



SPRING 1
LOTUSLETTER 2026



LOTUS RESET

Photos by **Keith Marshall**

The Garage Tour Tradition Revived

The Club Table Returns to Ancaster

SPRING Run goes to Lotus

- ... Are Hybrids INTERNAL COMBUSTION-EVs? *Exclusive*
- ... New Eletre EV Unveiled in Toronto *Exclusive*
- ... New V6-Hybrid for Emira
- ... New V8-Hybrid 'ESPRIT'?
- ... New 420 Sport Emira
- ... *Four News Reports*

Club Bulletins

Needed New Treasurer
New : Sunday Sprints
 LCC Calendar 2026
 Achtung! New Password
 LCC Glovebox

Non sequiturs

Mechanic's Dictionary
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 Lotus 25 Go-Cart
McGraw's Spot the AI

Stories & News

Multiple Lotus Club Meetings
Alleghany RUN
 and Route Report
Chris Marson's DIY Emira
 U-Haul Upgrade
Dennis Deeley's Robin Hood
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Editor buys an oil filter

Cover

Photos **Keith Marshall**
See his gallery of automotive shots
 at the end of Part One
 of this Newsletter.

Club Contacts

Contacts listed at the end of the newsletter.
 For information on the LOTUSletter contact the Editor at LCCeditor@hotmail.com
 Design, captions, bulletins, and unattributed articles are the Editor's fault. The current LOTUSletter can be downloaded free at www.lotusclubcanada.ca





LOTUS issued a cluster of announcements in May and the automotive press erupted online: a new **V6 for a Hybrid Emira**, a proposed **V8 Hybrid Supercar that might, or might not, be an Esprit**, the new **Emira 420 Sport**, and buried in these stories something Lotus called a reset, **FOCUS 2030**. In the midst of this the first Eletres arrived at dealers, not in Europe or U.S., but here, in Toronto. The stories appeared separately in the press but as I read the articles connections emerged: they had not happened independently. Even the arrival of Eletre's arrival was not a coincidence. It was all linked to that Focus 2030, or so I guessed. I stumbled along, hampered by implied connections, rarely explicit ones, and by marketer's jargon that obscured the significance of the rest even as they extolled it. It became clear that FOCUS 2030 was less about taking action than reacting to unstable, unpredictable political, economic and legislative shifts beyond Lotus' control. Which cars and which engines should Lotus build in this Not-so-Brave New World if it is not just to survive but remain Lotus?

Four of the articles that follow here, on the new V6, the V8 Supercar, 420 Sport Emira, and Eletre, report '**What is happening?**' In the fifth story, **LOTUS RESET**, I have tried to answer, '**Why?**' This was difficult to write without making it more complicated than it already is. It was worth the effort but it is not the last word. The articles are original to the LOTUSletter, not downloaded copies from the internet, albeit the information is gleaned from articles published online and Lotus press releases. The Eletre's unveiling is the exception; I was there and the story is personal reflection.

Editor

PHOTOS M.EDDENDEN

LOTUS RESET

or Are Hybrids **Internal Combustion EVs?**

by Michael Eddenden

The Emira was born into a world gone slightly mad. English Lotus was now owned by Chinese Geely. Covid sent everyone home, then shredded the supply chain halting production. The Elise and the Evora were gone; the EVs on the drawing board to replace them consisted of a mass market SUV and GT—for people who didn't want a Lotus muttered enthusiasts—and a \$multi-million Supercar no one could afford. Mandates declared that by 2035 all new cars had to be electric in the EU, Canada and 17 U.S. States. The U.K. mandate banning new gas cars in 2030 was about to become law and Lotus planned to be all-electric by 2028. The Emira's grave had been dug before it was born. Delayed again and again, the car did not reach in Canada until 2024, shortening the

lifespan of **The Last ICE Lotus** to four years.

Lotus was to leap from ICE to EV in one brave move, bypassing that middle-man hybrid stage unlike all other manufacturers. In hindsight, this may have been too clever.

