

# Lowflying

November 2018

for Caterham and Lotus Seven enthusiasts



**THIS MONTH:** THE RAIN IS INSANE (IN PORTUGAL AND SPAIN...) • HERITAGE HAPPENINGS  
• THE LONGEST BUILD EVER? • LEST WE FORGET • THE LOTUS SEVEN NORTHERN OWNERS CLUB  
• CLUB SPEED CHAMPIONSHIP UPDATE • NEWS AND EVENTS

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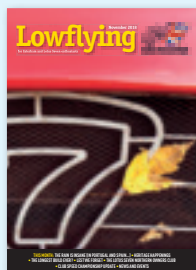


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An autumn scene from Antony Hawkins

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

Sam Pearce – sam.pearce@lotus7.club  
t: +44 (0)1873 777303

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

#### Annual membership

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#### Lowflying magazine Submissions

By post: see Club administration, above

By email to: lowflying@lotus7.club

Advertising: see Club administration, above

Editor: Michael Calvert – editor@lotus7.club

#### Editorial support

John Aston – john.aston@lotus7.club

Andy Couchman – andy.couchman@lotus7.club

Designer: Paul Sander – paul@panda-media.co.uk

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Units 38-39 Britannia Way, Bolton BL2 2HH.  
t: 01204 523773 www.shanleys.co.uk

#### Contacts

##### Directors

Christine Abbott, Shaun Elwell, Chris Bramall,  
Roger Needham, Martin Phipps

##### Chair

Christine Abbott – chair@lotus7.club

##### General Secretary

Roger Needham – gensec@lotus7.club

##### Company Secretary

Terence McCarthy – companysec@lotus7.club

##### Membership Secretary

Sam Pearce – see above

##### Advertising Manager

Geoff Brown – t: 01793 876465

geoff.brown@lotus7.club

##### Treasurer

Martin Phipps – treasurer@lotus7.club

##### AR regional coordination

Regional Coordinator – North, Paul Richards

RCNorth@lotus7.club

Regional Coordinator – South, Mark Lawrence

RCSouth@lotus7.club

Regional Coordinator – West, Mike Scott

RCWest@lotus7.club

Regional Coordinator – Midlands, Marcus Adams

RCMidlands@lotus7.club

##### Competition Secretary

Chris Bramall – compsec@lotus7.club

##### Event Support Vehicle Manager

Dave Clarke – ESV@lotus7.club

##### Social Media

Tom Slatter – socialmedia@lotus7.club

##### Email Administrator

Tim Pollard – postmaster@lotus7.club

##### IT Support

Shaun Elwell – shaun.elwell@lotus7.club

##### Members' Benefits Coordinator

Geoff Brown – t: 01793 876465

geoff.brown@lotus7.club

##### Regalia Manager

Stephen Hubbard – regalia@lotus7.club

##### Management Team Member

Robert Jacobs – robert.jacobs@lotus7.club

##### Trackday Coordinators:

Dave Rothwell – dave.rothwell@lotus7.club

Simon Maitland – trackdays@lotus7.club

##### Lotus Seven Historian

John Watson – t: 07958 272559

john@jwwatson.net

##### Tour Organiser

Dave Rothwell – dave.rothwell@lotus7.club

##### Valuations of Sevens for insurance purposes only

Guy Munday – t: 07718 385168 (work hours)

GP Cars: enquiries@gpsevens.co.uk

Millwood Motor Company jon@millwood-mc.com

##### Caterham Cars Archivist

Martin.Phipps@caterham.com

##### Our former Chairmen

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

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# Introduction...



A thread on BlatChat entitled "Ultimate 7?" got me thinking recently. This particular discussion was pointing to an online advert for a race car that had just been finished and that was up for sale. The car was without doubt rather tastily specified, and the vendor was asking £82,500 for it. At that price, I'd certainly expect a truck load of bragging rights down the pub, but what does the "ultimate 7" mean anyway?

When I first got interested in Sevens, the received wisdom seemed relatively uncontroversial. The Jonathan Palmer Evolution (JPE) was a "money no object" project for Caterham, powered by a Swindon Racing Engines version of the Vauxhall 2.0 litre engine that virtually matched British Touring Car Championship specs. Named after the ex-Formula 1 racer and then-current McLaren F1 test driver involved in developing the car, the JPE made it into the Guinness Book of Records with a 0-60mph time of 3.46 seconds, then performed a 0-100-0 sprint in 12.6 secs, widely proclaimed at the time as over three seconds faster than a Ferrari F40. So, stunning looks and performance, but does more always mean better? I remember the sense of deflation I later felt when reading a less than glowing press report on actually driving one. It concluded "The JPE's

handling is well balanced only in the sense that both ends bump steer... driving it on the road was, for me, the end of a dream"

In that case, maybe the "Ultimate Seven" sits at the other end of the spectrum? Seeing the pride on the faces of owners of original Lotus Sevens at the recent Heritage gathering certainly proved that there are plenty who believe strongly that Chapman's ethos of "less is more" should be the defining factor of a Seven, favouring lightweight handling delicacy over monster power.

However, I also know that you'll find just as many who'll defend until they're blue in the face that an R300 was the sweet spot of the range, or was it the 310R, the Fireblade, the 1.4K, the Black Brick, the R500, R500 evolution, the Levante even? To help check my stats, I've got the latest edition of Chris Rees' "The Magnificent Seven" sitting on the desk beside me. Its 256 pages list countless different specifications of Sevens through the ages. The thing is, I doubt you could find a single model that doesn't have a string of owners willing to stand up and defend why in their mind, that particular car makes the ultimate Seven. Maybe some questions just aren't destined to be answered...

Michael Calvert,  
Editor

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# Castle Combe Autumn Classic – 6th October 2018

**Geoff Brown** reports on the Club's participation.

The weekend for me started on Friday night at about 20:00 when I received a call from ESV Manager Dave Clarke. He was marooned on a fuel station forecourt in Swindon with a shredded rear tyre. Living only ten minutes away, I set out to assist. A smoothly accomplished 'pit stop challenge' got Dave back on the M4 by 21:30, heading for Chippenham and a well-deserved rest.

Now, the weather forecast for the next day was dire to say the least, but nevertheless, by 11:00 we had seventeen Sevens parked in two neat rows, a colourful display which contrasted with the morning gloom and heavy persistent drizzle. The number of cars present only represented about fifty percent of those who had booked, but those who did attend had made a great effort, some members having travelled from as far afield as Kent and London.

Wet mornings always produce exciting qualifying rounds with drivers fighting up to two tons of car on tall cross ply tyres. The first two races were equally entertaining. At 13:30, the drizzle finally abated and with a rapidly drying circuit, racing became super competitive with collisions, offs and several safety car periods.

The most exciting races to me were the GT & Sports Car Cup with a forty plus grid, and the CCRC Touring Car Challenge which saw half a dozen Minis sparring with fire-spitting Mustangs. Equally of on track interest were the high speed demonstration runs by several GT40s including the rare GT40 Roadster.



In the paddock were assembled racing classics including Aston Martins, Healey 3000s and Formula Junior UK cars, making up a thirty five car grid in nine classes. In keeping with the event theme 'Le Mans and the 50th of the GT40' were twelve original GT40s, including one of the only four produced Roadsters which tested at Le Mans in 1965. Also of interest was a 1969 Porsche 917K #013/034 short tail which raced at the Daytona 24hr, Monza 1000km, Sebring, Paris 1000km and the Le Mans 24hrs, driven by the likes of Derek Bell, Pedro Rodriguez, Jackie Oliver and Gijs van Lennep. This

particular car also starred in the Steve McQueen film Le Mans.

Irrespective of the weather, once again Castle Combe delivered the goods, as confirmed by the attending members who reported having thoroughly enjoyed the spectacle.

2019 will see the eighth edition of this prestigious event, once again to be held in early October. Every year is better than the last, with plenty of surprises in the paddock. I cannot account for the weather but I would suggest that for an end of season day of classic racing, with a very reasonable entry price, this is one to attend... See you there!



## Watergate Bay Speed Hillclimb

The Watergate Bay Speed Hillclimb, held in Cornwall over the weekend of the 15th/16th September made history as the first speed hillclimb to be held on closed roads on the mainland UK, following a change in the law last year to allow local authorities to suspend the Road Traffic Act for authorised events without the matter having to go through Parliament.

Club member Tony Wiltshire (Devon Area) competed in his Supersport and finished second in class both days. His times were only bettered by a highly modified BDA-equipped Westfield, a dedicated hillclimb car which won the South West Hillclimb Championship this year.

As Tony told us - "More grunt required!"



Credit: Howie Fowler Photography

# Lotus at 70

**Nicolas Callewaert** brought his restored S2 to the UK in September so he could attend the Lotus 70th Anniversary Party at Hethel.

“My” 70th weekend started when I left France for the UK. The day before the main celebrations, I had my S2 booked into Vamped Trimming in Lingfield so that they could make me a bespoke tonneau cover - the final touch of my three year rebuild! There, I was welcomed by company co-founder Ben McIlwraith and I soon discovered that when Ben is not working on upholstery, he plays music in a group. I therefore had the rather unexpected treat of starting my 70th expedition by enjoying live music during his practice session that night!

The next day combined receiving a lesson in tonneau tailoring and fitting with a quick tour around Caterham’s Crawley showroom. I particularly enjoyed seeing the yellow 620R registration LEGO CAT, the full sized (and full performance) version of the toy so many of us have in our homes.

Saturday’s exceptional sunshine made the 70th a particularly special event. There was plenty for visitors to see and do, including very popular factory visits, extensive car and car club displays, and racing cars from Classic Team Lotus out on track. My favorite was the Lotus 43 with its BRM H16 engine – what an amazing sound!

