

# Lowflying

November 2017

for Caterham and Lotus Seven enthusiasts



Lotus Seven Club



**THIS MONTH:** THE UNOFFICIAL FIRST PORTUGUESE INTERNATIONAL • INTRODUCTION TO SPRINTING  
• ITAL REAR AXLE - STRENGTHENING AND COMPATIBILITY • NEW MEMBER PROFILE: GRAEME WHITE • NC500  
• ANGLESEY SPRINT WEEKEND • BROOKLANDS DOUBLE 12 • CLUB NEWS AND EVENTS

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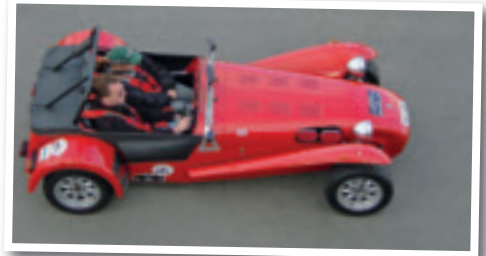
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# Introduction...

As the seasons change and the Club diary empties for another year, it is inevitably a time to reflect. Sixty years in the life of our favourite car was certainly something to celebrate in 2017, but if you'll permit the indulgence, I've recently realised that I also have my very own Sevens milestone to recognise.

As I write this, it was twenty years ago almost to the day that I purchased my Seven. At the time, I knew worryingly little about the marque; it was just that a ride in a friend's father's car had left an indelible mark so strong that I knew that some day soon, I was destined to own one. Like many new owners no doubt, I bought the car with little real idea of what I would do with her. Romantic ideas of exploring country roads that lead towards lunch in an idyllic pub by the village cricket pitch met their match on my very first attempt as the heavens opened and I instead spent twenty minutes cursing under the canopy of a Shell petrol station, realising that I had no hope of ever getting the blasted hood to fit.... The next couple of years that I spent tearing recklessly around the roads of SE England (well, I was young, and this was the 1990s...) could have ended so very badly, but luckily for me, the car (and my driving license) somehow came through intact.

Fortunately, by then I had started to become involved in the Lotus Seven Club, and suddenly, supported by a group of similarly-minded enthusiasts, Seven ownership began to take on a real purpose. European touring took us to destinations and experiences that I could never otherwise have imagined. Parked on the start-finish line at La Sarthe, just a few hours after the Le Mans 24 Hours had finished? Check. Being asked by a French Mayor to entertain his villagers around the local roads and informed that we didn't need to worry about the Gendarmes because he'd



"had a little word"? Yes, that too, but as I said, these were somewhat different times...

Since then, with the support of the Club, the Seven has been my passport to experiences that I could never have dreamt of twenty years ago. I have driven most of the UK and Europe's major circuits (and I still get a shiver of anticipation when I find myself in a "proper" pit lane). Having started out technically inept, I learned how to wield a spanner to the point where I was able to strip my car back to bare chassis and rebuild her (mind you, she'd probably still be in pieces had it not been for BlatChat advice and help from members who were willing to give up their weekends to assist). Through the Club's speed series, I have participated in competitive motorsport at top venues, and even if I sometimes find it hard to accept that spectators can be prepared to pay to come and watch us drive, the smile you get when you invite a young enthusiast in the paddock to try your car for size makes it all worthwhile.

That the Seven remains so relevant, popular and competitive after sixty years is little short of spectacular, and a testament to the genius of Chapman's original design. On a personal level however, I know that I could never have got anything like as much out of the ownership experience were it not for the friendship, support and advice that I've received from the Lotus Seven Club. Here's to the next twenty years...

Michael Calvert,  
Editor

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# Castle Combe Autumn Classic 7th October 2017

Club stand organiser **Geoff Brown** reports.

Early Saturday morning and the weather for the day looked like it would be a repeat of last year's. Wet.

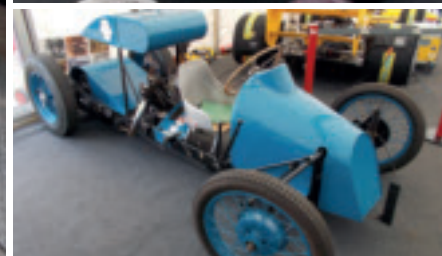
The ESV awning was erected under a steady and annoying drizzle, but this did not appear to have put members off as by 10:30 there were eighteen cars parked up and by 11:30 there were twenty. And then the sun came out... The final total of Sevens eventually came to twenty two. Notable amongst them were a Lotus S3, Lotus S4 and a Caterham HPC.

As usual, the Autumn Classic did not fail to deliver. Qualifying in the wet for those classics with very tall crossplies was entertaining to say the least. A rapidly drying track produced fierce competition across all the grids once racing got underway.

The most notable line-up was for the GT and Sports Car one hour race, with over forty cars on the grid. This race series is a season of only four events, with Castle Combe having the honour of rubbing shoulders with Donington, Silverstone and the finale at the Algarve Classic Festival.

In between races, spectators were entertained with demonstrations by classic race cars. Notable vehicles on track were two 1960 Scarabs, two Lotus 59, 1977 Williams FW06, 1974 Hesketh 308, Jaguar XJR15 - the list just goes on and on.

In the paddock static exhibition were cars such as the 1970 Ferrari 512S (chassis number 1028), 1969 F5000 McLaren M10A, 1974 Hesketh 308 and peculiarities such as the



1936 Freikaiserwagen and 1954 Birsay, the first 250 Formula racing car.

Now in its sixth year, the Autumn Classic has gone from strength to strength with the circuit not meddling with the format. The crowded viewing areas bore evidence of this and there is

no fancy dress buffoonery in sight... The Club will be present at the Autumn Classic again in 2018 so do take advantage of the 'Early Bird' ticket announcement on the Club web site later next year. I cannot guarantee the weather, but the event is well worth the effort.

## Paul Marriott Memorial Blat

**Graham Howard** reports from what he describes as "a sunny and enjoyable blat", held to commemorate the life of former AR Paul Marriott.



Northants, Beds and Bucks recently held their annual blat in memory of our former AR, Paul Marriott who so sadly passed away in 2010.

Starting in Olney, some sixteen Sevens completed an 80 mile circular route in the countryside around Milton Keynes, finishing up

for lunch at the normal monthly meeting venue. The current owner of Paul's Caterham, Adrian Smith, took part, taking Paul's brother Phil as a passenger. In all, nine members of Paul's family joined Club members for lunch, and afterwards we held a collection in support of Cancer Research.



# Heading for Headcorn

Sunday 24th September 2017 saw members congregating on Headcorn Aerodrome in Kent where an informal classic car meeting had been arranged. Ian James recounts that it was a relaxed gathering with no restrictions or entry charges.

Alongside a good turnout of Caterham Sevens from Kent and Sussex, vehicles arriving included 2 wheeled mopeds and motorbikes, 3 wheeled microcars, and an eclectic mix of other classics. Particularly memorable were a display of ex-police cars, a

raft of 2CVs and a LaFrance - a 1920s Bentley lookalike with huge wooden-spoked wheels...

With plenty of aircraft activity and skydiving, there was plenty to see on the ground and in the air, but best of all, perfect autumn weather for driving a Seven.

## Updated 10% Halfords discount scheme for all members

The Club has negotiated an extension to the free rewards voucher which allows members to save 10% on Halfords purchases. This replaces last year's voucher which expired recently.

For a copy of the voucher, either go to <https://www.lotus7.club/membership/special-offers-members/halfords> or e-mail: [geoff.brown@lotus7.club](mailto:geoff.brown@lotus7.club)

The rewards voucher can be used in Halfords or Cycle Republic Stores nationwide and is also valid for 'we fit' and 'we repair' services.

The voucher is enduring until its expiry, and in paper form should not be given up to store staff until that date. So, keep a copy in your wallet or on your mobile. Please note however that you will also need to present your Club membership card to validate the discount.

Exceptions: The voucher is not accepted at Halfords Autocentres, Halfords.com or in conjunction with a Halfords Trade Card. There is max spend limit of a £1,000 in a single transaction.



Geoff Brown who looks after our Club discount deals kindly requests that you let him know if either of the following happen when you present the voucher:

- The voucher barcode is not scanned but instead a 'generic 10% off' discount is applied.

- Store staff try to retain the voucher (note that it is written on the voucher that it is to be retained by the customer). Feedback of any 'incident' should include the branch, date and time and a scan of the receipt would be useful if possible too... Any questions or feedback to [geoff.brown@lotus7.club](mailto:geoff.brown@lotus7.club)



## The Unofficial First Portuguese International

David Harrold reports. Photos by the author, Tracey Harrold, Tim Dunsby and Joan Greening

Like five brightly-coloured carriages on a theme park roller-coaster, our five cars snaked rapidly through the twists and undulations of the densely-wooded N304 in the Parque Natural do Alvão in northern Portugal. Then, suddenly, like a train exiting a tunnel, they burst into the sunlight of the open mountainside of the Olo valley, with steep hillside on our right, Armco on our left, and views across the river Olo to the Tâmega valley and the mountains beyond. Our immediate destination was the small town of Mondim de Basto, a sort of 'base camp' for our ascent of Monte Farinha – an 8km, 750m vertical ascent hillclimb to the chapel of Nossa Senhora da Graça. We hardly realised it, but we were somehow creating the unofficial first Portuguese International.

It was during the organisation of the Gloucestershire Se7ens' June 2017 trip to Spain and Portugal that I 'met' Andre de Araujo on BlatChat. One innocent enquiry – about Portuguese road tolls – triggered a chain

of events that re-shaped our trip and may even have started something bigger.

Andre, who owns a K-Series SV, agreed to meet us at our villa in Portugal and help us plan some great days out. He also invited a French Sevens, Xavier Monnet, who drives a Seven 165 (the EU5 compliant version of the Suzuki-engined 160, designed for sale on the Continent), to join us.

In terms of getting there, we – Tim and Dot Dunsby, Dave and Joan Greening, and David and Tracey Harrold – enjoyed three days of blatting from Santander, firstly through the spectacular Picos de Europa to Leon, and then into the beautiful landscape of hills, rivers and woodland that is northern Portugal, via a stop at the São Cristovão hotel at Venda Nova, before reaching our base near the town of Amarante.

