



Typical Club Meeting.



For over 45 years **Lotus Club Canada** has hosted Autumn and Spring Runs, Garage Tours, Winter Parties and Summer Barbecues. Pub meetings with our cars, beer and opinions are held monthly. Annual dues are a meagre \$20. View our free Newsletter at the Club's website : **lotusclubcanada.ca**



**LOTUS CLUB** of **CANADA**

**WINTER LOTUS LETTER 2026 PART ONE**



## Fabricating a 7

**Dennis Deeley's** frustrations building his troublesome Robin Hood kit.

## DIY Upgrade

**Chris Marson's** guide transforms standard **EMIRAS** into phone chargers.

## LotusClubCanada WINTER PARTY 2026

...in blurry Pictures.

## Chinese EV

**Lotus Eletre** comes to Canada as low tariff Chinese EV.

## BRONTE : The DAY in pictures

Photos by Mike McGraw, Chris Marson, Glenn Grainger, M. Eddenden

### Club Bulletins

**NEW Membership Form**

**LCC Spring Run 2026**

**LCC Calendar 2026**

**Achtung! New Password**

LCC Dues Increase

**Rob Szakoni 1951-2025**

**Mike Potter 1931-2025**

LCC Glovebox

### Non sequiturs

Colour Coded

Dangerous Ontario Cities

An Elan's Boxing Day Drive

Spish Splash Cars

### Stories & News

**Bill McKenzie: new member**

**Bob Dodgson 1943-2025**

**New LCC Business card**

Your Club Roster

MECHANICS Dictionary

Lotus Emira Run

Caterham Seven HWM Special

What does LOTUS mean?

### Cover

Proposed new **LCC Business Card** aimed at potential members attracted to Esprits (1975-2000).

Other versions target those interested in early Lotus (1957-1975) in modern Lotus (2000-2026) See story in this issue.

### Club Contacts

Contacts are listed at the end of the newsletter. For information about the **LOTUSletter** contact the Editor at **LCCeditor@hotmail.com** Design, captions, bulletins, and unattributed articles are the Editor's doing. **LOTUSletters** are available free to download at [www.lotusclubcanada.ca](http://www.lotusclubcanada.ca)



RAIN DATE SUNDAY MAY 3

9<sup>30</sup> START

10 AM DEPART

SATURDAY MAY

2

# SPRING

# RUN

START  
PICKERING / 401  
LUNCH  
BROOKLIN  
LIMIT

30 CARS

RSVP

WITH NUMBER COMING TO  
ALAN SADOWSKY  
BY APRIL 18

FREDWILLARDLIVES@GMAIL.COM



LOTUSCLUBofCANADA

**LOTUSCLUBCANADA**

will meet at the

**& EATERY**

**ROYAL WINDSOR PUB**

**FEBRUARY 25 / MARCH 25 / APRIL 29<sup>7PM</sup>**

Last Wednesday of the Month  
610 Ford Drive / Unit #6 / Oakville  
L6J 7V7 / 905-337-0330

*Colin*



Visit the  
**LOTUS CLUB** of CANADA  
Membership  
Recruitment Table

or even volunteer.

# ANCASTER



## BRITISH CAR SHOW & FLEAMARKET

Sunday April 19, 2026

9:00 AM – 2:00 PM

**ANCASTER FAIRGROUNDS**  
630 Trinity Road  
Hwy 52 at Wilson St. W.  
Ancaster, Ontario L0R1R0

### HOSTED BY:

Austin Healey Club of Southern Ontario  
British Sports Car Club of Hamilton

**ADMISSION:** \$ 10.00 Cash Only  
UNDER 18 No Charge

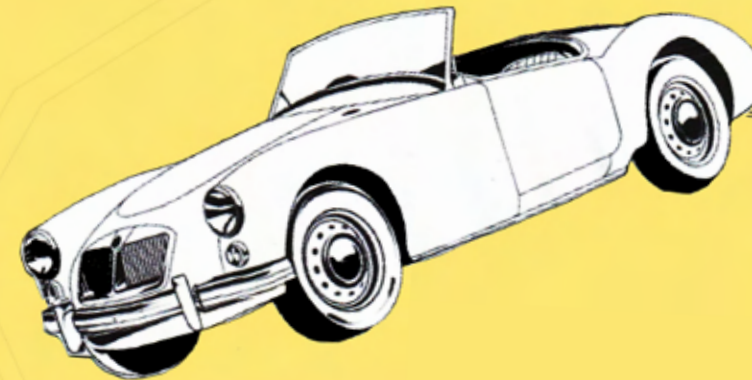
### Free Parking

### Vendor contact:

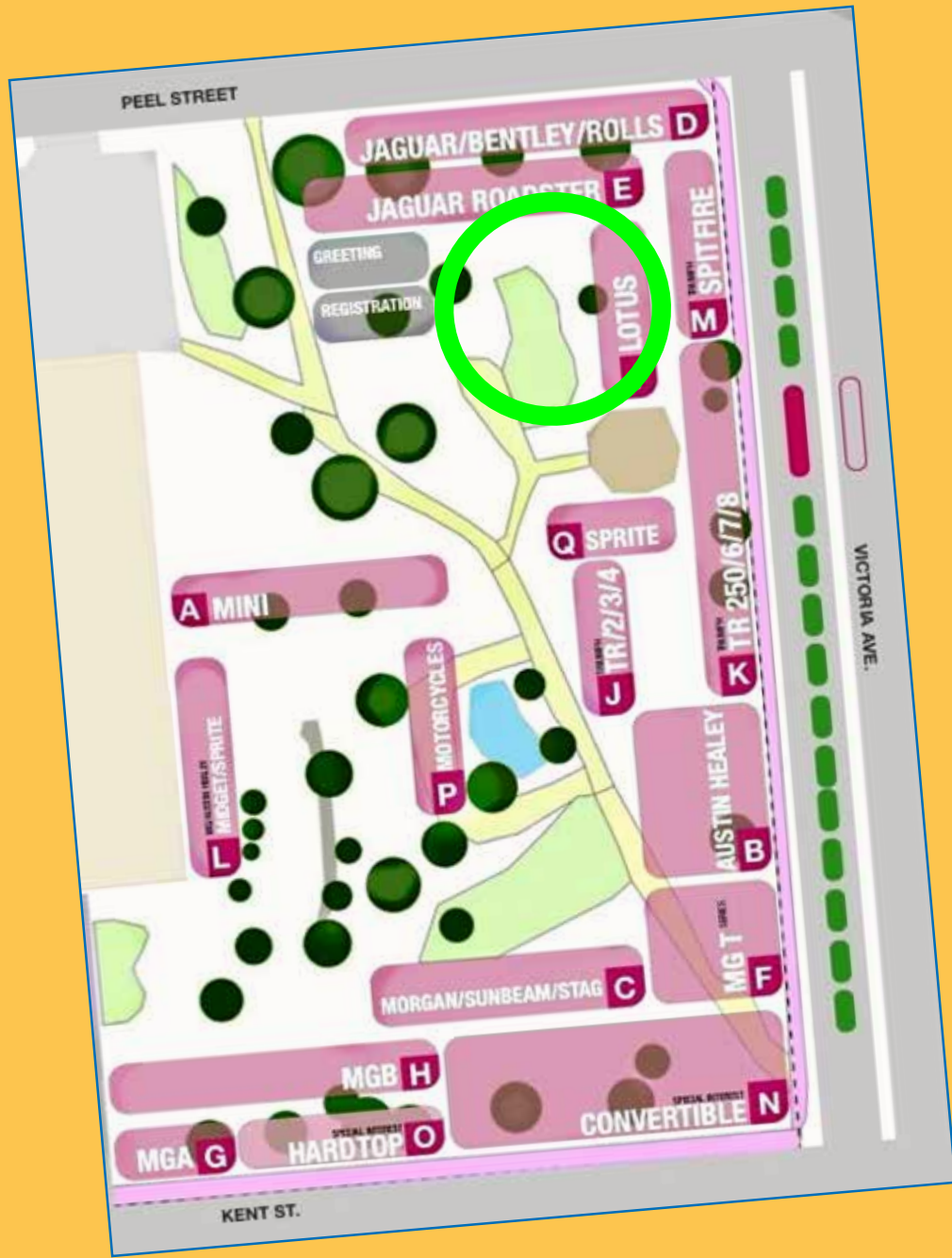
[ancasterfleamarketvendors@gmail.com](mailto:ancasterfleamarketvendors@gmail.com)  
[davidjones197@hotmail.com](mailto:davidjones197@hotmail.com)

### Website:

[www.ancasterbritish.ca](http://www.ancasterbritish.ca)



**ANCASTER** Flea Market & Car Show<sup>2026</sup>



**VICTORIA BRITISH CAR CLUB**  
presents  
**BRITS**  
**IN THE**  
**PARK**  
2026

**VICTORIA PARK, LINDSAY ON**  
**SUNDAY JULY 19**  
**9am - 3pm**

**Vehicle classes - \$20 admission**  
**LIVE MUSIC - DOWNTOWN STORES - TIM HORTON'S - VENDORS**

Showcasing Rolls Royce Motor Cars  
victoriabritishcarclub.ca

# WIN an EMIRA

SickKids Car Calendar Contest

SickKids   
CAR CALENDAR

BUY TICKETS

1-888-882-KIDS (5437)

**WIN A CAR  
A DAY!**  
30 DAYS. 30 WINNERS.



## BIG NEWS: THE SICKKIDS CAR CALENDAR IS BACK

As a previous SickKids Lottery supporter, we're excited to let you know that the SickKids Car Calendar is back by popular demand! This is another way to win BIG while helping SickKids. With **30 days of amazing car or cash prizes** throughout the month of June, a whole month of winning awaits!