The Lotus Seven was well represented at the meeting. Particularly catching the eye was James Whiting’s S2 which made the perfect 70th anniversary car with its Lotus livery and race number 70. Well done!



Parade laps were the climax of this fantastic day with 700 Lotus cars on the track at the same time. This was led by Group Lotus Plc’s CEO Mr. Feng, in a Lotus Eleven driven by Clive Chapman, a car which was once owned by his father, Colin Chapman. All in all, a perfect way to show our passion for the seven exciting decades of this sportscar manufacturer. The only thing I would have liked to see improved would have been to arrange the parking by decade so as to avoid the early cars being lost in a field of Elises. As the cars began to stream out at the end of the day, we were greeted with a “See you next year”, so hopefully there will be the opportunity for this to be improved in future. Fingers crossed that the company’s new Chinese owners will be able to provide the automotive market with exciting new product news soon, and maintain this over the long term.



## 10% Halfords discount scheme for all members extended

The Club has negotiated an extension to the free rewards voucher which allows members to save 10% on Halfords purchases. A new voucher is now available which replaces last year’s, which expired recently.

For a copy of the voucher, 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 need also 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 happens 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)



# Heritage Happenings

The inaugural meeting of the "Heritage" section of the Lotus Seven Club took place on a sunny September Saturday. Lowflying spoke to organiser **Rod Thonger** for the lowdown on a highly successful meeting of this newly formed group:

"We had a great meeting at the Phoenix Inn in Hartley Witney, Hampshire. I counted sixteen original Lotus Sevens in total, and plenty more owners of more modern Caterhams came along too. I particularly want to thank Dave Clark with the ESV and Andy Webber with his team of ReHabers who came down early to help set up the ESV, mark out parking bays etc. We had a great selection of all types of Lotus Sevens dating from between 1957 and 1973 on display in pride of place in front of the pub, and many of their owners had travelled a significant distance to attend."

So how had the idea of setting up a 'heritage' group within the Lotus Seven Club come about? "I've been banging on for some time now that there really should be a core of Lotus 7s within the Lotus Seven Club. However, the idea of organising a separate sub-group (run along the lines of the Club's more traditional regional 'areas') emerged during conversations between Club Chair Christine and myself when we were preparing for the 60th anniversary last year. I had taken on responsibility for organising the display of different models of Lotus and Caterham Sevens in front of the entrance on Friday night. It became apparent how much better and easier it would have been had the Club had a specific group to attract and support such owners. Christine rightly suggested - 'Why don't you arrange one then?' She proposed the 'Heritage Group' name which seemed fairly logical and it stuck. From then on, I have been working on building up a list of people who



own Lotus Sevens in the Club and inviting them to join the sub-group I'm helping to organise." So how long ago had this first meeting been planned? "The call for this meeting first went out some six months ago. The thing is that although we know that Caterhams will always make up the majority of members, I really feel that original Lotus Seven owners should be at the heart of the Club, representing the origin of the design of the cars we love so much, and of course our name. Having said that, I certainly also wanted to make sure Caterham owners were part of the day and it was fantastic to see such a great turnout of cars of all ages,

and everyone chatting happily together. We did rather take over the Phoenix's car park..." So why had that particular pub been chosen? "The Phoenix at Hartley Witney has a strong motoring history. For example, Tom Rolt - vintage car enthusiast and founder of the Prescott hill climb, set up his garage in the pub forecourt in 1934. Even more memorable was veteran motoring journalist Denis Jenkinson's illicit road test (yes, you read that right 'road test'!) of a Lotus 12 F2 car which set off from this pub on Christmas Day 1957 around the Hampshire lanes. More recently, the Phoenix was also the meeting place for our own ReHab (Reading, North Hants and Berks) area so what more history could you ask for?"

So, what's next for the Heritage Group? "Well, I hope to continue to add owners of Lotus 7s to my list so that we can continue to grow. As well as working through BlatChat, I've been speaking to contacts at the Historic Lotus Register and a range of other places where owners may congregate to encourage them to join us. At minimum, I am planning to arrange another gathering next year. It'll probably be a bit further north to make it more inclusive for those who live further up the country, but it'll probably be at a similar time of the year. It would be particularly good if we could find a location that can take trailers, as many Lotus 7 owners race their cars these days so they're not road legal. My key message to any Lotus 7 owners who aren't already on my list, and to area reps who may come into contact with them, is that I'd really encourage anyone with an original Lotus to send me their details at: [heritage@lotus7.club](mailto:heritage@lotus7.club)"

**We hope to feature some of the cars and their owners who attended this first meeting in forthcoming editions of Lowflying.**





## The Rain is Insane (In Portugal and Spain...)

'Here's a fact that many of you may not know... In Portugal, it can *really* rain in July', reports **Andre Araujo**.

Photos by Steve Shaw, Colin Ford and the author

When back in November 2017, a group of Seveners - Dave (the L7 Club's tour organiser and joint trackday coordinator), Steve, Chris, Stuart, Colin, Jules and Steven decided that their annual long trip should include a leg passing through the Douro Valley, it was decided it would be a good idea to have a local (that's me!) help with the arrangements. The Douro is one of the Iberian Peninsula's major rivers; it flows across northern-central Spain and Portugal to its outlet at Porto. Knowing just how great this region is, I am always trying to encourage more Sevens to visit, not because I feel lonely but because it's worth it. I'm

always nagging everyone online saying things like, "The Douro Valley is fantastic - great roads, great weather and great wine all in one place! The Sevens season is great over here. You just need to avoid July and August because of the heat." And it's all true. The Douro Valley has brilliant roads, landscapes to die for and it is the birthplace of Port wine. I do generally use my Seven year-round but July and August can see temperatures rising well above 35°C during the day, when driving an open top car becomes unbearable, and it's really just better to enjoy a Portonic under a shade by the riverfront or indoors with the aircon on full whack! I was therefore a little surprised to

hear that our visitors intended to visit the area over the first days of July, generally only good if your preferred colour is lobster red and your Seven has a Camelback the size of the boot. Having said that, one thing I have noticed is that most Seven owners, if not all of them in one way or another, are big obstinate Guy Fawkes-like people so, July it was.

As call was put out to other Portuguese Seveners and three answered. Over here, two Sevens together is technically a meeting so when it gets above that...

With the date for our UK visitors to arrive set, it struck me that we should look to organise the trip as a second 'Unofficial International Meeting', exactly one year after the first when Dot and Tim Dunsby, Joan and Dave Greening, Tracey and David Harrold, and Xavier Monnet had visited. A call was put out to invite other Portuguese Seveners and three answered... João and Joana Pimentel (K-series R500), José and Paula Correia (1.4 SS K-series), and Ewan Rankin (275S / Volvo Estate). In Portugal, two Sevens together is technically a meeting, so when we get more than that... Woohoo! When the day came, we were in fact three Sevens and the tintop Volvo... Ewan didn't like the look of the weather forecast and had decided to come





in plain clothes... I honestly appreciated his efforts to attend, not least because he was by far the best English speaker from our local group. Joana and João came from Coimbra but the true heroes were Paula and José who had basically travelled from one end of the country to the other, all the way from the Algarve... Bravo!

The original plan was to meet the British contingent at the border of Portela do Homem in northern Portugal. We all know that the best laid plans often get changed however, particularly when it involves our little cars... The British Sevens had had to endure some extreme weather conditions in Spain, including a freak hailstorm the likes of which are luckily rarely seen. They were also two cars down and had decided that making a more direct line to escape across the border into Portugal was the best option. I couldn't blame them... A text and a call later and we'd changed the plan so we would meet closer to home than previously scheduled. As we left my hometown of Peso da Régua, the weather was holding up... just. We followed the N2 (the longest road in Europe) to its 0km mark in Chaves, and then changed roads to Vila Verde da Raia at which point the rain started to fall heavily. We stopped at a roadside

café/restaurant and decided to make it our welcoming venue for the British party as we were a mere 1km from the border... The café employees came to meet us, their phones in their hands... When they learned that we were expecting four or five others to be joining us, who had travelled all the way from the UK, all they could say was how really unlucky they had been with the weather...

Given the hail, in my book they were heroes – crazy ones at that...

Knowing a little about the problems that the team had been facing over the previous days, I was expecting it to be a frail and low morale group that pulled in, but nothing could have been further from the truth. The sight of familiar headlights and the sound of multiple roars meant they were finally here. Four Sevens had successfully reached the meeting point, three of them aero-screened. Given the hail of a couple of days earlier, in my book they were heroes – crazy ones at that...

After the greetings, we went straight in for lunch. While we were waiting for the weather to improve a bit, the café owners thought we needed an extra boost so offered a final

shot glass of spirit, all 40% of it. It did the trick, and immediately after, a first glimpse of sunshine came through; we seized the day and headed straight for the cars.