Xavier for his part travelled northwards from his home in Dagorda, north of Lisbon, for an overnight stop at Andre's home in Peso da Régua, prior to them both rendezvousing with us the next day for introductions, dining and a solid session of poring over maps. Andre, who

knows the area well and has a wealth of contacts, had formulated a rough two-day plan: a day of blatting followed by a day of 'cultural' tourism.

The day of blatting could hardly have gone better. Portugal's roads are mostly very much quieter than the UK's and we were surrounded by the sort of scenery that begs to be driven, which also happens to be dotted with picturesque small towns and villages ideal for refreshment stops. And as is so often the case when touring abroad, our five cars really turned heads, generating friendly waves and smiles everywhere we travelled.

At Mondim de Basto we pulled into the Avenida Dr Augusto Brito, parked up and settled into the Silva café for coffee and pastries. The Silva is one of those light, clean, airy, inviting (and air conditioned!) establishments, staffed by ever-helpful, charming staff, that seem to grace so many towns on the Iberian peninsula. Then after our 'pause-café', it was off and northwards along a gentle ascent of the N312 before the right fork to the ascent proper.



High in the Picos Mountains



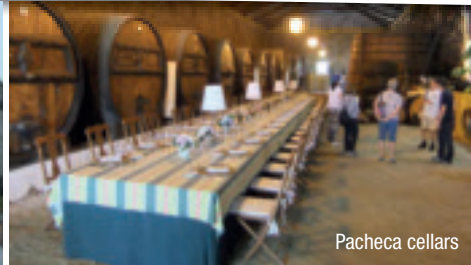
Mondim de Basto was 'base camp' for our ascent of Monte Farinha – an 8km, 750m vertical ascent hillclimb



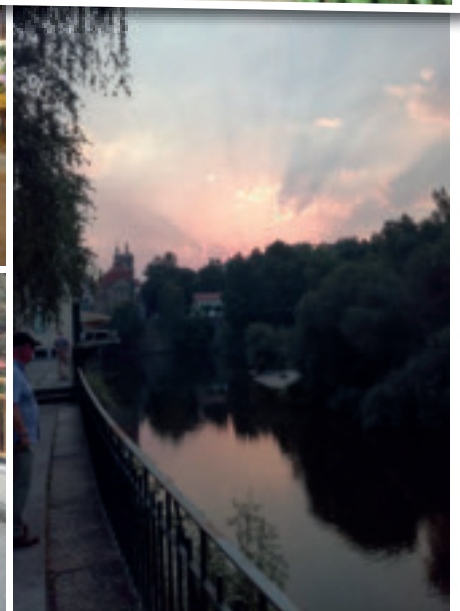


Our guide Andre

Crossing the Roman bridge at Vila Seca



Pacheca cellars



The road up to the chapel is surprisingly wide, and surfaced in good-quality, pale grey tarmac. The lower sections are bordered with double-height Armco, which reduces to single-height further up the course. Apparently, as the road is so long, it is normally divided into shorter sections for hillclimb events, but we, of course, drove it in one go. There is a variety of bends, from more open to tighter curves, and three genuine hairpins. The last of these, a right-hander, can catch first-timers by surprise, as it has a misleading 'run-off' road that appears to go straight on, just as the hairpin tightens – a real test of braking and turn-in, but thankfully, turning on a sixpence is something that our cars do, and part of the fun. Finally, the top section of the course spirals round two 'laps' of the mountain, before suddenly emerging into a large parking area at the summit. And what a summit. At about 950m (over 3,000ft) above sea level, we lined the Sevens up and took a hundred photographs of the stunning view.

The next day was quite different. We drove the N101 over the more open terrain of the Sierra do Marão and descended through Mesão Frio ('Cold Plateau' – it was 28°C!) to the bustling town of Peso da Régua, a centre of the Port wine industry, on the River Douro. Here Andre had organised a tour of the Quinta Da Pacheca, an 18th Century Port 'chateau', vineyard and cellars at Lamego, across the river from Régua.

At Pacheca, we were given a guided tour by a young man named Eduardo, who spoke fluent English, and handled our questions with style and humour. We saw where the grapes are still trodden in the traditional manner, and were taken into the beautiful cellars where the vats range from 10,000 to 35,000 litres. In fact, the cellar building is so beautiful that it is also a sought-after wedding venue. After the tour, we were treated to a tasting of wine and port – including the best 35-year-old vintage – in the sunlight-dappled courtyard beside the chateau. We were also introduced to white

port and the concept of the Porto-tonico, as a rival to gin and tonic, which believe me, works! Naturally, the drivers let the passengers do most of the indulging... Then the staff, who were keen to look at our cars, eagerly climbed into the passenger seats as we manoeuvred them into position, with permission of course, for a photo session on the Pacheca driveway. After the Pacheca tour, the visit was rounded off with a suitably large lunch at a traditional restaurant, O Maleiro, back across the river in Peso da Régua, before, with the temperatures heading up into the 30s, retiring to the comfort of the pool at our villa for the late afternoon. Having said our goodbyes to Xavier and Andre – to whom we express our heartfelt thanks – the 'Gloucesters' toured our way back to Santander via Salamanca and Burgos, both beautiful cities in their own right, providing a contrast and a fitting tribute to our time in rural Portugal. *LF*





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- Final Track Day of the Year! - Places still available for £275
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## The Lotus Seven Club's Introduction to Sprinting day.

**Justin Dobson** reports from Curborough Sprint Course



Having owned my Caterham for 18 months, I have been attempting to work out what my car is to be used for; road, track, road and track, racing? I had tried the first three on a number of occasions, and had a great time doing so, but racing? That has always been a grey area for me, and I could not decide if that was something I really wanted to try as it is a big commitment. With a young family, it is all too easy to keep putting off such a decision as being "not quite right for me at the moment". There is also the question of not knowing where to start, even if I did make the commitment to race, as it can be quite bewildering to read through regulations from FIA, MSA and of course the Lotus 7 Club.

With this background, I booked myself onto the 'Introduction to Sprinting' day at Curborough, very early in the year. It was an easy decision to make, as the cost was very low. I would get to have a drive at Curborough which I had heard mentioned many times but had no idea about what it was like, and the date was two days after my birthday, so my wife would never be able to complain about me being away on my birthday 'weekend'. On top of this, breakfast and lunch were included in the price. Brilliant.

After booking, I started to receive emails from Chris Bramall, our Competition Secretary, telling me about forthcoming Speed Championship events and arrangements, such as who was registered for the next event, deadlines for registering, and who was joining for the culinary delights the night before the races. I quickly realised that I was now on the competitors' mailing list for the Championship, and already felt a small step closer to understanding what was involved, as the logistics and planning for each event became clearer through the various communications that were landing in my inbox.

I was now on the Championship mailing list and already felt a small step closer to understanding what was involved

About two weeks before 16th September, we received the final joining instructions and requirements for the day. All seemed pretty self-explanatory, and I made sure I had everything

prepared. Not owning a trailer, I had loaded the Caterham with as many tools as possible in the boot, along with the shower cap, spare cables, and half hood. I then proceeded to load the passenger seat with everything that would not fit in the boot such as coolant, engine oil, and more tools, then filled the passenger footwell with everything else, including helmet bag and race suit. The car was fully loaded and ready with two days spare

I had considered buying a trailer on a number of occasions, but only having a single garage, and not wanting a trailer sitting on my driveway all year, I was slightly apprehensive about owning one. I was very limited on the type of trailer I could buy, as my garage door measures only 215cm wide so my occasional Ebay visits had always resulted in a lack of action due to cost, storage concerns, trailer dimensions and generally my just sitting on the fence. That was all to change later that evening when I saw what seemed to be the perfect trailer for me - in excellent condition, at a very reasonable price, and with a whopping 3cm clearance either side to get through the door. The only downside was that it was in Brentford, Essex, rather a long way from West Yorkshire. However, I decided this



was only a minor detail, contacted the buyer, agreed a price and committed to buy. My only option from this point was to drive to Essex on Friday evening to collect the trailer, ready for use on the introduction day. Collecting it the day after would be madness, although driving the length of the country, twice, on a Friday evening could hardly be classed as sanity.

I arrived at home with my trailer at around 23:30, parked on the drive, (having to learn to reverse a trailer there and then) and prepared everything for the next day, which seemed a very short time away when my alarm was set for 05:45. The trailer was new to me, so loading the Caterham, strapping it down, and getting myself ready to go took much longer than I had planned, and I therefore set off late. As I got underway, I was starting to wonder what I had let myself in for. My arms were aching, I felt very tired, and everything felt like a bit of a hassle. However I also knew that I was just getting used to everything, and that things would surely get easier.

As I was already running late, my stop at the motorway services for a much needed coffee was meant to be quick. However, I had arrived behind a lot of coach parties, whose passengers were all milling around and making progress to

Learning about car preparation with an MSA scrutineer

Starbucks very slow. As I had a trailer, I parked in the coach area, alongside 10 coach-loads of elderly travellers, all of whom were staring intently at me and my "Morgan."

Onwards to Curborough, I was now getting excited about the day ahead. Being only around 2 miles from the dual carriageway A38, the track is apparently easy to find. However in the last half mile, the road reduces to a single track road, and the entrance is no more than what looks like a gate to a field... which I carried on straight past. The lane became even narrower, and about 10 minutes later, after an improbable 20 point turn, I arrived back at the circuit entrance.

It was great to arrive safely and just about on time. I was directed to the paddock which was already very busy with Sevens. There is something about a Seven on its own that makes you just want to keep looking, but when you are faced with a cast of Sevens (I don't think there is an official term for this, but a collection of hawks is a 'cast' so this seems appropriate in a low-flying theme), it really is a fantastic sight. The Club's ESV (which I now know stands for 'Event Support Vehicle') was already set up with an awning, chairs and TV screen for the introduction presentations. Very professional.

