the closures apart from perhaps the poor weather, but after 6-8 phone calls, the receptionist could find nothing open in the whole place!

Fortunately the others had better success along the beach at Fort Mahon Plage, finding an open bar and a hotel where we could eat. I rejoined them for a nice supper before a stroll back down the mile or so of beach to our accommodation. We turned in for early night, knowing that we had a relatively long journey the next day.

Friday in Dinant  
(and right)



The owner must have thought Christmas had arrived early as six hungry cars needed to be filled to the brim.

Thursday dawned somewhat damp and it was clearly going to be a rather wet 180 mile drive. Half-hoods on, we set off for our next stop at Doullens. Trevor had planned the route well – the roads almost deserted of traffic but oh so Seven friendly. The only downside was that this being rural France and Belgium, we had to avoid the various detritus deposited on the roads by the farmers. Indeed, at times there seemed to be as much mud on the roads as in the fields.

As our journey progressed however, a degree of panic began to permeate the group as we began to realise we were all very low on fuel and had not seen a petrol station all morning. Even John and myself were approaching the red sector in our 33/35 mpg cars, so obviously the Crossflows and Twin Cam were by now running

on fumes and we were literally in the middle of nowhere. Fortunately, our luck was in and we came across a tiny village garage. The owner must have thought Christmas had arrived early as six hungry cars were filled to the brim - he probably sold more fuel in 15 minutes than in a normal week and although it was somewhat expensive, "beggars can't be choosers".

Now in a more relaxed mood, we reached our lunch stop and enjoyed a beer and omelette in a typical French Cafe in Le Cateau.

The weather all day had been mixed with alternating wet and dry periods, but never dry enough for the half-hoods to come off. After more beautiful country roads with superb sweeping bends, we arrived at our overnight stop at Celles near Dinant. Having

had nothing to do with the route planning, it came as a great surprise to gradually realise that I had stayed in Celles before, when my wife Elaine and I had done a small tour of the Ardennes and Luxembourg in our Lotus Esprit Turbo in 1997. We had stayed in a very small hotel back then, but this time Trevor had done us proud and booked us into the 10 bedroom Coeur de Ferme gîte. We were the only occupants and the place was huge. It was clearly in its first year of operation as everything was brand new and pristine. It had every possible facility including games room, lounge, cinema room, children's play area and huge dining room/kitchen.

Having parked up and unloaded the cars, we set off to find a suitable restaurant for our evening meal. Oh no, not again! Everything was shut up and once again, the prospect of an evening meal looked slight. I had vague recollections that there was very little in the way of eating places and have to admit that when the others started walking out of the village, I was rather dismissive. Fortunately, I was completely wrong and once we joined the main road we spied a hotel. After a really superb meal with obligatory medicine doses of beer and wine, we made our way back to the gîte tired after our long day's drive.

Friday's weather was dry and after breakfast, we packed up and drove into Dinant for coffee and sightseeing. Dinant is on the river Meuse and is famous as being the birthplace of Adolphe Sax - the inventor of the saxophone. References to the saxophone are everywhere, with even a whole row of them each side of the main river bridge. In the town centre is the very impressive Collegiate Church of Our Lady and behind it high on a cliff, the fortified citadel. We had a very pleasant stroll and coffee by the river before setting off on the 96 mile journey which would take us to our hotel in Waimes our base for the Spa weekend. The roads were even better than before as we drove into the Ardennes. Rolling sweeping bends rose and fell through glorious countryside and woodlands, just perfect for Seven blatting. We were keeping up quite a decent pace and as 'Tail End Charlie', I had a wonderful view

of the other cars following each other like a motor train, unhindered by traffic in either direction. Mick Smith took extensive video on his GoPro of this part of the journey and we are all hankering for copies of it.