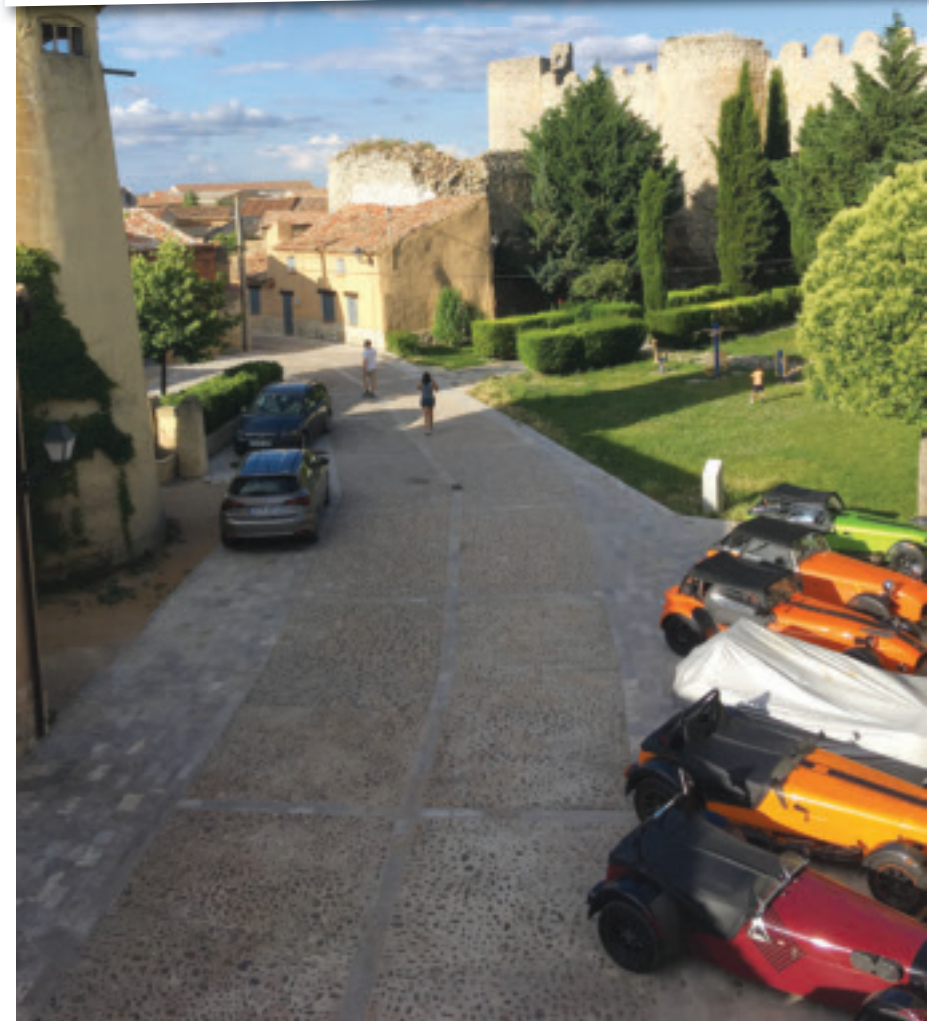
The slightly mystical fog we drove through on the N314 was spoiled by another heavy downpour and by the fact that small landslides and streams of water were doing their best to make a normally fantastic road just a bit too dangerous. We had to use the local ahead of us as a pathfinder for some time. However, when we emerged from the mist on the upper part of the road, Helios finally thought it time to grace us with his presence... A hint of sunny Portugal! After a careful drive, we arrived at Pousada Barão de Forrester in Alijó, where Stuart's R400 and Dave's not-so-sporty hire car – a FIAT something or other, were waiting. Time for apéritifs all round!

During dinner, as a treat for the efforts everyone had made to attend, a small token of appreciation was offered to each - a little bottle of homemade Port wine with a personalised label, plus a full sized bottle to be shared so that everybody could taste the same nectar that was inside the gifted bottles.

Rest day saw a trip to the riverside town of Quinta do Tedo, which included a much







The stage we drove is much more winding and demanding. If you then add rain and the odd lorry to the equation, you get an even bigger challenge to your skills... I chose to be the last car in the convoy, I didn't want the members of the group to feel constrained about their own driving and I could always catch up at coffee stops if I went 'snail mode'. You can divide the drive to Touça into two different segments, the first one takes you to São João da Pesqueira and the second one to the junction where we turned left onto the N324 to Freixo de Numão. The first part is twisty and narrow, you can really feel the road and the landscape. After Pesqueira, the road widens and becomes more of a get-you-there road than an enjoyment one... Thank you Stuart for waiting - this was where I felt a bit snailish.

We arrived in Freixo de Numão for a well-deserved coffee stop and also to do a clutch cable change; as luck would have it, Steven's clutch cable broke just as we entered the village square. Had this happened under the rain on the twisty stuff, I suspect there would have been a lot of cursing... Customers were immediately out of the café to look at the funny little car that was being fixed... Something tells me that the record for the number of espressos drunk under an overcast sky in that village was broken that day. The next drive to Pocinho was an unfamiliar one to me. The road now felt more bucolic, closer to the stone walls and local flora, the corners were sharper than in the first part of the N222, the tarmac at times felt a bit too slippery due to the dirt pushed down by the rain of earlier days. The hoods were off again now; after the last few days, our drivers could well have been forgiven for keeping them up by default, but, it's a Seven, and what's the point in having a roadster if you don't enjoy the open top 99% of the time, I think... The aero-screened cars were starting to make more sense now, even though I don't know how they cope with the rain. Mind you, at least they don't have to stop the car to put the hood up and down on days like these... Steve, Colin and Steven - thank you for starting an itch! As expected, traffic was very sparse, in fact nearly non-existent compared to the N222. We started going more downhill to the heart of a different kind of Douro Valley, away from the elevated vineyard-filled plateaus of Pesqueira. At Mós, the road straightens and starts slowly ascending to Foz do Sabor, exiting the N324 at Pocinho railway station, the last surviving working stop on the Douro railway line, before we crossed the dam at Pocinho and joined the real N220... The rain returned with a vengeance, but the next 8kms were great fun nonetheless; only one corner made me shiver, where a landslide had destroyed most of the bank.

At Moncorvo, the group pulled up but one car was missing. Luckily, it wasn't anything too serious, Jules had made a stop to avoid his cycling cap getting too wet. The roads were now opening up which made for a more relaxed drive but the conditions still meant we had to pay great attention. What were the

appreciated wine tasting and a tapas-based lunch. I'm not sure how, but natas (custard-filled pastry tarts, a Portuguese favourite), came up in conversation and a lovely lady went to fetch some as we didn't want to leave our friends longing for such a delicacy... After visits to two pastry shops, two dozen appeared - thanks Luz.

Next day, what had initially been planned as simply "accompanying our visitors back towards the border", transformed itself into a full driving day convoying with the Brits back to Spain. Although the weather wasn't showing signs of improving much on our side of the border, nothing was going to stop us from enjoying the trip, and what a drive

it proved to be! As soon as we left the petrol station with our tanks brimmed, it became apparent that this group meant business. It was clear that they travel together a lot and know exactly how each one drives and reacts. Coming down the N322-3 from Alijó to Pinhão was a sight to behold - six Sevens snaking their way through a road that, as far as I know, has never seen so many in one go. The tarmac was not yet too wet here but we were still warming up.

The next section followed the N222 from Pinhão to Touça. You may have heard about the famous N222 bit from Régua to Pinhão; a word of local advice, if you're really into driving, the best bits aren't actually the advertised ones.



chances of several consecutive wet summer days in Portugal? However, we pressed on and as we turned right to Bruço, the landscape changed to olive trees and small cereal fields - the Douro wine region was now behind us.

We crossed to Spain over the Bemposta dam and took the opportunity of a convenient layby to wait for Jules... The wait wasn't long but proved most enjoyable. For the first time in ages, the rain had stopped and we could enjoy the lovely sound of the approaching Zetec-powered Seven - pure bliss. To top that, Colin produced some leftover natas (how could it be?) that we enjoyed as our lunch apéritif.

We ate in what looked like, as someone put it, a "Dusk 'Till Dawn" truck stop... Only the tumbleweeds were missing, although I suspect that if we stayed outside long enough we would eventually have seen some. As far as roads go, this part of Spain is somewhat less entertaining, at least as far as I am concerned. You can maintain a good pace but it's not so much fun, at least not until potholes appear, literally out of nowhere... Scary and damaging to your confidence.

Arriving at Urueña was a bit surreal. Suddenly, in the middle of the fields we came upon this stunning medieval village which if you know France, I can only describe as like a mini Cité de Carcassonne. Seven owners are special people as we all know, but some are extra special when they produce home-brewed beer from the boot and offer it around after a day's enjoyment. It tasted so welcome and, rather like Urueña, magic... despite the amount it had been knocked about since the trip started on 26th June!

We awoke next morning to a beautiful blue sky and my thoughts were immediately that I wanted to continue to follow my new friends on the rest of their trip... even if I was the snail of the bunch, I didn't care... We may love our cars but it is the owners who make adventures like this so special. So, thank you so much to my friends - The Banker, Hedge, Zippy, Eugene Le Presidente, Donut and TeaBag.

Oh, and I promise - the next time a foreign Seven visits Portugal, it will be sunny, oh yes it will!

### Colin Ford, who travelled over from the UK on this trip added:

Maybe we should have taken notice of the portents on our first night. When we arrived at a pub twenty or so miles outside Portsmouth the evening before our early morning sailing to Bilbao, the lack of electricity should have warned us that this trip was not going to be a straight forward one.

However, the super-efficient and very apologetic staff offered us a beer on the house and informed us that a barbecue was being set up as we talked (also to be free) which enabled us to enjoy a very jovial and inexpensive evening before our early start.

The ferry was smooth and we got to Spain mid-afternoon on the Wednesday in good spirits and looking forward to some quiet twisty roads. We then experienced the "four seasons in one day" afternoon!

A friend I'd shown my aero-screened Seven to before we departed England asked "What happens when it rains?"; "I get wet" I'd glibly replied. Had she asked "What happens when it hails?", I now know the answer should be "I get

hurt"! As did our cars during a brief storm that saw hailstones only slightly smaller than golf balls (and every bit as hard) falling from the sky.

We tried as hard as we could to dry out over the next few days, but we encountered more torrential rain that had us expecting to see pairs of animals making for the hills and towards a wooden boat 300 cubits long.

The weather also resulted in the number in our party falling from seven to five cars (a story for another time). With another Seven taking one of our number off in search of a hire car, it was just four of us (three Sevens and a Westfield) who met for lunch with Andre (aka Armadillo) and his compatriots just inside the Portuguese border on Saturday.