So, now it was down to business. First job of the day was to register my arrival, hand in my disclaimer, and pick up my information pack and name badge. Curborough is a real

grass-roots motorsport venue, and as such the facilities reflect this. However it has real personality and heritage. I went to introduce myself to some of the other participants who were polishing off their bacon sandwiches and tea that were included in the cost of the day.

We gathered in the ESV awning for a presentation which had been shortened from previous events based on feedback from participants, to maximise track time. The presentation took about half an hour, covering the format of the day, some of the basics of sprinting, car preparation, and the do's and don'ts which many of the existing competitors have learned the hard way. The rest of the information, which had previously been formally presented, was included in the information packs that we received. This was an excellent way of ensuring we had the right information in the right way, as too many PowerPoint slides can be difficult to absorb, and there was plenty of time during the day to ask any questions.

We had been split into two groups in the leadup to the day, and now it was time to go to our respective areas. Group 1 went for a track walk with Richard Price and Rob Jacobs, and Group 2 stayed in the paddock to meet with an MSA scrutineer who talked us through the requirements to prepare our cars for competition.

I was in Group 2, so went across to Paul Collins and the MSA scrutineer, who carefully explained to us, with the use of Paul's car, the requirements and modifications to compete, and the sort of things that a scrutineer will be looking for. The overriding message here is that safety is paramount, and this is the main point of scrutineering in the championship. The scrutineer is primarily making sure your car is fit to drive at competitive speeds, is within the regulations and that your safety equipment is in place. Any issues found can often be given a workaround if it is not a fundamental problem, or where possible, the scrutineer can offer advice on what to amend for the next round. Their role is not to stop people competing, so they will help wherever possible.

I found the most interesting part of this was that very little is required to prepare a car for the Speed Championship, which makes getting started relatively easy. In fact, from all of the participants in my group, I had one of the more difficult challenges in that my passenger seat Tillett headrest currently prevents me from fitting a "Petty strut" brace, which is quite an unusual problem. However, after the event, with help from Dave Gemzoe it quickly became clear that by moving my seat backwards by about 5cm and tilting it back slightly, this issue can be resolved. I don't think anyone else required any significant changes to their car to get started.

## There is very little required to prepare a car for the Speed Championship



Not quite the line I had been told to take

Some were braver than others and took their runs during the deluge



Next came our first track walk of the day, where Richard Price took half of our group around the track and explained the finer details of driving fast at Curborough. Whilst this was specific to Curborough, the insight was invaluable from an understanding of how to approach sprint driving at any track, from launch to the finish line, and all the twisty bits in-between. I also found that Richard manages to cover a lot of ground very quickly even when walking, whilst his pupils lagged behind and were given a hurry up a couple of times. At this stage, my fellow entrants were starting to understand some of the skills they would need to work on to compete, and began to share some nervous jokes about how they were likely to mess up their runs during the day. I thought it worthwhile to add a bit of further pressure by pointing out that as I would be writing this very piece, any on-track indiscretions would be shared with the wider L7 Club via Lowflying. Karma would come and put things right later, after my mischief.

We then had to clear the track quickly, as the first group were lined up, ready to start their runs. Only one car can be on track at a time, so we were able to observe each competitor carefully. I realised I had never seen a Caterham accelerate from a standing start at full power before, and whilst we know our cars are fast, it is easy to become too accustomed to the speed. It was really amazing to see all the cars, from 1.4L K-Series up to a couple of

620s, all accelerating away at a pace that few road cars can match. Not surprisingly, for the first runs, there were a variety of interesting approaches taken on track, however most drivers had existing competitors as passengers to keep them on the straight and narrow.

We were then called to line up, in number order, in readiness for our group's turn. It had been raining on and off for the day, and the rain started to fall again as I waited, helping to raise the challenge a notch or two. Group 1 left the track and we were ushered forward to the start line. I was up first, and took advantage of having an experienced passenger to help me around the track for my first run. Waved forward to the start line, I was advised that it has very little grip, particularly in wet conditions, so the fastest way off the line is under 2,000 revs! It all felt a bit counter-intuitive, so I chose to ignore the advice and give it a try at 4,000rpm. Having been given the all-clear to go, I found that the car barely moved forwards as the wheels just span away. I looked at my passenger in total surprise. Revs dropped however, away we went; I decided to listen from now on. I was also now very wary of the grip levels as the track was very damp, so my first run was quite tentative. The Curborough course is very unusual in shape; being a dedicated sprint course rather than a traditional circuit where you can do a circular lap. Here one run is made up of a double lap before you drive back down a

return road to the start, at which point the next car is released. It looks very simple, but it is narrow, and similar to a kart circuit with the nature of the turns, and it is deceptively challenging to drive quickly. The first corner is a blind apex left hander, before you spend the next minute or so frantically steering, sliding, accelerating and braking your way around to the finish line. Wow, it was all over so quickly, and my brain could not take it all in for the first run, whilst trying to listen to instruction. Back in the pit lane to wait for my second run, my instructor was positive about my initial efforts (probably from the relief of still being alive), and he gave a few bits of advice before heading off to the next car.

I would do the next run alone, and now I was more dialled into the track, it felt much better. In the damp conditions and with dry weather trackday tyres, my car was sliding around under braking and acceleration, and I was having a whale of a time. It is all over quite quickly, which makes your individual runs in sprinting competitions really count every time. In karting, I have been used to races ranging from a minimum of 1hr, right up to 24hr events and everything in between, so this was a real eye opener regarding the accuracy, speed and consistency required to be successful in sprinting.

We were advised that we would have time for a third run before lunch, so lined up again, ready to go. However as we waited, the rain

started again, and became heavier and heavier, to the point of a torrential downpour. I looked down at my passenger seat, and it was filling up fast, so I decided to abandon the track and head for the pit lane, for the shower cap for the Seven and a roof in the tow car for me. The rain continued for another 10 mins and some plucky competitors did take a third run, but I was happy to watch from inside the car.

Lunch was provided by the onsite catering facilities, which given the grass-roots nature of the track, is the obligatory Portakabin, with a covered seating area to the side. Just as well, as the heavens opened again, and we all took shelter once more. The lunch was chicken curry and chips, and it was delicious and popular. We had the opportunity to share some stories from the morning so far, before it was time to go back on track again.

This was a real eye opener regarding the accuracy, speed and consistency required to be successful in sprinting.

We lined up again, and after Group 1 came back in, I was ushered to the start line. This time I was ready for a good start. The timing on a sprint commences the moment the car moves rather than when you receive the signal to go, so when you are waved off, you can decide when to launch. This time, I focused on the revs, kept them lower and launched the car when I was ready. In first gear, I tried to control the wheel spin as the revs increased to 5,000rpm, then changed to second and gave more power with more wheel spin, and then into third and hard on the power. There was still wheel spin, but I was delighted with my start and amazed at how quickly I was going by the first corner compared to the first two runs. My optimism was perhaps a bit premature however. Having teased the rest of the group about any indiscretions being recorded in this article for all to see, karma came back around with a vengeance. As I congratulated myself about my start, I forgot to look for the turning point for the first corner! Having missed it by at least 20m, I thought about trying to make the turn anyway, but realised there was no chance, so continued the wrong way up the back straight to turn around. At least the helmet masked my embarrassment. The marshals thought it was hilarious as I had to do a three point turn in the track, and they kindly took photos of the occasion...

Back facing the right way, it all felt more natural again, and was a delight to drive. Subsequently, it was clear that the rest of the group was becoming more comfortable on track with every run, as some of the earlier interesting lines were no longer as prevalent, and engine notes were noticeably higher as



Attendees got to enjoy high speed passenger rides with experienced drivers at the end of the day

drivers carried more speed around the track. By the end of the day, everyone was delighted with the track action for the day, and probably would have carried on until sunset if allowed.

However it was now time for the novices to become the passengers. As a demonstration of how much the championship means to the current competitors, a significant number of them had volunteered their time to help support the day. They also now had the opportunity to wheel out their own cars, and show the new-comers how it was done. Everyone had the opportunity for a high speed passenger ride. It was clear that the regulars were not hanging around, based on the angle of approach into the corners and the occasional puffs of tyre smoke under braking. Everyone seemed delighted with the experience. A number of the novices commented on how they had a bit of work to do on their current skills, all part of the adventure and probably the primary the reason to compete.

It was approaching 17:00 by this time and the event was coming to a close. It had been a long day, and I had about two hours on the M1 to look forward to, although my new trailer was making this a look a much better proposition than driving in the rain. Loading was a much quicker process this time around. I headed home, having thanked those who had given their time to make the day such a success.

So, had the day been £59 well spent? It

had genuinely given me all I had hoped for. A sprint course to ourselves, a team of volunteer racing drivers, the L7 Club ESV and support team, an MSA scrutineer, breakfast and lunch and all the knowledge I needed to help decide whether this would work for me - very good value by any measure. One of the most important things I have gained however is contact with a number of the current series competitors who have already been very helpful with my questions after the day. I would like to thank Richard Price, Chris Bramall, Paul Collins and Graham Howard for the help and advice subsequent to the day, and for the advice I have yet to ask for over the winter.

I reflected on the experience in the following days, to decide whether competing in the L7 Club Speed Championship is something I can commit to. I weighed up the pros and cons and it came down to one question. Would I be disappointed if I was not registered and ready to go for the series start in 2018? The answer was a definitive "yes", as I had so much fun on track, and that was before the timing beams had been switched on! So, assuming all preparations go to plan, I expect to be on the start line in 2018, keeping my RPM low, and hoping to make the first corner.

