

The Caterham Maple Leaf News

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HAPPY NEW YEAR 7ERS

In part 2, of **"2 seven or not 2 seven"** Mark Mackenzie from Calgary, Alberta, talks about the recent restoration of his 1969 Lotus 7 Series 3

Three years after Mark purchased his 69 Lotus 7 we ask, **"was it all worth it" ?**

So the first thing you're asking is "why, after purchasing the 7 in early 2005 is the car only now on the road?". I know I'm not the only one guilty of the best laid plans for a project that just sits in the garage, **BUT**, Kids, work, home renovations, a new grandson, I'm sure you've heard it all before.

Enter Terry Johns: another Alberta based Seven enthusiast that has owned many a Seven; his current car is a Caterham SV 1400 HAYABUSA. Every time Terry and I met he kept suggesting I send the car to David Saville Peck of Super 7 Cars Inc. Well, with each conversation with these two Brits, my reasoning declined and theirs gained. So in April of 2008 David came to pick up my Seven and took it to his workshop, just 1,200 km down the road!

Six months later, over the Canadian Thanksgiving long weekend I collected the 7 from David's work shop. **"HOW MANY DOLLARS?"** I must have been excited as I drove the car 300 of the 1200 km home, through the Canadian Rockies, no top and 4 degrees centigrade. My initial reaction was difficult. On the positive side, almost everything other than paint had been completed on the car. It was drivable, looked great and the work that David had done was "almost as good as if I'd done it myself" (*that's the old hot-rodder ego talking again*).

All will tell you, the initial estimate never works out. In my case the reasoning was different. None of the big scary surprises that could have been expected materialized. The Twin Cam, while assembled poorly, was in good shape and measured up to spec. A quick balance, line bore and a new set of gaskets was all that was required. The gear box was new, as was the stainless exhaust, rear axle and brakes. The gas tank (sorry, petrol tank) was in good shape, even the gauges worked. So what was the problem? We'd planned on it being a car that just needed re-assembling, what did we know? Due to much of the car being new, it wasn't just a case of pile of parts that needed screwing together, much of it required remanufacturing as most of the components had never been introduced.

In the end, I'm very happy. The car is "reasonably" correct for the period. It certainly won't currently be seen by most Lotus 7 purists as an original car, just too many new parts. But, with the original Lotus plate attached, I enthusiastically reply **"it's a 1969 Lotus Seven"** when asked. In the interest of safety I've added inertia seat belts, a collapsible steering column, head rests, and a horn, all of which can be easily removed. The original wheels, seats and soft top were restored and look great. Special thanks to Mal Hill, of Mid-Glamorgan, who I met through Blat Chat, for helping me finally find a spare Dunlop D1 wheel. Now only a few items to finish up (*you know we are never done*) over the winter and I'm looking forward to a "hot" Calgary summer. Thanks to Terry for his constant prodding to send the car to David and to David for his immense knowledge and problem solving skills and last of all, a special thanks to my wife, Lee, who quietly sat and listened and didn't say a word about the cost. **So was it worth it YES.**

Now for a drive; who said it's snowing and -25C?!

This newsletter is published by 7CARS, Canada's only used Lotus/Caterham 7 dealer. Further information on our current stock of quality used 7s can be found at www.7cars.ca email: sevencars@shaw.ca



NEXT ISSUE

In the last edition of this news letter we mentioned that we would be doing an interview with David Saville Peck CEO of Super 7 Cars Inc. Well it got overlooked, sorry. The good news is it will be in the next issue. David has been working on the Seven since 1975.

LOTUS 7 CLUB-



For those of you who have yet to join the Lotus 7 Club, let me encourage you to take the leap. The club's monthly magazine 'LOW FLYING' is a superb publication with excellent articles from enthusiastic owners.

For further information on joining the club use the link below:

www.lotussevenclub.com

ARTICLES WANTED

If you would like to write an article for this publication, please email us and we would be pleased to include it in the next available issue.