This year's prize line-up has no shortage of the most coveted cars in the world including Lotus, Porsche, Mercedes-Benz, BMW, and Audi, to name a few! [Click here to see all the amazing cars you could win.](#) 🚗 📅

With tickets starting at only \$50, don't miss the chance to win your dream car – order today!

# LOTUSCLUBCANADA'S GENTLE ANNUAL DUES INCREASE.

At the Club's October Pub Meeting we discussed **increasing Annual Dues from \$15.00 to \$20.00**

All agreed that it was very reasonable. No one had had more than one drink.

As an incentive, if members pay for 2026 (and beyond) before January 1st 2026, \$15.00 will still be accepted.

For those who have already paid for 2026 and beyond, their payments will stand.

Our Club costs, even at \$20.00/year or \$1.67/month are a bargain compared to other car clubs:

Jaguar club—\$115.00, Triumph club—\$60.00, MG Car Club—\$55.00 and so on.

Please remember, our membership runs on the calendar year;

if on January 1<sup>st</sup> 2026 you haven't paid up, you are **officially delinquent**.

**Our Annual Dues are still only a measly \$20.00 !**

...and now you get a decal and an LCC business card!

Cheers, **Tom Thomas**

Treasurer & Membership Guy Lotus Club of Canada





# HAVE YOU PAID

If you have paid your **2026 Dues** you are a warm and wonderful person and not only can bask

# YOUR MEASLY \$20.00

in the halo of having **Done your Duty**, but can point your index finger in righteous censure

# LOTUS CLUB DUES YET?

at the irresponsible and feckless who haven't. **NOW** as for the rest of you miscreants...

Act now. Don't miss out on future obnoxious reminders.

Send your **2026 LOTUSCLUBCANADA DUES** to Membership Guy **TOM THOMAS** at **tsquared118@gmail.com**

Make your cheque out to the Lotus Club of Canada. To **Pay Online** see next page.

**YOUR TIMELY LOTUS CLUB OF CANADA ANNUAL MEMBERSHIP DUES REMINDER**



**LOTUS CLUB CANADA** accepts electronic payments for Club Dues using Interac e-Transfer. It's easy. It's quick. **Pay for two years, save Banking Fees, and make the Membership Guy's life a little more enjoyable.** If you aren't familiar with e-Transfers this is the process at most major banking institutions:

Member, old or new, goes to his online banking...

Select Transfer Funds...

Select Interac e-Transfer...

Choose from which Account...

Enter recipient name and email address: **Lotus Club Canada** & [tsquared118@gmail.com](mailto:tsquared118@gmail.com)

Enter Amount... **\$20 per year, after January 1<sup>st</sup> 2026.**

Pick a security question... (May we suggest the Founder of Lotus? Surname only, lower case)

Type in the security question...

**Type a message with your Name & Email Address...**

Hit confirm or send...

Your bank may charge for the service but there's no charge to the Club.

Your e-Transfer with your Annual Dues finds its way into the Club bank account,

**However, you should confirm this with an email to TOM THOMAS,**

**THE CLUB'S MEMBERSHIP GUY** at [tsquared118@gmail.com](mailto:tsquared118@gmail.com)

**with your NAME & ADDRESS** telling him you have sent the money.

He will send the All-Important email confirming your LCC Membership.

# Achtung!

Your Lotus Club of Canada Website  
**PASSWORD** changed April 1st!

*This is not a joke!* (Honest.)

Only Members who have **Paid their \$20.00 Annual Dues for 2026!** will receive the coveted new Password essential to obtain **Security Clearance** before entering the **Members Only** section of the Website! Thank you for your attention to this matter!

*Anonymous!*

**W**HAT THE HELL'S HAPPENING  
LOTUSCLUBofCANADA



# New Club Website Membership Form

<http://lotusclubcanada.ca/Public/membership.html>

Scott Long and I have been working on a new Website Membership Registration Form for the Lotus Club. This new form will update any changes in your info, contact and vehicle(s). It also will gather a bit more information, information, which I believe, will help augment our club experience. So...unless you filled out our membership form in the last few days, please take a few minutes to do it now. It is on the **Membership** tab on the public Lotus Club Canada website. (The addresss above.) Please consider completing the new section, **Personal Information** with what you would like to share with other Club members. This way, via our Roster, we will be more than a name and car(s) description.

It will enhance our member to member relationships whether they are in person or via the web. This info can also be used for our newsletter editor to ask you to contribute an article about yourself, your cars and other passions...and your glorious or inglorious achievements!

You will also notice that we have gained Lotus dealer support in attracting new members, people who have recently purchased a Lotus from them. The dealers are sponsoring the first year's membership for these customers. We expect, in part, to grow our club membership this way and have new, active and perhaps younger members join us!

We are also firming up our 2026 Calendar of activities which will include some Club exclusive events and a number of events managed by third parties, but at which we hope to have a Club presence. We will keep you posted. **Lastly, we will be changing the Members Only Password April 1st**, so be sure to pay your \$20, 2026 Dues by then, if you have not done so already...*and Pulleeeze* fill out our new Website Membership Registration Form! Don't hesitate to contact me if you have comments or questions!

Cheers! **Neil Young** [neil.young7@gmail.com](mailto:neil.young7@gmail.com)

**LOTUSCLUB** of **CANADA** BULLETIN



**Mike Potter 1931-2025**  
**Rob Szakonyi 1951-2025**

Special Tributes to Rob & Mike  
are available for download,  
no password or username needed, at

[www.lotusclubcanada.ca](http://www.lotusclubcanada.ca)

**LOTUSCLUB**of**CANADA**





# 2026

[lotusclubcanada.ca](http://lotusclubcanada.ca)

## LOTUS CLUB CANADA CALENDAR

April	19	<b>Ancaster Flea Market &amp; Car Show</b>	Ancaster Fairgrounds	<a href="http://ancasterbritish.ca">ancasterbritish.ca</a>	Bud Hepurn <a href="mailto:rdhepburn@yahoo.ca">rdhepburn@yahoo.ca</a>
April	29	<b>LCC Meeting</b>	Royal Windsor Pub, Oakville	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	
May	2	<b>LCC Spring Run (Rain Date May 3)</b>	Pickering to Brooklin	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	Alan Sadowsky <a href="mailto:fredwillardlives@gmail.com">fredwillardlives@gmail.com</a>
May	13-15	<b>Motorama International Centre</b>	International Centre	<a href="http://motoramashow.com">motoramashow.com</a>	Neil Young <a href="mailto:neil.young7@gmail.com">neil.young7@gmail.com</a>
May	24	<b>Garage Tour &amp; Traditional Motors</b>	Fergus	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	
May	27	<b>LCC Meeting</b>	TBA	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	
May	15	<b>Yorkville Exotic Car Show</b>	Bloor St, Toronto	<a href="http://yorkvilleexotics.com">yorkvilleexotics.com</a>	
June	18	<b>VARAC Street Car Lapping</b>	CTMP Mosport GP Track	<a href="http://varac.ca/events/varac-vintage-grand-prix-z4psj">varac.ca/events/varac-vintage-grand-prix-z4psj</a>	Neil Young <a href="mailto:neil.young7@gmail.com">neil.young7@gmail.com</a>
June	18-21	<b>VARAC Vintage Grand Prix</b>	CTMP Mosport	<a href="http://varac.ca/events/varac-vintage-grand-prix-z4psj">varac.ca/events/varac-vintage-grand-prix-z4psj</a>	Neil Young <a href="mailto:neil.young7@gmail.com">neil.young7@gmail.com</a>
June	20-21	<b>VARAC Field of Dreams Car Show</b>	CTMP Mosport	<a href="http://varac.ca/events/varac-vintage-grand-prix-z4psj">varac.ca/events/varac-vintage-grand-prix-z4psj</a>	
June	21	<b>Classics Against Cancer</b>	Georgetown	Cancer Assistance Services Halton Hills	
June	24	<b>LCC Meeting</b>	TBA	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	
June	12	<b>Lotus Cars &amp; Coffee Hagerty Garage</b>	Burlington (tentative)	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	Neil Young <a href="mailto:neil.young7@gmail.com">neil.young7@gmail.com</a>
July	19	<b>Brits-in-the-Park</b>	Lindsay	<a href="http://www.victoriabritishcarclub.ca/new-page-1">www.victoriabritishcarclub.ca/new-page-1</a>	
July	29	<b>LCC Meeting</b>	TBA	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	
August	16	<b>Brits-on-the-Lake</b>	Port Perry	<a href="http://mowoguniversity.com/events-301222.html">mowoguniversity.com/events-301222.html</a>	
August	23	<b>Wellington County Museum Car Show</b>	Fergus	<a href="http://wcma.wellington.ca/programmes-events/events-calendar/car-show">wcma.wellington.ca/programmes-events/events-calendar/car-show</a>	Alan Sadowsky <a href="mailto:fredwillardlives@gmail.com">fredwillardlives@gmail.com</a>
August	26	<b>LCC Meeting</b>	TBA	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	
September	20	<b>British Car Day</b>	Bronte Park, Burlington	<a href="http://britishcarday.com/BCD/">britishcarday.com/BCD/</a>	
September	25-27	<b>LOG</b>	Utah, USA	<a href="http://go2log.com/">go2log.com/</a>	
September	30	<b>LCC Meeting</b>	TBA	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	
October	3	<b>LCC Fall Run (Rain Date Oct 4)</b>	TBA	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	Alan Sadowsky <a href="mailto:fredwillardlives@gmail.com">fredwillardlives@gmail.com</a>
October	18	<b>Rockton Car Show &amp; Flea Market</b>	Rockton	<a href="http://bsccweb.com/index.html?main=events.html">bsccweb.com/index.html?main=events.html</a>	
October	28	<b>LCC Meeting</b>	TBA	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	
November	25	<b>LCC Meeting</b>	TBA	<a href="http://lotusclubcanada.ca">lotusclubcanada.ca</a>	



2010 proposed (meeting map on back)



2010 proposed (meeting map on back)



Photocopy sheet (unused)



An account of the haphazard story behind the Lotus Club of Canada's business card.

a new  
lotus club **card**  
for new  
lotus club **members**

It's odd that the Club did not have a business card when I joined around 1987. Everyone had business cards then. They needed them. Computers were for work and only came in beige; there were no 'personal' computers. The internet did not exist. No Facebook or Instagram or Tik Tok. Phones stayed put. Captain James T. Kirk had a cellphone, not us. The Club communicated by newsletter, a single sheet of paper, stamped and delivered on foot by a postman

ten times a year. It used a typewriter font because it really was typed on a typewriter. And members met monthly. Looking back, a card advertising Club meetings would seem essential. How else would would-be members find out there was Lotus Club of Canada to join? All I can say is no one spoke of it. It never came up at meetings. Maybe printing business cards was expensive, or somehow pretentious—for *business*. They weren't called hobby cards.

