

The Caterham Maple Leaf News

Canada's only bi-monthly publication for Lotus/Caterham 7 owners and enthusiasts. Volume 1 No. 4



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A bike engine in a car?

The legend lives on

but will it, is a question many are asking?

With half a century under its belt the Super 7 marches on, popular as ever and still the yard-stick by which all performance cars are measured.

With more and more legislation and government restrictions arriving in our mail boxes each week, one has to wonder how long the 7 can survive.

Recent rumours leaking out from EU Headquarters in Brussels seem to indicate that certain men in round, black hats are opposed to the small, low volume car manufacturers such as Caterham and Atom stating:

"We must have in place adequate legislation that protects the public from the ever increasing threat of extreme high performance maverick car manufacturers, who in most cases sit below the radar of our governing bodies"

Yes, we all that know that most of them are bored and if the truth were known, they are probably secret admirers of our beloved below the radar rockets, however the scary thing is, this time they seem to be serious.

Let's face it, there is an argument in their favour. With swept back body lines, covered windshield wipers and crumple zones at every corner the modern car has certainly come a long way from the mobile battering ram of the 70s and 80s.

In the end, we may go the way of the dinosaur, however whilst we still have drivers who refuse to become motorists, I imagine the 7 and its counterparts will continue to be enjoyed by those pushing the outer limits of motoring.

Terry Johns



2006 Hayabusa powered Caterham 7 SV Built by Super7 Cars

Having had three 7s since obtaining my driving license, I had decided that at 53, time was long overdue for my fourth instalment of madness. I began dialogue with David Saville Peck, the owner of Super 7 Cars Inc. back in November 2005. David is a totally crazy ex. Can-Am Racer from the early 70s who has developed the Super 7 SV Hayabusa. His company Super 7 Cars Inc. is Canada's only factory authorized Caterham manufacturer.

My original thoughts were along the lines of a Roadsport (small chassis of course) 140 BHP, LSD, etc etc, you know the drill. My next step was to visit David on Vancouver Island to see his operation. Two flights, a long car trip and 900 miles later, I finally arrived. This is not a small country. On arrival, it soon became very obvious that David and I would get on just fine. As an old racer myself and having had various quick cars, 911s, Astons, E Types etc, I was looking forward very much to driving his demo car. It's important to point out, at no time had I even considered either the SV chassis or a bike engined car. **How misguided and ill-informed can a man be?**

Once I had lowered myself into the cockpit of the GSX-R, I was sold on the SV chassis; it's just so much more comfortable for an old hand like me. Once in, I was given a little instruction regarding the take-off procedure, (no flywheel on the Hayabusa) and no life jacket under the seat! Push the red 'go' button on the left-hand side of the dash and wait for the show to begin. The noise is orgasmic with instant throttle response, very light clutch and a superb shifter for the 6 speed sequential box. With trepidation we moved out of David's workshop and proceeded at a restful pace along the Beautiful British Columbia lanes waiting for life to appear in the temperature gauge giving us the green light to stand on the go pedal.

Once unleashed, the GSX-R is close to F3 performance. The acceleration in any gear is instantaneous, with the engine pulling hard from 3,000 rpm to the red line at 10,900. I was instantly convinced this was the way forward. The idea of a small chassis Roadsport 140 BHP seemed inconceivable after the manic performance of the Canadian built Caterham 7.

The Super 7 GSX Hayabusa R-Type is the fastest legally certified road car available in Canada. 0-100km in 2.96 seconds.

Terry Johns

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

LOTUS 7 Historian

John Watson is probably the most informed man on the planet when it comes to knowing your Lotus 7. So who better to write an article for our newsletter.

LOTUS 7 CLUB

For those of you who have yet to join the Lotus 7 Club let me en-



courage 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

SEVEN facts?

The Caterham CSR 260 Cosworth sets the fastest time ever for a street legal production car around the BBC Top Gear test track.

THAT'S A FACT!