

Lowflying

August 2016

for Caterham and Lotus Seven enthusiasts



Lotus Seven Club



**THIS MONTH: CATERHAM SEVEN 310 LAUNCH • PROJECT JIGSAW • CATERHAM TO THE RESCUE • YORKSHIRE PIE RUN
• A SPANISH ESCAPE • THE GREAT BRITISH TAKE-AWAY • CLUB NEWS AND EVENTS • FRIDGE DOOR**



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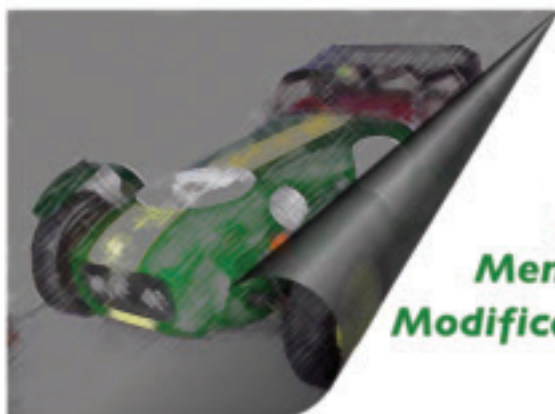
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Introduction...



Something of a departure for Lowflying this month as we profile the rebirth not of a 7, but of a Caterham 21, known by its owner as "Project Jigsaw". I do hope you will indulge this deviation, but after all, the 21 was an important part of Caterham's history – an intrepid attempt to design a car marrying the dynamics of a Seven within a sportscar package more useable for touring. As some of our other reports this month

demonstrate however, as long as you plan carefully and travel light, a Seven can still make a fantastic Grand Tourer. What is more, the limitations of space and the fact that you are so exposed to the elements somehow helps recapture the adventure of road-trips of old. Whatever you have planned over the summer in your Seven, happy blatting and don't forget to send Lowflying a postcard for the Fridge Door!

Michael Calvert Editor

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Partridge Green Motorsport Open Day

Independent Sevens Specialists Partridge Green Motorsport (PGM) extend a warm welcome to everyone with an interest in Caterhams to their open day on September 4th.

Continuing the tradition from previous open days, PGM will be hosting a free 'weigh your Caterham' session, although plenty of homemade cakes and hot drinks are promised for those who are less concerned about their own "power to weight" ratios...

Quantum Racing Dampers will be in attendance, displaying a range of suspension products, and offering specialist advice for any questions you may have regarding your Caterham setup.

As an additional attraction, this year PGM are also proud to be hosting a competition on the day, offering a prize which is a little different to anything normally associated with Caterhams. One lucky winner will have the opportunity to partner in a rally prepared Escort Mk1 on the South Downs Stages at Goodwood circuit. This is a competition rally event and will get the adrenaline pumping, testing your navigating skills in both the daylight night time conditions!



Event Timing – 10:00 until 16:00
Location – PGM, Unit 7 Star Road,
Partridge Green, West Sussex,
RH13 8RA.



The Sun Shines on Millwood's summer BBQ

The weather gods were again kind for the now traditional Millwood summer BBQ, which this year was held on 3 July. Despite predictions of torrential rain, a fine day transpired that even turned hot and sunny in the afternoon.

Millwood is a long time Caterham supporter and the field behind its showroom and workshop in Cam, Dursley in the Cotswolds is once a year transformed into a giant Seven car park. Jon Vicker and his team kindly provided all the refreshments and a collection is made for Bloodwise - the Club's chosen charity. We raised an excellent £192 from donations this year, so a big thank you to all who contributed.

Sevensers came from all over the UK, with a strong contingent from Wales. Some of our Gloucestershire locals (Andrew Mitchell and Dave Greening and their wives) even called in on the way back from a two week tour of Spain and France. Yes, the sausage baps were that good!

I lost count of the number of Sevens in attendance and those who were Seven-less for any reason came along in everything from a '30s American sedan to a pack of Porsches, Jaguar XF and more. There was even a fabulous Group B rally Ford RS200 on display, showing that Millwood is not just known for looking after 7s.

Members also took part in the racing driver photographic quiz, which used period photographs provided by Ferret Photographic. All in all a great day was had. Winners of the photographic competition were Steve Millard, Tony Rogers, Keith Terry and some AR from Gloucestershire... Big thanks again to Jon and the team and we're looking forward already to next year's event which will be sometime in July 2017!

Caterham 620R Triumphs at Goodwood Festival of Speed

Caterham's Seven 620R conquered all comers in the "Race Cars for the Road" category at the recent Goodwood Festival of Speed.

The car blasted up the famous 1.16-mile Goodwood hillclimb in a best time of 61.76s, beating six other lightweight, track-inspired sportscars including the Zenos E10R, BAC Mono and Lotus 3-11.

Overall, the 620R, which was being driven by Caterham development driver Jon Barnes, finished third of all supercars that assaulted Lord March's driveway over the weekend, and was the fastest non-4WD car to take to the hill. The car's performance was even more impressive because its fastest time was set in tricky, drying track conditions, while many of the supercars on later runs had a drier road. Barnes was stoical about his performance, saying: "Truth be told, my driving was a bit pants over the bottom part of the hillclimb, so I was really angry and just ragged it over the top half."



The Seven at Sixty

As announced in last month's Lowflying, preparations are progressing well for next year's "Sixty Years of the Seven" celebrations at Donington Park Circuit over the weekend of 7th/8th/9th July 2017. Held alongside Caterham Cars and their international race event, it will be a big weekend of Lotus 7 Club celebrations with activities, live music, exclusive driving events and much, much more. For those who can make a long weekend of it, a drive called 'The Heart Of England Run' will start from former Lotus and Caterham chassis makers Arch Motors in Huntingdon on the afternoon of 7/7/17, and will take the country route towards a Champagne

reception at The Donington Museum to kick off the weekend proper. For those travelling from further afar (150 Sevens from Europe have already registered their interest!) a 'Lotus 7 Heritage Trail', taking in the formative points of Colin Chapman's early life when he designed the Seven has been arranged for the previous day.

A range of accommodation options will be available for the weekend, from camping on site to special rate hotel accommodation which is being arranged for event participants. Details will be announced in Lowflying and on the Club homepage in the coming months. For now, just be sure to keep the weekend free.



The Seven 310 Story

“A recent development as part of our motorsport programme has revealed something that we genuinely think could result in the ultimate Seven product. The engineering guys are positively giddy about this and we’ll be unleashing it upon the world very soon.” So said **Graham Macdonald** in a recent interview; it was enough to send car forums across the internet into frenzied discussions about what the mystery development could be. An electric Seven? A revival of the 21? A new road car?

In keeping with Caterham Cars’ stated aim of focussing on developing the Seven, the reality is perhaps less outlandish. However, the excitement amongst those who have experienced what is being launched as the **Seven 310** is absolutely genuine. When we spoke to Caterham Chief Technical Officer Simon Lambert to get the lowdown, he had just returned from doing durability testing on this new model at Brands Hatch. The smile on his face demonstrated that it hadn’t been what most of us would necessarily term a “tough day in the office”...

So, Simon – why are you launching another mid-range Seven model?

The story of how we came to develop the Seven 310 is slightly convoluted, but the result is a car which really has found that perfect balance of power and handling, so please bear with me. As you are probably aware, I hold the

joint roles of Chief Motorsport and Technical Officer and this is a great example of where developments within our motorsport division have spilled over to benefit our road cars.

You may know that the Ford Sigma engine underwent a number of changes a couple of years back, when it evolved from a fixed cam design to the variable cam Ti-VCT version. We first introduced the Ti-VCT engine to Caterham Academy cars and it was later to become standard fitment on our Seven 270 road version also. Many owners of those Ti-VCT Academy racers progressed through the Roadsport and Tracksport race series, where at each stage, the cars benefit from well-established performance increases to mark the drivers’ progression. However, what we were lacking was a next stage to make a clear step up between Tracksport and Supersport. Because of this requirement, we tasked our

engineering team with developing a Ti-VCT Sigma Supersport upgrade.

The result was a 152bhp Sigma development. “No big deal” you might say, were it not for the fact that each and every one of us who got to drive the prototype climbed out and said something to the effect of *“That could just be the best Seven I have ever driven.”* Unusually for nowadays, I was lucky enough to do a fair proportion of the circuit durability driving and rarely have I enjoyed it so much. One day at Brands Hatch, we managed well over 300 miles (and getting on for 2,000 gear-changes) and of course, drove the car back to the factory afterwards as if it had been for a trip in the country, not a day of intentionally bouncing it off both kerbs and the limiter to make sure it is robust. It is a delight to drive and to be honest, why anyone would really need a faster Seven I do not know.



So, this was envisaged as just a motorsport development then?

Originally yes, it was developed to fill a motorsport requirement, but as soon as we had driven it, we knew that it was simply too good to be just a race product or offered as an aftermarket upgrade - it absolutely deserved to be its own model within the Caterham Cars range. It has been a very rapid development cycle - it has taken less than three months from our decision to proceed to the launch, but we are really excited about it.

So, how much is the 310 going to be, and will there be an upgrade path available to 270 owners?