2011

Every year the Lotus Club hosts a track day with Varac at Mosport, garage tours, backroad Runs, a summer barbecue and a winter party. Meetings for beer, food and opinions are held monthly. Membership is a stingy \$10. Our newsletter can be downloaded at the Club's website: [www.lotusclubcanada.ca](http://www.lotusclubcanada.ca)



**LOTUSCLUB<sub>OF</sub>CANADA**

**PUB MEETINGS  
HARE&FIRKIN**  
2800 SKYMARK AVE.  
MISSISSAUGA  
7:00PM LAST MONDAY  
EACH MONTH



2013

Every year the Lotus Club hosts back road Runs, garage tours, a summer barbecue and a winter party. Pub Meetings with beer, food, cars, and opinions are held monthly. Annual membership is a stingy \$10. Our newsletter can be downloaded at the Club's spiffy new website: [www.lotusclubcanada.ca](http://www.lotusclubcanada.ca)



**LOTUSCLUB<sub>OF</sub>CANADA**

**LCC MEETINGS  
WILD GOOSE BAR&GRILL**  
5395 EGLINTON AVE. WEST  
ETOBICOKE  
7:00PM LAST MONDAY  
MOST MONTHS



2018



For over **40** years  
**LotusClubCanada** has hosted  
Fall and Spring Runs, Garage Tours,  
Winter Parties and Summer Barbecues.  
Pub meetings with our cars, beer, food  
and opinions are held monthly.  
We have a very active Newsletter.  
Membership's a meagre \$15/yr.

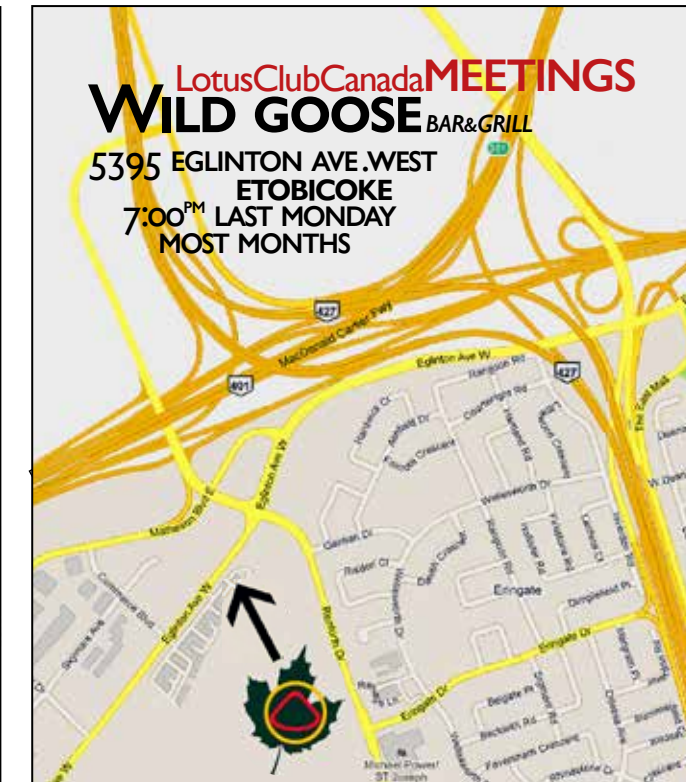
[www.lotusclubcanada.ca](http://www.lotusclubcanada.ca)

*Typical Club meeting.*



**LOTUSCLUB<sub>OF</sub>CANADA**

**LotusClubCanada MEETINGS**  
**WILD GOOSE BAR&GRILL**  
5395 EGLINTON AVE. WEST  
ETOBICOKE  
7:00 PM LAST MONDAY  
MOST MONTHS



In 1987 the Club had been meeting downtown at the *Toronto Transac Club* for years but there was no parking for our Lotus so we moved to a Toronto Yacht Club. That fell through a few years later and we found ourselves back at the Transac, now relegated to a small, neglected room so crowded by a boardroom table it was easier to climb over the table to reach the other side. By 2006 that prompted relocating to the *Hare & Firkin Pub* at the junction of the 401 and 427 Highways. The need for

business cards advertising the new location had become too obvious to to escape our attention. We needed something members could hand to prospective members at British Car Days. Even goaded by the obvious need it took time to produce a card. (At times the Club moves slower than globally-warmed glaciers.) The first official Lotus Club Canada card wasn't printed until late 2011, by which time we *did* have a website but characteristically members were slow to adopt it. Many still did not have

or want a computer making emails of limited usefulness.

In 2013 the *Hare & Firkin* folded and we had to move the monthly meeting again. We found a place just across the street and with much better parking, *The Wild Goose*, but our cards were now obsolete. We reprinted with the new location. We even printed a special 40th Anniversary Edition of the cards in 2018. Then, 2019(?) the *Wild Goose* closed its doors to reopen soon after as *The London Gate*. No one was eager to print new cards again. 'Wait and see how long this one lasts,' said jaundiced members. We reasoned that emails and the website superseded the need for old-fashioned business cards.

Then the pandemic hit. Cards advertising meetings that did not take place in pubs you weren't allowed into, were useless. Sending emails directly to member's inboxes and posting Bulletins on the Website was easier, more convenient, free, and immediate. We also, finally, set up a page on Facebook.

When Club meetings started up again and we got used to contracting Covid and not dying, the Club tried different pubs, without settling on one. None were quite right: too noisy, too dark, too far away. Food and beer were too similar to affect the choice. None felt quite right. We issued bulletins by email letting members know

which pub we were meeting in this month and posted the information on the LCC Website and Facebook.

Business cards for the Club had been forgotten. Members told me they had never seen one. I thought of them as an old technology that had never lived up to its promise. To work they depended on everyone in the

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**LOTUS CLUB of CANADA**



Typical Club Meeting.



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**LOTUS CLUB of CANADA**



Typical Club Meeting.



2025 Dec.  
Redesign after the test printing.  
Two variants:  
one to tempt those attracted to the earliest Lotus, Elites, Sevens, Elans, Europas, and Plus 2s; and one those enticed by Esprits. Unfortunately newer Lotus, Elise, Evoras, Exiges and Emiras do not have equivalent associations to racing, T.V. and film.

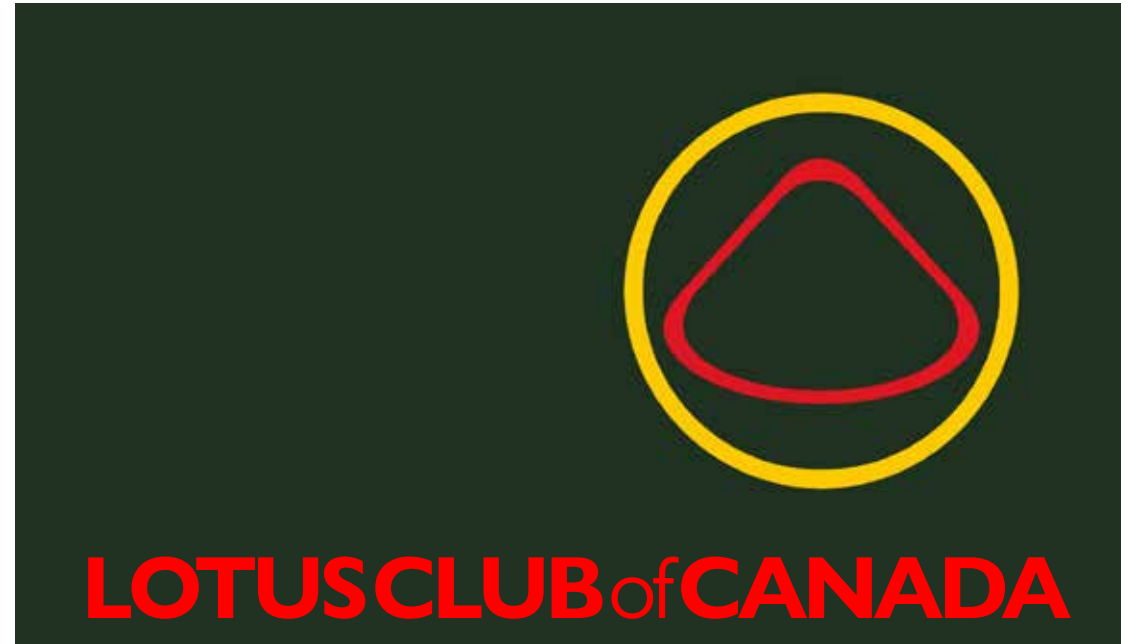
Club always carrying cards with them, at the ready. Wishful thinking perhaps. Certainly optimistic thinking. In 1987 there had been no choice; we needed cards. Not in 2026.

It was unexpected then, when at the November meeting, Neil Young asked about getting business cards for the Club. At British Car Day he had nothing to give Lotus owners who weren't members when they asked him about the Club—mostly new Emira owners. 'Is there a Lotus Club?' they asked. And 'How can I join?'