Even though we thought we'd made some significant effort to get there from the UK, amongst the "locals" we were meeting, we discovered that some had actually travelled further than we had to attend! What a group!

We had a slightly longer than expected lunch as a combination of weather app-watching and, for me, a World Cup match on TV took over. When a 20 minute rain window looked to be approaching, we readied ourselves for the drive to the hotel.

Unfortunately, the hotel was at least an hour away... *LF*



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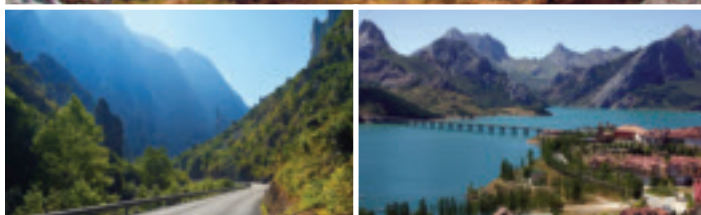
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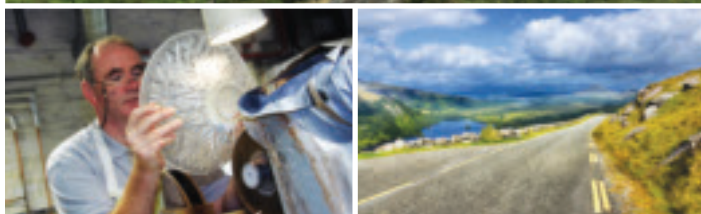
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## The longest build ever? *(Well it was a great idea at the time)*

We set the scene for **John Kelly's** "Longest build" story last month. Having built a Live Axle Crossflow Seven in the late eighties, John progressed from Caterham trackdays to Mallock racing. Tempted by Caterham's cheap "starter kits", and with access to tweaked engine and transmission parts, John advertised his Seven for sale with the plan to build himself a higher specification replacement. However, that was when life rather got in the way...

waved goodbye to the old Seven in Harwich as a charming Danish gentleman drove it on to the ferry for its new life in Scandinavia.

For my new car, I arranged delivery from CCC and it arrived in early 2000, no packs, just a lurid "SEAT Amarillo kiwi" green body/chassis. By now I was sharing the racer with No1 son and with no time for Seven building, the garage getting rather short on space and me getting tired of bruised shins, the chassis was hauled up and slung from the garage rafters out of the way.

2004 saw retirement, and having totted up the amount of time and money I'd spent on racing, with the racing thing out of my system (almost) and Michael's seat at Ferrari looking secure, it was time to call it a day.

But then came motorcycles. I'd had a bike licence from my old scooter days as a '60s mod - an MV Agusta Chicco with chrome, mirrors, fur, aerial the lot. After our A levels,

four of us had scootered down to the snigger-worthy Tossa De Mar for the summer.

*Bike track days are a wholly different animal to car track days*

I hadn't really done the bike thing but it's like they say, "half the wheels, twice the fun." If you're of a mind and without spending a fortune you can ride bikes with performance levels of current Superbike racers and not that far short of MotoGP bikes although for most mortals it's the rider's inadequacies not the bike's that curtail the heroism. Ultimately, I had a garage full of the things including the Triumph Rocket 111 with its magnificent 2.3L triple. Then sanity prevailed so these days it's just the Yamaha MT01 with its modest 1.7L air cooled V twin bolted into a sports frame and the Honda CBR600RR screamer for track day amusement.

Bike track days are a wholly different animal to car track days. For a start, the organisers are not overly bothered with overtaking on bends or under braking - "just give him plenty of room" but they do want you to tape up the mirrors, turn them in or ideally take them off as they want you looking where you're going, not at who's behind you, your health and welfare being in the hands of the guys around you. Nice idea but tell that to No1 son who got punted off and slid halfway to Norwich on his ar\*e and his elbows. They also like you to tape up the speedo as at the end of Hangar Straight they don't want you rejoicing at the staggeringly large number displayed and then taking the scenic tour of Stowe School having missed your brake marker. Another bonus with a bike is that you can have it shipped to Spain and spend 4 spring/autumn/winter days on track in the warmth



The paint job may have been unmissable, but the chassis was to sit untouched in the garage for 18 years...



John's first Seven departed for a new life in Scandinavia

at Almeria, Cartagena or the like without causing too much damage to the wallet.

But with all this, you can't claim that you're a serious biker until you've been across to the IOM for the TT, joined the thousands and thousands of other bikers on the Steam Packet (steam racket more like, the prices they charge), sampled the warmth and welcome from the locals, had fresh kippers for lunch at the Creek in Peel, overtaken a police car at 120mph plus on the wrong side of the road over the Mountain section or sat on the grass bank on the Sulby

Straight witnessing John McGuinness doing the thick end of 190mph inches from your toes.

Or there's the Ace Café "Brighton Burn up". On a September Sunday morning several thousand bikers meet at the Ace, and on the stroke of 10:00 ride en masse down to Brighton to join several thousands more. It's mob rule and the locals must dread it. The amusing bit is on M25/23 interchange where everyone stops for a fag and "comfort break" much to the frustration of the sole traffic policeman, but the police do get their own back as they greedily install "hair dryers" on just about every bridge along the M23. It's mob rule too at the MotoGP where the exasperated stewards are ignored and everyone just parks up for free on the nearest bit of pavement, none of that £36 malarkey.

Now here's a thing about bikes. You're sat between two impressively large gyroscopes (the wheels for the less perceptive reader), it's why the bike falls over when it's stationary and stays upright when in motion. The bit that supplies the centripetal force to give you the handy option of going other than in a straight line is the lean angle. A glance at the laws of

precession that apply to gyroscopes shows that any force applied is transferred 90 degrees in the direction of rotation. With it so far? So, given that in order to turn left you need to lean the bike to the left, if you work it through you find that you actually have to push the left bar and pull the right bar, it's called counter steering. Occasionally one gets asked whether one counter steers or not and the reply is that if one doesn't, one tends to end up amongst the nettles. So next time you get the trusty (or is that rusty?) Raleigh above about 12mph give it a go, you might be surprised although rather less so I suspect having read this.

Meanwhile, the frequently banged head was a reminder that the Seven was still there but then there was the garden that needed attention, growing family, travel, a spot of very unwelcome illness in the family and all the rest of it, but 2017 was designated 'The year of the Seven'.

Before the outlay of a significant amount of cash I thought it a good idea to check the viability of the project so first up was a trip to Arch, the chassis on Mr Calvert's trailer, to get an opinion. Thumbs up from Bruce. The



Biking - one of the temptations that delayed John's Seven build.

Xflow engine was already obsolete in 2000 but 17 years later it was almost a museum piece so I was toying with putting in a crate Duratec and although this option was deemed feasible there'd be the hassle of adapting the loom, fuel lines, a catalyst for the IVA etc. On balance, I decided to stick with the XFlow. Despite its age, there's still a good supply of bits around, Burton particularly, who for example, do a rather nice ali bellhousing for reasonable money. And ooooooh, that intake roar.

Despite the garden that needed attention, a growing family, travel and all the rest of it... 2017 was designated 'the year of the Seven.'

The next step on the feasibility study was a trip to the Kent countryside to the Gillingham DVSA test centre for their thoughts on installing the Xflow which I'd thoughtfully loaded in the back of the car. I was blown away by how interested in the project and helpful the testers were. They even went to the trouble of working out from the engine number that it was (crucially) pre '75. So following a diversion to Andy's Banjos (yes, another distraction from Seven building) it was down to see the highly recommended Steve Curson at Vulcan. The engine boasts steel rods, a 254 cam with roller rockers and it inhales through '45s. I thought it should just need a freshen up but no, new pistons, unleaded head conversion and in the end a complete rebuild so it was left in Steve's hands for him to work his magic. On collection, the dyno sheet read 153 bhp at 6,800 with more to come when run in. Not too shabby an increase over the 84 that Henry put in his Cortinas back in the day.

Finding the correct parts on the CCC website for a hybrid like this was nigh on impossible so usually it was a phone call or email to sort out any supply issues and fortunately, Mick and John at Redline weren't a million miles away either. Down the road too, on the Slough Trading Estate is Apex Fasteners, a good old fashioned supplier of every kind of nut, bolt and just about any other fastener you can dream up.

And so the build began. As before, the engine bay was painted satin black. Wide track front corners went on OK with Quantum dampers and by chance, I thought the anodised purple caps contrasted perfectly with the chassis' lurid green. Several cans of Halfords "Berry Purple" later, the headlamp brackets and rollover bar were painted to match. The kids hate it so it stays. The holes in the side of the body for the rack bellows needed enlarging for the IVA so an air nibbler came in very handy for this and for cutting out the hole for the exhaust collector.

Then to the back axle and the first thing that struck me is that it's sooooo heavy. The De Dion tube weighs a ton on its own and by the time



Bespoke exhaust courtesy of Lance Pritchard at OJZ



The colour of the quantum dampers inspired John's rather unorthodox wing stay paint choice

you've bolted on the standard calipers, the unsprung weight has to be about as much as the old live axle. Then there's the diff. Well at least it counterbalances that cast iron lump up front.

In went the said iron lump with a fair amount of fettling to get it to fit right, minimal clearance between the gearbox and chassis tubes. There was some debate about whether it needed a 9/16" spacer under the gearbox mount; in the end the height of the gear lever dictated one was needed but as the part is no longer stocked I had to fabricate one from 15mm ali bar.

The standard thread size in a gear knob is usually 3/8UNF but for whatever reason the thread on my lever is 3/8UNC so a lot of time was spent working out some sort of adapter until it was pointed out that 3/8UNC is as near as damn it M10 and that most industrial knobs are threaded M10 so

I chose a rather splendid 50mm polished ali sphere off eBay for £12. Nice.