The Seven 310 will be £1,500 over a Seven 270, which I believe represents great value. However, we were concerned that a customer who had recently bought a Seven 270 would be disappointed to learn that their car had been, to an extent, superseded by a higher specification one for a relatively small premium. Fortunately, as this had started life as just an upgrade, it was always going to be readily applicable to existing Seven 270 cars. Therefore, we have been able to position both the upgrade and the new car at the same premium over a Seven 270, in other words, the aftermarket upgrade is £1,500 as well. Better still, as the upgraded car will be absolutely

identical to a Seven 310, we are even including Seven 310 decals, so that the car is fully up-spec'd to the latest model and not just a Seven 270 with knobs on.

So, what does the upgrade entail?

They are relatively standard components - high-performance cams, air filter, fixed cam tensioner, mapping, spark plugs etc, but it's the way that the package comes together which makes it work so well. The headline power figures don't tell you that it comes with an extra 700 rpm.

Don't you think that this will reduce the appeal of the Seven 270?

It may well do, although some people may still choose to start with the Seven 270 whether for cost reasons or because they want to get used to a car with slightly lower performance. They will know that they are able to upgrade to a Seven 310 at a later date, for no additional cost over what they would have paid had they specified that level at the outset.

Is there a risk that the 270 is a bit close in performance to the 360?

Not really. The Seven 360 is based around the Duratec engine; it is a slightly different driving experience. The Seven 360 is torquier and has the potential to be developed even further, but I really think it's the Seven 310 that people will be talking about for quite some time. Put it this way, when I first got to drive a Seven 310, I was in

the process of building my own personal Seven - a Seven 420R. My honest first thought was "Oh no, I've bought the wrong car"... The Seven range includes a wide range of performance levels, but if Caterham was only going to make one car for the rest of its days, this would be it.

Our thoughts

We have got our name down to drive the 310 soon and look forward to reporting back on the experience within Lowflying. In advance of this however, the enthusiasm within Caterham Cars certainly leads us to believe that this is going to be something special. In any case, the fact that the option to upgrade a 270 is being offered for the same additional price as you would have paid to buy a 310 outright is a very welcome sign that Caterham is thinking of its owners and how it can promote factory-developed upgrades rather than see owners opting for third party offerings. With the Caterham range spanning nominal power-to-weight ratios of 160, 270, 310, 420 and 620 bhp/ton, there really is now a Seven for every pocket and need.

Key Specifications:

Price:	£24,995 fully-built
Peak Power:	152bhp @ 7,000rpm
Peak Torque:	168Nm @ 5,600rpm



Project Jigsaw

Dave Fender has featured in *Lowflying* before. As an engineer at MG Rover in the late 1980s, he was a key part of the team responsible for designing and testing the first K Series installations in a Seven. He's clearly lost nothing of his enthusiasm for the Caterham marque as this story about his quest to bring one of the ultra-rare Caterham 21s back to life attests.

We don't often get to hear much about the 21 these days. OK, this may be the Lotus 7 Club, but the 21 was a valiant attempt by Caterham to reinvent the Seven's design for a new audience. In the end, despite the car being well received by the press and drivers alike, only 48 were ever built, making the chance of owning one of these rare pieces of Caterham history a fairly tough proposition. Dave Fender was not to be put off however. As well as having a road-going 21, this opportunity to turn a pile of parts into a race-going 21 was to become an all-consuming project, as he reports:

"Back in October 2011, fellow Club member Gordon Cardew came to hear that the wreck of a Caterham 21 which had hit a concrete post some eight years previously was being put up for sale. It's fairly unusual for 21 parts, let alone whole cars, to become unexpectedly available, so Gordon and I went to view it in a garage near Leeds. The car had changed hands a few times. It had been completely stripped, and the original chassis had been cut off the body with a disc cutter and destroyed at the request of the insurance company. The remains had then been purchased, along



with the very last Caterham 21 chassis from Caterham Cars. The body, having sustained a heavy impact in the accident and been moved several times without being properly supported, was in a poor condition; side windows, hood supports and various fixings were missing. The bonnet front mounts had been torn out along with the rear catches. The main impact had clearly been on the near-side

front, and new upper and lower wishbones, hub and rack were included. A secondary impact on the off-side rear had broken the ear, bent the De Dion tube and caused further body damage. The radiator was damaged, the windscreen was a mess and surface corrosion, dust and dirt were apparent throughout. Mechanically, the pile of parts included a K Series ecd2 VVC engine, 6 speed gearbox and a



3.62 diff. Also included were 16" wheels and, most interestingly, a full FIA cage.

Time to do some research... We were able to determine that the car started out as a press vehicle, built with a VVC engine, 5 speed gearbox and 3.62 differential. A deal was done and the parts were ours. The initial plan was to build a pure trackday car for a bit of fun, with a budget somewhere in the region of £10k-£12k. A 21 is heavier than a Seven, but is more aerodynamic (for those who are interested, a 21 has a drag coefficient of around .47 without the hood and .39 hood up; a Seven is around .69 without the hood and .66 with it up.) I knew that this would make a 21 a pretty potent track car, especially somewhere like the Nürburgring. It was at this point that my mind started wandering... MSVT had just announced their Trackday Trophy racing series – just how competitive could a 21 be? For the honour of the Caterham 21, we decided we'd have to do things properly... The budget went out the window.

The new chassis was in good condition, but I knew it would need a few updates. The first stop was therefore to Bruce at Arch Motors who of course, built all of the 21 chassis in the first place. We needed brackets adding to the front and rear bulkheads for the FIA cage. We then found that the rear FIA frame encroached on the standard 12 gallon fuel tank - the solution was a Series 3 fuel tank platform. While the car was at Arch, we took the opportunity to have the differential mountings reinforced, and the front wishbones, A frame, trailing links, anti-roll bars and De Dion tube refurbished.

One of the issues I have found when driving my road 21 is that it tends to go a bit light at the front end at high speed and in strong winds, especially when the whiskers are not fitted; for heavy track use, some sort of splitter would be required. However, it became clear that it would be difficult to fit a splitter and maintain the bonnet hinge mechanism. Making the standard bonnet fully removable wasn't really a viable option either, because it is just too heavy for one person to handle easily. It was here that we had a stroke of luck - we managed to locate the original bonnet and boot lid moulds, as well as the front lower moulds for the 21 GTO (*the 21 GTO was a one-off, fixed roof car built for racing LF*). Caterham kindly gave us permission to use the moulds, and Tony at TW mouldings used them to produce a bonnet, front valance / splitter and boot lid with slots for the FIA struts. He used his expertise to make these extremely light – you could see daylight through them, yet they were still quite stiff. The 21 GTO had twin radiators in the front valance, but I mounted the radiator as per a Series 3 Seven. The splitter front nose is currently fitted as a separate part because of issues with alignment, robustness, and under-bonnet airflow management, but this is something I will revisit in future.

This page and opposite: It's quite clear why this became known as "Project Jigsaw". Although it would be a mammoth task, Dave Fender was not going to pass up the chance of bringing a rare Caterham 21 back to life.

Assembly/ Build

The original body of the 21s was riveted, bolted and RTVd to the chassis (RTV - "room temperature vulcanization" silicone bonds the body to the chassis, and contributes towards a torsional stiffness apparently 2.5 times that of a Series 3 Seven LF). However, I just bolted and riveted them on as this meant the body could be removed without damage, and I judged that any performance gains were likely to be slight. With the body fixed, it was possible to carry out repairs to the near side front, off side rear and several other areas damaged during moving and storage. Upon inspection, the initial two main repairs which had been attempted on the osf were poor. A polyester type spray had been used to build up the surfaces, but the result was neither correctly formed, nor properly located on the chassis. There was nothing for it but to cut it right back and start again.

With the new bonnet delivered, it was time to work out how to mount it without a hinge mechanism. We settled on fixing it to the front valance with over-centre catches, with the rear of the bonnet and the boot lid secured with pip pins. The boot floor inner skin was removed to accommodate the FIA cage, and the doors were stripped and repaired. The side window frames were refurbished and new window retainers manufactured (the originals are modified Rover R8 3 door coupe parts). Two non-heated windscreens had been supplied as part of the original deal; however, lesson learned - tighten the fixings before bonding the screen, otherwise they crack! Standard glass side windows were used as templates to manufacture new Perspex versions. New inner wings were needed, to account for the fact that the single-skin bonnet was a different thickness to the original. The area around the front valance was panelled to direct air through the radiator, with mesh grills courtesy of Ebay. Jacking up the front of any



Lengthened engine bolts and 3/4" tube provide jacking points.

21 is always tricky because of the flat floor, and even more so with the GTO front. My solution was simply to lengthen the engine mounting bolts and attach 3/4" tube to them as jacking points - could this be a useful solution for some Sevens? Finally, the car was painted in Ford Frozen White by Prestige Paint of Rugby.

The next problem we needed to consider was the driving position. Gordon and I were aiming



The original bodywork repairs turned out to be poor and therefore needed cutting out and restarting.

to share the car, but as we are very different statures, this was going to be something of an issue. Having rejected my suggestion of racing boots with six inch soles, the solution was individual foam seats. I designed a seat base in plywood, using plastic overflow pipe to maintain the correct angles to the rear bulkhead and floor. It was then time to place this in a plastic survival bag, and mix and add the two parts of foam kit for it to expand around each of us in turn - what could possibly go wrong? We mixed up what we thought would be enough compound, only to find that it barely covered the base. We mixed the same again, and this time the reaction took off - foam was



Centre: Initial seat of pipes tie wrapped to a ply base. Above: Foam finished expanding. Time to tidy up and cover the tailored seat.

gushing out the top of the bag like Vesuvius erupting. We ended up bailing it out by the bucket load into the passenger side - lucky it doesn't really stick to aluminium. However, the result was a nicely fitting seat. Pedal positions could now be set, and the throttle pedal fitted with travel and return stops.