Couldn't we print *something* asked Neil? Something with a QR Code to take them to the website? And to the Newsletter on the homepage which is now free to anyone. Forget about using cards to advertise meetings. All the information members need is on the website anyways, or should be, including where the next meeting is held. We need to attract new members he emphasized.

After digging up the old cards hidden deep in old folders on the computer, I came up with a new card for a Test Printing. It was little different from what had been done before except for adding a QR code and the new Club logo which had changed radically

## 2026 A minimalist card for the Emira, a car with a future, not a past?



over the years. The results were disappointing. A different typeface had been substituted, the green had shifted to black, the bleed was wrong and the top line was missing.

Once the Christmas newsletter was done and holidays were past, I took another look at the card Correcting for the printing problems and tweaking it to improve the message resulted in two variants (see previous page) aimed at different prospective members. Over the next few weeks I tried again. The card still owed much to earlier versions.

What could the card be, unfettered by anything inessential? Simplify & Add Lightness? Keeping only the **Logo** & the **Club** (who we are) on one side, and the **QR Code** & the **Website** (where we are) on the other left the card above. I feel it does the job better but members will have their own opinions. Whatever your preference, the card will only be successful if members (us) assiduously handed out the new cards to attract new members.

*Michael Eddenden*

On and off through December I worked on a **new business card for the Club**. The design relied on colour, Lotus colours, or more accurately Lotus Club Canada colours: **bright red, a dark British Racing Green, and a deep yellow**.

When I saw the *Eunggo*, an old traditional **Korean drum** at the ROM, the first thing I noticed was the frieze of colours circling the drum—the same red, green and yellow used on the Lotus Club's new card. Any hypothesis linking our colours with another culture on the other side of the world was too ludicrous to pass up. So I didn't.

Colours carry meaning in Korean culture going back centuries, likely millennia. The correct use, especially the correct balance of colour in architecture, dress, festivals, art, society, even food, is traditionally deemed essential for a healthy and prosperous long life. Symbolism attributed to each colour implied a range of associations. Colours often shared shades of meanings, overlapping each other creating contradictions, even paradoxes: red was the colour of passion and love, but also violence and death.

Tradition, based on the Five Chinese Elements & Cardinal points lists five main colours: black, white, red, blue and yellow. Green did not make the top five but was significant enough to have strong connotations to Koreans. I made a list of Meanings. It was long and still incomplete.

**Red** fire, **yang energy** (men), authority, wards off evil, joy, passion/romance/love but also... war/death/violence

**Yellow** earth, the Centre, universe, **balance**, fertility, **vitality**, royalty, dignity, elegance, wealth, purity, holiness, happiness

**Green** plants, **fresh start, youth**, new energy, growth, prosperity

**Blue** wood, yin energy (women), hope, life, creativity, natural beauty

**Black** water, formal, dignity, rules, mystery, darkness, death

**White** metal, purity, innocence, reticence, temperance, funerals

Colour combinations, or balance as Koreans would think of it yield compound meanings: red paired with black and yellow evokes universal balance & harmony exemplified by the Korean Yin-Yang symbol.

Knowing Koreans used the same juxtaposition of **Red, Green & Yellow** implied there might be more to the combination than just looking nice on a business card. Even if there was no correlation with Korean culture they carried *some* symbolism. I'd chosen red for **Canada**, green for **British Racing** and yellow because yellow combined with green said **LOTUS**.

But would Koreans see the colours on our new card and spontaneously blurt out—**Energy!-Vitality!-Youth!** If they attended a Club meeting and saw us old farts eating our low cholesterol dinners, probably not.



**COLOUR CODED**



<b>PRESIDENT</b> <b>TBA</b>	<b>MEMBERSHIP</b> Tom Thomas 905 849 9650 <b>tsquared118@gmail.com</b>	<b>PROMOTION</b> Neil Young 905 703 1415 <b>neil.young7@gmail.com</b>	<b>eMAIL</b> Doug Howey 416 767 3345 <b>doug.howey@sympatico.ca</b>	<b>EDITOR</b> Michael Eddenden 416 463 5679 <b>LCCeditor@hotmail.com</b>	<b>WEBSITE</b> <a href="http://www.lotusclubcanada.ca">www.lotusclubcanada.ca</a> Scott Long 705 828 1275 <b>scottlong@live.ca</b>
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**Roster** <sup>2026</sup>

Going by the odd comment many members may not realize that the Lotus Club has a Roster for members use. It's stored, for privacy, in the **Members Only** section of the website under **Roster** for all of us to consult and download. The pdf. is updated as needed. It's an abridged version of the Membership List that Tom Thomas our Membership Guy keeps. Again for privacy, full addresses are not listed, only the town you live in, and fortunately for many of us, there is no information on whether we've paid up, or not.

Here is the routine:

**Your name / Spouse's full name / Each Lotus you have with year and condition / Town or City / phone / email address**

For example my entry reads:

**Eddenden / Michael / Donna Eng / 1990 Caterham Seven 1600 / Roadworthy / Toronto / 416 463 5679 / LCCeditor@hotmail.com**

This is a minimal entry. We hope to include more information on the Roster based on the **New Club Website Membership Form** you were sent to fill out. (*Have you filled it out?*)

The Roster is no more perfect than the people who maintain it (me). When you find a mistake, not if, please let me know so that I can correct it. Keeping it secret is a form of masochism. It's not bedtime reading but looking through the Roster to see how many Lotus are in the Club is interesting. And knowing how many other owners have Lotus like yours and can be called on for advice might come in handy one day.

**EDITOR**

**YOUR** Club Roster

# Bob Dodgson 1943-2025



**James 'Bob' Robert Dodgson** died November 20, 2025. He was 82. The online obituary said he is survived by a brother, a sister, four nephews and nine great-nephews and nieces. "Bob," it said, "had a keen interest in understanding how things were designed. He lived life to the fullest, always with a positive attitude, enjoyed several hobbies, and loved to share his immense knowledge on varied topics with others. He worked as a Troubleshooter at Rothsay for over 30 years."

The photos here and on the next page, poor as they are, are the rare one's with Bob (white shirt). Taken at the Club's 2010 Winter Party. Next page shows **Kevin Marson, Bob Dodgson and Roger Barker**. This is the famous Party where Duncan Lamb returned from the washroom to find he'd been drafted as President of the Club in his absence.

OLD BLURRY PHOTO M. EDDENDEN

**BOB DODGSON** had been a member of the Lotus Club for some time when I joined in 1987. He resembled, I thought, a Stephen Hawking who never contracted ALS. Bob was a regular for years at Club meetings, Winter Parties and British car events like British Car Day and Rockton. He was friendly and starting a conversation with him was effortless, especially if it led to his favourite topics. Most members were acquainted with Bob, if they did not know him well. Roger Barker knew him better than most.

"I met Bob shortly after I arrived in Canada in 1977," wrote Roger, "I was working for Shell Canada as a fuels development engineer. My boss at the time had received a request for someone to give a talk on fuels and lubricants for classic cars, at a car club, and I was nominated... The guy would who'd made the request turned out to be Bob Dodgson. He asked a couple of questions and button-holed me afterwards. I will miss Bob; he was a great story teller and very knowledgeable."

## Bob Dodgson 1943-2025

"I was absolutely blown away by his story of his car collection, mostly British sports cars, Lotus, TVRs, Spitfires, Ginettas, and his Dad's Rolls Royces. After that we would often chat at British car events and later at Lotus Club meetings. I expressed interest in seeing his cars, but there were always excuses: the cars are too closely packed in his barn, it wasn't convenient, wasn't accessible...I never did see his cars"

It was a familiar story.

Bob Dodgson was an eccentric. Eccentricity is a much misused concept probably because it depends on what the person using it considers normal. To people who don't know old British sports cars and drive new SUVs, D.I.Y. mechanics are wildly eccentric, while to members of the Lotus Club even Seven owners aren't quite eccentric. Yet Bob was considered one. He didn't work on cars. He didn't come on Runs. He didn't drive a Lotus, although one member, whose tenure with the Club creaks with age, recalls seeing Bob driving a Lotus Seven, once, mid-1980s. Yet it was said that Bob owned numerous Lotus. No one knew how many.

Bob was a collector. Acquiring cars and car parts. Buying and bargains filled his conversations. Like most of us when we latch onto a subject everyone else tires of long, long before we do, he dominated the conversation unconsciously. Donna has never let me forget the two of us sitting through his description of a long, complicated campaign to buy some engine he did not seem to need, but wanted, that outlasted a Winter Party dinner despite my attempts to change the topic.

I had the feeling that if something wasn't a bargain Bob wasn't interested and once part of his collection he lost interest.

It may explain why, as far as I know, he never sold any cars.

The Lotus and the other cars he bought were said to be in a mysterious, almost mythical Quonset hut with no doors and open to all weathers. It was the general opinion that any car Bob bought would never be seen again. It would end its days so rotted out, that a restoration would not be worth the time, money and effort. The storage hut was a masoleum.



## Bob Dodgson 1943-2025



There was one eyewitness account. Kevin Marson and Mike McGraw saw the legendary Quonset hut around 2012. They were driving back roads, Kevin in his Europa, Mike in his MGB and found themselves near Bob's so they turned aside, found his place, and stopped. It was a lonely, rural spot. The gate at the end of a farm lane was locked and they could see nothing from the road. They phoned. Bob came down to meet them, riding a bicycle; it was a long, long lane.

"After a few pleasantries, he took us to the storage hut," said Mike. "Lots of vehicles parked out and about outside the building. "NO PHOTOS, please!" he said. He was nice about it but firm. People had been hopping the fence, scavenging the cars for parts and disappearing into the night... Then he took us inside. The Quonset hut was crammed: Corvettes, frames, Lotus, Ginettas, an Austin-Healey Sprite, or something Stirling Moss supposedly drove on a visit in Canada. There were car parts, truck parts, antiques parts, scattered here and

there. Glassfibre seemed to be the theme, if there was one. The hut was open at both ends—don't remember any tarps or car covers either. Lots of weather-related and animal-related activity... As I said it was jammed. No aisles. If someone wanted a car from the centre they would have to move any number of cars first and that would be a big job. If you take a look at a satellite shot of the property, you will see what a daunting job the clean up will be... Bob gave us the full tour and was very friendly and welcoming."