Having bolted it all in and stepped back to admire it transpired that the propshaft was too long - virtually no clearance between the tail shaft oil seal and the yoke so out it all had to come. Getting the diff off again was a real nightmare due to a dodgy 11" bolt (see BlatChat thread, bolt, thread, geddit?)

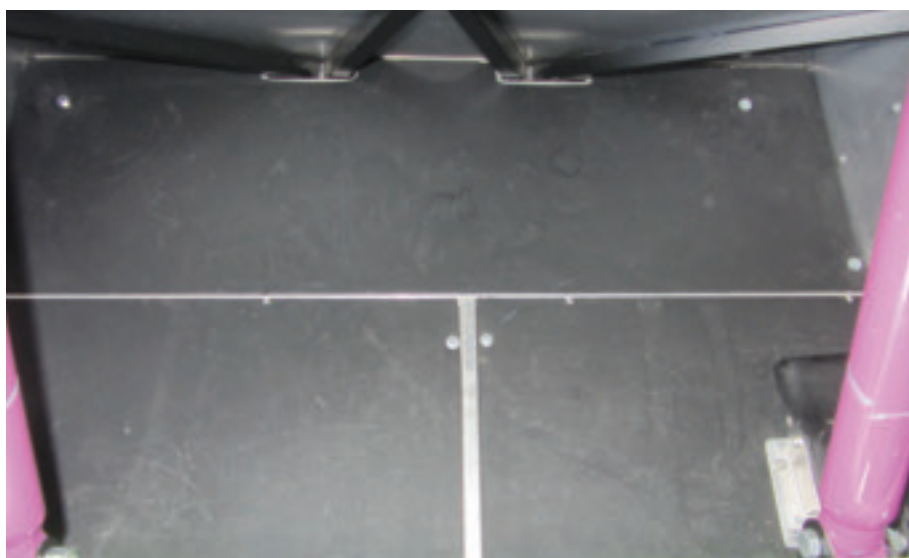
Time to torque up the rear hubs and for that of course one needs brakes. I fell for the quaint CCC part numbers trap for the axle pipes - 77201R for the left and 77201L for the right. Neither of which would fit anyway so finally I had bespoke ones made at the local hose specialist and as the rubber dust seal on the outside of the 17 year old master cylinder looked rather tragic, I replaced it and the inner seals as well just to be on the safe side

Cooling system next, and Andy Sharpe made up a gorgeous high capacity ali radiator and while he was at it, knocked out a neat crank case breather catch tank. For the exhaust system, the car was booked in with Lance Pritchard at OJZ in Newark. It was mid-November during a typically cold snap so the roads had been well salted and despite hosing the chassis down at journey's end, there was a disappointing amount of salt damage. The exhaust system though is wonderful. It's quiet-ish (don't want to be stuffing brillo pads up there on track days) with a nice crackle and it's a thing of real beauty designed to line up with the tapered line of the bonnet, rather than the usual straight side of the cockpit.

The Xflow engine was already obsolete in 2000 but seventeen years later it was almost a museum piece

Seats next. Superlight Mike supplied a pair of black leather "S" type seats which attach to the chassis rails not the floor pan, so to save the grief of cutting holes in the floor to access the rear bolts I had some threaded stainless steel blocks made up to slide under the rear "ears" to act as captive nuts so it's a doddle to get the seats in and out.

So to the front wings, probably the biggest chore thus far, which unfortunately coincided with very cold weather which made the garage a seriously unwelcoming place. First to discover that 18 years ago, CC had sent two LH ones but no matter, there's only a tiny difference, and then to fit the indicator repeaters. It was tempting to fit them elsewhere - headlamps, bonnet side but with



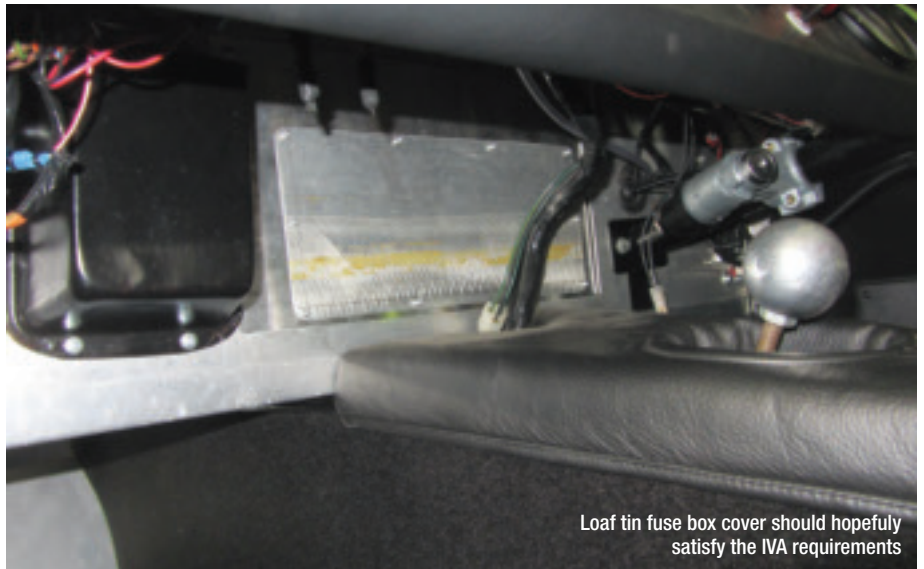
Multi-segment boot floor fits properly even with FIA type roll bar

the ever present thoughts of the IVA I stuck with the conventional location. So how do you fit a flat plate to a complex curved surface? Answer, you make a mould out of black silicone sealer. Squidge some between two sheets of cling film, press it in place with a flat plate, hold it there with a clamp until it cures then cut it to shape using the rubber backing as a template. Next, to attach the rubber IVA strip round the wing edges and as everybody knows, silicone sealer sticks to everything. Except rubber it turns out, what a mess. "TechTalk" came up with some good tips, particularly to trim off some of the excess flap of rubber on the inside. In the end, I settled for good old Evostick and worked out the best way of removing the excess is with a dab of cellulose thinners and the Mk1 thumbnail. Final headache was removing the bullet connector from the green wire and replacing it with the Econoseal pin. The freshly bought crimping tool worked reasonably but the sting in the tail was realising that had I bought the repeater assembly from CC rather than Redline it would have come with the correct pin attached. Apex came up with some lovely round head stainless bolts, penny washers and rubber washers for a really neat job.

With the impending changes to IVA requirements, particularly those relating to emissions from older engines, the pressure was on to get the test booked so I swallowed hard and spent most of a day filling in the on-line form.

Then it was full speed ahead to get all the nasty little finishing jobs done. On their website, CC thoughtfully provide an IVA check list which contains just about every reason for a fail. Little did I know that I was soon to be adding another one.

So, tidy up the electrics, fit the carpets, windscreen washers, catch tanks, boot floor and all the paraphernalia needed for the test. Electrics straightforward using that wonderful spiral binding, carpets - had a (reasonably) successful go with self adhesive Velcro rather than Evo-Stik, windscreen washers - just had to modify the bottle clamp, and the boot floor. Ah, the boot floor. Well if you're content to fill the gaps with a couple of drums of silicone and to have the back corners flap around, the standard one is fine. Otherwise use the standard one as a template and scribe accordingly. Then you discover why the standard one is such a poor fit as with an FIA roll bar, the correct size floor won't go through the top of the boot space so then you need to saw the rear half in two and fabricate an extra support. The back corners can be supported from brackets attached to the rear wing bolts and Rivnuts come in handy screwing it all down so that it's a peach of a job if (when) you need to take it all out to adjust the handbrake. The solution for the fuel filler pipe cover came whilst rootling about in the bins (like you do) at Lakeside Engineering while Tim was fixing the Elan - an Elise air filter box suitably cut down



Loaf tin fuse box cover should hopefully satisfy the IVA requirements

is a perfect fit. So not only Sierra, Capri and Cortina bits but now a genuine Lotus part too! Come to that, the dipstick had broken off and it turns out that an Elise dipstick is a perfect replacement so make that two genuine Lotus parts. Not many Caterhams around these days that can boast that.

Not only Sierra, Capri and Cortina bits but now a genuine Lotus part too... Actually, make that two genuine Lotus parts - not many Caterhams around these days that can boast that.

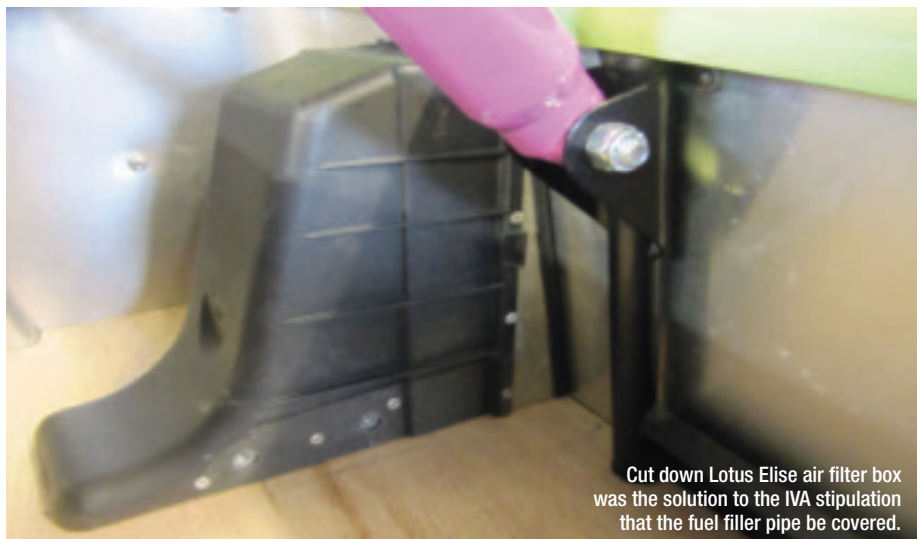
The fuse box cover was an interesting one, the standard CCC item being totally the wrong shape for an old chassis like this. One of Fran's old loaf tins with the top cut off, rubber trimmed and painted matt black worked a treat.