Weather protection

The next problem to deal with was weather protection. With the FIA cage fitted, we knew that it would not be possible to fit a standard

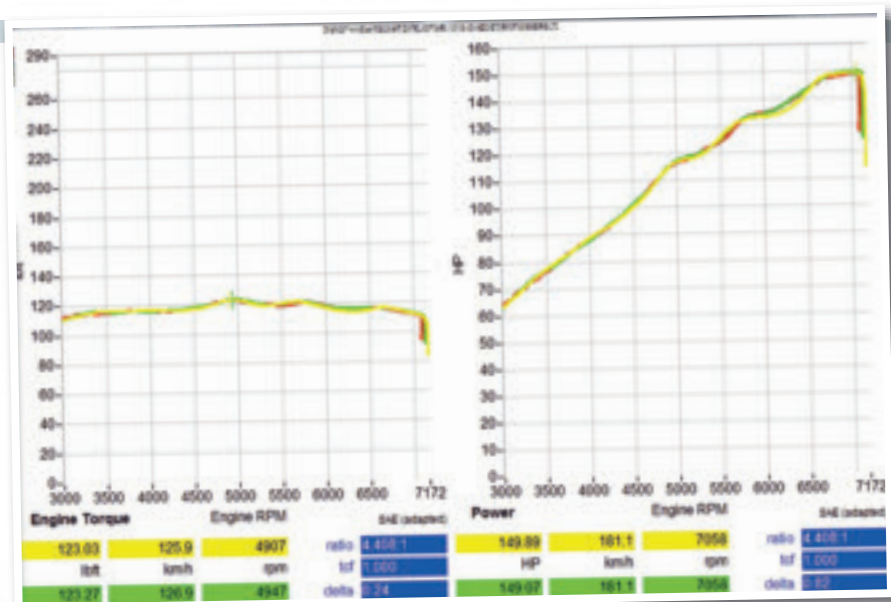


type hood, and this wouldn't really have been appropriate for a race car anyway. Soft Bits for Sevens came to our rescue by designing a bespoke 21 shower cap to keep the rain out when parked up. A great job and lovely people to deal with too.

Next, I had to consider the requirements of the MSA "Blue Book" which lays down regulations for racing cars. A Lifeline fire extinguisher with an external release handle, and an electrical cut-off switch were fitted. Front and rear recovery eyes, as well as an adjustable driver's side head restraint were also fabricated.

Engine

The Trackday Trophy regulations split cars into classes based on power-to-weight ratios. I was aiming for class B, which allows a maximum of 175 bhp/ton (including driver). Based on estimations that the car and driver would add up to around 770kgs, we would be looking for



Misfire cured, the result was a nice spread of torque and a peak of 149.5bhp at the wheels.

around 135 bhp at the rear wheels. The K series ECD 2 VVC engine is quoted with a flywheel power of 145 bhp, so assuming transmission losses of 20%, this would equate to only 116bhp. Time for some engine work...

The K Series was stripped and inspected and found to be in good condition for its 25k miles. Standard 145 pistons can be fragile when revved hard, so we took the opportunity to change them for VVC 160 versions which have a thicker and stronger top land. The ports were matched to a set of Titan throttle bodies I had in the shed. I finished the engine off with an AP racing clutch and lightweight flywheel for increased throttle response, the assembly balanced by Chesmans of Coventry. I fitted a Titan dry sump system, including a magnesium dry sump pan (somewhat "over the top" I know, but it was a bargain...) Fitting the dry sump required new engine mounts - oh the joy of developing a unique car... Camcover breathers were sealed with weld. The car runs a Mems 3 ECU, VVCR tune, supplied with a modified engine harness and programming by electronics guru Ronnie Gibson. Finally, we needed an exhaust system which would allow the engine to breathe properly. The work was entrusted to Powerspeed who designed and manufactured a system including a 6" diameter repackable silencer, mounted where the left hand side sill would normally be.



Our first run gave the expected 135bhp at the rear wheels, but with a misfire between 5,500 and 6,000 rpm.

The car's first test day was at Curborough, and all did not go to plan; part-throttle drivability between 1,000 and 3,000rpm was frankly abysmal. We also found that the inlet air temperature sensor was being affected by the heat soak from the manifold and was retarding the ignition and VVC mechanism; around the low-speed sections of the track, it was seeing readings of 45° or so, dropping to a more realistic 25° when on wide open throttle down the straights. Cooling issues at idle were also evident.

To cure the drivability issues, I swapped the throttle bodies for Titan Roller Barrels. The air intake temperature sender was moved to the manifold filter backplate, and I blanked off the front cooling area cold air feed directly to the radiator.

Back on the rolling road, we now had more peak power, but the misfire was if anything worse. Changing all the ignition system components had no effect, so it was time to bring Ronnie Gibson back to investigate.

The issue was not a simple one, but we got there. The Tmap sensor on a standard VVC ecd3 engine measures both manifold depression (vacuum) and inlet air temperature. In the VVCR application, inlet air temperature is measured separately, while the vacuum is measured by the Tmap in a bespoke receiver, fed vacuum through a series of pipes



Layout of vacuum receiver, Tmap sensor and pressure regulator



from the inlet tracts. With his oscilloscope, Ronnie found that because the pipes were connected in series, the vacuum to the Tmap was pulsing based on what was happening within the closest cylinder - no 4. By changing the piping to measure evenly across all cylinders (joining 1 and 4, 2 and 3 then combining both into the vacuum reservoir, the pulsing disappeared and with it the misfire.

Finally, we revisited the air intake system, including extensively modifying a Bernard Scouse air box to fit. Peak power at the wheels rose to 149.5bhp (measured in 5th gear on a 6 speed box, as the Trackday Trophy regulations do not permit measurements to be taken in a direct gear.)

The car's final weight came out at 661kgs, so adding 100kg for the driver, that equates to a peak 196bhp / ton, too high for class B regs. I would have to set maximum revs to 5,750rpm to limit the power to the permitted 175bhp / ton.

Fuel System



Because we planned to run 45 minute races in the Trackday Trophy, we realised that we would need a larger fuel capacity than the standard tank we'd fitted. The solution was to cut-and-shut a second Series 3 tank on top of the existing one, giving a 10.5 gallon capacity. I used a modified Fozmula fuel level sender, and fitted a Metro pump and filter on the rear bulkhead. Access to the filler is by removing the boot lid.

Wiring

Ronnie Gibson and his assistant Daz Wright were responsible for sorting the electrics throughout the car. This included integrating a Race Technology dash to replace all the standard gauges. The wiring loom was stripped of all excess wires to reduce weight. The fuse

The car's first test day was at Curborough, and all did not go to plan

box was relocated to the front of the passenger glove box, and the ECU and Multi Function Unit (MFU) were mounted to the bulkhead for easy access. A separate harness had to be designed to cater for the headlights (which now included side lights) and front LED indicators were mounted on the valence. The rear lights (Mondeo) were replaced, and a larger battery was fitted in the boot.

Suspension and steering

It took three attempts to fit the Nitron front suspension units. We found that the series 3 widetrack dampers fouled the wishbones - The 21 chassis is wider at the front than a standard Series 3, and uses Series 3 narrow track wishbones. We considered going widetrack, but this would have pushed the wheels outside the bonnet line. Although the steering rack had been replaced in 2004, it required new gaiters, and the track rod ends were replaced at the same time. We scratched our heads for a while trying to work out why we couldn't set the camber properly before discovering that the left hand upright was bent and the hubs were not a pair. Time to dig into the funds again and replace both upright assemblies with up-rated hubs, thicker stub axles and new steering arms.

The original lower steering column was found to be bent, so a new one had to be manufactured. It's a modified Triumph part (longer than a Series 3), connected to a Vauxhall Calibra upper column. The humble origins were somewhat disguised by fitting a Go Race quick release system, Mounthey steering wheel boss and the car's original MOMO wheel.

At the rear, Nitron dampers were fitted, and we discovered that both the osr hub and suspension unit were bent. The rear hubs were upgraded to accommodate 2 pot calipers.



Stripped-out interior is ready for the race track.

Brake system

The car came with odd front brake calipers, Sierra rear calipers and standard master cylinder. They were in a sorry condition, having not been sealed during storage. An AP Racing master cylinder and 4 pot front and 2 pot rear calipers were fitted, along with Pagid pads. These significantly upgraded the car's stopping power, and an AP Racing bias valve allows us to fine-tune the braking front-to-rear. All pipes, hoses and discs were replaced, and a speed sensor was fitted in front disc to feed the Race Technology dash.

The final weight for Project Jigsaw came out at 661kg, distributed 44%/56% front to rear. Despite the added weight of the FIA cage, VVC engine and dry sump assembly, this compares favourably with my 1600 Supersport road going 21 which comes in at 674kg.

The car is now road registered and requires some road miles and trackdays to get it fully set up. Hopefully I will race it this year, possibly in the 750 Motor Club Roadsports Series. Going forward, there are one or two areas that still need addressing which I hope to resolve in ongoing development. First of all - a hardtop. I have been looking for several years, but does anyone know the whereabouts of the original GTO mould? I suspect I will have to start from scratch (the original 21 GTO is in the USA, fitted with an RST-V8 engine). Also, as a fan of endurance racing, I will be looking into the possibility of doing a 24 hour race.