If you have any questions, or are interested in competing yourself, I strongly suggest you contact Competition Secretary Chris Bramall, on [compsec@lotus7.club](mailto:compsec@lotus7.club). Maybe see you on track next year too? LF

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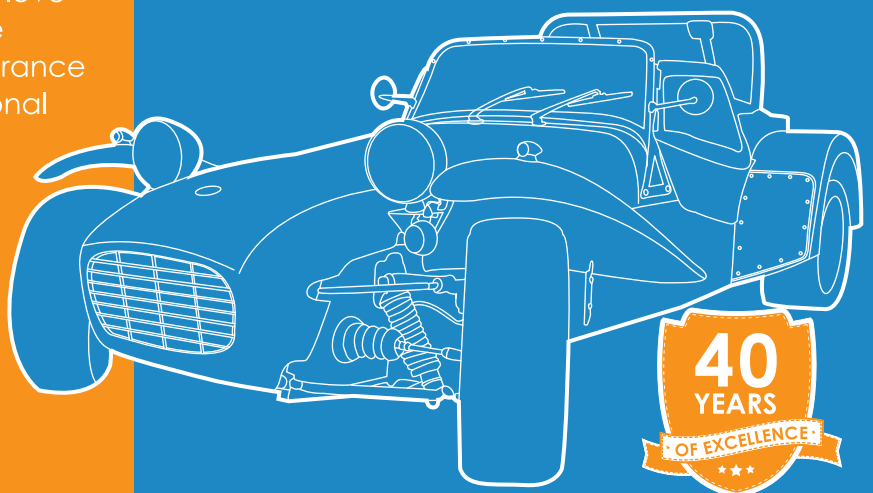
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## Compatibility of the Ital Axle with the British Leyland parts bin

For many years, “Live Axle “ Caterham Sevens were based around a rear axle taken from the Morris Ital. It’s a tried and tested setup that has been used extensively on both road and track cars. For higher powered applications however, additional strengthening and bracing of the axle is generally recommended.

**Elie Boone** spoke with renowned Triumph specialists Jigsaw Racing to get some tips on optimising the setup for strength and durability, and to understand more about which components from the British Leyland parts bin can be used with this application.

The Ital axle used in Caterhams is so called ‘banjo axle’. However, for the Caterham application it is strengthened by the addition of a thick metal plate running across it, and it uses different mountings for the dampers. This axle was also used in the Triumph Dolomite 1850 and the 4 speed Triumph TR7.

Within this casing, you can mount the complete diff assemblies as used in the Spitfire, GT6, Dolomite 1850, and the TR7 4 speed without any problem. The only difference with the Spitfire, GT6 and the others is that these former have a extra mounting lug on the pinon side of the casing, but this will not cause a problem with the clearance in the Caterham chassis.

The bearings and CWP are all interchangeable between the 4 BL models listed above, and the same goes for the half shafts off the Dolomite 1850 and TR7 4 speed.

The brake cylinders are also the same from Dolomite 1850 and TR7 4 speed. However, be sure to measure the inside diameter the brake cylinder as there are three or four different sizes available.

Running an Ital axle on a Caterham does need some points of special attention however, especially if you run higher BHP and use sticky tyres. To ensure maximum longevity, you will need to baffle the axle casing, shim



The Ital Axle as prepared for the Caterham application, showing strengthening plate and specific damper mounting points

the half shaft, and pack the half shaft bearing with quality bearing grease.

To baffle an axle you simply weld a plate against the diff tube on the CWP side.

**To shim a half shaft, you need to calculate the shim as follows:**

- ▶ Take the measurement from the threaded end to the raised stop
- ▶ Deduct 72.14mm to calculate the thickness of the required shim.
- ▶ A machine shop should then have no problem making shims that are a sliding fit on the axle, with the outer diameter of the shim about that of the inner bearing race. You do need a press to remove or

mount the bearing on the half shaft. (NOTE: when shimming, do ensure that the hub taper is still in full contact with the shaft and that it is not being held off by trapping the shims between the bearing and hub).

An alternative upgrade is the half shaft conversion designed and sold by Rakeway. It eliminates the risk of breaking the shaft, (especially if you like to ride the curbs on track!), but a well-shimmed half shaft should be fine, especially if you have an LSD fitted.

To fill the axle with oil, jack up the rear as high as possible. However, it is worth noting that axles supplied by Caterham are fitted with a second oil filler / level plug above the strengthening plate to further raise the oil level so as to help avoid surge on track days. Seven





specialist James Whiting advises against using this higher level (if fitted) if the car is only for road use. This is because the higher oil level then lays in the axle tubes all the time and can seep (and usually does!) past the seals and then contaminate the brake shoes.

Another recommended modification is to the breather that is screwed into the axle. It

is best to replace the simple breather with a connector to a breather bottle to avoid the risk of oil spillage when cornering.

So, how strong can an Ital axle be? Jigsaw Racing has successfully run a GT6 with 180 bhp without any problems, and a Triumph 6 cylinder engine is without doubt going to have more torque than, say, a X Flow in a Seven. Anything

north of around 200 bhp is likely to prove too much for an Ital axle however, unless you have an extremely smooth driving style...

A big thanks go to Mark Field from Jigsaw Racing who took the time to share his expertise while recovering from major surgery, we wish him a full recovery. Thanks also to James Whiting for additional material provided. *LF*

## Failure examples:

A broken half shaft with clear signs that the axle was already fractured before it broke, taken from a XFlow-powered Seven running 150 bhp with Toyo R 888 tyres, used only for circuit driving. There is also the possibility that the fracture has been caused by removing the hub or the bearing with inappropriate tools.



An example where an Ital half shaft has had the bearing tack welded in place to stop movement - very poor practice. In this case, it caused total failure of the shaft through metal fatigue. The heat penetration of the weld has affected the molecular structure of the shaft more than halfway through, as witnessed by the discolouration.



### Useful contacts:

Jigsaw Racing

Rakeway

James Whiting Sevens

International Triumph Specialists

Caterham Axle Upgrade Kit

Seven service specialists

[Jigsawracingservices.com](http://Jigsawracingservices.com)

[Rakeway.co.uk](http://Rakeway.co.uk)

[Jameswhiting.com](http://Jameswhiting.com)



## New Member Profile

This month, we welcome **Graeme White** to the Club, and find out a little more about the Seven that he has recently purchased and which he is in the process of bringing back to life.

### Welcome to the Lotus Seven Club Graeme. Can you tell us a bit about yourself and the car you have bought?

My name is Graeme, I am a 60 year old retired aircraft engineer. I live in the Southern Highlands of NSW Australia, in an area that is somewhat like the English countryside with many small villages.

Two months ago, I very excitedly picked up a 1985 Caterham Seven Series 3. The car came with a good history, including the original order sheet and registration history. The only thing I would have liked was the original assembly instructions from that period, although I now have one dated 1989 thanks to a kind Club member. I am the 4th owner of the car, which as it is 32 years old means that it's had some long term owners in its life – 1985 to 1992, 1992 to 2014 and 2014 to 2017, when the last owner had to sell due to a serious illness.

### How did you come to be interested in Sevens?

I have always been a big fan of Sevens, right back to the late '70s when I first wanted a Lotus Europa. I joined Club Lotus Australia (CLA) and I got to know a fellow CLA member Bill Wade (a name that you may be familiar with if you have read Dennis Ortenburger's book "Legend of the Lotus Seven").

Fun story if I may about Bill's car; Bill was restoring a Series 2 Cosworth, which from memory had spent the earliest part of its life

as a racer. I followed through this "fastidious restoration". When Bill finished the car, he took me for a ride around the local streets – it was just a mad, loud thing and I loved it, even though he scared the daylight out of me. This left me with an indelible impression, "One day, I'd own one..." I remember Bill complaining about having to clean off molten Michelin FF rubber that was stuck to the underside of the rear guards... Bill still has that car!

Around that time, I was at a Lotus restorer's workshop when a Series 3 Twin Cam Seven arrived, its carbs and exhaust barking. I remember thinking "Wow, now that I would like..."

Many years and interesting cars later, when I retired and moved out of Sydney, I met two local guys who live within ten houses of me and who own a brand new Morgan of all things. I went on a number of mid-week coffee runs with them, as you do when you're retired. One of the Morgan owners, Graham, had owned and restored a Seven and now misses it. I would follow then on runs in my 1750 Alfa and the thought that I really should be driving an open car (particularly in this part of the world!) would not leave me. From this, I got the Seven ownership bug again.

I looked at the idea of building a "Sevenesque" vehicle (there are nearly as many spin-off Sevens here in Australia as in the UK, and some with very advanced engineering)

however I always loved the original aesthetics of a genuine Seven.

I started to look around for a car which would need some work, as I do like to make a car "mine". Having placed a "wanted" ad. for a S2 or S3 Lotus Seven in the Club Lotus Australia magazine, a number of opportunities came up - one for a replica chassis, one for NZ built S4 and one from the owner of the car I now own. Bingo.

My car is a kit-built, 1985 long cockpit Caterham S3, originally fitted with a 1600 pushrod engine. This was replaced in 1992 by an Elan plus 2 motor with a late Twin Cam head. When I bought the car, it had been used only occasionally and I fear very little in the preceding twelve months. Just before I located the car, it had suffered what I suspect, (but is yet to be confirmed) some internal damage - a ticking sound coming from the exhaust from a bent valve perhaps or broken ring land as evidenced by massive blow-by out of the oil filler. An engine rebuild is therefore about to start, which will include a dry sump conversion as 2.5" ground clearance just isn't enough for our Aussie roads...

I will take the opportunity of this work to undertake a few other jobs, including an overall engine bay tidy up. I am also in two minds about the wheels which are aluminium centres with rusty bolted-on steel rims. They are of an older 5 spoke design which is growing on me, but to my mind, a



Seven should really have a set of Minilites or Panasport wheels.

The "Australian compliance" makeshift headrests are also in for a rethink as they are attached to the rear brace of the rollbar. and are, to be totally honest, useless!

The addition of LED tail lights and a high mounted stop light is also a consideration as I feel (as I know that others on the forum do) that visibility is important on a car so small. I also have a full set of suspension bushes to fit, and this will also give me chance to do a full inspection of all the attachment points

One other thing I need to investigate is that the car has been fitted with a brake servo, just on the fronts. The jury is out on that, and when I have driven the car and tested what it is like, I will decide whether to keep it or not. I'll also freshen up the carpets and I plan to change the instruments for chrome bezels - sorry but to me, black instrument bezels look cheap.