The world didn't change according to plan. People don't recognize Reality when it fails to take a conventional shape. This time it came first as the average driver, and then proving Truth is more outrageous than Fiction, as Donald Trump.

EVs were expensive, especially in North America and charging stations were scarce. If drivers didn't own their own home, and installed their own charging station, it was almost impossible and wholly impractical to recharge them. Governments had ordered

manufacturers, under penalty, to build EVs but couldn't coerce the average citizen into buying them. While sales worldwide accelerated, in the critical U.S. market they dropped. Dealer parking lots filled. Car makers began to drop electric cars despite ZEV mandates, wholly in favour of Hybrids.

Lotus was not immune.

“Parent company Geely's original plan for Lotus was to pivot to EVs only by 2028,” noted a recent *Autocar* article “but the plan was abandoned [by] 2024 after it proved harder than expected to convince customers to make the switch.” *Autocar* didn't say this strategy was made public. The electric SUV Eletre and GT Emeya went ahead, the ICE Emira continued, and hybrids went unmentioned.



As these decisions were being made, Donald Trump was elected president, again. It seems a pompous exaggeration to claim world events affected Lotus, but they were on such a scale and so unexpected it's inconceivable that they didn't. Overnight Trump unleashed a global Tariff trade war. It was chaos. By 2025 Lotus "had to deny a well-sourced *Autocar* report," reported an *Autocar* article, "that it planned to shut Hethel amid a wider push to cut costs at the money-losing company," One source claimed production sank to 2000 Emiras after Trump's 25% tariff on imported cars hit Lotus.

Trump threatened order, at home and increasingly around the world, from ICE to NATO, to Greenland, to Venezuela, to wars in Iran and Lebanon, while Europe

struggled to deal with wars in the Ukraine and Gaza. Oil began to shape events.

Overwhelmed by these unpredictable upheavals Trump's attacks on Climate Change, the environment, and even science itself, met feeble challenges. In a matter of weeks the U.S. pulled out of the Paris Climate Accord, rolled back emissions and pollution controls, cancelled clean energy incentives, demanded coal mines be reopened, shut down wind farms as harmful, and attacked the very idea of National Parks. To many people the 2035 ZEV mandates felt unreal, even anachronistic.

Governments were spooked. The EU and U.K. kept their 2035 ZEV deadline but slowed the schedule. Canada dropped its ZEV mandate but kept federal incentives.

The U.S. federal government dropped incentives and stopped California's ZEV mandate in the courts. Without incentives EV sales dropped over 30% in North America and people stopped buying Teslas not because they didn't want electric cars, but because they were disgusted by Elon Musk's politics. Sales dropped. Models were dropped. By 2025, Tesla, until then the globe's largest manufacturer of electric vehicles, was outsold by China's BYD.

"The company that ushered in the electric vehicle revolution...dominated the early EV market with the best cars...just doesn't seem to care about making cars anymore," wrote Matt Bubbers in the *Globe and Mail*. In the sharply divisive culture that was now the U.S., promoting electric cars was quixotic.

ABOVE L TO R
 Lotus Emira V6
 Lotus Emeya GT EV
 Lotus Eletre SUV EV
 Lotus Evija EV Supercar
 The mass production electric vehicles, the Eletre SUV and Emeya GT are built in China, the low volume sports cars, ICE Emira and electric Evija in England. A Hybrid version of the Eletre, curiously named the **Eletre For Me**, is built and only available in China.

IMAGES IN THIS ARTICLE ARE COURTESY OF LOTUS



The 420 Sport the new Emira upgrade with the Turbocharged 4-cylinder AMG engine. (See article this issue.) That makes four variants of the car, all ICE. Lotus also produces two electric vehicles in China: the Eletre SUV and Emeya GT. ICE sports cars may not be for the U.K. in the long run. The country's ZEV Mandate, despite recent concessions, still calls for all vehicles to be electric by 2035. Unless Reform wins the next election and dumps the ZEV mandate as they have loudly promised.