My thanks go out to Daz Wright, Ronnie Gibson, Jez Coates, Luke, John and Bruce at Arch and Oz, David and Stuart at Titan, Richard Joyce of AP Racing and Caterham Cars for their support, without whose help there is little chance that this car could have lived again." *LF*



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Yorkshire Pie Run 2016

“We should do a fish and chip run.” **Liz & Antony Hawkins report.**



S o said one of our members at a Club night early in 2015, and around those eight words, a plan formed. Starting from South Yorkshire, the obvious destination was Whitby on the North Yorkshire coast, home to a number of excellent fish and chip shops and with the added benefit of there being some decent roads along the way.

Well that was simple, “job done!” Er... not quite. I was a little reticent to do “another” fish & chip run, given the famous Taffia event of the same name; fortunately, shortly afterwards we became aware of “Humble Pie & Mash”, a lovely little restaurant in the town that serves – you guessed it – pie and mash (and peas and gravy). For a Yorkshire blat, a pie and mash lunch seemed perfect and the Yorkshire Pie Run was born - a relaxed scenic tour across all four counties of Yorkshire (and back in time for dinner).

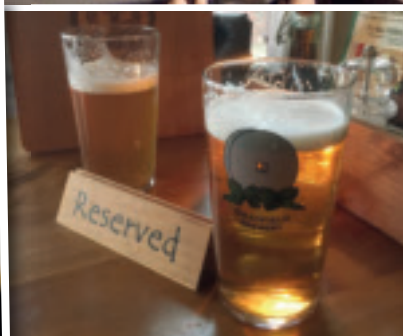
Taffia Fish & Chip Run organiser Alan Henderson was hugely helpful, advising on the various tasks involved in putting on such an event. There’s more than you might first imagine, including an amount of paperwork, but the most crucial first step is to pick a date that you guess won’t clash with anything else. That done and with a task list constructed, it was on to the research and route planning - we already had some knowledge of North Yorkshire, but suffice to say we now know a number of ways to get to Whitby and back, some of which are rather better than others.

I won’t bore you with the intervening 9 months, but there was a lot of emailing back and forth and a number of re-writes of the route, not least two weeks before the event when we found that an intended road might be closed (it wasn’t), and then two days before when we learned we had been successful in our application for reserved parking spaces in Whitby.

On the day

An early start saw us arrive at Cannon Hall Garden Centre half an hour before opening time, but second to local member Nick. Shortly afterwards, a third car arrived, from Penrith. Yes, that morning! Suddenly, our start time didn’t seem so early! A few minutes later, an exhaust rumble heralded the arrival of a couple more cars, then more and more until eventually there were over 30 Caterhams in the car park, including a rare 21 and an ultra-rare Freestyle (as featured in a recent Lowflying). We had members from far and wide, including Kent, West Wales and the Isle of Man, many of whom were staying in B&Bs before and after the event and many of whom would eventually do more miles to get to and from our event than they were going to drive on the day.

When we started planning the event, we had thought we might get around a dozen local cars, so the turnout was amazing and humbling. I was



Based on the positive feedback, I think it's safe to suggest you might want to mark Saturday May 6th in your 2017 diary...

by this point desperately hoping that the day would measure up to expectations!

An excellent breakfast in the garden centre's Thyme Bistro accompanied sign-on, the handing out of the route books and a quick briefing; drivers were then free to leave in small groups at their leisure. We deliberately hung around, partly in case of any latecomers, but mostly due to not wanting to have everyone trying to follow us. It was fantastic to see the cars setting off - all in the right direction too, bonus!

With the early mist burning off and short sleeves decided upon, we set off with two local cars in tow and headed through the M1 corridor and across the former South Yorkshire coal fields. There isn't a pretty way of doing this part, nor a way that completely avoids the speed bumps and remains easy to navigate, sorry!

Once over the A1, we caught and passed another crew who were having a more relaxed tour than we wanted, which was a good sign

that the route book was at least adequate. Bits of the A19 were being resurfaced - yuk, loose chippings - but fairly soon we were past Selby and onto some lovely, quiet roads north towards Pocklington (the road wasn't shut until Monday, by the way...) where we picked up the tail of another small group. We followed them for a few miles until their leader sailed straight on past what should have been a right turn - oops. It was probably the most difficult turn to spot of the entire day, but there was nothing to do but follow the actual route. It was a huge relief to catch another group a few minutes later again, reassuring us that at least some people had spotted the tricky junction.

For the next few miles we followed, marvelling at the ease with which a group of Sevens can make good, safe progress through even a long line of members of the "42mph club", taking advantage of the gaps as they presented themselves. Eventually the group

ahead got around some traffic we couldn't pass for a minute or two. We wouldn't see them again until Whitby, where they arrived... um, "some time" after we did, even though we'd had a fuel and comfort stop. Not sure where they went in addition to the planned route, but at least they were smiling about it!

A few miles from Whitby, we ran into a bank of fog that was enveloping the coast and for the first time, the choice of short sleeves was questioned. On arrival we found the reserved parking spaces and discovered that having set off just about last, we were somehow amongst the first dozen to arrive. The pies and mash were as excellent as ever, and even those who had to wait outside for a seating space to become available didn't seem to mind.

The return route was very much a case of following it as far as you wanted before peeling off to head home, but a small number of cars did do the entire route back to our local pub, The Crown & Glove, for an evening meal and, in some cases, a very well earned pint.

Based on the feedback received so far, I think it's safe to suggest you might want to mark Saturday May 6th in your 2017 diaries...

Derek and Kay Batty travelled all the way from the Isle of Man to take part in the Yorkshire Pie Run - their first organised blat. They report that *"the event was everything we expected and much more, particularly as the weather was extremely kind to us and the people we met so friendly. The organisation was brilliant - Antony and Liz did an amazing job putting it together. It was the first time that Kay had used a 'road book' (which must have taken endless hours to research and put together) but we only took a couple of wrong turns! Can't wait to do it again next year..."*

It was also Neil Mckillup's first big trip in his car (as featured on this month's cover). He covered 500 miles during his round trip from home and enjoyed the day greatly. A highlight for him was descending from beautiful sunshine into Whitby and entering a sea mist while passing the church which dominates this "Goth" town.

Huge thanks to:

Anne Heeley whose comment started it all; Alan Henderson for the advice; Sam Pearce, Gill Elwell, and Roger Needham for the paperwork; Nick Henstock for the stickers; Nigel Mercer for the satnav files; All the other Club members who offered to help; Everyone at Thyme Bistro for a superb start, with reserved parking seating space, fabulous breakfasts and excellent service in the face of 50 people descending at opening time; Everyone at Humble Pie & Mash for the cracking food and speedy service; Everyone at the Crown & Glove for, again, the excellent food and service; Scarborough Borough Council's parking department for agreeing to reserve us 30 parking spaces; Everyone who came along - it wouldn't have been an event without you! **LF**



Caterham to the Rescue

When **Kevin Briggs** and his wife-to-be Amy were preparing for their wedding in March this year, they thought it would be the perfect opportunity to surround themselves with their petrol-head families' cars at the wedding venue. Sadly it was not to be, but help was to come from an unlikely source...

Photographs by Belle Momenti (bellemomenti.com)

My father (Gordon) and I are both members of the L7C and have dreamed about buying and building a Seven for some 20 plus years now. When my father finally retired last year, he bought a 360R SV kit (in traditional green and yellow) as a present to himself. We took delivery of our kit in November last year and I resolved to have her finished for the wedding. What better way to arrive at your wedding venue than in a sports car you have built yourself?

However, it was not to be. In between planning a wedding, work and building a utility room, there wasn't much time left

to build a car. Needless to say we are still working on her in my garage and hope to have her on the road by the end of summer. (Shameless plug alert - I have a blog running detailing our trials and tribulations at caterham360rbuildblog.blogspot.co.uk)

Also, a couple of months before the wedding, my classic Series 3 Land Rover rather unexpectedly and spectacularly failed its MOT. With the Caterham taking up space in my garage, it got relegated to a corner of the garden under a weatherproof cover where she still resides, and will do until the garage is free again and we can get around to fixing her. However, we thought we would still have

the star of the show, my father-in-law's classic American, a 1969 Buick Riviera.

Sadly, the cruel hand of fate dealt us a rather more serious blow; we had a very unexpected death in Amy's family only a few days before the wedding and the necessary duties required my in-laws' full attention. As a result, my father-in-law was simply not able to get the Riviera ready in time. It left us without any car for the big day but we understood and supported the decision. Family comes first.

Having progressively lost all of our wedding cars, Amy and I spent some time desperately trawling through the internet, looking more out of hope than expectation, for something



that would be an acceptable replacement. It was slim pickings; either suitable cars were not available at short notice or were hideously expensive to hire. Then I had an idea; why not a Caterham? Could I hire or borrow one, even just to look nice outside the venue and to use in our wedding photos?

I took to the excellent and very active Caterham and Lotus 7 Group on Facebook to see if anyone could help, or knew of a company that would hire something to us. There were many offers of help from group members, but sadly all were too far away, or their cars were booked out. With only two days to the wedding and with family arriving from overseas, we simply didn't have the time required to go and collect a vehicle. I have to say a huge thanks at this point to those people who offered their own cars for our big day. Seven owners are a most kind and generous lot. It's a testament to the calibre of Seven owners and L7C Club members that they were willing to go out of their way to help somebody else. Thank you.