The car came with full weather gear and wind deflectors. but the tonneau is for a short cockpit car and is therefore about 4 inches too short. It's an original 1985 part which I may sell to a friend with a S2. Other than that, it all needs a good polish and some detailing, and a wiring tidy-up is also in order. I am sure that there is plenty I have missed though... I do plan to document the car's progress on a blog, so keep an eye out on the forum, where my username is "Auyt" Why Auyt? Well, from my surname, my nickname is "YT", and "Au" (Hey You) is a classic Aussie term, even if it's a bit non PC...

#### What's the Sevens scene like in Australia then?

Sevens and clubmans in particular have a similar following in Australia to the UK, but Australian Design Rules for cars have almost

stopped people from being able to build them. Chassis stiffness and the new need for ABS and Stability Control make it most difficult. NSW is the worst, while certain other states are more lenient. I believe that Caterham and Morgan have been given a reprieve - for now - but the self-build Caterham isn't available due to the regs I believe.

#### How do you feel that the Seven compares to the Elans you have owned previously?

There is a good question as of course, I haven't been able to drive my Seven yet! I bought it knowing that it had issues, but had to jump on it quickly as the owner was being pestered to sell it, even though it wasn't officially being advertised. So comparing it on the road will be difficult until it's up and running again.

I owned two Elans, an S2 and a Sprint. The S2 Elan that I owned 32 years ago was fitted with a 711M long stoke motor and was my

first performance car. By the standards of the mid-'80s, it was fast, probably not as fast as my Seven will be now, but certainly quick compared to other cars of the era.

I suspect that the Elans were designed to be a bit more civilised than the Seven. My wife was happy to come on runs with me in the Elan, but she has already commented that she's not keen on riding in the Seven. I'm working on that one though. Time will tell, but I also suspect that the Elans would probably handle rougher roads better due to their rear suspension. The Sprint had a lot of ground clearance as it was fitted with longer springs, and oddly looked better for it. But the Seven is a comfortable place to be and I have all the room I need. I very much look forward to getting my Seven back on the road and hopefully to enjoying many happy years of driving. *LF*





April 2017's Lowflying covered the story of Caterham introducing its own 6 speed gearbox design. Paul Philpot's 1994 1.4 Supersport was factory built as Caterham's press demonstrator as the first Caterham with 6 speed gearbox and is pictured on Reigate Hill, Surrey.



We're watching you... Simon Redmile captured this line-up of Seven headlights at a recent Prescott Bugatti Owner's Breakfast which was attended by a good contingent of Sevens from the Warwickshire and Gloucestershire groups.



We'll go anywhere for a drink! Roy Parker's 270S outside Tan Hill Inn, the highest pub in Great Britain at 1732 ft above sea level.

Owners reunited? Matt Polaine is keen to find out more about the previous life of his car. It's a 1995 S3 James Whiting Sevens special, fitted with an early 1.8 Zetec built by Dunnell but as a Ford tuning test rather than a Dunnell engine. It has a Quaife straight-cut 5 speed gearbox, Quaife English Ford LSD, a live axle disc brake conversion, rose jointed A-frame and Leda fully adjustable suspension all round. Matt understands that the car started life as a red Super Sprint 1700 bought by Lawrence David Alexander who later commissioned James Whiting to upgrade it to its current spec, at which point the registration was changed to C7 LDA. The car was later owned by Garry Brown until he bought it in June 2017. Sadly, much of the car's previous history was binned before Matt took possession of the car and he's keen to find out more. Any previous owners out there? Contact [matt@polaine.com](mailto:matt@polaine.com).



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



Julian Berry is on his third Seven since 1998, a newly upgraded 310. The picture on the wall is of the hired Caterham that he drove back in 1995, which is where it all started... And the Aussie flag? It's in honour of his wife Jackie who is from Down Under.



East Kent member Jon Middleton, proudly displaying the rosette that he and his car won at the Tenterden Lions Classic Car Extravaganza, which celebrated 100 years of the Lions International.



Like, I suspect, many other members, my partner's attitude to these "silly little cars" ranges from ambivalence, through tolerance (on a good day) and sometimes off into active dislike.

So when a bout of idle daydreaming and internet research bought me to the relatively newly marketed North Coast 500, I tossed the idea at her expecting common sense to prevail with a summary of just how far Inverness was (each way) and how I'd probably drown in my own foot well or be eaten by midges. I certainly didn't expect a mildly interested response of 'OK, but you're booking the accommodation'. My pitch had been more for a weeks' leave of absence, but here was the inference that Sue might be open to the idea of actually coming too. Or maybe it was a cunning double bluff; holiday booking is a "Girl's Job" in our house - I can't often be bothered with it and anyway, if anything goes wrong I would have assumed liability, so planning and booking is Sue's domain and I carry the bags. I'm sure she knows this (or does now!) so perhaps this was a ruse for the idea to die quietly on my watch and then we'd move on to something more of her choice.

Not to let this opportunity go to waste, I actually put some effort into researching routes, dates and accommodation. Caveats were then applied covering maximum driving interval time (two hours) and minimum accommodation specifications (high, preferably castles). Early September was

## NC500 – a Highland Odyssey

**William Highfield** recounts details of his tour around this increasingly popular route, with advice for others who may be planning their own adventure.



chosen as his would be after the schools had gone back, but with evenings that would still be light enough for us to be able to take advantage of the hoped-for Indian Summer. It was also agreed that I'd do the north/south slog on my own, and that Sue would be flying to and from Scotland.

Part of my research included the extensive wisdom I was able to glean from BlatChat,

NoBB meetings (that's Northants, Beds and Bucks in case you're wondering) and from the archives of Lowflying, which revealed that my car had actually done the route many years ago with the previous owner. (Ed. Don't forget that the searchable online Lowflying archive can be found at [lowflying.lotus7.club](http://lowflying.lotus7.club). The article that William refers to can be found in March 2004's edition). Perhaps retracing some tyre tracks

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would augur well? I floated the idea with fellow area members and a few who I had met on the way to Portofino a couple of years ago, but everyone either already had plans of their own (Portofino, Angoulême's Circuit des Ramparts, vintage motorbike and sidecar racing, a sabbatical in Spain...) or had other commitments which meant they couldn't wangle the time off, so it was just going to be the two of us. On the plus side that would make accommodation and route planning easier as there was only one other to consult, but it might take some of the fun out of it – or maybe I was looking for the camouflage of others when doing something daft?

The marketing success of NC500 and its regular appearance in press reviews of cars, hotels or anything it nears means that its popularity has risen and continues to rise, so my quest to make accommodation bookings was met with more 'sorry no vacancies' than I was expecting. In the end however, the reservations were made and the places concluded, although the requested castle stay fell by the wayside...

- Day 1 – I'd slog up the M1, M6 and M74 to Glasgow to stay overnight with a friend
- Day 2 – Glasgow to Inverness, pick up Sue at the airport and then head to Tain
- Day 3 - Tain to Thurso via John O'Groats
- Day 4 – Thurso to Ullapool
- Day 5 – Ullapool to Uig. Skye's not 'officially' on the NC500, but now there's a bridge and we were passing anyway...
- Day 6 – Uig to Fort William
- Day 7 – Fort William to Glasgow. Drop Sue off at the airport and I'd stay overnight with friends.
- Day 8 – Return slog of M74, M6 and M1

Part of the enjoyment of these cars comes from tinkering with them, so the weekends prior to setting off covered a full service, new tyres all round, an update to the satnav and refining the tool kit that we'd take.

My plan was to set off at 08:00 on Sunday morning to get through the M1 roadworks and Birmingham before everyone else joined me on the roads. Having packed the car the day before and slept like a small boy before Christmas, I left pretty much on schedule and headed north, hood down but well wrapped. Roadworks and Birmingham came and went but when the signs for the M62 hove into view, so did Manchester's weather. I braved it out (stupidly) and carried on as showers passed, but it was steady rain by the time I got to my planned break at Bamber Bridge. If you're not familiar with this part of the world, just off M6 J29 there is a very large Sainsbury's with café, fuel and toilets that are much better than the motorway service offerings. Refuelled and refreshed, it was roof on from then on. This section was monotonous and rather dull. The reality of the distance to cover and the risk of a camera van on a bridge meant that it was steady 70mph – although north of Carlisle, it all appears to be up-hill.





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Monday was wet. Very wet. I travelled to Inverness in what felt like a grey dome of at best 300 yard visibility, seeing none of the glens, mountains or overtaking opportunities I'd been hoping for. After nearly overheating in Inverness as the fan was not kicking in, I met Sue at the airport, doubting the wisdom of the enterprise. I must confess to thoughts of how I could manufacture a non-fixable issue to get the car trailered home and throwing money at the problem of hotel bookings and transport. But once Sue was strapped in, the sun came out and we made it to Tain with Sue questioning why I had been in such a strop getting to her. The Royal Hotel was also being used as a base by half a dozen bikers, so a happy half hour was spent in the car park fettling the fan switch (water in the connectors) alongside likeminded enthusiasts.

A happy half hour was spent in the car park fettling the fan switch alongside likeminded enthusiasts.

The rest of the week was sunshine and showers so we braved it without the hood whenever we could – we may have got caught a few times, but fortune favours the brave. We stopped at the Whaligoe Steps for a brief bit of tourism and a leg stretch down to a small 'harbour' with the promise of a highly regarded café, which was sadly shut. Then it was on to John O'Groats for the traditional motor (with the hordes of coaches, bikers and motor homes just out of shot) and then to Thurso.

We were checked in with enough time for a walk to see salmon leaping (and get our first midge bites) before dinner after which we enjoyed an impromptu "Whiskey 101" course courtesy of the Forss House Hotel bar's 300 whiskeys and a knowledgeable host. We cumulatively didn't make any noticeable impact to their stock though. Thurso to Ullapool sees some single carriage roads which are well maintained, but you need to be expecting to stop as whilst the traffic is limited, you're not alone. If you get into a rhythm and pick up pace, you risk being rudely reminded that it's single carriageway by a campervan bearing down on you. We stopped briefly at Smoo Caves (dark) and pushed on. The scenery is, as you'd hope and expect, simply epic, as are many of the roads! We met an Exige, Chimera and Smart Coupe at a coffee stop in the 'optional' loop out to Lochinver – they really mean it here when they describe the route as being a narrow single track road. Once back onto 'proper' roads, the Chimp kept up and the Exige confessed to new-owner tentativeness, but we enjoyed 20 minutes of convoy running with hardly anyone else in sight. (If you're somehow the driver of the German-registered Fiesta we



passed repeatedly throughout the day, sorry!) Great food was found at the Seafood Shack in Ullapool, before a few pints during a wander around the town rounded off a memorable day.