Then, May 8th, 2025, the onerous 25% vehicle tariff Trump had imposed was reduced to 10% after the U.K. made concessions. It probably saved the Emira's existential U.S. market. Production at Hethel revived.

Mid-May, the Emira's lifespan was extended.

Lotus announced that by 2028, the year Lotus had said it would be all-electric, a new more powerful V6 engine will replace the Emira's two existing engines, and that a new V8 Supercar, will be launched. Two new engines both ICE. Both cars would be *Hybrids*.

Headlines neglected this strategic shift. They were captivated by the new V8 Supercar's name. Not promising anything, Lotus, teasing journalists, hinted... '*Esprit*'?

Where then, does Lotus stand now? What type of cars is it going to make? Despite yet another upgrade (420 Sport) the Emira remains the last pure ICE car. The coming V6 Emira will be a PHEV, the V8 'Esprit' Supercar a HEV. (See the *Handy LCC Electric Vehicle Acronym Chart on the following page.*) The rest of the Lotus line-up, all in

production now, are EVs: Evija Supercar, Emeya GT, and Eletre SUV. To complicate things there is also an *Eletre For Me* Hybrid sold only in China.

Caught between what the public would buy, shifting legislation and society's ambiguous attitude to electric cars (*Not just yet?*) Lotus is hedging its bets. Being pragmatic. As Lotus CEO Feng Qingfeng explained to Nick Gibbs of *Autocar*, the company's strategy is to use a mixed powertrain lineup not, "a single solution when it comes to power." Geely and Lotus call it a Reset: **Focus 2030**. It's a shift from Electric Vehicles to Hybrids & Electric Vehicles. The internal combustion sports car is gone. In the Babel-language of Electric Vehicle Acronyms that translates as HEVs, PHEVs & BEVs : No ICE.

Lotus and Geely have decided to keep both electric and hybrids in their lineup with a 60-40 split favouring plug-in hybrids. For now.

It reflects a growing divide: America vs. the World. Demand for electric cars is growing worldwide, especially China, but is stagnant in North America. As of 2026, one in four cars sold globally is electric. China accounts

for over 60% of EV sales, the U.S for less than 8%. And only 2.7% of cars on U.S. roads are electric compared to 11% in China. The U.S., home of the best selling F-150 pickup, is not ready for an electric universe.

Government actions now have such unintended results it's not clear which side of this EV divide a country is said to belong. The EU may again suspend a tariff to protect their battery industry; manufacturer's plead they cannot build the needed batteries due to semiconductor shortages caused by the Ukraine war. Take Canada. Two years ago who would have believed that Trump trolling Trudeau on being Governor of the 51st state and then inflicting punitive tariffs, would lead to Canada, elbows up to assert our independence, dropping its ZEV mandate and relaxing environmental rules to build as many oil pipelines as fast as we can—while letting in Chinese EVs and filling showrooms with Lotus Eletres, not to save the planet, but to sell canola? It's a *Rube Goldberg* world.

Reality seems to have washed its hands of 'sides'. Perhaps that is one definition of status quo; you can tell which sides people are on.



THOSE ANNOYING ELECTRIC VEHICLE ACRONYMS EXPLAINED

YOUR HANDY LCC CHART

ICE

Internal Combustion Engine

EMIRA 2022-2028 ?

ZEV

Zero Emissions Vehicle (EVs & Hydrogen, not Hybrids)

NEV

New Energy Vehicle (EVs & Hybrids)

EV

Electric Vehicle (Colloquial term for BEV)

BEV

Battery Electric Vehicle (Industry term for EV)

EVIJA

ELETRE SUV

EMEYA GT

HEV

Non-Plug-in Hybrid Vehicle (ICE-EV)