I'd almost resigned myself to the fact that

we wouldn't have any notable cars outside the venue and was ruing 'what might have been'. However, I was sure we would still have a great day and was determined to put it from my mind - there were plenty of more important items that still needed our attention!

I was about to take to BlatChat for one last roll of the dice before putting the whole idea finally to bed, when I got a call completely out of the blue. It was Simon Lambert of Caterham Cars, saying that they had heard of our situation and that they wanted to help. Caterham were prepared to lend us a car for the weekend! They could 'only' loan us a 160, the only model available, but it really didn't matter, we would have a Caterham at our wedding! After I hung up the phone, Amy and I were utterly speechless so thrilled were we by the gesture.

Simon called again later that evening and said he had some good and some bad news. The 160 they had been planning to loan us was unavailable as it had been booked out. Instead, they were giving us an upgrade, to the exact model that we're building, a 360R SV! We just couldn't believe our luck. We are extremely grateful for Caterham's kindness and generosity, it certainly lifted our spirits after the sad news of the previous days.

True to his word, Simon turned up with the car on the Friday night, promptly dropping the keys into my hand and saying that he would be back on Sunday to collect it. It was all very surreal, I just couldn't believe what was happening. Much hilarity then ensued with me trying (and failing) to disarm the immobiliser to start the engine. After a rather embarrassing phone call to Simon however, the Seven was soon safely tucked away from prying eyes on my driveway.

On the morning of the big day, we decorated the car and it was soon time to suit up and drive to the venue. The journey there was superb, everything you'd want for a Caterham; quiet, dry roads, sun shining and a great way to announce your arrival at Offley Place (our venue). It certainly took my mind off my upcoming nuptials, if only for a while! I don't think I scared my Best Man too much...

After the beautiful ceremony there were more than a few photos taken of us with the car (and even more of the Seven without us!) The Seven looked almost as amazing as my wife, although Amy's dress did prevent her from being able to actually get into the car. Caterham had even made up some

personalised show plates for us to put on the car - a really nice extra touch...

Sunday came all too quickly and after checking out of the hotel, Amy and I gave our guests the slip and took an 'extended' route home in the Seven. We're lucky that there are some great B-roads and lanes near where we live and on the way back through town there were plenty of well-wishers and of thumbs-ups from various members of the public. Amy was smitten and very much enjoyed the ride home to married life, so much so that she wants us to get a Seven ourselves (I married the right woman!)

Later that afternoon

however, Simon knocked on the door and rather reluctantly, we had to return the keys. Simon left with our profound thanks to both him and Caterham Cars for their generosity, and some wedding cake. Soon the Seven was gone, but the memories of the whole weekend will most certainly last a lifetime.

Being able to get to know a Seven over two days was a brilliant experience; for anyone who has never owned a Seven before but is in the process of selecting a model to buy, I would thoroughly recommend hiring one for a few days (although we never did this ourselves). It allows you to 'live' with a Seven, albeit temporarily, and to get some idea of any options you might like to have. I have no doubt that Dad and I ordered the correct model for our needs however; what an amazing machine! Poised, visceral, responsive, eliciting schoolboy giggles every time you ask the question, but comfortable enough for touring, our main focus. From test drives my father and I had taken, we'd only had a few 20 minute drives, not enough time to truly get to know a Seven, particularly when on roads around Crawley that weren't familiar.

All that's left for me to say is once again a huge thanks to Caterham Cars and Simon

Lambert for their goodwill and helping make our weekend even more special. I know we sometimes give Caterham short shrift with regards customer service issues and parts

missing from kits and that is true (we have several parts missing from our own kit as I type this!) However, I know that the people at Caterham believe in the product and very much try to do the right thing, despite not always getting it right first time. In our case, Caterham have gone out of their way to help out and for this we are truly grateful and indebted to them.

As a very happy postscript to this article, Kevin tells us that they are expecting their first child in December. Congratulations to you both! LF

In between planning a wedding, work and building a utility room, there wasn't much time left to build a car.

Soon the Seven was gone, but the memories of the weekend will last a lifetime.

Spanish Escapade

Rob Oldland had the dream of travelling to Spain by Caterham. He just needed to find a car to do it in...

The idea of driving to Spain in a Caterham to visit my father-in-law started before I'd even bought a car. With the desire to drive down through Europe in my own car firmly in my head, I started looking through the adverts. Over the Christmas period, a car appeared on the Caterham website which really caught my eye. It was a brand new car, but not a Sigma, a K-Series. It turned out that this was a 'Sevens for Schools' car, which had been built through an initiative which Caterham runs to allow school pupils to have the experience of building a car as an extra-curricular activity, teaching engineering, physics, maths and much more. Now, I had nothing against the Ford option at all, but what really caught my eye was the relatively cheap price for a new car.

What is more, this was likely to be the newest / last K-Series car ever, which assured it a certain uniqueness... A call to James at Caterham and a trip over to view saw me placing my order at the start of January. Now I could really make my plans for what I would once have called a road-trip, but now know to be a 'blat'!

My wife and kids booked a flight, while I booked Le Shuttle to allow me 3 days to make the 1,400 mile trip and meet up in Jerez Spain on the 2nd June.

First to consider was the route. "To toll, or not to toll", that was the question. After some research online, I found an excellent site which gave options for a toll free route to the French/Spanish border. However, the option I ultimately went for was a route with some tolls, but which were deemed well worth paying to save time and avoid likely traffic jams. about-france.com/tourism/no-tolls-routes provides extremely useful information about routes and toll costs across the whole of France. Spain was less of a concern when it came to planning around tolls. The route I wanted to take was

to the west of Madrid, where most of the motorways (known as AutoVia - road names often prefixed with an 'A' but not always) are free to use, and only a short section just across the border and another section just before arriving with Jerez have tolls. Using good old Google Maps, I played around with waypoints to decide where my overnight stops would be, taking into account both mileage and time. I decided upon Bordeaux and Salamanca.

I made a few purchases to make things easier, some of which have proven to be excellent buys. Even though I had planned the route, I wanted a sat nav. I considered using my phone, although data roaming abroad can be expensive, and having read the reviews for 'off-line' sat nav on the phone, I didn't feel a great deal of confidence in that option. A TomTom was therefore

purchased with European map updates for life. This performed perfectly from door to door and comes highly recommended from me. This presented the next problem - the sat

nav has a one and a half hour battery life, and my car doesn't have a 12v socket. Now, I could have easily fitted one, but I do like the simplicity of the car so I preferred not to make any changes to it at that stage. Instead, I purchased a larger power-bank from Amazon. This could charge both my mobile phone and sat nav at the same time and would easily last the full day before needing to be recharged - perfect. Next, I only have the standard cloth seats which I find fairly comfortable, although for me they seem to lack lumbar support. My next purchase was therefore an OMP lumbar support from Demon Tweaks. Now my seat is just right and I made the journey without any aches or pains. £3 from eBay saw me purchasing a drinks holder which simply hooks over the chassis where it meets the side screen (passenger side as I was travelling alone). There were two other purchases which I researched and made but which I thankfully haven't had the cause to use; Ring RCT1

"To toll, or not to toll", that was the question



European Travel Kit (£26) which contains everything you legally need to drive in Europe, and also an excellent tool kit which now lives in my boot - the Black & Decker A7063 (£25), which contains just about anything you might need.

Despite all of the planning, what I hadn't bargained on was industrial action in France which led to fuel shortages just a few days before I was due to leave. I kept my eye on the news, but the very best source of information was from the Lotus Seven Club. Mark, one of our members, was in France at the time and had seen I had posted on





BlatChat that I was making my trip. He kindly direct messaged me with the situation as he experienced it. This allowed me to make an informed decision to 'go for it!' The next unforeseen concern was the weather warnings in place right across France the day I was due to cross the country. I had not planned to take my full hood, just my half hood. In fact, the half hood was already on the car, ready for the off. I decided to swap it for the full hood and take the half hood in its holder; this was to prove a good decision. The final and unexpected last-minute hurdle was my garage door. Opening it the evening

before had seen the cable snap, and now, it wouldn't stay open unaided. My options at this point were to ask my wife to wake up at 5am to hold the door open for me, or to try to prop it open with a ladder. I sensibly chose the latter option.

I had booked an early crossing, and set off in the rain at 05:00, right on time for the 6:50 departure. I only live 40 miles from the Folkestone terminal, so a steady cruise down the M20 saw me there in plenty enough time to grab a Starbucks for the crossing. It was on the crossing that the first person stopped to admire the car. It was a French Le Shuttle assistant, who

stopped to pay a compliment and then went on to mention a Seven used in a famous French film (sorry, I cannot remember the title). He also told me that it would get a lot of attention in France, he wasn't wrong! Now, our cars get attention wherever they go, but on the continent, it's as though I was arriving with Kate Middleton on my arm! Also, so many people took pictures as they passed in their cars. My favourite was a BMW driver who pulled in behind me to take a snap, then alongside, then most audaciously, did his best to get a shot of the front of the Seven and drive at the same time, resulting in him weaving across both lanes...



My first leg was Calais to Rouen. Indeed, it was raining and by late morning I had arrived in Rouen to be greeted with a standstill for two and a half hours. Not ideal, although little did I realise that this would be my only hold up for the rest of the journey all the way to the south of Spain.

