

## The Caterham Maple Leaf News

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# Super 7 Cars Interview

**David Saville Peck CEO of Super 7 Cars Inc. Talks to us about his long term involvement in the Lotus/Caterham Super 7**

*ED: David, thank you for taking the time to talk to us about the 7. How did it all start and what was the attraction of the 7?*

*DSP: I had my 1st car when I was 8 yrs old. Drove it around farmer's fields! I got involved with a 7 for the 1st time in 1962 when my best friend got his 1st car. He wanted a motorbike; we both had Norman Nippys at the time - but his Dad said NO...so he went and bought a Ford 105E powered Lotus 7.... His Dad went nuts but as it was a "car" it was OK. We had to replace one of the pistons with an oversize one as the bore was so worn but it was a tight fit! It was a real "Bird Catcher" and many a young lady was known to "fall" out of it terrified!*

*ED: Tell us a little more about Super 7 Cars Inc.?*

*DSP: I started Ennerdale Engineering/Racing in the UK in 1965 and came to Canada in 1972. After a very bad crash, racing in the Can-Am series in 1975, I opened up the Lotus Dealership for Vancouver Island. We built several 7s but they became illegal in 1980. The BC rules changed in 1999 allowing us to start to build them again. Hence the formation of Super 7 Cars Inc. in 2002. We delivered our 1st "Hayabusa" road car in May 2003, since then they have been raced in China, USA, Canada and also sold in Europe.*

*ED: How does the 7 compare to the many Motor Sport oriented cars you have driven?*

*DSP: It is by far the purest road legal "driving machine" that money can buy AT ANY PRICE.*

*ED: Why do you think it is that 51 years after it first appeared, the 7 is still so popular?*

*DSP: Really I have answered that in your last question, but to add to that, the 7 is still the class by which all other drivers cars are compared and it has such a purity of form. It has also been developed over the years without losing its timeless appeal. There is nothing superfluous about a 7. The chassis IS the body.....*

*ED: Many people comment that the Caterham is an expensive car, what are your thoughts?*

*DSP: This is always a "thorny" question! The Caterham has been developed far beyond the original 7 but is still "handmade" and bespoke built using aircraft quality components. As they say "You get what you pay for" and a Caterham is actually very good value for money and as such has a HUGE residual value compared to anything else that offers this kind of performance.*

*ED: You have obviously seen many of the clones, copies that have been made of the 7, why should I buy a Caterham instead of one of the many cheaper copies?*

*DSP: YES...and some of them are quite HORRIBLE.....There is no substitute for "The REAL thing". The years of development that Lotus and Caterham have invested into the 7 have made it an outstanding car.*

*ED: Your bike engine Caterham SV is a mighty impressive motor car, what plans do you have regarding further development?*

*DSP: As most people who start building their own cars, I wanted this for myself. The ULTIMATE 2 seater sports car. It had to be breathtakingly quick, comfortable, practical and sound right ....We have introduced our new "R" type with our own hand built 1400cc 256bhp "Hayabusa" power plant and I am looking to incorporate this into a CSR chassis with inboard front suspension and fully independent rear although I am a little concerned about the weight penalty.*

*ED: David thank you so much for taking the time to share your 7 experience with us.*

**David can be contacted at: Super7 Cars Inc. (250) 246-3632 or [www.caterham7.net](http://www.caterham7.net)**

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](http://www.7cars.ca) email: [sevencars@shaw.ca](mailto:sevencars@shaw.ca)



## NEXT ISSUE

In our next issue we will introduce Robert Woodcock. Robert lives in Edmonton, Alberta and has owned a 1970 Lotus 7 S3 for the past 33 years.

Robert will talk us through a recent total restoration which included a new Arch Motors chassis. This will be a two part series.

## 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](http://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.