ESPRIT TYPE 135

PHEV

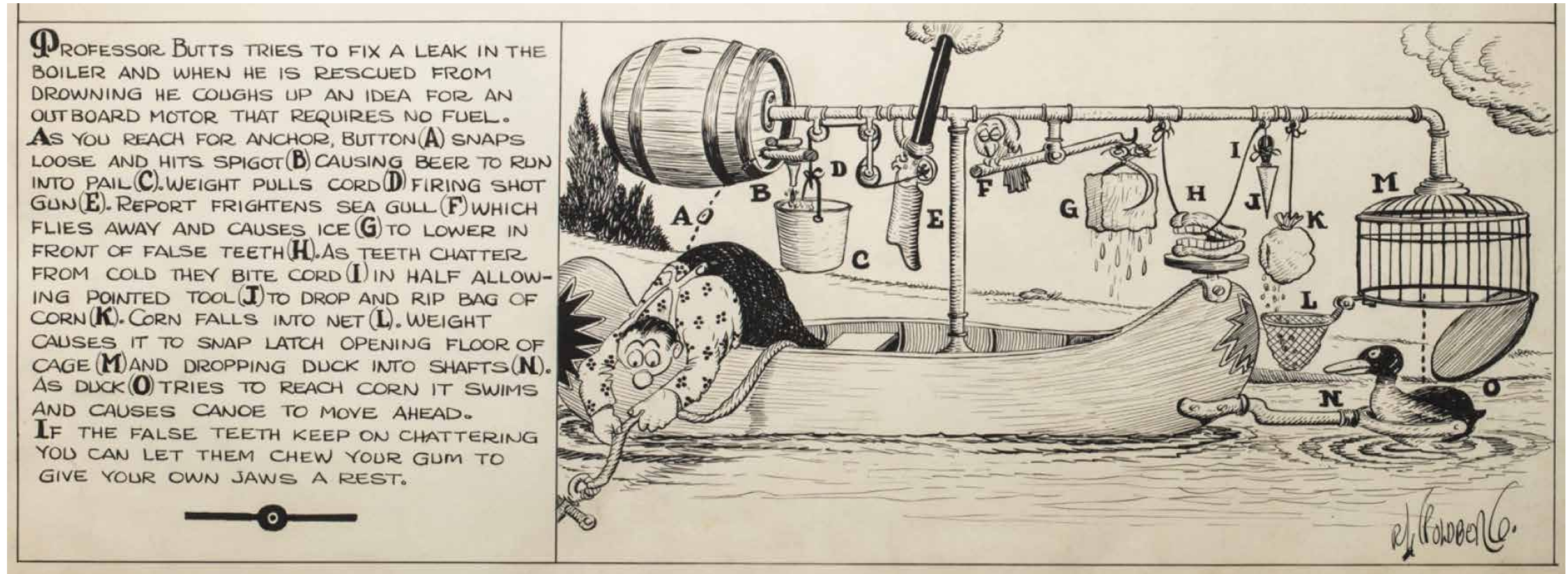
Plug-In Hybrid Electric Vehicle (ICE-EV)

ELETRE FOR ME SUV (CHINA ONLY)

EMIRA AFTER 2028 ?

A Rube Goldberg Machine

The term, now an expression for anything overly complicated, comes from cartoons drawn in the style of patent applications by **Rube Goldberg**, especially those attributed, by him, to *Professor Lucifer Gorgonzola Butts*. The cartoons ran in *Collier's Weekly* from 1929 to 1931. The inventions perform the simplest tasks in convoluted ways using apparatus that included cannons, pet whales, lightning and kissing lovers. I selected the Machine shown here, from a hundred examples, because it is appropriate: it solves the same dilemma **Electric Vehicles** are intended to, eliminating **Fossil Fuels**.



Car makers, torn between ZEV mandates and a lifelong affair with internal combustion engines, think the status quo is gone. Like Lotus they are trying to survive by sitting on the fence: some ICE, some EVs, but mostly Hybrids, the very definition of fence-sitting.

“It’s just a strategic transition [and] a reflection of the market demand,” Lotus CFO Daxue Wang said in an interview with Pras

Subramanian for *Yahoo Finance*. Wang “sees “full electric mobility” coming eventually.” If his comments are prescient, that for Chinese EVs like the Eletre, the Canadian market is a foothold leading to admission into the U.S. market, the Lotus sales target could make sense. “Under Lotus’ new plan, sports cars will account for a third of its targeted 30,000 sales per year, up from 6,520 sales last year,”

reports *Autocar*. If this is true then Lotus' 60/40 split in favour of Hybrids is actually a 33/66 split in favour of EVs?