I continued until I found somewhere to stop for lunch. McDonald's provided the much needed nutrition (well, food at least). It was now approaching 4 o'clock, I still had 340 miles to run down to Bordeaux and the rain was relentless.

After 30 minutes, I was just back in the groove, when my next unplanned hiccup occurred. My engine completely died in an instant. I swung across to an area of chipping and brought the car to rest, in a fairly safe spot. As the engine had died quite so suddenly, it suggested it could well be ignition related. A look under the bonnet showed no obvious signs of failure - alternator and belts in place, leads and connections as you would expect them to be. So, I cycled the immobiliser on and then off, at which the engine leapt straight back into life. We were back on the road again.

With the poor weather and my delay in Rouen, I decided to stop overnight in Poitiers which is about 100 miles short of Bordeaux. This wouldn't be a problem as I could easily make this back up the next day. On arriving

in Poitiers, I just couldn't find a hotel to my liking however. Sure, there were hotels everywhere, but I couldn't find one with suitable car parking! I decide to continue to drive out of Poitiers towards Bordeaux. Now it was getting late, about 11 o'clock. The two hotels I stopped at had no receptionist/porter and the door was locked. Instead, I continued to drive until I reached 30 miles from Bordeaux, with 550 miles completed during the day. I pulled in to a service station, drove around to the car park at the rear and decided to sleep in the car. My holdall on the passenger seat was upended and made for an excellent pillow, one of my plush microfibre cloths acting as a pillow cover. The decision to swap to the full hood was again proving to be an excellent choice. It was actually quite comfy; the only problem now was my shorts... During the day I had managed to rip the seam on one side, and throughout the day, the hole had progressively been getting bigger. It wasn't a major problem in the car, but when trying to sleep, my hip was pushed right across onto the bare metal on the side of the car - freezing! More microfibre between my skin and the car's skin put this right, and I actually had a decent night's sleep. What was more, when I awoke, the rain had stopped and it looked like it was going to be a nice day. I popped into the service station, freshened up and sat and enjoyed a nice cup of coffee. It was then back

into the car to cover the rest of France, into the Pyrenees and cross the border into Spain.

After about 100 miles, not only was the sun out, but it was starting to warm up, I stopped to pop the roof off - brilliant, this was the driving I had been really looking forward to. This lasted for all of 30 miles, when the engine suddenly died again. The same routine as before saw the engine starting back up and running perfectly. Later that day, I phoned Caterham South to have a chat with the very helpful Dan. We spoke through a few possibilities, and the most likely cause could well be the starter motor engaging. I'm pleased to say that this was the final mechanical problem that the car presented me with during the trip.

Next thing I knew, I was in to the Pyrenees. Now, I didn't know exactly what to expect as I was crossing the Pyrenees way to the west, fairly close to the coast. Well, I was presented with the best couple of hours driving I have had - ever. Just the most amazing scenery, undulating roads and tunnels, lots of tunnels. Some were a mile or more long - what a great opportunity to enjoy the engine noise... During this section, a fellow Brit passed me at a rate of knots in a gorgeous white Triumph Spitfire, waving as he went. I stopped in a lovely café in the Pyrenees, phoned home and logged onto Wi-Fi to catch up with the world whilst enjoying another welcome coffee.

I kept my eye on the news, but the very best source of information was the Lotus Seven Club





As I sipped my drink, I thought what an amazing car the Caterham really is. It's a brilliant track day car and can be driven like a hooligan or, it can be an excellent tourer for cruising across continents. It does both equally well.

Leaving the mountains behind, my journey continued into the now very sunny and hot roads of Spain. On with the sun cream and my Caterham cap, the miles just rolled away. From the start, I had planned to cruise the journey steadily. Every car has its cruising speed, my Caterham's seems to be 55mph which is the speed I pretty much drove from start to finish. I was interested to find out the MPG over a long cruise. My 1.4 K-series used 120 litres to complete the journey, which equates to about 53 MPG, not too bad.

I was loving the blat so much that I decided to keep going past my planned stop for day two. What I didn't realise was that I was heading into miles of more mountains. While driving through the mountains, there were 'bed' signs, but pulling off the road to look on each occasion led me to somewhat less than inviting hostels. I therefore decided to continue until I reached the civilisation of Merida. I had now completed 650 miles during the day, leaving me only 200 miles on the final day to reach my destination. I found a lovely hotel, with a perfect car park and even a receptionist to serve me, heaven. One of the best night's sleeps and showers, saw me back on the road by 09:30, ready for the final run down to Saville and through to Jerez.

It was now I would have loved to have had my aeroscreen. It was already in the mid-twenties and I had plenty of time to cruise the lovely roads to meet my father-in-law in Jerez. It was during these last few hours that I really started to think about my little adventure so far – which parts had been great, what I would do differently and most importantly, "would I do it again?", I asked myself. The answer was a resounding yes, which was just as well as I would be doing the reverse route the following week when driving home!

Well, my trip home was not to be quite such a success (through no fault of the car whatsoever), but then that's a story for another day. However, my trip to Spain had demonstrated that a Seven can make a great Grand Tourer, and that having a proper European motoring adventure is still very much possible in this day and age. *LF*

The Great British Take-Away



We always like to carry profiles of members who have joined the Club recently, but the story of how **Paul Gregory** started his Seven ownership is certainly more unusual than most. I met Paul at Gurston Down Hillclimb where he had volunteered to be a marshal for the weekend as the climax to an epic motoring holiday he had been enjoying. An American national, Paul had travelled to the UK a few weeks earlier, picked up his Seven and used it to tour Britain with his wife. When we met, Paul had just left his car at Southampton for it to be shipped across the Atlantic for home, and Paul was due to follow it back to the USA himself, just as soon as the Gurston weekend was over.

“My home is in Maine, New England, where I am a limnologist in the Department of Environmental Protection (*in case you were wondering, limnology is the study of the biological, chemical, and physical features of fresh water lakes - LF*). I have always been interested in British bikes and cars - in fact you could say that I grew up around them. I have owned a number of British vehicles over the years, but the fact that I am now approaching retirement meant that it was time to tick that one unfulfilled ambition - to own a Seven. I can trace my interest in Sevens back to the 1965 New York car show. I must have been around ten years old, and in those days, visitors were welcome to sit in cars, flick

their switches etc. I clearly remember being smitten by a silver Series 2, and I vowed that one day, I would have one of my own.

It seems that I was destined to develop a passion for British cars in any case. The first car that I ever got to drive (although sadly not to own!) was a Jaguar E Type Series 2. When a car like that gets to set your driving benchmark, your driving aspirations get somewhat messed up for life...

Without anything like the budget for a car the standard of the Jag, I instead started down the line of British motorbikes. Sometime later however, I can clearly recall being on my BSA one late October, somewhere north of NY City where we lived. I was absolutely frozen on my bike, when someone in a XJ6 pulled up next to me. The driver looked so warm, and when I heard the car's straight six rumble, I knew

that I was in the wrong seat. I couldn't afford anything like a Jag at the time, but an Austin Healey Bugeye Sprite gave me my own fix of British motoring pleasure.

A few years later, and my studies took me to the UK. I decided that it would be a smart move to pick up a British car while I was there, which I could take back to the US and sell to help fund my final year of university. I looked at Jaguars, but all the ones I found seemed to have serious rust problems. Then I came across a Lotus Elan - its plastic bodywork, solid frame and TwinCam engine ticked all my boxes, so I bought it and took it back home with me. That was 1977; needless to say, it never got sold and I still own it today - I just love it. The Elan was later joined by a Europa which is currently in its "natural state" in my garage - that is to say in pieces. I always



Paul's Seven parked on Gurston Down's finish line, just before beginning its trip home across the Atlantic.



wanted a Seven though, so I decided that my impending retirement meant it was finally time to look seriously into buying one. With a bit more time now available, I expanded the idea into making collecting the car into a road-trip. I had a particular desire to go back to Devon which I had explored some 31 years previously. Back then, it was in a rented Mini, but this time I wanted to up the game by blasting around in my own Seven. My wife Ann is a good sport when it comes to my car-craziness. She'd never been to the UK before but readily agreed to accompany me. Dartmoor and Wales were added to our draft route. We had a plan...

First however, I needed to find a car. To be exempt from modern emissions and safety regulations, it would need to be a Seven which was at least 25 years old. That suited me fine as I really wanted a pushrod-engined car anyway. However, it was apparent that cars of that vintage do not come up for sale too often, and that when they do, you are in immediate competition with other overseas buyers

interested for the very same reasons. I contacted all sorts of Seven specialists which I found on the internet. I spoke with Sevens & Classics who I found to be exceedingly helpful. I was particularly attracted by their "bespoke car" service, where they will find you a car and then finish it to your particular specification. They located a 1990 Crossflow Supersprint, stripped it down, fully resprayed it and rebuilt it for me. It is red, with flared wings and about 40k miles on the clock. I was to add some 1,300 miles to it on our UK trip.

I actually sealed the deal for the car about a year ago, but everything then got planned around the dates for our UK visit where we would collect it and then go touring. We flew to the UK about 3 weeks ago and headed straight to Sevens & Classics' premises on the edge of Brands Hatch Circuit. I was feeling pretty nervous – picking up a car I had never seen in the flesh before, and with the pressure of adapting to new driving techniques and road regulations. We received a great reception

at S&C and were made to feel instantly welcome. The car looked stunning and we were raring to go. However, before we set off long-distance, we decided to acclimatise to our new surroundings by taking in some of the on-track action at Brands. Soon though, it was time to work out how to stow our luggage into the Seven. I had given Ann stern warnings about only bringing the strict minimum. Well, she had taken heed, while I hadn't been so careful... We ended up bungee-strapping bags on the back – it wasn't the neatest job, but it worked. By the time we were ready to depart, our very own little entourage had assembled to wave us off; stimulation overload!