Kevin remembers being shown a 1923 Rolls-Royce. The tarp thrown over it had been blown off by the winds funneling through the tunnel-like hut. Bob had intended to start restoring this car Kevin said and had sourced new parts. But the container he had stored them in succumbed to ice and snow and rain had damaging everything before work was even started.

"In some way I am sorry that I didn't get to see Bob's cars," wrote Roger, "but suspect that I would be

## Bob Dodgson 1943-2025



PREVIOUS PAGE

**Bob Dodgson** speaking with **Glenn Grainger** at Bronte around 2018.

The bonnet belongs to Glenn's BRG Lotus Seven S4.

PHOTO M.MCGRAW

LEFT

**Bob Dodgson** (right) at Pier 4 Hamilton in 2019.

PHOTO M.MCGRAW

heart-broken that they were not...properly preserved," he wrote. "And I do wonder what is going to happen to his cars; I imagine that many may no longer be restorable, but there must be an absolute trove of spare parts such as engines and gearboxes of value to folks like us."

Bob may have suffered the pleasant delusion many of us have to justify our procrastinating, that one day we will get around to restoring that dusty old Lotus that's sat in the garage for decades. One day. Then, maybe he didn't, maybe he was a Collector and ownership was all he set out to achieve.

*Michael Eddenden*



The day after Christmas **Mike McGraw** sent me an email saying an old friend had just sent him an email saying,

*"In the crowded parking lot of my local Longo's this morning, [December 24] what did I see but an absolutely immaculate bright yellow open top sports car, a LOTUS ELAN! It was gone after we'd done shopping so it remains a mystery. It had Ontario plates and some kind of Caribbean badge on the windshield..."*

There weren't many options open to me. I wrote to **Chris Ulyett**. He wrote back—a photo was attached taken from the driver's seat of his RHD Elan.

*"Certainly. It was me. The Elan comes out all winter. I live around the corner and was picking up some groceries after getting it all warmed up"*

Mystery solved.

**BELOW**

Chris Ulyett and his 1965 Lotus Elan at Bronte 2025.



**BOXING DAY**

**"I have to admit** that I am a motorcycle guy first.

I currently own a **1970 Triumph Bonneville**, a **1970 Yamaha DT1**, and a **1978 Moto Guzzi Lemans** but mostly I just look at them.

My regular rides are a 2024 KTM 390 Duke, a 2026 Triumph 400 XC Scrambler and a 2025 Yamaha XT250. I am now 74 and perhaps that is why I now find that the smaller bikes are the most fun—on gravel roads, especially here in Ontario...This October

*I am joining a group to ride in Nepal* : that should be a challenge.

Like all petroholics I also like cars. Over the years I have had an MG, two TR6s and a couple of Corvettes but for as long as I can remember I have admired the Lotus Seven. I never seriously considered getting one until a few years ago when I started seeing a Caterham visiting one of my neighbours on a fairly regular basis. It had a Lotus engine and was owned by the neighbour's father. Just recently I started to think I should get a Seven while I can still drive one so I went to my neighbour and asked if her Dad still had the Seven. I hoped to have a ride in the Seven. Unfortunately, he had passed away, and the

**Bill McKenzie**  
LOTUS SEVEN NEW MEMBER



"I had a **1957 BSA Goldstar**, that I modified heavily over the course of 20+ years. It still looked the part but I put on updated Norton forks and disk brakes etc. It was a really well-sorted machine and was fast for a 500 single, and safe," wrote Bill McKenzie. "I loved the bike so it made little difference to me what others thought of the upgrades, but when tried to sell nobody wanted it with all the modifications. I ended up breaking the bike into pieces and selling the parts separately. I made more on parts than I had been asking for the whole bike."

**RIGHT**  
Here is a picture of me with my Triumph 400 xc scrambler.

PHOTO LAUREL BARNETT





**Bill McKenzie**, first time sitting in a Seven, in this case **Neil Young's** 1990 Caterham 1700. Bill did not mention if he also sat in Neil's race-prepped 1962 Lotus Seven. The picture was taken in Neil's garage. Note the other horses in the stable: a 1971 240Z Datsun and a 1971 Crosslé 20F FF.

PHOTO NEIL YOUNG

**ABOVE & NEXT PAGE** Samples of Bill McKenzie's bird photography. The Swallow-tailed Gull (above right) and the Yellow-crowned Night Heron, in full display (next page), were taken on a recent trip to the Galapagos while the Arctic Tern (above left) was photographed on a trip to Antarctica.

Seven had been sold... So I am now looking for a Seven of some sort. I will probably start with something on the cheaper side and then if I like it, either keep it and work on it, or upgrade when the opportunity arises.

In addition to my interest in bikes and cars, I also play a lot of Old Timers hockey and I travel quite a bit to photograph birds.

Thank you very much for the invitation to introduce myself to the Club. That is a very nice touch. It makes you feel welcome right from the start. Cheers, **Bill McKenzie** "

*A week later, after sending Bill the usual Lotus Club information and a few possible leads for his Seven search, I received the following email.*

"I am now an official Super 7 owner. I went to see the Lotus Seven today and it is everything I wanted so I bought it, pending certification... The car comes with a complete history of the modifications done to the car with all the receipts. All of the modifications were done at reputable service places. It has been looked after mechanically but has a few cosmetic issues. If I like the experience I will be getting a set of cycle fenders for it and then I will have it painted. I realize, [due to the modifications] that



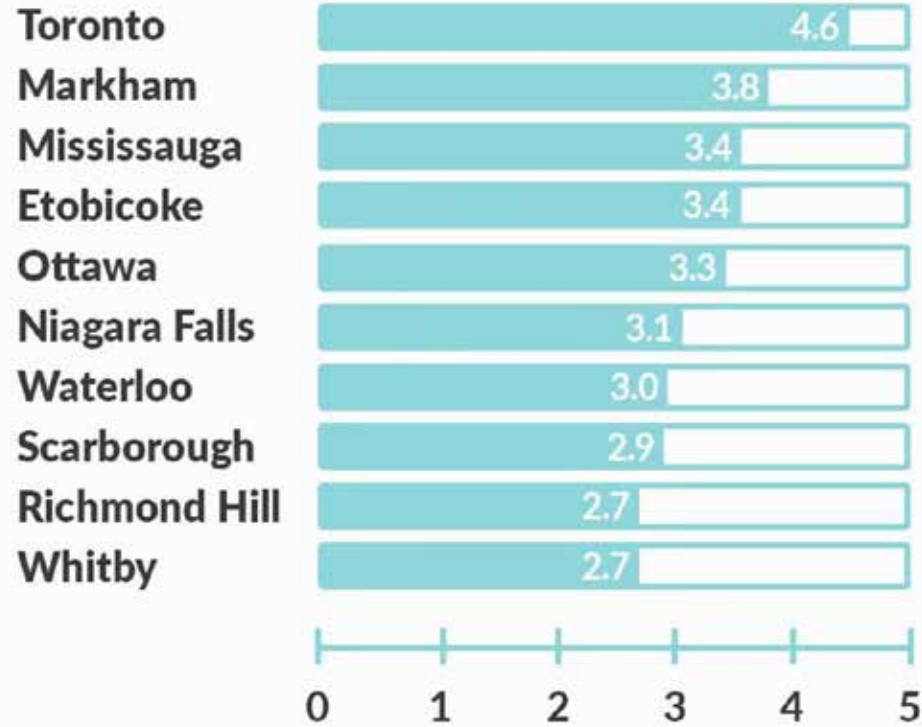
this is no longer a 'factory-authentic' Lotus, but for me it ticks all the boxes...Thank you for your help. It was invaluable; when I went today I didn't feel like a complete novice."

*I wrote back. From his description, and from British Car Day photos for the next newsletter, that I recognised the Seven.  
Bill answered almost immediately.*

"Yes. It is that **1970 Lotus** or what is left of it, which isn't much. I bought the Seven from **John Schroeter**. The car has been for sale for quite a while; it wouldn't be everyone's cup of tea as it is heavily modified. It has a Honda Fuel Injected engine [2.4l iVTEC] with a 6-speed Nissan transmission. According to Stephen Warburton, who has a Caterham HPC the frame has also been altered. What I like about it is that it looks the part...I'll keep you informed."