The Focus 2030 press release reassured enthusiasts that Lotus is protecting the “Brand’s DNA” the new V8 Hybrid. Brand-speak sounds cool but Club Members just want a car from Lotus to be **A Lotus**. Not just a sports car, but a sports car with that Quality that



Lotus CEO Feng Qingfeng

that makes them unique to drive. Difficult to define, but members recognize the Quality that makes a car a Lotus when they drive them.

It's the way the Press sees it. All the excitement and focus is on the new V6 and V8 by **Horse Powertrain**. (*See following stories.*) Both engines are designed as hybrids but the ICE part dominates stories. The electrics are merely mentioned. Hybrids as Internal Combustion EVs.

How do you design and build a Lotus confronted with events over which you have no control yet affects your design in unforeseeable ways—political schizophrenia, culture wars, real wars, and above all, shape-shifting regulations that deliberately change everything? Will Trump resurrect car tariffs? Will the U.K. vote Reform? Will oil rise above \$120? It is an endless list that feeds fears. Be cautious. Be flexible. This is the context produced the V6 and V8 Hybrids to come, the electric SUV and GT, and both an EV and a Hybrid Supercar.

The Emira's new V6 is an example. The crucial American market loves the existing supercharged V6 and Lotus has just updated the turbo 4-cylinder in the new 420 Sport Emira. Lotus has no wish to change engines but new EU and Chinese Emissions Regulations have

made both obsolete. With the ZEV deadline banning ICE cars only nine years away, switching to EVs seems the obvious choice, yet Lotus hasn't. They came up with a new V6 (pleasing U.S. drivers) designed for a Hybrid (meeting Emissions) that is lighter and more powerful. (exceeding expectations as we expect Lotus to.) They took a headache, used it as an opportunity and came up with a better Emira. A better Emira means more of A Lotus. That they have achieved this the way the world is now, is a minor miracle. There was a trade-off that will disappoint many however: the next Emira is an automatic.

One thing is certain. Despite Trump's latest tweet, despite political uncertainty, the missing link of charging-infrastructure, ZEV mandates, and the unknown consequences of this unstable mix, electric vehicles are coming even to the U.S. Lotus must adjust. Like other car makers, Lotus is manoeuvring to survive for when the times and the public are ready for electric vehicles. 2035 remains the date in Europe but here, no one knows when it will be or how we will get there, only that we will.

If you drive a Lotus Emira with the V6 and it's manual, cherish it. It will not come again.

CLUB MEMBERS might wonder why the quoted sources in the article are from the automotive press, not Lotus itself. A sample from the Lotus press release, introducing the company's **FOCUS 2030** strategy is I think self-explanatory.

*“Lotus today announced **Focus 2030**, its evolved business strategy designed to underpin its competitiveness and transform into a more flexible sustainable business model, ensuring market resilience amid external headwinds. Built on four core pillars including brand reinforcement, a multi-powertrain strategy, close partner collaboration and financial discipline, the strategy marks a significant **reset for the brand...**”*

LOTUS UNVEILS FOCUS 2030:
Reinforcing brand DNA with all-new hybrid-V8 supercar.

LOTUS PRESS RELEASE / 12 MAY 2026

They say you can find anything on the internet.

And prove anything with statistics.

After researching this article I believe it. It wasn't the fakes, for I found few, or information that was out of date, which could be spotted if I was careful. My biggest concern was bias. Many legitimate websites were one-sided. Statistics can be factual and misleading. One popular statistic is that 97% of cars sold in Norway as of 2026 are electric and that the U.S. lags far behind at 7-8%. It's true. But it is also true that because Norway's population is tiny and the country small, while the U.S. has a large population, is a big country and is the definition of Car Culture, that Americans buy more electric cars. Neither statistic is very helpful.