So time to run it all up, check the temperature gauge and that the fan is cutting in. Horror of horrors, a nasty clack clack

clack from the engine. A rush back down to Vulcan reveals a sticky #8 valve caused, it turns out, by my having done a number of short engine runs to check the general installation without allowing time (three minutes) for oil to make its way along the rocker shaft to the #8 valve. So Steve, top man that he is, drops everything and does a rapid head rebuild and then it's time for the rolling road only to find a serious lack of petrol getting through. New pump and regulator fixes that one so back on the rolling road. Final tinkering produces 141lb/ft of torque and a corrected 163bhp. Not bad, not bad.

Trimming the holes in the chassis round the wishbones and steering rack was a bit of a pain but superglue worked well here (should have used it on the wings) and it was an irritation to realise that the track rod end lock nuts need a cover that should have been fitted when they went on the tie rods. No earth lead tag on the fuel tank either so one was improvised attached to the fuel feed pipe. Snap on covers for all the external nuts and bolts, eventually working out how the bonnet spring covers fit and finally, stand back and admire, all was ready for the IVA. LF

*To be continued...*



Cut down Lotus Elise air filter box was the solution to the IVA stipulation that the fuel filler pipe be covered.



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# Lest we forget

One hundred years ago, the guns fell silent across Europe. So ended the 'war to end all wars', a conflict that devastated the landscapes, villages and towns of Belgium and France. The British and Commonwealth soldiers that survived went home, but over 800,000 of their colleagues were never to return. They stayed behind, resting in Commonwealth War Graves Commission cemeteries that you will still find today scattered across Northern France and Belgium.

A group of Club members decided to undertake their own pilgrimage to the sites in France and pay their respects to those who made the ultimate sacrifice a century ago. The group were privileged to be able to take their cars into the Thiepval memorial grounds, and the picture shows them

displayed against a backdrop of the Thiepval Memorial which remembers those who not only lost their lives at the Somme, but whose remains have not yet been found - over 72,000 in total.

The cars belonged to, from left to right: David Harold, Kingsley Young, Richard Nichol, John Cockburn, David Williams. *LF*







David Lynch's son Owen perches on "Daddy's broken car" as he knows it... David is part way through a lengthy engine swap process, and says he rather wishes that his Seven simply took batteries too...



"One British icon meets another." Ian James attended an informal classic car show at Headcorn Aerodrome in Kent. He reports that pleasant warm weather ensured a great turnout of interesting cars and aircraft, including two Spitfires and a Hurricane.



**Above:** Simon Copping makes a Friday afternoon trip to collect 36 pints from Hook Norton Brewery.



**Above:** Dr John Hardman proves that a Seven can make a practical car after all, whilst no doubt upsetting a load of plumbers about to start work...



Bill Routledge recently completed the restoration of his 1958 Series 1 and his four-year-old grandson Jack can't wait to sit in the car when he visits. Bill reports that his current venture is to build the Lego 7 kit which he's finding harder than the real thing.

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)



While having his carbs 'sorted' at Northampton Motorsport, Colin Cooper got chatting to a chap who arrived in what he assumed to be a Westfield 11. However, it turned out to be an original Lotus 11, driven by ex-Caterham employee, Autocar 'road tester' and racer Peter Haynes. Colin learned that Peter had twice raced for Caterham at Le Mans, from which he deduced he was one of the team responsible for having the Seven deemed 'too fast to race'!



# The history of the Lotus Seven Northern Owners Club

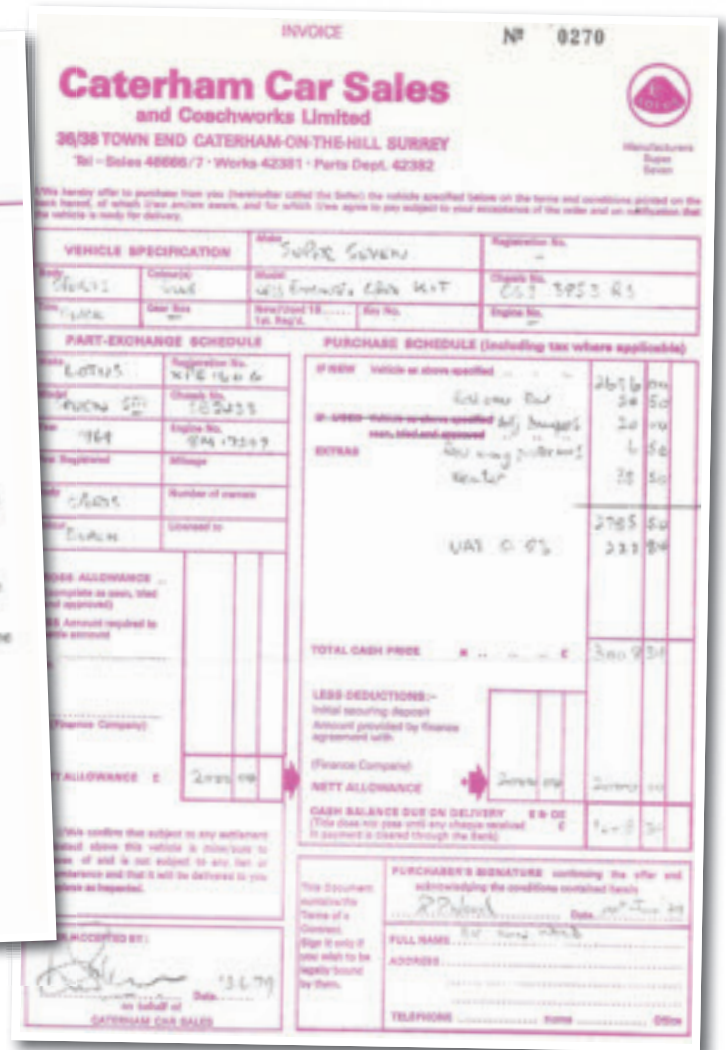
I suspect that not too many current Seven enthusiasts will be aware that between 1976 and 1993, there existed a separate Lotus Seven Northern Owners Club. This later merged into the overall Lotus Seven Club, as **Ron Wood** reports:

In 1973, I purchased my first Lotus 7. It was an S4 (registration YTE 112H) as I could not find an S2 or S3 at the time. I soon found one that I wanted however, so I quickly swapped it for an S2 (registration 808 PKN) that had been raced. I was photographed in it for a Shell in-house magazine and an article was written.

When the photographer gave me a proof of the photo, I noticed what appeared to be a crack in the front wheel. I immediately checked and indeed, a crack was appearing either side of the valve that I had not noticed! I had the wheel repaired immediately by a magnesium wheel specialist who provided the following advice:

*"Having investigated this wheel as far as possible we find that it probably came off of a Cooper '500' therefore it appears to be about 20 years old and is now showing its age. I refer to modern day standards concerning the use of mag wheels and the advice of discarding such wheels at the young age of 3 years due to metal fatigue in the castings. This does not always follow a set pattern but 20 years is a bit excessive and keen*





observation should be kept on your wheels if you continue to run on them. They could of course last for many more years, but!!!"

In 1975, I saw an advert in Motoring News for some front wings that I wanted, as the S2 had cycle wings. I travelled by train to Birmingham to view them, and having made the purchase, another Seven owner walked in, wanting to buy the same parts – too late! However, we got chatting and he kindly offered me a lift back to Crewe station with them.

On the journey back, the other Seven owner (Bob Lyell, a gifted Rolls Royce engineer) and I spoke about the lack of any club for Seven owners and we decided to see if there was enough interest to set one up in the North West. Subsequently, in December 1975 we placed an advertisement in Motoring News and we also got a mention on Radio City Liverpool, advertising our first planned meeting.

This first gathering was held in January 1976 in my local pub in Chester, the Engine House. There were about ten Sevens at this meeting, mainly driven by diehard Lotus fans. We had guys travelling from all over the NW, one even booking a hotel in Chester for the night. There were the usual Lotus problems leaving the meeting and I recall that one guy had to use a nearby bin to bend his bonnet back into shape.

During the discussions, we decided that we needed to establish a more central meeting

place and eventually settled on the Bulls Head in Hale Barns Manchester where the manager let us use the upstairs room for free. The original membership fee was £2 per annum!

As we were using the word Lotus in our Club name, in 1977 I wrote to Colin Chapman at Group Lotus to seek official permission to do so. I received a reply from his secretary saying that Mr Chapman would be happy for us to use the letter heading I had sent with our Club name on. My only disappointment was that this response was only signed by his secretary on his behalf.

Colin Chapman thanked me saying "It is people like you who keep the name of Lotus alive." They say you should never meet your heroes but after years of worshipping Lotus, I was gobsmacked

However whilst I was at the Lotus factory open day the following year I had the opportunity to show Colin Chapman the letter and I asked him to sign it. He did so, and thanked me saying "It is people like you who keep the name of Lotus alive." Well, they say you should never meet your heroes but after all the years of worshipping Lotus I

was gobsmacked, and could not speak as he walked off. Unfortunately my wife was not quite quick enough with the camera so I only have a photo of Colin Chapman and me from a distance.

During the lifetime of the Club we organised regular visits and outings. Portmeirion, of course, where we were allowed to take our cars inside for photographs but we also visited a number of factories including Lotus Cars (twice), Aston Martin, TVR, Rolls-Royce, Panther and Morgan. We also had regular visits to hillclimbs, giving a Club display up the hill at Loton Park and at Oulton Park, our local circuit.