Driving the Seven came instantly; my Elan is RHD, so I'm quite accustomed to that. Getting used to the rules of the road took a little longer, but it wasn't long before we were charging around the roundabouts... I very soon remembered just why I love driving in the UK so much; the roads are narrow and twisty and the traffic moves pretty swiftly. Speed cameras may have sprung up since I was last here, but braking, accelerating, revving your way through the gearbox is just what Sevens were designed to do. We headed off past Stonehenge on our way towards Devon. Apart from the first night, we had nothing booked so we just followed our noses and asked around for B&B recommendations. We drove around the moors, and revisited Moretonhampstead, a dreamy town of my youth. Ann wanted to see Bath, so we spent three days there, before heading for Wales. We stayed in a delightful town in Pembrokeshire and spent four days hiking, and taking drives out in the Seven. As the days went by, we began to learn how to live with the car – packing, driving, dealing with the hood. Actually, putting the hood up proved pretty easy really – the one on my Austin Healey was far trickier...

The route which will always stick in my mind was the A470 through Wales – driving heaven.

The car ran absolutely faultlessly. Well, we had one bulb blow, but I think that can be forgiven... The sites we visited were memorable, and the roads were fantastic. The route which will always stick in my mind was the A470 through Wales - driving heaven. In fact, we had so much fun that in my mind, I started planning how I might arrange to keep a Seven in the UK just so I can come back and drive these roads again.

Ann then had to return to the US to get back to work, leaving the Seven and I to finish our tour. A couple of months before travelling, I had joined the L7 Club, and taken the opportunity to look through the upcoming meetings which I might be able to take in on the trip. One of the events which caught my eye was the hillclimb at Gurston Down which a number of members were competing in. I "flag" (or marshal as you would say) at home on a hillclimb called the Mount Equinox, so I thought that getting involved at Gurston would give me the chance to find out how such events are run in the UK. I emailed the chairman of the Gurston organising committee Ben Stapley and was delighted when he came back with the details of the weekend and saying that he would be happy for me to get involved. I would need to undertake a morning of training to make sure I was familiar with British marshalling procedures, but then I would be free to get stuck in. I coordinated the date that my car would be left at Southampton to be just before the Gurston weekend - the last time I saw it, she was parked between a brand new Jaguar and a Rolls Royce, all of which were ready to sail to Newark New Jersey.

Arriving at Gurston Down, I soon discovered just how much we have in common when it comes to motorsport. The banter and the sense of camaraderie amongst the marshals are just the same, as became obvious when we got to share a few beers the night before the event. When I'd first offered to volunteer, I hadn't appreciated that this was a national-level hillclimbing event - I felt honoured to be involved at such a high-level of competition... In some aspects however, this is very different to the "flagging" that I am typically used to. Mount Equinox runs over about 5 miles, which is something like 8 times longer than Gurston, and it is an event for historic pre-1960 race cars only. On such a long course, marshals are generally deployed individually on corners and all communication is by radio as we do not have line-of-sight. Gurston by contrast, is a short, fast, highly technical course, and the level of competition is very high. I was positioned at the "Carousel" along with a group of other marshals, and we must have had the best view in the house. Having been on post on



Saturday, Ben did offer that I could stand down from marshalling on the Sunday so that I could take in different views around the venue, but having said I wanted to get involved, I'm going to stick with it to the end.

Sadly, after the Gurston weekend is over, it'll be the end of my UK adventure (for this year at least!) My Seven is scheduled to ship out next weekend from Southampton, en route to Newark New Jersey where it should arrive some six or so days later. I'll travel down to the port with temporary license plates and drive it back home. I've already started working through the state authorities in my town with regards registration - although they have absolutely no idea what a Seven is, they have been pretty helpful. Once I've got it into the country, it will need to be inspected by the State Police, who will want to check that it's not on some list of stolen vehicles. From that point however, the car will legally exist and insurance and registration should be pretty routine.

I'm really looking forward to enjoying just driving the Seven back home. In Maine where I live, we don't have a lot of people but we do have a lot of roads... They're not always in the best condition though, so you need to pick your routes carefully, and the driving season is short because we have some pretty nasty winters. All in all though, it's not a bad place to enjoy driving. There is also the Mid Coast Sportscar Club, which organises events at airfields and Time/Speed/Distance (TSD) rallies which I may well also get involved with."

Welcome to Seven ownership Paul - may you enjoy many happy years of blatting on the roads of New England.

There's a near-certain postscript to this story. As we were going to print, I received the following email from Paul: "Gurston Down - its energy, volunteers and drivers and especially organising club chairman Ben Stapley and his lovely wife have succeeded. I am unconditionally smitten. My own set of Probans is on order; I'm returning next May!" LF

I was feeling pretty nervous - picking up a car I had never seen in the flesh before, and with the pressure of adapting to new driving techniques and road regulations.

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Fridge Door



To demonstrate that a Seven can make a practical tourer, Paul Wilson took this shot soon after setting up camp at the Goodwood Festival of Speed. Yes, everything in the foreground was transported in his Caterham. It may need a wash, but underneath the mud Paul's Seven started life powered by a Crossflow, but is now propelled by a 200bhp Zetec.

Geoff Corker joined Keith Williams and the North Wales GOCs for a visit to Leasowe Lighthouse, the oldest brick built lighthouse still standing in Europe. The group received an exclusive tour of the structure, which was built in 1763 from some 660,000 hand-made bricks, and of course had to take a photo of their cars in pride of place.



When Caterham School held their Family Day recently, the Lotus 7 Club came to the rescue with cars to be a star attraction for visitors young and old. The Sevens were given pride of place at the front of the school and Ian James assures us that this photo was not the result of any misbehaviour on behalf of the kids.





Some pictures really don't need a caption... Mark Watkinson sent us this shot of his girlfriend Lucy's first experience in his 7 during a recent blat to Somerset.



Nice behinds!

Top: We featured the North Coast 500 in last month's LF. Graham Beavis followed this fantastic route during the SKCC 'Rogue Runners Tour 2016'. His R300 is pictured somewhere in the Torricon area, having made the descent from Applecross. Below: Anyone for cricket? Dean Morgan enjoyed an early morning blat and stopped to enjoy the view near Billingshurst. He was delighted that while parked up a fellow Caterham owner came over for a chat.



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



Justin Dobson took part in his first track day in his Seven during the Club's visit to Cadwell Park. He tells us that having enjoyed 14 years of kart racing, his first 7 track day was a great learning experience, and he hopes that it will be the first step towards some competitive outings next year. Justin came away wearing a big smile, and the great photos of his new toy (courtesy of Xtreme Sports Photography) were an added bonus.

club diary

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) 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@lotus7club.com Tel: 07784832356.

Friday 30th

Anglesey Track Day.

The final Club track day of 2106 will take place at the wonderful coastal location of Anglesey, North Wales, on Friday 30th September. Anglesey is a terrific circuit for Caterhams, combining swooping and tight corners, fast straights and changing elevations with breath-taking coastal views. As an added bonus, we will be driving two different circuit layouts, changing from Coastal to International circuit configurations at lunch time. We are pleased to be sharing track time with the 'MGs-on-Track' organisation; L7C member will have exclusive use of the circuit



for 40 minutes per hour with MGoT participants using the remaining 20 minutes. The event is suitable for drivers of all levels of experience and ability, starting with sessions (with participants grouped according to experience and ability) and moving to open pit lane (OPL) format - allowing track access at any time throughout our 40 minute period - as soon as deemed appropriate.

As usual, we will be offering free instruction and our 'buddy system' (for those who want it) and we hope that Caterham Cars will be present again, providing hot-laps in a 620S. And, finally, we will be arranging a social get-together - hopefully over a meal - for the Thursday evening before the event. ESV present. £175 per car and main driver. Booking form in July edition of Lowflying or on the website under the calendar entry. Contact: James Batchelor james.batchelor@lotus7.club or Dave Rothwell dave.rothwell@lotus7.club

October

Saturday 1st

Castle Combe Autumn Classic

After a fantastic 2015 Autumn Classic with 30 members cars parked right by the circuit the Club will be back again this year. There will be a Club 'Early Bird' ticket deal with free souvenir programme & paddock pass. Details TBN. The race grid line up & static displays are always excellent with the opportunity to walk the grid prior to the first race. For more info: <http://www.castlecombeautumnclassic.co.uk/> Contact: Geoff Brown Geoff.brown@lotus7.club. ESV Present.

Club Speed Championship

Date	Event	Event Type	Notes
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

Sam's Blog *A slice of life from behind the membership desk.*

Life in the office is as busy as ever, with "event season" in full swing! Over the last few months, we have been managing the bookings for a wide variety of Club events at a range of locations including track days at Anglesey, Brands Hatch and Cadwell Park, as well as events such as the Dunsfold Handling Day, Introduction to Sprinting (Curborough), Get To Know Your Seven (Caterham South), Le Mans Classic, Throckmorton Handling Day and Introduction to Track Days at Donington. I think it is fantastic that the Club is so active and there seems to be an event out there to suit everyone. The one I am getting really excited by however, is the "Seven's Diamond Jubilee" event at Donington next year (7th - 9th July). The weekend looks to be jam packed with entertainment, track driving, eating, displays and much more.