**TO SEE WHAT THE LOTUS SEVEN LOOKS LIKE, GO TO THE ARTICLE  
ON BRITISH CAR DAY IN PART 2 OF THIS LOTUSLETTER.**

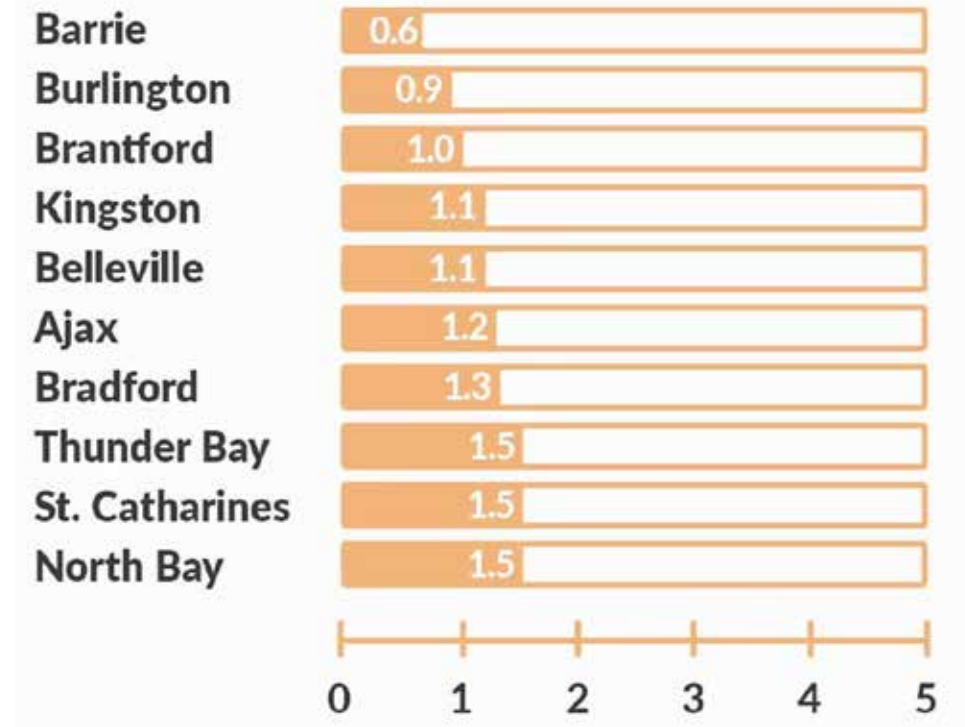
# The Safest Cities to drive in Ontario



The stats speak for themselves. Avoid Barrie. Stop bashing Toronto. Unless you feel that Toronto-the-Congested only did well because no one ever gets anywhere. The results come from a new study by a Toronto-based insurance tech company, **MyChoice** that provides information online for insurance companies, brokers and the general public. Barrie replaces Brantford, which held the title last year. Roughly one in seven drivers in Barrie, almost 15%, have more than one accident on their driving record, while just 6.5% of Torontonians have more than one accident on their driving record, according to the study. So, **The Moral for the Lotus Club** is... Don't hold Club meetings in Barrie or Burlington, hold them in Toronto? Statistics rarely seem to resolve things.

To learn more about the MyChoice study go to [www.mychoice.ca](http://www.mychoice.ca)  
The charts here were taken from the MyChoice website.

# Most Dangerous Cities to drive in Ontario



Who knew?



“ Model of a rare and beautiful earthenware [roof tile] disc with Lotus seed motif. Unified Silla period 600-900 A.D. ”

KOREAN EXHIBIT, ROYAL ONTARIO MUSEUM

**N**o one knows why Chapman called his cars Lotus. It's a tantalizing, unsolvable mystery. I knew this. So when I came on the model of a 1400 year old roof tile embossed with Lotus seeds, in the ROM's Korean section, I succumbed to temptation anyways. Also, being a model, I could touch the seeds. I did.

The lotus tiles were laden with symbolism. Difficult to make they were expensive. Emphasizing this only temples, royal palaces and aristocratic homes could use them, which seemed odd. In Buddhism lotus symbolizes purity and enlightenment, as in rising above worldly status, while Korean society used the tiles to promote their worldly status quo. Status quo's and Chapman don't go together. Lotus tiles also symbolically protected buildings from fire because, they reasoned, lotus grow in water; such sympathetic magic would be inadequate protection in a fuel-soaked Lotus 25 crash. None of this got me nearer to solving the mystery. ‘*Why did he call his cars Lotus?*’

The seeds carried another meaning: **Creativity**. Lotus seeds germinate in mere mud but grow into striking floating flowers, so seeds they said, correspond to the growth of new ideas, new ways of thinking, new ways of doing things, physically and spiritually. This sounded very Chapmanesque, if the physical is allowed to transcend the spiritual. Of course Chapman may not have known this or cared if he did. Or did drivers. I cannot imagine Jim Clark at Spa, taking corners at 160mph in the rain, chanting ‘*Om mani padme hum.*’

**What does LOTUS mean?**

# "It's unavoidable. Writing about the **Lotus Eletre** is political, in Canada."

## The story to date

In 2024 under Biden, which seems a long time ago, the U.S. imposed a 100% tariff on Chinese EVs. Whether to please the U.S. or ourselves, we did the same. China retaliated with tariffs against a number of products but the one that got everyone's attention was an 84% tariff on canola. As our farmers in Manitoba, Alberta and Saskatchewan grow more than anyone else in the world and the Chinese buy more from us than anyone else in the world it had a devastating effect on those provinces, especially Saskatchewan which grows 56% of the total crop.

In January this year an agreement was reached during a trip to China by Prime Minister Carney. We dropped the tariff on Chinese EVs to 6.1% (.1?) and agreed to allow 49,000 Chinese EVs into Canada annually, rising to 70,000 within five years, but reserving part of that quota, for EVs selling for \$35,000 or less.

In return, China cut the canola tariffs to 15%. They also promised to remove tariffs on Canadian canola meal, lobsters, crabs and peas until the end of this year. No one seems to know what happens after that. It may be that we have gained temporary relief from tariffs, not their removal.



**Is a LOTUS a LOTUS when it's a CHINESE SUV EV?** by michael eddenden

## Enter Eletre

The Eletre is made in China and is electric; this is the key to the plot, not that it's a Lotus. Eletres have been on the frontline of the Tariff trade war, shunned at first, now welcomed into Canada. One moment you're the Bad guy, next the Good guy.

The questions I had, which Club members may share, are how much will one cost, and just *What is an Eletre?* I'd taken photos of one two years ago at the *Yorkville Exotic Car Show* and written a short article when Lotus announced the SUV but I couldn't remember much about it. The Lotus website only talked about the **electric-Hyper SUV LOTUS ELETRE CARBON**: 100 km/hr in 2.95 sec; 265 Km/hr top speed; 905 hp; 280 mile range. (Yes, the specs mixed metric and imperial together.)

Online articles were more informative. Three models were introduced in 2024 when the 100% tariff was in effect, a Standard Eletre at CAD \$126,800 an Eletre R at CAD\$178,500 and the Eletre Carbon at CAD\$313,500. Now that the tariff is virtually gone the new prices were reported, roughly, to be: **Standard Eletre CAD \$63,400; Eletre R CAD \$89,250; Eletre Carbon CAD \$156,750.**

This should make Lotus competitive compared to the luxury EV SUVs that sell in Canada now, even if the Eletre is the only Chinese EV above \$80,000. Lotus also has a head start over other Chinese EVs. It was designed to meet North American's standards unlike its Chinese competitors and Lotus already has dealerships across Canada, if only six of them.

However, Lotus is not the household name like Ferrari or Lamborghini. Will the public consider the Eletre SUV worth the cost because the badge proclaims Lotus?

The online articles carried uplifting but meaningless quotes from CEOs and Marketing officers, which I will spare members. ("*...potential tactical advantages... sustainable value...For the drivers philosophy...*")



## The Competition or How cheap is a Chinese EV really?

Within days the *Globe and Mail* followed their story on the Elete coming to Canada with one on China's BYD, the world's largest manufacturer of electric cars. Last year they passed Tesla with sales of 2.26 million battery-only EVs. Conventional wisdom says Chinese EVs, with their cheaper labour, high volume and (sometimes) state-ownership, will be cheap compared to the EVs here, which for many are too expensive to consider.

BYD has no Canadian dealers but wants to establish twenty within a year, first in the GTA, then Vancouver, Montreal and Calgary. Other Chinese companies like Chery are looking at Canada but little is known about their plans.

How much will a BYD cost, going by online articles which may be wishful thinking? BYD makes seven models ranging in price from the \$20,000 **Seagull** to the \$75,000 **Han**. The Seagull is a small hatchback but carries four people; the Han is the luxurious prestige Flagship often compared to the Tesla S which sells for \$130,000. The base version of their five passenger mid-sized SUV, the **Seal U** is \$45,000-\$52,000.

If these estimates are accurate Lotus has its work cut out for it.

## The reaction in the U.S.

*Bizarre.* While U.S. Trade Representative Jamieson Greer threatened—Canada will regret it “in the long run,” President Donald Trump, when asked, told reporters, “It’s okay, that’s what [Carney] should be doing.”

## The reaction in Canada

*Predictable.* Premier Doug Ford is against the agreement. It's a “knee jerk reaction,” “a big, big problem,” and he said ominously, it could give China a “foothold”. Conservative Leader Pierre Poilievre accused Carney of flip-flopping on China,

Six **BYD EVs** that may make it to Canada under the new tariffs wth China.

### SEAGULL

TOP LEFT

The ultra-low-budget 'City' car.

Estimated at \$20,000 - \$25,000

It has no competition. This is the EV that makes the headlines. Low range.

### DOLPHIN

TOP RIGHT

A compact five door hatchback

Estimated at \$32,000 - \$40,000

Considered mainstream / practical

### ATTO 3

MIDDLE RIGHT

Compact crossover SUV

Estimated at \$36,000 - \$42,000

BYD's best-seller outside China.

\$5,000-\$10,000 cheaper than Korean competition.

### SEAL U

MIDDLE LEFT

Mid-size SUV

Estimated at \$45,000 - \$55,000

The most popular category in Canada.

### TANG

LOWER LEFT

Full sized 7-seat SUV

Estimated at \$65,000 - \$80,000

BYD flagship SUV. Most competitors are over \$100,000.

### HAN

LOWER RIGHT

Premium luxury Flagship sedan

Estimated at \$55,000 - \$75,000

Designed by former Audi design director Wolfgang Egger to compete with the best from Germany.



the country's "biggest security threat." What do Canadians think? Carney still leads the polls, so I assume most people agree with him, but in a dispassionate, status quo way. This might change if the price of a Chinese EV is much higher or actually as low as the hype proselytizes.