In 1979, I part exchanged the S3 (XPE 160G) I had at the time for a Caterham rolling chassis. I contacted Caterham for prices and was pleased to receive a friendly letter directly from Graham Nearn.

I subsequently bought a chassis from Caterham and had a Lotus Twin Cam engine rebuilt and fitted. Interesting prices! It was registered as OMA196V.

The NOC also organised the 4th International Lotus 7 meeting at Oulton Park on 7th June 1986. One guy even drove over from Luxemburg in his Seven so he could attend. After the event we also had a dinner dance at a Chester hotel. I do remember two guys who turned up at Oulton Park in their Seven and who asked



if they could attend the dinner dance... They then left early without paying - Southerners! We also had a few of our cars on display on a Club stand at Lotus 89 at Donington.

In those pre internet days, it was difficult keeping in touch with everyone. We did produce a few typed newsletters which we amusingly called "Lower Flying".

In those pre internet days, it was difficult keeping in regular touch with everyone apart from letters and telephoning. We did produce a few typed newsletters which we amusingly called "Lower Flying". Now that I have retired I can thank Shell for the use of their telephone and printing facilities!

The Club was also asked to provide some cars and interviews for the Seven video "Not just a number - the story of a legend" Footage was shot at Oulton Park and early morning around Buxton. The video was offered in both VHS and Betamax formats!

I had been in touch with Dave Mirylees (*Founder of the Lotus Seven Club - Ed.*) a few times and once visited his area meeting. Ultimately, in 1988 our Clubs "affiliated". During the 1980s the Caterham Seven became very popular with the emerging "yuppies" who started coming to our meetings with their colour-coded cars, coats and hats! Unfortunately, this grated with some of the long standing "traditional" Lotus 7 owners and they began to drift away. It did mean however that the Club became more popular





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## Club Merchandise



New items added at [www.sevenregalia.com](http://www.sevenregalia.com)

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and we started having another mid-monthly meeting at the Smoker in Plumley.

During this time, the Lotus Seven Club was becoming more organised and national, especially with the excellent Low Flying magazine. Following the arrival of my two daughters (1988 and 1991) I couldn't devote as much time to the club as it needed and the Northern Owners Club quietly morphed into the Lotus Seven Club in 1993 as a couple of our members became L7 Club area reps. Thankfully the Lotus Seven Club has gone from strength to strength to the excellent club it still is today.

I sold my last Seven about 1995. I am still in contact with a few of the original Lotus 7 owners from the NOC, but strangely not any of the Caterhams.

My last drive in a Lotus 7 was a few years ago when I had to pick up an S3 from Goodwood and deliver it to Kelvin Jones Motorsport in Liverpool for restoration. It brought back many happy memories and as usual I wished I had kept at least one of my Sevens!

I still walk around the Lotus Seven Club displays at events such as the Silverstone Classic feeling nostalgic but as I now run a modern Jaguar XK club I don't think my wife, who "suffered" Sevens for nearly 20 years will let me have another one! *LF*



If anyone owns any of my previous cars, I would love to hear more about their history after I sold them. It would also be great to hear from any other members of the Northern Owners Club who remember the meetings. I can be contacted on [ron.wood7@btopenworld.com](mailto:ron.wood7@btopenworld.com)

## Ron Wood's Seven ownership history:



1. Lotus 7 S4. YTE 112H (this is not me sitting in the car).
2. Lotus S2 Reg no: 808 PKN. I sold this car to an American and recently traced some of its history since then. It went to Canada and was rebuilt by a guy called Robin Woods and was the subject of many articles in the Lotus Club of Canada magazine. I contacted them and they digitally sent me all the articles. It is now back in the UK being restored correctly again by Rob Evans.
3. Lotus 7 S4 1970 XAX 134J
4. Caterham Seven OMA 196V (1979) into which I had fitted a Lotus Twin Cam.
5. Lotus S2 (1965) Restored by Kelvin Jones Motorsport (Liverpool) HDT821C
6. Lotus 7 S3 NTU 45H 1969
7. Q638 LKH Highly modified Seven. Exported to Germany.



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# Area Meetings

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 area's activities can subscribe (see sidebar for details)

## Bristol & Bath

Venue: Boars Head, Aust, BS35 4AX.  
3rd Tuesday of the month, 7.30pm  
Contact: Brian Hall 07751 816149  
[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  
47 High St, Stretham, Ely CB6 3JQ  
On the 3rd Sunday of each month.  
Contact: Andrew Gilbert  
07968 591485  
[Cambridgeshire@lotus7.club](mailto:Cambridgeshire@lotus7.club)

## Cheshire and Staffordshire, North

The Swan Inn,  
Main Rd, Wyburnbury,  
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

We meet on the third Sunday of  
the month, normally for coffee/  
breakfast, with a blat to follow.  
We have social evenings, and  
impromptu blats as well! (for the  
latest information visit these pages  
regularly or 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

The Bathurst Arms,  
North Cerney GL7 7BZ, on the A435  
between Cheltenham  
and Cirencester  
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 George and Falcon,  
Warnford (on the A32),  
Hampshire, SO32 3LB  
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, Threkingham,  
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  
last Wednesday, 6.30pm  
Contact: Fred Gustafsson  
07740 944470  
[centrallondon@lotus7.club](mailto:centrallondon@lotus7.club)

## London, South

All Bar One, 32 Northcote Road,  
Clapham, 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: Stuart Forshaw  
07980 225642  
[mads@lotus7.club](mailto:mads@lotus7.club)

## Norfolk & Suffolk ("Carrotland")

1st Monday, 7pm  
The Scole Inn, Scole,  
near Diss, IP21 4DR  
Contacts: Steve Wright 07789  
907646 and Kingsley Young  
07774 135220  
Email for both: [carrotland@lotus7.club](mailto:carrotland@lotus7.club)

## 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, Metal Bridge, Thinford  
Road, Coxhoe, County Durham  
DH6 5NX  
2nd Wednesday 7.00pm  
Contact: Paul Mason 07974 215736  
[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)  
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 Thursday 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  
last Tuesday, 7.30pm  
AR position vacant  
email: 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

Our Blat 'N Chat is at The Red Lion,  
Lewes Road, Chelwood Gate, RH17  
7DE on the last Tuesday of each  
month from 7pm onwards. New,  
existing and prospective members  
are very welcome. Any queries,  
contact rcsouth@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')

Steel Horse Cafe  
Llanvihangel Gobion, Abergavenny  
NP7 9AY which is located between  
Usk and Abergavenny.  
First Saturday of the month and 3rd  
Friday of the month, both at 10am  
Contact: Alan Henderson  
01633 413020 or 07779 958937

### 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: Simon Cutler  
07732 615 204  
bear7s@lotus7.club

### Warwickshire, South ('Warwickshire7s')

The Falcon,  
Warmington, OX17 1JJ  
www.brunningandprice.co.uk/falcon  
2nd Wednesday, from 7.30pm.  
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

The 7th of each month, 7pm (ish)  
Ladybower Inn, Bamford, Hope  
Valley, Derbyshire, S33 0AX (on the  
A57 at Ladybower Reservoir).  
Contact: Antony & Liz Hawkins  
07800 875428  
syorks@lotus7.club

### Yorkshire, West and Pennines

The Fox, Menston (LS29 6EB)  
First Tuesday of each month, from  
'Seven' pm. Contact: Adrian Atkinson  
07932 979923 wyorks@lotus7.club

## 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: Florian Schlüter  
+49 171 5842375  
germany@lotus7.club

### Italy

Roberto Rizzo  
roberto.rizzo@lotus7.club.it

### Netherlands

Edward Westenberg  
secretaris@sevenclub.nl

### 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

### Sweden

Tomas Bengtsson  
secretary@lotusseven.se

### Switzerland (CH)

Lotus Seven Owners of Switzerland  
meet. First Tuesday at 7pm; at ACE  
CAFÉ Luzern (Rothenburg).  
Contact: Patriçck Vogt  
+41 79 350 08 80 chairman@lsos.ch  
www.LSOS.ch

### USA, Michigan (USA)

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

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

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

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

To do so, send an email  
to the Area Representative of  
the Area(s) you are interested  
in, stating your name and  
membership number, and ask  
them to add you to their list.

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

## PROTECTING YOUR DATA

The Lotus Seven Club takes the  
protection of its Members' data  
seriously and it should therefore  
be noted that individuals may  
withdraw consent at any time  
for AR contact and/or Club  
event/marketing emails.

Similarly, individuals may  
also request a copy of the  
information that the Club holds  
on them.