I recently attended the Management Team meeting at Donington Park. This was a change to the 'usual' venues of Thame and Oxford and

was a great opportunity to see where next year's big event will be held, and to drool over the Sevens on display in the BookaTrack showroom. There was also the 'Masters Festival' being held on track, and the noise of the racing cars certainly got us in the mood to talk about the Club's upcoming event. Despite the distractions, the meeting went well and I do feel that these are vital in the smooth running of the Club.

I will be leaving my desk to attend the Silverstone Classic on 29th July. I look forward to this family-friendly event every year. It has racing, stands, displays, stalls, funfair, entertainment and the Club stand always looks impressive with many members displaying their 7s. The Club's Event Support Vehicle will also be in attendance, which has a great range of club regalia for sale, tea and coffee facilities and provides somewhere to relax after a long day of walking around the vast circuit area. I look forward to seeing some of you there.

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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 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


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
<http://penn.lowflying.co.uk>

Cambridgeshire 
The Red Lion, High St,
Grantchester, CB3 9HF
2nd Tuesday
Contact: Andrew Gilbert
07968 591485
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


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

Devon 
Roving venue
Contact: Andy Woodward,
07780 670053
devon@lotus7.club
www.facebook.com/devonlotusseven.club


Dorset 
The Red Lion Hotel, Winfrith
Newburgh, Dorchester, DT2 8LE.
3rd Tuesday
Contact: Tim Small
07747 273616
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


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

Hampshire, South ("Solent Sevens") 
The Milbury'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

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

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
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


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

Kent, East 
The Sun Inn, The Street, Bredgar,
Sittingbourne, ME9 8EY.
2nd Thursday
Contact: Garry Hooton.
07778 392239
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


Kentish Weald 
The Spotted Dog,
Smarts Hill, nr. Penshurst, TN11 8EP
3rd Tuesday
Michael Clark
07771 677276
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
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
for details.

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


London, South 
All Bar One, 32 Northcote Road,
Clapham Junction, SW11 1NZ
1st Wednesday
Contact: Adil Patel 07763 477673
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


Merseyside & District Sevens ("MADS") 
Thorn Inn,
Grappenhall Lane,
Appleton,
Warrington, Cheshire
WA4 4QX
Last Wednesday
Contact: Martin Richards
07884 437652
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
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


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

Northern Ireland 
AR position vacant
For more information,
please contact
arc@lotus7.club


Oxfordshire 
The Flowing Well,
Sunningwell, Abingdon,
Oxfordshire, OX13 6RB
1st Tuesday
Contact: Robert Jacobs
01865285026
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

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

Scotland, North 
Roving venue - please contact for
details
Contact: Nigel Simpson 01561
362153
northscotland@lotus7.club
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 for details.

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

3rd 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)

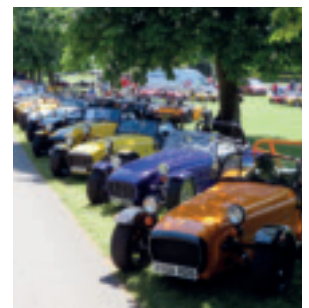
AR position vacant
Contact: arc@lotus7.club
for details

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

Bloodwise: The new name for Leukaemia & Lymphoma Research

Lap 6

Monthly standing order from a shy, Club member	£25.00
Monthly GAYE donation from an shy Club member	£25.00
Paul White thanks Ian James for helping to fit new mirrors	£30.00
Nick Edwards, a.k.a 'Mort', to honour bet with Stephen Hubbard on the outcome of the EU Referendum - plus an additional amount to allow for the devaluation of the pound	£25.00
Mark Durrant sent in the proceeds from the sale of 30 part worn tyres generously donated by Andy Jupp	£295.00
Julian Berry thanks Guy Munday for his valuation	£3.00
Ian James made a donation in return for a Swiss Autoroute pass from Phillip Ambrose	£20.00
Simon White made a donation to support the club and in memory of his friend Peter Spencer who lost his battle with Leuk a few years ago.	£50.00
Jonathon Lovick wishes to thank Andrew Fielding for the Dunsfold handling day photos	£10.00
As does David Fry	£10.00
Steve Mell sent in a donation from the proceeds of the Dunsfold handling day and Top Gear lap ticket sales, many thanks to all those involved	£750.00
This month's total:	£1,243.00
2016 to date:	£2,020.00
Fundraising History 1991 to 2015:	£408,402.48
Grand Total:	£410,422.48

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

Maiden flights: welcome to our new members

Mr S & Mrs S Moore, <i>Broadstairs</i>	Mr Matt Horgan, <i>Bristol</i>
Mr Renny Sumpter, <i>Leicester</i>	Mr Mikael Bergsten, <i>Linkoping, Sweden</i>
Mr Jack Bye, <i>Ely</i>	Mr Jason Robinson, <i>York</i>
Mr Daniel Pawson, <i>Kirby Misperton</i>	Mr Katsuro Maeda, <i>Sakura-City, Japan</i>
Mr Aaron Maul, <i>Ashford</i>	Mr Richard Wilson, <i>Chesterfield</i>
Mr John Moehle, <i>Poynton</i>	Mr James Cole, <i>North Petherton</i>
Mr Andy Moss, <i>Papworth Everard</i>	Mr Simon Difford, <i>London</i>
Mr Stephen Skolnik, <i>Diss</i>	Mr David Maclean, <i>Plockton</i>
Mr Thom Ellis, <i>Harlow</i>	Mr Simon Maihand, <i>Huntingdon</i>
Mr Tom Juniper, <i>Chelmsford</i>	Mr Thomas Diethelm, <i>Seuzach, Switzerland</i>
Mr Dan Bowen-Jones, <i>Hanley Swan</i>	Mr Martin Doyle, <i>Horsham</i>
Mr Stephen Leggate, <i>Wakefield</i>	Mr D & Mrs A Smith, <i>Leamington Spa</i>
Mr David Hanagan, <i>Kettering</i>	Mr S Calvert & Miss K Raby-Calvert, <i>Heathcote</i>
Mr Eben Hugo, <i>London</i>	Mr J & P Petty, <i>Jacksonville, USA</i>
Mr Darren Suckamore, <i>Stanford Le Hope</i>	Mr Paul Cook, <i>Camberley</i>
Mr Barry Janes, <i>Hurstpierpoint</i>	Mr Paul Currie, <i>Highwoods</i>
Mr Philip Jackson, <i>Fairlight</i>	Mr Andrew Eley, <i>Crawley</i>
Mr James Longmeuir, <i>Lymington</i>	Mr Joseph Crawford, <i>Ballymena, Northern Ireland</i>
Mr Simon Axby, <i>Sandhurst</i>	Mr Paul Simmons, <i>Chard</i>
Mr Nicholas Day, <i>Melbourne</i>	Mr Alex Munro-Kidd, <i>Goudhurst</i>
Mr B & Mrs H Waterman, <i>Chelmsford</i>	Mr Neil Allen, <i>High Wycombe</i>
Mr Jerry Brown, <i>Marlborough</i>	
Mr Alex Forbes, <i>Westbury</i>	
Mr A & Mrs L Thomson, <i>Bridge Of Earn</i>	
Mr D & Mrs J Farrell, <i>Shipston On Stour</i>	
Mr Ben Finch, <i>London</i>	
Mr James Malley, <i>Stevenage</i>	

Returning Members

Mr M Bett, *West Byfleet*
Mr Chris Eccles, *Leyland*
Mr Paul Creamer, *Newark*

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small ads

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Parts & Misc

Various
2 Tonneau covers one of which is new £20 and £30.
1 STD roll bar series 3 de dion £20
1 Banner 1800 auto battery charger £10
1 Indoor caterham cover with bag £15
1 Outdoor caterham cover with bag unused £35.
Contact: Dave on 01782 775433 (Cheshire)



Unit 7 Star Rd, Partridge Green
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2016 Open Day

Sunday 4th September

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Lotus 7 Insurance

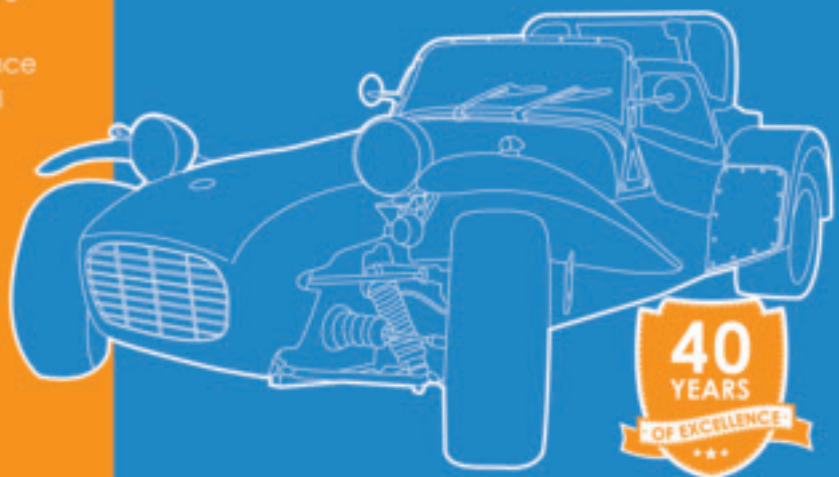
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