Next day didn't start quite so well. Breakfast was "service with a scowl" and outside it was wet. It stayed wet all day. Even under the roof, we saw glimpses of the scenery but we short cut the loop from Sheildaig to Tornapress via Applecross. We trundled over the bridge to Skye and then up to Uig in the spray and rain. The Ferry Inn at Uig could well be credited with making the trip however. An excellent place to stay, many gins to entertain Sue while I enjoyed the Skye Brewery's output as we sat by a stove watching the weather clear and the sun set.

The following day, we were following the weather front south and west, so stayed in sun, or at worst overcast skies, all the way to Fort William. The roads and views I'd not seen on the way up were certainly worth repeating the road for. Fort William saw the first complaint about my accommodation choice though – the place was fine, but the fact that it was almost 2 miles out of town was not welcomed once we'd parked up and walked back in. However, Fort William has a 'character forming' vibe to it and we came to consensus that parking a Caterham in the town might not have been wise. Despite this, I wasn't forgiven for the rain shower that caught us on the way back to the B&B...





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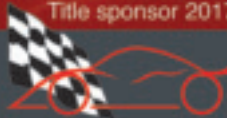


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**CATERHAM**

Fort William to Glasgow was fine weather-wise and we made short work of the A82, stopping at Luss to be relieved of money by an enterprising council who have taken advantage of their location by charging for any and all amenities. The airport drop off surprised a few travellers as the quick drop is under cover, and the Seven's rumbles, pops and bangs reverberated and turned heads. However, as "drop off and scarpers" go, the process was easy with thankfully no unassailable speed humps.

The airport quick drop is under cover, and the Seven's rumbles, pops and bangs reverberated and turned many heads.

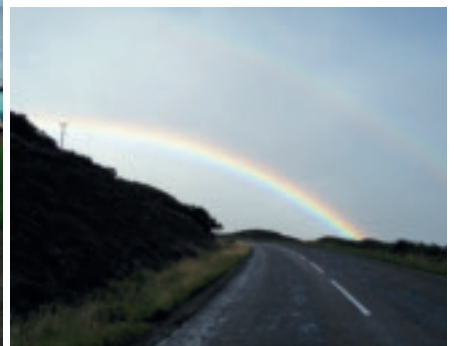
After a night out in Glasgow, it was time for the return motorway slog. It rained pretty much to Bamber Bridge. According to Evo Magazine, there are two ways to approach Caterham motorway driving – hide with the lorries and sit at 56mph or get in the outside lane and make progress so everyone else gets out of your way. I stuck closer to the former, at least for the first half of the journey...

The round trip was 1,745 miles although 730 of that was to and from Glasgow so quite some way over the 500, but we had added to the itinerary. I'll not be working out fuel costs and efficiency, but man maths had the motorway at around 30mpg and the rest is opportunity cost, and definitely sunk.

Would I do it again? There will definitely be other road trips and perhaps back to Scotland (someone mooted a Border 500 recently which sounded interesting) but maybe with another way to get the car to the interesting roads. Some mates are building a drag bike and if that campaigns well, there's already talk of adapting a 7.5 tonner to be a race support vehicle with an extended tail lift to take the Caterham, so who knows where we could end up... Lake District, Northumbria, deepest Cornwall and Devon, the Alps, Pyrenees?

**Some received wisdom for which I am very grateful:**

- RE Bags, like the car themselves, are not waterproof. Put everything in dry bags, regardless of where you're storing it. Everything.
- SBFS long nose shower cap. So easy to put on and over a half hood, kept the inside drier than the full hood would have, with the added benefit of not allowing the weather in though the bonnet vents to fill your heater and thus the footwells.
- Proofing the half hood with Grangers Fabsil or the like encourages the water to bead and flow off, keeping you much drier for longer. (Thank you SM25T) *LF*



**A few observations that may be of use to others considering a similar trip**

Peltor headsets and a Starcom intercom are simply brilliant for touring. They are comfortable and help avoid arguments over 'you're shouting at me'. However, the squeals during an enthusiastic overtake can also be clearly heard...

You can travel much further than 'normal' motoring guides suggest, as you won't be held up as much behind caravans, motorhomes and dawdlers. However this does make the assumption that you are there for the drive and not all the other attractions and distractions on offer. We missed very nearly everything which was a pity – but then we were there for the roads and the view.

Motorbikes' mirrors do not work in the rain. When they slow to skitter along, they're unaware that you're there and that

they may be holding you up. Passing was impossible, with insufficient gaps between bikes and no evidence of awareness. Their riders are also often surprised to see you still there when it's dry and they've just blasted away from a village, so maybe it's not rain-limited functionality.

No matter how enthusiastically you are making progress you will, at some point, be hustled by the locals in everything from small hatchbacks, vans and campervans. The custom of moving over and letting faster traffic go is a wise one.

NC500 has been a marketing success, so it's only going to get busier in my opinion. As such, there will be an increase in traffic and inevitably episodes of poor driving, speed limits, cameras and speed humps. If you're entertaining the idea - get on with it!

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## Race Against Dementia Charity update

We have been delighted with the response from members since we launched "Race Against Dementia" as the Club's new official charity. We are in the process of setting up an online portal which will facilitate the process for donations large or small to be made, and will hopefully facilitate keeping track of the total amount which has been raised by the generosity of members. In the meantime, should you have any donations to add to the Club's charity total, or have any questions relating to this, please contact Club Treasurer Martin Phipps [martin.phipps@lotus7.club](mailto:martin.phipps@lotus7.club)

### Donations to Race Against Dementia

July 2017	£1,697		60 Years of the Seven Donations
August 2017	£200	Andy Couchman	Millwood Summer BBQ
	£12	Curborough	Bucket collections at Curborough
September 2017	£25	Doug Taylor	Just Add Lightness donation
	£25	Guy Munday	7 Valuation for Steve Hill
	£40	Club Caterham France	Extra copies of Lowflying 60th edition
October 2017	£10	Stefan Heth	Extra copy of Lowflying 60th edition
Total to date			£2,009



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# Club Tours 2018

## Lotus 7 Dutch Lakes Tour

5th - 8th April

**4 Days 3 Nights From £349.00\* per person**

Loosdrecht is known for its beautiful lakes, the Loosdrechtse Plassen, attracting thousands of visitors every year. During your stay in Loosdrecht you'll enjoy a half day cruise on the lakes and river Vecht. From Loosdrecht you are perfectly situated to explore many of Holland's cities and attractions. Zaanse Schans Folk Park - is the Netherlands in a nutshell: a town of traditional Dutch crafts and architecture, with six windmills, a wooden shoe workshop, a cheese farm and more.

PRICE INCLUDES: Exclusive Lotus 7 Club Tour • Return P&O Ferry Crossing From Dover to Calais for Car & 2 Passengers\* • 3 nights' accommodation at the Lakeside Fletcher Hotel, Loosdrecht • Buffet breakfast each day • 3 course dinner each evening • Half day cruise on River Vecht & Loosdrecht Lakes • Complimentary car parking at the hotel • Detailed travel guide featuring great drives & attractions • Single occupancy price from £449.00

Please note: The Calais to Loosdrecht is 221 miles, and traffic can sometimes be quite busy. To maximise your time on this tour you may wish to consider using Newcastle/Ijmuiden, Hull/Rotterdam or Harwich/Hook of Holland crossings, at additional cost, on a request basis. All prices above are based on 2 persons in one car/one room throughout (Single supplements available on request).

Organised for the Lotus Seven Club by Scenic & Continental Car Tours. For information or bookings call: 01732 879153 or email: admin@sceniccartours.com

## Spa Classic

18th - 21st May

**5 Days 4 Nights From £399.00 per person**

The Spa Classic Event is the No.1 Classic Car Event in Belgium. Join Scenic Car Tours at the 2018 Spa Classic will feature sports cars, single seaters, GTs and touring cars filling the grids over the weekend. Besides the two Classic Endurance Racing grids, Group C Racing, Sixties' Endurance, the Trofeo Nastro Rossa and Historic Formula 2. Besides all the racing action over the weekend another highlight will be the auction, run by Bonhams at the track on Saturday. Watch event from a choice of grandstands, explore the paddocks or enjoy the racing from the banks at Pouhon, Blanchimont or Fagnes.

PRICE INCLUDES: Return P&O Ferry Crossing (up to 5 Days) from Dover/Calais other crossings are available on request) • 3 nights' accommodation at the 'preferred Lotus 7 Club Hotel', The Van Der Valk Verviers (other hotels available upon request basis) • Buffet breakfast each day • Complimentary car parking at the hotel • Detailed travel guide featuring great drives & attractions • General admission ticket Friday-Sunday including paddock & grandstands • Designated parking at Spa Francorchamps • Optional parade lap on one day at Spa Francorchamps (on request basis at additional cost) • Single occupancy Price from £599.00)\* All prices above are based on 2 persons in one car/one room throughout (Single supplements available on request).

Organised for the Lotus Seven Club by Scenic & Continental Car Tours. For information or bookings call: 01732 879153 or email: admin@sceniccartours.com

## Circuit Historique de Laon

18th - 21st May

**3 nights and 4 days from £379 per person depending on crossings - based on 2 people sharing.**

We have just received confirmation from the Mayor who has offered us "Marque of the Year". We are working on the details now: On Saturday there will be a blat with a light lunch provided. Then on Sunday morning, the 'closed street run'. The route extends over 6kms and includes a hill climb with hairpin bends as you make your way to the old town centre. The tour will include crossings from Dover, Harwich,

Hull or Newcastle, 3 Nights Hotel Accommodation and breakfast, Friday car display en-route to Laon, participation in Saturday Rally including light-lunch, participation in Sunday's 'closed street parade', optional participation in Monday morning run. We have booked the Best Western PLUS des Francs, in Soissons, with all the facilities you would expect from a four star hotel.