I have done my best but don't be surprised when you come across a statistic online that contradicts a statistic in this article. The bibliography below is short due to laziness. If I listed all the websites I went to, the list would rival the article.

Lotus 'first-mover advantage' brings Chinese-made cars to Canada; hybrids, V8 supercar coming, CFO says

by Pras Subramanian / yahoo!finance website / May 14, 2026

<https://finance.yahoo.com/markets/article/lotus-first-mover-advantage-brings-chinese-made-cars-to-canada-hybrids-v8-supercar-coming-cfo-says>

***New 2028 Lotus 'Esprit' supercar to use 986bhp-plus hybrid V8
New ICE supercar will be built alongside Emira at Hethel and will rival the Ferrari 849 Testarossa.***

by Nick Gibbs / AUTOCar website / 12 May 2026

<https://www.autocar.co.uk/car-news/new-cars/new-2028-lotus-esprit-supercar-use-986bhp-plus-hybrid-v8>

***Lotus Emira to drop Toyota, AMG engines in switch to new hybrid V6 ;
Revised sports car due next year, will use new powertrain from Renault-Geely-owned Horse***

by Nick Gibbs and Felix Page / AUTOCar website / 13 May 2026

<https://www.autocar.co.uk/car-news/new-cars/lotus-emira-drop-toyota-amg-engines-switch-new-hybrid-v6>



CAVEATS & REFERENCES

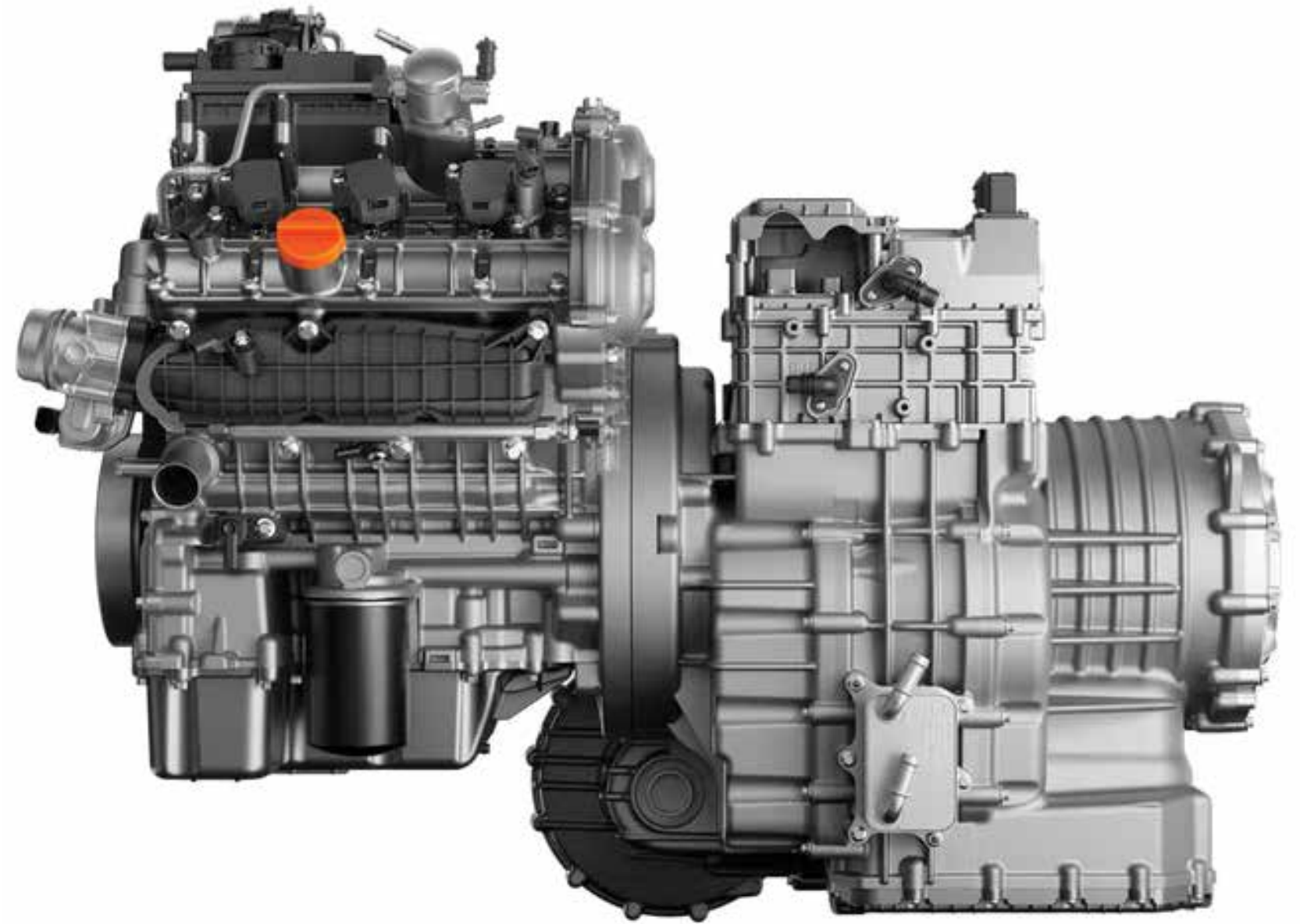
Sometimes you have to change Horses midstream.