The plan was to get to Spa in time to watch a bit of Friday's practise, but it was not to be. As we pulled up for our lunch stop at Comblain-au-Pont, Graham Moore said his engine was not running well at all. We started to investigate and it was quickly clear that he was now nursing a three-cylinder Crossflow, as number four had decided to stop playing. We checked there was fuel and sparks, changed the plugs, swapped the HT lead and checked the distributor cap. But all to no avail, as it remained firmly a three cylinder.

With no answer to the problem, it was decided to head straight for our hotel in Waimes, Belgium, have another look at the engine and if it came to it, call a recovery company. As it turned out, we were unable to rectify the fault even though on our way, we managed to call into a local garage, borrow a compression tester and confirm a healthy 230psi across all cylinders.

Having reached Hotel Hotleu, Graham decided that with the weekend looming, it was better to start the ball rolling and call his insurance company to arrange the pick up of his car that night. It was taken to a garage in Germany although we had little faith in them even looking at the engine, never mind finding the fault and rectifying it. As it turned out, on Saturday Graham got a call to say that his engine had suffered a 'catastrophic failure' and would have to be recovered back to the UK. So much for German engineering skills...

We made plans over supper for our two days at Spa and as we were always going to double up, being a car down was not too much of a problem at this stage. I must say just how good the food was at the Hotel Hotleu; easily warranting a Michelin Star, every meal was absolutely superb and served to 'haute cuisine' presentation standards.

Saturday started damp but the rain held off as we made our way to the circuit. Driving a classic such as a Seven has the advantage of affording us the ability to park securely within the circuit. And what a circuit. Having only ever seen Spa on TV, I was completely unprepared for its amazing beauty. Nestling in the Ardennes, it rises, falls, twists and turns through some of the most outstanding countryside Europe can offer. And then of course there were the cars.

What a bewildering array of machinery greeted our eyes as we strolled the paddock. Everything from historic F1 to vintage single seat GP cars and from the humble MGB to the thundering AC Cobra. Indeed one race must have contained most of the Mk1 Lotus Cortinas still being used competitively. Equally astonishing was the vast amount of money being poured into historic racing these days. The huge paddock was jam-



packed with transporters of a size more suited to F1 teams than classic racers.

Unfortunately, the rain did not hold off for long and the first historic F1 race was held in extremely wet conditions which tempered speeds and ardour somewhat. The six hour race was held at the end of the day and we were split as to what we wanted to do. Only Trevor and Graham Keen wanted to stay until the end, so the other four returned to the hotel when the race was about a quarter through.

After yet another lovely supper and nightcap, we turned in before Trevor and Graham returned. Only next morning did we hear the tails of woe from Trevor who appeared to have lost his room key with its very substantial fob. Arriving at the hotel, all had been in darkness and he'd had to wake the owner to let him in. We all thought it highly amusing, but it was obvious that Trevor did not quite see the funny side of the situation...

Sunday's weather was much better and we returned to the circuit to watch yet more superb racing. Spa is such a lovely place; you can stroll right round the circuit, changing your viewing points at will and because of its sheer size, the crowds are thinly spread around

its 4 mile length. All too quickly it came to an end and we headed back to our hotel for our last night and yet another superb meal.

As Graham now needed a hire car, it was decided it would be best to arrange this once we were back in France, so I took him as passenger and John Smith took his luggage. Wonderful roads and sunshine made for a very enjoyable 108 mile drive. We stopped for coffee at Hotton before driving to Givet for lunch, a pretty little town on the river Meuse. The final leg of the day took us to the medieval town of Rocroi in the centre of the Ardennes national park.

As is the norm, our cars caused quite a lot of interest as we arrived in town and made our way to Hotel Sabots d'Helene. Right on the town square, we were able to park the Sevens outside which was very nice indeed. Our stroll around town included a visit to the very impressive earth ramparts which completely surround the town and are in the unusual shape of a star.

That night's supper consisted of a sausage casserole. I threw the chef into a panic when I said I only eat fish, but she managed to produce a very tasty dish without too much





Rocroi

trouble. After the meal, there were calls for a cheese board to finish off with. Again the chef's face was one of panic (no sure if it was the request, or our terrible French!) Anyway, she disappeared, only to return with what I can only describe as the entire cheese contents of her fridge. Suffice to say there was more than enough for six hungry men...