### **The Future?**

I admit I'm not enthusiastic about an SUV. It lacks simplicity, lightness, agility and minimalism—a Lotus SUV is an oxymoron. Of course I'm not the target market. But Lotus may need this. To quote the *Globe and Mail* article about the Eletre,

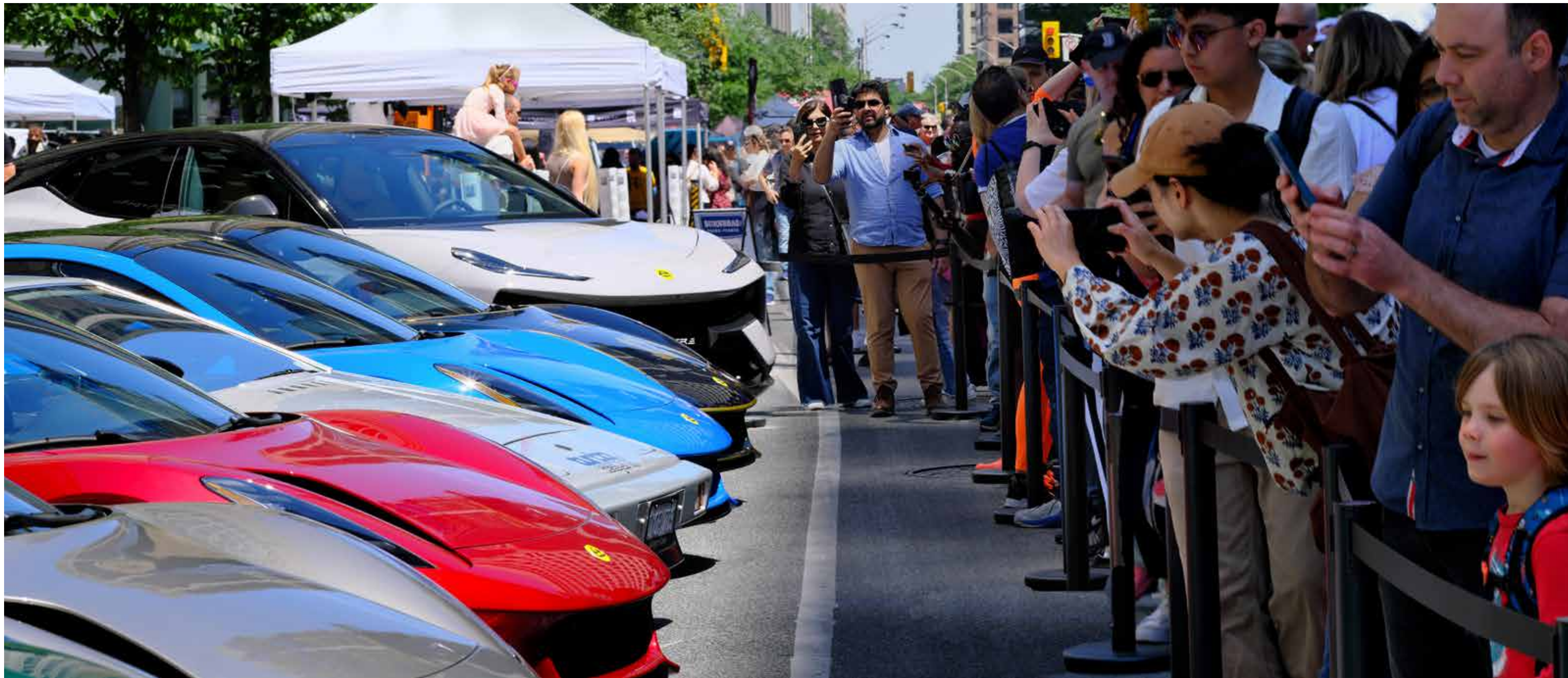
*"[It] arrives after last year's announcement that Lotus would cut a third of its work force at its British headquarters in Hethel, where the company has been based since 1966. Lotus Technology Inc. LOT-Q, the company's Chinese division, which is poised to acquire 100 per cent of Lotus's British operation, reported deliveries of 4,612 vehicles worldwide through the first nine months of 2025. That represents a decline of 40 per cent compared with the same period in 2024, which the company attributed [mostly] to tariff impacts..."*

Will we see the electric SUV at a Lotus Club of Canada Meeting or on a Run? Who knows. If it's the monstrous 905hp Eletre Carbon it might embarrass even newer model Lotus. Of course, it could make itself useful; an Eletre could carry the Club Flag & Banner, or even spare parts with ease.



The photos were taken at The Yorkville Exotic Car Show in 2024, Bay and Bloor, in downtown Toronto.  
The Eletre at the far end of the Lotus row emphasizes how different the SUV is compared to other Lotus.

PHOTOS M.EDDENDEN



Dennis Deeley's and Andy Patterson's Garage

NEW SERIES: **PART ONE**

# Mechanic's Dictionary

Club members **Dennis Deeley** and **Andy Patterson** share a barn where they work on their Lotus. It's demanding, even frustrating but experience gives insights. They began to post definitions on the shop walls, homemade definitions sent by other enthusiasts exposing the actual purpose lurking subconsciously in each tool.



## **DRILL PRESS**

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted body part you were drying.

## **WIRE WHEEL**

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

## **ELECTRIC HAND DRILL**

Used for spinning pop rivets in their holes until you succumb to old age.

## **WHITWORTH SOCKETS**

Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

## **HACKSAW**

One of a family of cutting tools built on the 'Ouija Board Principle'. Transforms human energy into a crooked, unpredictable motion—the more you attempt to influence its course, the more dismal your future becomes.

## **PLIERS**

Used to round off bolt heads.

## **WISE-GRIPS**

Used to round off bolt heads in the absence of pliers. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

## **OXYACETYLENE TORCH**

Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

**AVIATION METAL SNIPS** (See Hacksaw.)



**Stephen & Linda Baker, Howard & Nathalie Emer, Elaine & I** met at our house in Enniskillen for a little run up to Bobcaygeon for lunch, then back home through Buckhorn, Bethany and surrounding area. It was a beautiful November day, and the colours were still very vivid. Lots of fun with *The Three Emira's!*

Rob Cattle ELISE / EVORA

PHOTOS NATHALIE EMER

**The Three Emigoes**





## Caterham regularly releases a Special Edition Seven.

It's usually limited and expensive. Often it's retro and steeped in nostalgia, referencing something historic. It will be unique even for a Seven, which I imagine is the point: an exclusive niche, within a niche. It keeps the brand fresh. It's good publicity.

The latest is the **Caterham Seven HWM Edition**. £57,990. Limited to 19 cars. Although it is based on the current Caterham 420 platform, and completely up to date, (2L Ford Duratec, 210BHP, 5-Speed, Dry sump) the Special is styled after HWM Grand Prix cars of the early 1950s. It comes in HWM green, with an HWM grill and nosecone. and side louvres circa 1950. HWM is historic—founded in 1938—but the company is likely known only to the nebbish world of U.K.

**CATERHAM HWM SPECIAL**



vintage racing. The Goodwood crowd? HWM were very successful in Formula 2 and road racing but outclassed in Formula 1. They are known however for giving many great drivers their first drive, drivers who were still unknown : **Duncan Hamilton, Peter Collins, Harry Schell, Lance Macklin, Paul Frère, most famously, Stirling Moss.**

As for nostalgia, HWM is British, owned by Aston Martin since 1951, and they still operate from the same Walton-on-Thames workshop that they hand-built cars their cars in, in 1938.

For those interested the Special Edition HWM Seven is available, like all Caterhams, in either the S3 standard chassis or the larger SV chassis and comes with the usual long option list to choose from. Each car will be "factory built and finished to a distinctive HWM specification."

For **\$106,000 Canadian.**

EDITOR

# FABRICATING MY ROBIN HOOD 7

I CAN'T CALL IT  
ASSEMBLING.

photos and story by DENNIS DEELEY

"As with everything in  
the Robin Hood Kit *nothing*  
matched up."

Dennis Deeley

This Update starts in February 2024 but finishes in February 2026 for as with everything in the Kit... Read on.

I knew there was an 1977 Mustang II at *Parts for Less* (closed for good Dec 31/25) in Courtice as I had already stripped off the alternator bracket for my 2.3 Ford engine. I wanted the steering column so Feb 9th 2024 when it was a balmy +14C I went out with my toolbag and pulled it out...

**Pictures 1 & 2**

Once I got back to the shop I stripped it down to the bare essentials...

**Picture 3** Before and...

**Picture 4** ...After. All the scrap.



**Picture 5** shows the four pieces I had to make fit each other. The hub quick release is sitting under the horn button. Of course as with everything else in the Robin Hood kit nothing matched up:

...the **Centre Mount** with the horn button was a different bolt pattern than the steering wheel

...the **Quick Release** was a different bolt pattern than the **Centre Mount**

...I had to add a **Bearing** to the top end of the column as the original bearing was rusted solid.

I went on Ebay and bought a quick release for a 3/4" shaft. The steering wheel is 6 bolts on 100mm bolt circle and the quick release is 6 bolts on 75mm bolt centre—*Crap!* I wanted to keep the centre part of the original adapter because it has a horn button all ready to wire up, so I took everything apart to see what could be done.



I unscrewed the wiring ring and hex adapter and was left with the horn button and the mounting piece. I transferred the holes from the steering wheel to the hub and drilled and tapped for 5mm screws. Next step was to line up the quick release to the hub, which happened to be the same diameter and transfer the holes and drill and tap for 5mm screws.

Then I just screwed it all together with whatever 5mm bits of hardware I had at the shop. I replaced it all with 5mm stainless button head screws I picked up in town. I now had a steering wheel that would attach to the column, I just needed to weld the quick release to the column.