Organised for the Lotus Seven Club by Scenic & Continental Car Tours. For information or bookings call: 01732 879153 or email: admin@sceniccartours.com

## Portmeirion

24-26 June 2018

The 2nd of what we hope will become an annual event for members will take place at Portmeirion Village, famous of course for The Prisoner series starring our favourite car.

Sunday 24th June. There is an opportunity to meet for lunch at the Llyn Brenig Visitor Centre which is situated on one of the three sides of what is known as the Evo Triangle. From there, it is a scenic ride over to Portmeirion village. All the accommodation is within the village and varies from the hotel to small cottages and apartments in the village. In the evening we will have a 3 course gourmet dinner in the hotel overlooking the bay with menu options.

Monday 25th June. After breakfast in the Hotel there are a number of options for us depending on the weather. A breathtaking zip wire experience on the longest zip wire in Europe, or a more leisurely trip over Snowdonia to one of the castles. Either way, we return to Portmeirion for a 3 course gourmet dinner in the Castle (again with menu options).

Tuesday 26th June. After breakfast on Tuesday, if you have chosen to stay on for a third night again there are many local attractions that we can explore, or just stay put to enjoy a delicious afternoon tea on the terrace. In the evening, we again eat in the Hotel and the following morning leave after breakfast.

A closed Facebook site for those on the trip will be created to share ideas and photos. On Sunday or Monday (depending on village logistics), we will have the opportunity of a parade lap around the village and a photo shoot in the pedestrian areas after the village closes to the public.

For accommodation options and costs please contact the office ..... memsec@lotus7.club

## Northern Spain and the Picos De Europa Tour

26th September - 5th October

**From £1,449 per person.**

Enjoy a touring holiday in stunning northern Spain and discover a land of contrasts. This lovely part of Spain encompassing Cantabria and eastern Asturias is a treasure-trove of landscapes, full of winding scenic roads. Great cities and untouched villages, haute-cuisine and superb local fare, all criss-crossed by the ancient Camino de Santiago, Europe's most important pilgrim way. The Picos de Europa on the borders of Asturias, Cantabria and Castilla y León, is probably the most stunning National Park in Spain, or even Europe.

PRICE INCLUDES: • Exclusive Lotus 7 Club Tour • Return Brittany Ferries 24 hour crossing each way from Portsmouth to Spain • A berth in a 2 berth inside cabin on both crossings • 2 nights at the Parador Santa Domingo de la Calzada • 1 night at the Parador Cervera de Pisuera • 3 nights at the Parador Cangas di Onis • 1 night at the Parador Santillana del Mar • 7 breakfasts and 4 dinners • Detailed Lotus 7 Roadbook featuring Maps, Great Drives and local attractions • Commemorative Lotus 7 Tour Rally plate • Complimentary car parking at the hotels

Coming from the continent or wish to make your own way to Spain for the start of the tour? Phone Scenic Car Tours for a price to suit your personal requirements.

All prices above are based on 2 persons in one car/one room throughout (Single supplements available on request). Organised for the Lotus Seven Club by Scenic & Continental Car Tours.

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A strong set of results throughout the season netted Jeremy Davies a well-deserved overall championship win



# Club Speed Championship round-up

Photos by Matt Bramall

A highly successful 2017 Club Speed Championship came to a close with double-header events at Anglesey Circuit on the 14th and 15th October. With the Club also having organised an Anglesey trackday on the Friday, participants had the opportunity to enjoy a great long weekend.

A number of classes had already been wrapped up after previous rounds, but the on-track competition remained fierce throughout, Saturday's sprint being held on Anglesey's "National" Circuit and Sunday's on the longer "International" layout. The event organisers' decision to revert to a single-lapper format was vindicated as drivers got to enjoy two practice and four timed runs on both days.

On Saturday, Class 1 was taken by Clive Marsden ahead of Richard Abraham, keeping his chances of securing an overall class win alive. Paul Collins took Class 2 while Richard Price won Class 3. Jeremy Davies was victorious in Class 4, netting his eighth 100 points of the year, which along with his successful times at Curborough earlier in the year, meant that he took the overall championship - well done Jeremy for a well-deserved win. Graham Denholm rounded off Saturday's class wins in Class 6 by finishing ahead of Nigel Fox.

With the overall championship now decided, all eyes on Sunday were on Clive Marsden and Richard Abraham to see who would finish on top of Class 1. To take the overall class win, Clive would need to win the day with a lead of more than 0.25 seconds over



Despite being beaten at the Anglesey weekend, Richard Abraham's performances throughout the season were (just!) enough to prevent Clive Marsden from taking the Class 1 win.

Richard. The two of them traded positions as the sessions unfolded; on his final run, Clive really went for it, managing to knock some significant additional time off to take the day's class win. Richard thought it was enough for Clive to have secured the championship class win too, and it was only after some careful Excel analysis that the final result became clear. The overall class win had gone to Richard Abraham, but Clive had come within a mere 0.05secs of snatching it from him. This was close-fought club motor sport at its very best. The Class 2 and 3 winners were again Paul Collins and Richard Price, while Jon Davies took Class 4 and Jeremy (having swapped tires) moved to class 6 for the day where he secured victory.

So, another great season of competition over, and all that remains in 2017 is the awards ceremony which is to be held at RAF Cosford. A report on this, and the overall 2017 championship will appear next month.



Robert Jacobs tried his hand in Class 3 in preparation for next year

## Class winners:

### Round 14 – Anglesey National

Name	Best (secs)
<b>Class 1</b>	
Clive Marsden	62.31
<b>Class 2</b>	
Paul Collins	62.41
<b>Class 3</b>	
Richard Price	59.03
<b>Class 4</b>	
Jeremy Davies	59.96
<b>Class 6</b>	
Graham Denholm	57.36

### Round 15 – Anglesey International

Name	Best (secs)
<b>Class 1</b>	
Clive Marsden	104.26
<b>Class 2</b>	
Paul Collins	102.46
<b>Class 3</b>	
Richard Price	98.03
<b>Class 4</b>	
Jon Davies	101.71
<b>Class 6</b>	
Jeremy Davies	94.12

# Area Meetings

Enquiries and amendments to the AR Coordinator please email: [ARC@lotus7.club](mailto:ARC@lotus7.club)

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

## Bristol & Bath

Venue: Boars Head, Aust, BS35 4AX.  
3rd Thursday of the month, 7.30pm  
Contact: Will Roach 07941 905515  
[bristolandbath@lotus7.club](mailto:bristolandbath@lotus7.club)

## Buckinghamshire ('Penn Sevens')

The Squirrel, Penn Street, Penn, Bucks, HP7 0PX  
last Saturday, 12 noon  
Contact: Mark Williams  
01908 521382(h) or  
07798 766696(m)  
[pennsevens@lotus7.club](mailto:pennsevens@lotus7.club)  
<http://penn.lowflying.co.uk>

## Cambridgeshire

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

## Cheshire and Staffordshire, North

The Swan Inn, Main Rd, Wybunbury, Cheshire, CW5 7NA  
2nd Wednesday, 8pm  
Contact: Nick Chan  
01782 621818 or 07590 841674  
Or: Richard Price  
01782 616493 or 07770 617127  
email for both:  
[cheshirestaffs@lotus7.club](mailto:cheshirestaffs@lotus7.club)

## Cornwall

Contact: Dennis Scoging  
07818 423289 or 01752 829157  
Meeting date and venue tbc - contact AR for details: [cornwall@lotus7.club](mailto:cornwall@lotus7.club)

## Devon

Warren House Inn, Postbridge, on Dartmoor, PL20 6TA  
1st Wednesday, 7.30pm  
Contact: Terence McCarthy  
07971 572820  
[devon@lotus7.club](mailto:devon@lotus7.club).

## Dorset

The Red Lion Hotel, Winfrith Newburgh, Dorchester, DT2 8LE.  
3rd Tuesday, 7.30pm  
Contact: Christian Palmer  
07833455782  
[dorset@lotus7.club](mailto:dorset@lotus7.club)

## Essex

The Great Baddow Barn, Galleywood Road, Chelmsford, Essex, CM2 8NB.  
3rd Tuesday, 7pm  
Contact: Andrew Fielding  
07884 318371 or  
AAR Mike Burnham, 07758 231051  
[essex@lotus7.club](mailto:essex@lotus7.club)

## Gloucestershire

Colesbourne Inn, GL53 9NP, on the main A435 between Cirencester and Cheltenham  
1st Thursday, 7.30pm  
Contact: Andy Couchman  
01451 821982  
AAR: Mike Scott 07754 084019  
[gloucestershire@lotus7.club](mailto:gloucestershire@lotus7.club)

## Hampshire, South ('Solent Se7ens')

The Milbury's, Beauworth near Cheriton, Alresford, Hampshire. SO24 0PB.  
Last Friday 20.00 hrs  
Contact: Steve Biggs  
07799 600318  
[solent7s@lotus7.club](mailto:solent7s@lotus7.club)

## Hampshire, West ('New Forest Sevens')

Venue: Foresters Arms, Abbots Well Road, Frogham, Fordingbridge, SP6 2JA.  
1st Tuesday, 7.15-7.30pm  
Contact: Nick Westbrook  
07711 640105  
[westhants@lotus7.club](mailto:westhants@lotus7.club)

## Heritage Sevens Group

Meetings are random.  
Contact: Rod Thonger  
07836 271429  
[heritage@lotus7.club](mailto:heritage@lotus7.club)

## Hertfordshire

1st Wednesday, 8pm  
John Bunyan Pub, Coleman Green, Wheathampstead, Herts, AL4 8ES  
2nd Sunday, 12pm.  
The Moon & Stars, Mill End, Rushden, Hertfordshire, SG9 0TA.  
See BlatChat or contact AR for info on pre-meeting blats.  
Contact: Dick Dixon 01920 871153  
[herts@lotus7.club](mailto:herts@lotus7.club)  
Or: Paul Kennedy 07778 738428