The hotel was typically French and very bijoux. The rooms were neat and tidy with the en-suite bathrooms contained in what to all purposes looked like a wardrobe. Most bizarrely, every room was also equipped with a very modern Apple iMac and free internet - quite strange considering the location and overall feel of the place.

Whilst we waited for a taxi next morning to take Graham to collect his hire car, Graham Keen decided to remove some rather nasty marks from his front wings. All would have been fine had he not upended the bottle of bright red polish into the joint between the flared wings and car. What a mess - we were not sure who was redder, Graham or his car. We planned to meet Graham Moore at our coffee or lunch stop depending on how long it took him to catch

up. The benefit of joint satnav itineraries was that he could follow the same route as the Sevens ensuring we would meet up en-route. He had made good progress in his little Citroën hire car and rejoined the party at our lunch stop in Danizy.

Together once again we completed the 127 mile drive to our final hotel. Well, calling it a "hotel" would be an insult, because Trevor had found us a lovely Château for our last night. In lovely surroundings and filled with antique furniture, it was clearly just the place for the discerning taste of us Caterham drivers. That evening we took a taxi into the local town of Noyon for yet more sightseeing and a very enjoyable pizza supper.

Wednesday's breakfast was taken in the opulent surroundings of the Château's dining room and was very good indeed. After a photo shoot outside we packed up ready for the final 117 mile drive to Dieppe. Hoods off, we made our way towards lunch. We stumbled across a clearly very popular café, absolutely chock-a-block with local tradesmen, but fortunately found a table on the second floor, accessed via a semi circular staircase. Much to our amusement,

the waitress thumped up this staircase bent double, carrying food. Still folded in half, she would serve the food and take the next orders. Only then would she straighten up and stride back down the stairs. We were all in stitches at her 'mode of operation' and it brought to mind the highly comical Julie Waters sketch 'Two Soups'. The food was spot on, even if our command of French made for some interesting ordering.

The final push to Dieppe was very enjoyable except for the fact that our leader Trevor completely forgot that the Crossflow drivers were low on fuel and went directly to the port, ignoring every filling station on the way. It meant retracing their steps to the nearest petrol station whilst Graham dropped off the hire car at the port office. In fact, poor Trevor's brain seemed to have suffered throughout the trip as he lost his room key, left his satnav in a café, forgot that his mates needed fuel and finally, lost the drinks kitty on the ferry. There was a silver lining however - he found the "lost" room key hidden in the lining of his rucksack and posted it back to hotel Hotleu hoping to get his €50 surcharge back. As they had already purchased a replacement, he only got €30.

An easy trip home heralded the end of a brilliant driving holiday in the company of wonderful friends. We'd visited parts of Europe we'd never been to before, and we would all like to put on record our sincere gratitude to Trevor Gear for his superb organisation and route planning which was played such a major part in the success of the trip. Overall, I covered a total of 854 trouble-free miles door to door and I am hopeful to remain a member of 'The Old Gits' and join them on their next trip.

Whilst writing this article, I now understand Graham's car has been safely repatriated and delivered to his local garage. But the exact cause of the engine only running on three cylinders has not yet been established. *LF*

Chateau Quesmy



# Quantum Racing Suspension Lotus Seven Club Speed Championship 2016 Roundup

We returned to the Club championship's "home circuit" of Curborough on Sunday May 15th for the first of our two visits of the year. This event was run on the "traditional" track layout, and many competitors made a weekend of it by using Saturday's BMMC sprint as sneaky practice. As always, the day was a highly social one, with many members taking a blat out to come and spectate. Lynn Gilbert did her very best Murray Walker impression in the commentary booth to try to keep everyone informed with what was going on, no mean feat when a last-minute change in the timing organisation meant that she had no live visibility of the times being set. Particularly welcome was the fact that we had 6 novices competing on the event, many of them entered as "Clubmen", meaning that they could try their hand without needing to join the Club Championship proper. Our second visit to Curborough is on 28th August. Why not join us then?