**Pictures 6 to 10**

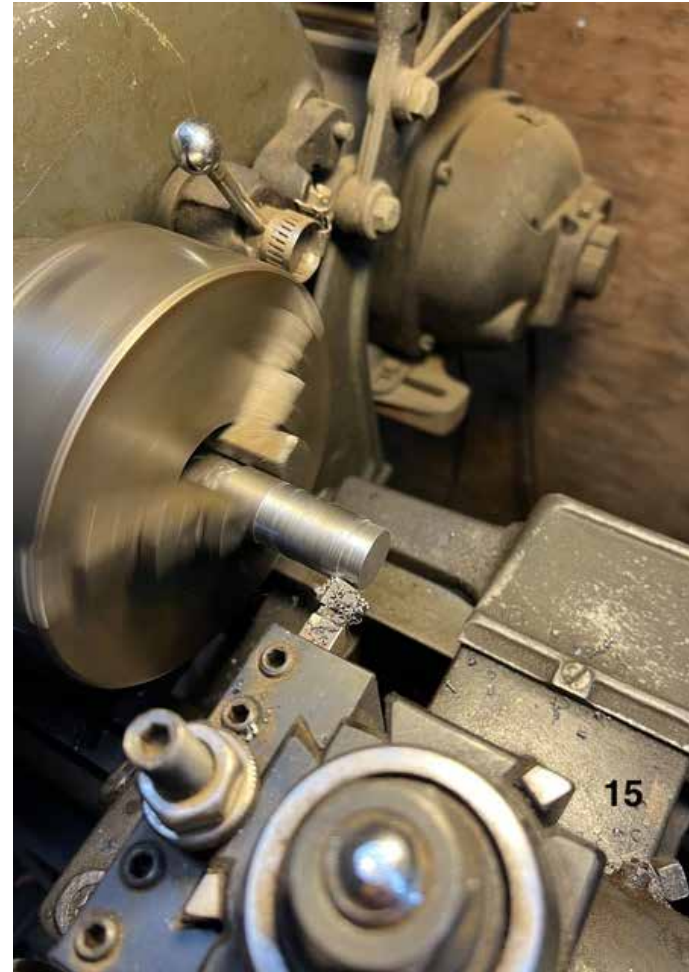




A steering rack and intermediate shaft came with the kit. However, the rack is a 9/16" x 26 tooth spline, a standard Ford size, while the intermediate shaft universal is 9/16" x 32 spline—*AAAAARRRGH !!* **Picture 11**

It's like nothing is deliberately made to fit together. I (seem?) to spend more time modifying components than installing them on the car.

I ordered the correct universal off Ebay. Once I had the correct universal to connect the steering column to the intermediate shaft I hit another snag: the end of the universal opposite the splines was not round; it was oval and with two screws. So off I went to the milling machine and lathe to fabricate another adapter! **Pictures 12-17**



The next step after welding all the pieces together was to test fit it in the car, it's all attached but just hanging on zip ties to set the height. **Pictures 19-20** More fabrication followed as the bracket that came with the kit was of no use... Why am I **NOT** surprised

I mounted a mid-bearing to hold everything steady and made two brackets that I then welded to the frame to support the column... **Pictures 21 & 22** The steering wheel now feels correct for height and distance from my shoulders and also turns the wheels left and right.

*Dennis Deeley*



*TRANSFORM YOUR  
STOCK **EMIRA**  
TO AN EFFICIENT*

# ***CELLPHONE CHARGER**...in 10 EASY STEPS!*

*Improve your Emira ! Third in a D.I.Y. series by **Chris Marson***



Emiras are new and modern so there's no tinkering, unless you're talking with **Chris Marson**. He keeps finding things to do to his.

EDITOR

**EMIRAS** have a small slot just under the heater controls that a cellphone can fit into. I had used a cable from the USB port in front of the exposed gear shift mechanism to keep my iPhone charged. While this worked, the cable had to be plugged into, and unplugged

out of, the phone every time I got in and out of the car. The cable also got in the way of the Drive Mode Selector. My sister was recently given an older 3D printer from Matt, my nephew and Esprit owner. There is a site called '**Thingiverse**' that has thousands of free 3D printer

files. We searched for files for Lotus Emira and found a file for a tray that fit nicely into that slot. It turned out that the standard **MAGSAFE CHARGER** fits into the tray nicely, allowing an iPhone to stay charged while I was driving.



Printing is a misleading term. **3D Printers** are not as quick as paper printers. Paper printers print **on** paper, they do not print paper. It took about nine hours to 3D print the tray. Black 3D printer filament was used.

The file had a thin layer of 'flashing' on the bottom that could be peeled off making for a smooth bottom of the tray. When I pulled the Lotus rubber liner out of the slot I found that it had a small hole at the back to allow a USB cable to pass through. There also was a small opening

on the Emira that allowed the cable to drop down to access the USB port. Seems like Lotus had planned this as a possibility! The hole in the printed part for the MagSafe charger (from Amazon) was slightly small, so I used a Dremel tool with a sanding drum to enlarge the hole. The charger now fits snugly into the hole.

The cable from the charger fit into a slot on the underside of the printed piece that allowed the cable to enter the hole in the Lotus rubber tray. I fed the

cable through the slot in the rubber tray and down to the USB port. The tray went in first followed by the printed piece. Everything fit perfectly. The iPhone, with its MagSafe case, magnetically snapped into place and as soon as I turned on the ignition the phone started charging. I opened Apple CarPlay on the Lotus screen and confirmed that it was charging. When it was all finished the setup looks like the Emira came with it. An *Easy & Fun-Filled* Modification!



Despite the sign, the landromat-convenience store was called *Splish Splash*. The store was on College in Little Italy. We were on our way to *Wonder Pens* a fountain pen-stationery boutique and the start of Christmas shopping, when I spotted the model cars displayed in the window under the scrunched Dry Cleaning sign. The cars shared their window with an inflatable clown named Bozo.

The cars are often sold by convenience stores, usually a dozen or so, mostly American muscle cars with the odd Ferrari or Lamborghini, dusty and close to the candy bars. They are not organized in any way: they are toys.

Here, more than a hundred cars were displayed in the front window, organized by marque. Someone had labelled each model by company, model and year, true, hand-written and on yellow postie notes, but carefully and legibly. They weren't considered toys. Models ranged from 1948 Woodies to 1965 Shelby Cobras to 2022 Ford Broncos. From 1971 Jeeps to 2005 Hummers. From Aventadors to Gallardos. Current F1 cars filled a row. But what stopped me were the models dead centre, three 2012 Lotus Exige S and two 2024 Lotus Emiras. A diversion on a gusty, drizzling Sunday, late November.

*Splish Splash Cars*



Lamborghini  
Aventador  
700-4

Lamborghini  
Murclélago  
LP 640.

Lamborghini  
Huracan  
LP 610-4

Lamborghini  
Gallardo.



Car  
sine.

2012  
Lotus  
Exige S.

Lotus  
EMIRA.

Gran Turismo  
mc  
Stradale



en

McLaren

Mercedes  
-Benz

Mercedes



Moving the LotusClubCanada Winter Party to the middle of January this year was a happy accident for it came just before the big storm that shrouded Ontario in Snow & Ice for months. All forty people who RSVP-ed showed up at *Il Fornello* for the meal, the traditional Door Prize, and a short speech by Tom Thomas (above) thanking Duncan Lamb for his fifteen years as President now that he has stepped down. Unlike many other World Leaders Duncan shuddered at the thought of being President for Life. Members would have been glad, unanimously I think, to have awarded him the title but we must get used to the idea of someone else in the role. We are looking for a replacement.

LOTUS CLUB of CANADA  
WINTER  
PARTY



Mariana & Mike Basic (Esprit) arrive

Mariana & Mike Basic, Duncan Lamb on right.



above Keith Marshall and Roger Barker  
below Sylvia Marshall



Matt Marson



Sydney Marson, Chris Marson and Donna Marson



Peter Marie and Ivan Samila



Doug Howey and Neil Young on left, Patricia Howey and Ruth Young on right, listen to Colleen Samila  
**Donna thinks Colleen would be an excellent choice for Club President, a compelling idea.**



left  
Donna Eng, Donna Marson, and Irene Marson share a joke.

below  
Peter Marie eats an entire pizza.





above  
Kevin & Donna Marson, Peter Marie

left by the window  
Neil & Ruth Young chat with Ruth Samson.  
The empty chair at the table belongs to Fred Samson.



above  
Colleen & Ivan Samila, Patricia & Doug Howey behind.

left  
Ivan and Colleen's five year old grandson Mason eyes the camera warily. Ivan claims he is already a motorhead and one day will own a Lotus.

next page  
A satisfied Peter Passariello.  
In the foreground, Sydney Marson and Chris Marson.





front to back Mike & Mariana Basic  
Peter & Rosanna Passariello  
Keith & Sylvania Marshall



front to back Lynda (Moore?) and Sylvia Marshall  
Brandon Moore and Keith Marshall  
Rosanna & Peter Passariello

right  
Duncan Lamb, Carole Hunt and Mary Booth

below left to right  
Duncan Lamb, Carole Hunt, Mary Booth, Tom & Elaine Thomas.  
Absent from the table, Roger Barker and Yolanda Potter.





Throughout the evening the restaurant was loud with members talking until Duncan Lamb announced the draw for the door prize and everyone stopped: The power of getting something for free. Everyone waits silent with anticipation, as Yolanda Potter draws the winning ticket from a basket held by Duncan.



Duncan Lamb announces the winner of the \$100 Door Prize: Carole Hunt, his long time companion, seen here with her arm raised in surprise.



At the end of the evening, Tom Thomas (right) gave a short speech thanking **Duncan Lamb** for his dedication and years of service now he has stepped down as President of the Lotus Club. He then awarded him with, "a delicious edible arrangement," with a card prepared by Neil Young and signed by Club members.



**Tom Thomas** leads the applause for Duncan. As he has for the last few years, Tom organized the Winter Party at the *Il Fornello* restaurant and arranged for the meal. As usual it was great success, enjoyed by everyone. **Thanks to both Tom and Duncan for all their work over the years. It is appreciated.**



**END PART ONE WINTER 2026 LOTUSLETTER**

**GO TO PART TWO**

**Please.**