An individual's information  
may be deleted from Club  
records upon request; however,  
certain information may be  
retained in order for the Club to  
meet its legislative requirements.  
For any of the above, please  
contact the Club Office:  
memsec@lotus7.club / +44  
(0)1873 777303

# Club Diary

## December

### Saturday 8th

**Jean-Marc Bikx's traditional end-of-year gathering** for seven enthusiasts is on Saturday 8th December from 7pm at the restaurant "La Ville de Wavre" in Thorembais Saint Trond (20 miles south-east of Brussels). Enjoy a sociable evening looking back on the season's adventures with photos and videos, sharing memories over a good meal. Cost is €45 per person; if you'd like to attend please contact Jean-Marc directly, for details, menu, directions, and how to supply any pictures, video or raffle prizes you may like to contribute. Bookings by December 1st please. Email: [belgium@lotus7.club](mailto:belgium@lotus7.club)

## 2019

## May

### 5th - 6th

#### National Kit Car Show

Stoneleigh. Save the date! More info to follow

### 8th - 17th

**Lotus Seven Club Tour - Portugal, the Douro Valley & Northern Spain** - The highlights of Portugal's attractions are culture, gastronomy and wines, beaches, golf, history, variety of landscapes and above all great drives! The Douro Valley is known locally as the enchanted valley. You'll follow the route offering amazing vistas as you cross the river from north to south and back again. Along the way you'll admire breathtaking landscapes, picturesque towns and villages as you make your way to Miranda do Douro. The N222 between Pinhão and Régua was voted the World's Best Drive in 2015. Porto, which gave its name to a wine enjoyed all over the world, was voted 'Best European Destination' in 2012, 2014 and 2017 and is one of the top Trip Advisor European cities for tourists. From £1,399 per person based on 2 persons occupying a car and a twin/double room. Organised for the Lotus Seven Club by Scenic & Continental Car Tours. For more information or to book your places call: 01732 879153 or email: [admin@sceniccartours.com](mailto:admin@sceniccartours.com)

### Saturday 11th

#### Dunsfold Handling Day

Save the date! More info to follow

### Saturday 18th

#### Taffia Fish & Chip run

Save the Date! More info to follow

## June

### 7th - 10th

#### Lotus Seven Club Tour - Laon Historique & Black Forest Add-on.

Following the success of our 2018 tour we're heading back to Laon for the biggest Classic Car pilgrimage to Europe, the 2019 Circuit Historique de Laon. The highlights of the weekend are the Saturday run and Sunday's closed street parade. As the name suggests, all of the streets are closed to traffic. The route extends over 6kms and includes a hill climb with hairpin bends as you make your way to the old town centre.

Black Forest Add on - Following the Laon Historique, we will be giving you the opportunity to continue on to the picturesque Black Forest, one of Germany's largest and best-known regions. This tour is based in the delightful village of Hornberg, set in a beautiful mountain valley of the Black Forest. From £159.00-£449.00 per person based on 2 persons occupying a car and a twin/double room. Organised for the Lotus Seven Club by Scenic & Continental Car Tours. For more information or to book your places call: 01732 879153 or email: [admin@sceniccartours.com](mailto:admin@sceniccartours.com)

## June

### 23rd - 25th

#### Club Portmeirion Trip

Save the date! More info to follow

## July

### 11th - 16th (TBC)

**Lotus Seven Club Tour - Waterford, Killarney and the Ring of Kerry.** This 6 day tour takes you along one of the most beautiful coastlines in the world. Explore the rugged south coast of Ireland at your leisure, as you make your way to Ireland's most popular tourist destination, Killarney. The South Coast is steeped in history, prehistoric settlements, castles, abbeys and stately homes dot the landscape, not to mention the spectacular

coastline and never-ending beaches or the harbour-side village of Kinsale laying claim to the title 'Foodie capital of the South'. The Ring of Kerry takes you through 10,000 years of dramatic history. The road takes you from deep forest to the crashing waters of the Atlantic and on to majestic landscapes where wild stag roam and tumbling waterfalls crash into crystal streams teeming with wild salmon. From £699 per person based on 2 persons occupying a car and a twin/double room. Organised for the Lotus Seven Club by Scenic & Continental Car Tours. For more information or to book your places call: 01732 879153 or email: [admin@sceniccartours.com](mailto:admin@sceniccartours.com)

### 26th - 28th

#### Silverstone Classic

The world's biggest historic motor sport event on the famous Silverstone GP circuit where once again we will have our own dedicated infield parking area exclusively for members right next to the action and the ESV will be in attendance. Historic motor racing, impressive track parades, infield displays from over 100 car clubs featuring more than 10,000 classic cars and live music. All tickets include access to the grandstands and paddock where you can get close to the cars and talk to the drivers. Two for One tickets are available to Club members which include two general admission tickets and one infield display pass. These can be purchased from [www.silverstoneclassic.com/buyclubtickets](http://www.silverstoneclassic.com/buyclubtickets) using the club code CCD00362019. Tickets will be on sale from 25th October 2018. Ticket prices for club members from Oct 25th to Dec 31st range from £60 to £99, then from Jan 1st 2019 to March 31st £62 to £102 and from April 1st to May 31st £67 to £120. Club tickets will not be available after 31st May 2019. Contact: Graham Howard Email [northantsbedsbucks@lotus7.club](mailto:northantsbedsbucks@lotus7.club) Tel: 07784 832356

## September

### 12th - 17th

**Lotus Seven Club Tour - Angoulême Circuit des Remparts.** Enjoy a nostalgic tour to Angoulême for the Historique 'Circuit des Remparts' where every year in September, the town fills with racing enthusiasts for annual gathering of vintage and classic cars. This event is a must for fans of vintage cars. The International Circuit des Remparts turns Angoulême into a giant museum on wheels where old-timers and classic cars make fans' dreams come true. A choice of two hotels - The Ibis Nord or Appart'City Hotel and the tour includes grandstand tickets and paddock passes for Sunday racing. From £589 per person based on 2 persons occupying a car and a twin/double room. Organised for the Lotus Seven Club by Scenic & Continental Car Tours. For more information or to book your places call: 01732 879153 or email: [admin@sceniccartours.com](mailto:admin@sceniccartours.com)

## Small Ads

### PARTS & MISC

#### 'Auberge' by Alan Fearnley

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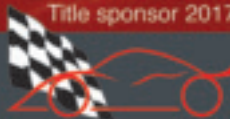


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# Anglesey Adventures

This year's Club Speed Championship wraps up with a double header weekend at Trac Môn, better known to many as Anglesey Circuit.

Photographs by Laura Ferguson and Chris Bramall



The Northampton Motorsport Lotus Seven Club Speed Championship 2018 reached its conclusion with a double header at the demanding and dramatic Anglesey circuit. A full 29 competitors had trekked to the North Wales coast to compete. Whereas some class results were already decided for the season, others most certainly were not, most notably class 2 where a four way battle for the overall win was raging between Clive Marsden, Matt Bramall, Rob Clay and Paul Collins, and class 3 which had a three way battle between Richard Price, Dan Malkin and Robert Jacobs.

With heavy rain forecast over the weekend, our competitors were pleased to have been able to secure pit garages as shelter, but in the event, the weekend stayed cool but dry - perfect sprinting weather!

As the first practice runs of the weekend got under way, Roger Cumming was sat in the paddock area ready to take to the track when his car decided to deposit its coolant all over the floor. After some considerable time trying to resolve the issue, it transpired that



the engine had suffered a head gasket failure so it was looking like the end of the weekend for both Roger and his son Adam. But that's not the way things are in the friendly Lotus Seven Club Championship; despite the fact that he was in contention for the class win over the weekend, Paul Collins stepped in to offer Roger a shared drive in his car, and Jonathan Heyes did the same for Adam. Having cleared the swaps with the Clerk of the Course (and having convinced him that the pair were competent to compete even though they'd missed the practice runs) their weekend was saved.

Richard Abraham dominated Class 1 throughout the day and took a well deserved win, setting a new class record. Although somewhat behind on the timesheets, John Clarke finished the day wearing not only a big smile but also an Edward Lewis Cap in recognition of his personal improvement. Class 2 was nip and tuck all day between Clive, Rob, Ian and Matt, but it was Clive who finished on top, again setting a new class record. Dan Malkin was heading class 3 at the end of the fourth timed run when it was announced that the day was to end. However,

## Anglesey National

Name	Best	Points
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### Class 1 (5 competitors)

Richard Abraham	61.99	100.00
Crispin Scott	64.11	96.70
John Clarke	64.43	96.22

### Class 2 (12 competitors)

Clive Marsden	60.96	100.00
Rob Clay	61.88	98.52
Ian Jones	62.03	98.28

### Class 3 (8 competitors)

Richard Price	59.30	100.00
Dan Malkin	59.89	99.02
Robert Jacobs	60.64	97.80

### Class 4 (1 competitor)

Mike Cocker	60.03	100.00
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### Class 5 (1 competitor)

Jeremy Davies	56.97	100.00
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### Class 6 (1 competitor)

Nigel Fox	59.35	100.00
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### Class 7 (1 competitor)

Dave Gemzoe	55.03	100.00
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## Anglesey International

Name	Best	Points
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### Class 1 (5 competitors)

Richard Abraham	104.54	100.00
John Clarke	106.36	98.29
Steve Causey	107.85	96.94

### Class 2 (12 competitors)

Clive Marsden	101.58	100.00
Matthew Bramall	102.53	99.08
Rob Clay	102.93	98.69

### Class 3 (7 competitors)

Richard Price	98.70	100.00
Dan Malkin	99.50	99.20
Robert Jacobs	100.59	98.13

### Class 4 (1 competitor)

Mike Cocker	98.72	100.00
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### Class 5 (1 competitor)

Jeremy Davies	93.88	100.00
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### Class 6 (1 competitor)

Nigel Fox	95.93	100.00
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### Class 7 (1 competitor)

Dave Gemzoe	91.17	100.00
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as the drivers started packing away, the Clark of the Course decided there was time to fit in a fifth run. Richard Price seized the opportunity and somehow knocked a massive 0.78secs off his previous best time to snatch back the day's class win and with it take the overall class.

So, a great day's motor sport, where the drivers got to enjoy seven runs each. Time to celebrate, and as is now traditional, Saturday night was party time where 31 people congregated on the Oyster Catcher restaurant to enjoy great food and banter.

Sunday again dawned bright and clear as the competitors cleared their

heads ready to tackle the longer "International" track layout. In Class 1, Richard Abraham repeated his success of the previous day, although he couldn't dip below the record this time. Clive Marsden however proved that the conditions were conducive to record taking by moving the bar in class 2. In class 3, Richard Price pushed home his advantage by taking the class for the second day running.

So, another highly competitive, yet friendly and supportive season of club motor sport had come to an end. Next month, we'll report from the end-of-season awards lunch and recap the class and overall results. *LF*



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