## Gurston Down

The next round was Gurston Down. It's a stunning hillclimb location, set amongst rolling hills near Salisbury. As a round of the National Hillclimb Championship, it's a big event which attracts competitors and spectators from far and wide. The range of vehicles was diverse too - from 650bhp+ monster single seaters (see "Top Trumps" feature in this edition for more details) to a historic first which saw a hydrogen fuel

cell car competing for the first time. The Toyota Mirai in question may not have been particularly quick (and I am being fairly kind here!) but it was at least silent and green. As so often however, Sevens were by far the best represented marque at the event and put on a great show across all classes. Biggest smile of the weekend went to Danny Malkin who, on his first visit to the hill, piped former class champion Richard Price by a mere 0.01 second to take the class 3 win.

## Curborough

		Time (secs)	Points
<b>Class 1 Class Record 63.92</b>			
1	Paul Boston	64.09	100
2	Clive Marsden	64.34	99.62
3	Richard Abraham	64.66	99.12
<b>Class 2 Class Record 61.61</b>			
1	David Nelson	63.70	100
2	Andrew Willoughby	64.27	99.12
3	Paul Collins	64.50	98.76
<b>Class 3 Class Record 58.11</b>			
1	Matthew Jenkins	60.13	100
2	Dan Malkin	60.46	99.46
3	Richard Price	60.75	98.98
<b>Class 4 Class Record 57.31</b>			
1	Michael Sankey	60.97	100
2	Jeremy Davies	61.69	98.84
3	Matthew Larbey	63.20	96.48
<b>Class 5 Class Record 57.10</b>			
1	Robert Jacobs	62.06	100
2	Derek Read	63.83	97.23
<b>Class 6 Class Record 55.98</b>			
1	Shaun Elwell	57.70	100
2	Mark Durrant	58.18	99.18
3	James Thornton	59.99	96.19
<b>Class 7 Class Record 54.80</b>			
1	Robert Margel	55.69	100
2	Simon Rogers	55.73	99.93
3	Dave Gemzoe	57.40	97.03
<b>Novice Championship</b>			
1	Matthew Larbey	63.20	96.48
2	Jonathan Heyes	66.54	95.74
3	Ian Jones	67.71	94.08
<b>Edward Lewis Championship (best personal improvement)</b>			
1	Philip Thomas	65.75	10
2	Jon Davies	64.85	9
3	Matthew Bramall	65.24	8
<b>Ladies Championship</b>			
1	Rebecca Boston	67.60	94.81
2	Gillian Elwell	64.29	89.75

## Gurston Down

		Time (secs)	Points
<b>Class 1 Class Record 38.27</b>			
1	Robert Jacobs	38.49	100
2	Paul Boston	38.58	99.77
3	Paul Brown	39.23	98.12
<b>Class 2 Class Record 36.41</b>			
1	David Nelson	37.50	100
2	Mike Cocker	37.58	99.79
3	Andrew Willoughby	37.80	99.21
<b>Class 3 Class Record 34.76</b>			
1	Dan Malkin	36.19	100
2	Richard Price	36.20	99.98
3	Grahame Wardall	36.88	98.13
<b>Class 4 Class Record 33.65</b>			
1	Jeremy Davies	35.16	100
2	Michael Sankey	35.33	99.52
<b>Class 6 Class Record 31.66</b>			
1	Mark Durrant	33.19	100
2	Shaun Elwell	33.37	99.47
<b>Class 7 Class Record 32.06</b>			
1	Simon Rogers	32.40	100
2	Robert Margel	32.50	99.70
<b>Edward Lewis Championship (best personal improvement)</b>			
1	Philip Matchwick	37.24	10
2	Matthew Bramall	38.32	9



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