## Isle of Man GBM

The Crosby Hotel, Isle of Man, IM4 2DQ  
1st Tuesday, 8.30pm  
Contact: Mike Scott 01608 239174 or 07754 084019  
[IOM@lotus7.club](mailto:IOM@lotus7.club)

## Jersey, Channel Islands GBJ

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

## Kent, East

The Sun Inn, The Street, Bredgar, Sittingbourne, ME9 8EY.  
2nd Thursday, 7pm  
Contact: Garry Hooton.  
07778 392239  
[eastkent@lotus7.club](mailto:eastkent@lotus7.club)

## Kent, North

The Fox and Hounds, Toy's Hill Road, Brasted Chart, Westerham TN16 1QG.  
4th Tuesday, 7 pm  
Contact: Richard Brunero  
07974 927618  
[NorthKent@lotus7.club](mailto:NorthKent@lotus7.club)

## Kentish Weald

The Spotted Dog, Smarts Hill, nr. Penshurst, TN11 8EP  
3rd Tuesday, 7.30pm  
AR - Position Vacant  
[kentishweald@lotus7.club](mailto:kentishweald@lotus7.club)

## Lancashire and District ('LADS')

The Blundell Arms, Chorley Old Rd, Horwich, near Bolton, BL6 6PY  
1st Wednesday, 8pm  
Contact: Peter Haslam  
0161 724 6481 or 07719 541550  
Contact: Paul Richards  
0161 763 5410 or 07721 564742  
Email for both:  
[LADS@lotus7.club](mailto:LADS@lotus7.club)  
[www.lads7.co.uk](http://www.lads7.co.uk)

## Leics, Notts, Derbyshire

The King's Arms, Hathern, LE12 5LD.  
2nd Thursday 8pm.  
Edward Nettleship 07743 973318  
[leicsnottsandderby@lotus7.club](mailto:leicsnottsandderby@lotus7.club)  
Refer to area webpage for directions

## Lincolnshire

The Three Kings, Saltersway, Threekingham, nr. Sleaford, NG34 0AU  
1st Thursday, 7.30pm  
Contact: David Patrick 07966 171947  
Or: Liz Lukeman 07881 912827  
[lincs@lotus7.club](mailto:lincs@lotus7.club)

## London, Central

Anokha  
St Paul's Indian Restaurant & Bar, 4 Burgon St, London, EC4V 5DR  
1st Wednesday, 6.30pm  
Contact: Fred Gustafsson  
07740 944470  
[centrallondon@lotus7.club](mailto:centrallondon@lotus7.club)

## London, South

All Bar One, 32 Northcote Road, Clapham, SW11 1NZ  
1st Wednesday, 7pm  
Contact: Adil Patel 07763 477673  
[southlondon@lotus7.club](mailto:southlondon@lotus7.club)

## London, West and Middlesex

The Ace Café London  
Ace Corner, Old North, Circular Road, Stonebridge, NW10 7UD  
2nd Tuesday, 6.30pm  
AR position vacant  
[londonmiddlesex@lotus7.club](mailto:londonmiddlesex@lotus7.club)

## Merseyside & District Sevens ('MADS')

Thorn Inn, Grappenhall Lane, Appleton, Warrington, Cheshire WA4 4QX  
Last Wednesday, 7.30pm  
Contact: Martin Richards  
07884 437652  
[mads@lotus7.club](mailto:mads@lotus7.club)

## Norfolk & Suffolk ('Carrotland')

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

## Northants, Beds and Bucks

The Old Swan, Astwood, Newport Pagnell, Bucks MK16 9JS  
3rd Wednesday, 7.30pm  
Graham Howard,  
07784 832356  
[northantsbedsbucks@lotus7.club](mailto:northantsbedsbucks@lotus7.club)

## North East

The Old Mill County Pub and Hotel, Thinford Road, Metal Bridge, County Durham, DH6 5NX  
2nd Wednesday, 7pm  
Contact: Richie Nichol  
01207 561341  
[northeast@lotus7.club](mailto:northeast@lotus7.club)

## Northern Ireland

David McCrea  
Contact: 07787 863748 or 02893 350324  
[northernireland@lotus7.club](mailto:northernireland@lotus7.club)  
Please ring for details of meetings.

## Oxfordshire

The Flowing Well, Sunningwell, Abingdon, Oxfordshire, OX13 6RB  
1st Tuesday, from 7.30pm  
Contact: Robert Jacobs  
01865285026  
[oxford@lotus7.club](mailto:oxford@lotus7.club)

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

2nd Wednesday and last Thursday, 7.30pm  
The Barley Mow, The Hurst, Winchfield, RG27 8DE  
Contact: Andy Webber 07721 722111  
[rehab@lotus7.club](mailto:rehab@lotus7.club)

## Reading, South

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

## Scotland, North

Roving venue - please contact for details  
Contact: Nigel Simpson  
01561 362153  
[northscotland@lotus7.club](mailto:northscotland@lotus7.club)

## Scotland, South

Bothwell Bridge Hotel, 89 Main Street, Bothwell, G71 8EU  
3rd Wednesday in the month  
Darren Smith 07933 362221 and John Wragg 07967 371933  
Contact: [southscotland@lotus7.club](mailto:southscotland@lotus7.club)

## Shropshire

The Fox and Hounds, Shawbury SY4 4JG  
[www.foxandhoundsshawbury.co.uk](http://www.foxandhoundsshawbury.co.uk)  
last Tuesday, 7.30pm  
Contact: Clive Bridges  
01743 232466 or 07855 837335  
Or: Martyn Edwards  
01939 210908 or 07712 117283  
email for both:  
[shropshire@lotus7.club](mailto:shropshire@lotus7.club)



### Somerset and Wessex

The Worlds End Pub, Bradford on Tone, Taunton, Somerset, TA4 1ET (on the A38 between Taunton and Wellington). 1st Thursday, 8pm  
Contact: Simon Houghton  
01458 445503  
Somersetwessex@lotus7.club

### Staffordshire, Mid

The Swan with Two Necks, Longdon, WS15 4PN (off the A51, between Rugeley/Lichfield)  
3rd Thursday, 7.30pm  
Contact: Stuart Bates  
07795 576993  
midstaffs@lotus7.club

### Surrey

1st Monday, from 7pm  
The Plough, Orestan Lane, Effingham, KT24 5SW  
3rd Tuesday, 7pm  
The Woodman, Woodmansterne Street, Banstead, SM7 3NL  
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, 7pm  
Contact: Ian Bruce  
07973 291144  
eastsussex@lotus7.club

### Sussex, Mid

Although meeting locations are roving, meeting are the last Thursday of the month from 7pm. 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: AR: Julian Hart  
07779 964729  
AAR: Rod Thonger,  
midsussex@lotus7.club

### Sussex, West

Contact AR for details of venue as currently roving  
2nd Wednesday, 7.45pm  
Contact: Les Shepherd,  
01243 376457  
westsussex@lotus7.club

### Thames Valley

The Pelican, Froxfield (on the A4, 2 miles W of Hungerford), SN8 3JY  
1st Thursday, 8pm  
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  
3rd Friday, Steel Horse Cafe, Llanvihangel Gobion, Abergavenny NP7 9AY, 10am  
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, 7.30  
Contact: Giles Hudson  
07976 769022  
Contact: Terri Foulger  
01455 272340  
bear7s@lotus7.club

### Warwickshire, South ('Warwickshire7s')

The Falcon, Warmington, OX17 1JJ  
www.brunningandprice.co.uk/falcon  
2nd Wednesday, from 7.15pm.  
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, 8pm  
Daylight saving & weather prevailing, meeting starts with pre-meet Blat from Jolly Tar car park at 7:30pm  
Contact: Geoff Brown  
01793 876465  
wiltshirenorth@lotus7.club

### Wiltshire, South

Every third Wednesday of the month, at The Royal Oak, Corsley, BA12 7PR from between 19:00 and 19:30  
Contact: Paul Manning  
07989 600950 or 01380 828655  
wiltshiresouth@lotus7.club

### Worcestershire

The Vernon, Hanbury, B60 4DB  
Meet on the 2nd Wednesday of every month at 7.30pm  
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, 7pm  
Contact: AR Adrian Oates 07507 760567 and AAR Roger Abbott 01757 288449 / 07837 227980  
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, 7pm  
AR Position Vacant. Contact Paul Richards rcnorth@lotus7.club  
07721 564742 or 0161 763 5410

### Meetings outside the UK

#### Belgium (B)

Venue to be confirmed  
Please contact AR for more details  
Contact: Jean-Marc Bikx  
+32.(0) 495.249.239  
belgium@lotus7.club

#### 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

#### 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)  
john@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



## Spectacular Brooklands Double 12

**Rob Rennie** reports from this year's two-day extravaganza.

Photos by the author, Mark Lawrence and Katharine Allen of Brooklands Museum

The Surrey Area was privileged to once again be invited to Brookland's Double 12 event. This year was very special as the former Brooklands Race Track finishing straight - part of the £8M Re-engineering Brooklands Project - was formerly re opened by Lord March on a glorious June 17th, exactly 110 years since the original circuit opened. It was a spectacular occasion which saw more than 100 actual Brooklands cars re-enacting the 1907 opening parade.

So much to see and enjoy across the weekend, kicking off with some very spirited 'demonstrations' with lots of period noise, dust and rubber smoke. Soon, the action moved across to the adjoining Mercedes Benz World circuit for the VSCC Sprint, which featured over one hundred pre-war racing /sports cars in action. FTD ultimately fell to the hallowed ERA R4D driven by Ben Fidler but only by 0.2 sec. Unusually, proceedings were delayed for a while because a very frightened young fawn raced around the course before ultimately finding refuge under some Armco.

Sunday's action switched to always entertaining driving tests and ascents of Test Hill, culminating in concours awards. Overall victory went to 1927 Delage ERA Grand Prix, now in the Peter Mullin Collection USA but which for many years was owned by Rob Walker in Dorking.

For those who haven't experienced the Double 12 this is a must do event - watch out for 2018 dates. **LF**



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