

The Caterham Maple Leaf News

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My life with a Super 7 *Continued*

Summer had finally arrived and with trips to the mountains and nights looking for races with vettes, this was going to be a great summer. Although the Lotus only had a 1600 Crossflow it went great but something was missing. When you lust for cars you sometimes don't realize that what you have is better than what you want. Like a ship in the night one day we saw another dream car. A silver 300SL Gullwing! It was heading out to St. Albert one evening while we were once again heading into town for cruising. We pulled a U turn and followed him back. He was gracious enough to put up with two star struck kids and we were able to come back at a later date to take some pictures. No it wasn't for sale but it was beautiful and once again I was heart struck. I wanted one but since this one was unattainable I would have to find another way to sample the joys of German motoring. I ended up trading the Mazda RX3 and the Lotus Seven in on a



1974 Mercedes 280 sedan! It cost \$12,175.00 and I was once again crazy. I had hit the limit and found out that Mercedes ownership was not cheap. Oil filters cost \$9.50 and an air cleaner was a whopping \$59.00. I also found out that I could afford the insurance and the gas, or the gas and the payments, or the payments and the insurance but not all three! I also missed the Super Seven and after a short ownership I traded



the 280 in on a VW Scirocco. It was sporty but not enough and since I had put a cork in my bank account I was now able to once again look for another Seven. I tried to find Larry again. He had moved and with a bit of persistence I tracked him down. The Seven had not faired as well as I had over those few years. It had been taken apart and rested now in a garage in north Edmonton with a sister car. Two of them all over the floor. Frames and fenders. Four engines and boxes of bits. It was depressing but I knew that this was going to be the last chance to make up for my previous mistakes. It was a basket case and I paid \$3,000 for it. It was going to take a bit more to put this back together but because it was apart it had some interesting options. The engines he had were the most interesting options. He had a pair of Crossflows and two Twin-Cams. One of the Crossflows was race prepared but he wanted to keep that one. I opted for a Twin-Cam. Two truck loads later and I owned another Super Seven. Another winter and several parts orders to Caterham Car sales later and the car was on the road.

It was now 1976 and in those five quick years I had owned eight or nine cars, two of which were Lotus Super Sevens. I had learned my lesson and vowed that I would never sell that car. Over the years, the love, hate relationship of Lotus ownership has never been boring. Perhaps all Lotus owners are a little crazy. Life needs to be a little crazy and the Lotus is perfect when it comes to crazy.

Thanks Bob, great article.



NEXT ISSUE

In our next issue we will hear from Seven owners across Canada who are out most weekends competing in a variety of Motor-Sport events including, Auto-cross, Track days and Hill climbs.

Also in our next issue will be a section of new and used Seven available here in Canada.

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.