A BRAND NEW ENGINE FOR THE EMIRA

by Michael Eddenden

Chris Marson is an Emira owner and keen. He wrote back immediately. “The supercharged 3.5L V6 406hp used in my Emira now is the same one used by Lotus in all of the Evoras and the V6 Exige... [However] it will NOT meet the next round of EU Emission Requirements. So it’s on its last legs.”

As the other engine offered in the Emira, the four-cylinder Turbo AMG 400hp, also will not meet the new Regulations Lotus needs to replace both engines with one that is emissions compliant. They chose a completely new engine, still a V6 spurred by the preference for the 6-cylinder engine in the U.S., but now a Turbocharged electric Hybrid. It’s 3L yet produces 546hp; smaller yet more powerful. And it is 10kg lighter than other V6 on the market. Unfortunately, unlike the current V6 which comes with a manual 6-speed, the new V6 will only be an automatic transmission. It’s the W30 from **Horse Powertrain**, a new company co-owned by Geely, which owns Lotus, hence the connection.



“It is the latest in a wave of new systems revealed by the fast-growing company, which was set up as a joint venture between Renault and Geely in 2024 to develop and supply electrified ICE powertrains for car manufacturers globally. Horse engines are already used in a variety of vehicles from Renault, Dacia, Nissan, Mercedes and others,” explained an *Autocar* article by Nick Gibbs and Felix Page.

It is *Horse Powertrain's* first V6. The company's engines have all been three and four cylinder. CEO Matias Giannini explained how it came about in the *Autocar* article.

“The new [V6] was not...in the product strategy when the company was founded...I love the big engines [but] when I came here, I didn't think that was ever going to be part of our journey...But obviously, in a company like *Horse Powertrain*, there's a lot of car enthusiasts...People would ask me, ‘When are we going to have a V6?’...They convinced me...that the basis of the V6 comes from our simple four-cylinder technology.” What Giannini refers to is the company's modular construction methods. It lets *Horse* scale up and down as needed allowing them to quickly create the new V6.



The *Horse* website describes the W30 engine as a powerful and lightweight V6 engine designed specifically for “mild and full hybrid vehicles.” The W30 delivers “up to 400kW of power and 700Nm of torque It comes with Horse's 4DHT four-speed hybrid transmission “and e-machine... with electric traction” and has been “designed for vehicles using the company's larger-displacement engines in hybrid configurations.”

According to the website it will not be available until 2028.

LEFT & PREVIOUS PAGE
V6 3.5L Horse W30 engine with 4LDHT transmission.

PHOTOS HORSE POWERTRAIN

Is it or isn't it?

Lotus calls it the Type 135. *Autocar* really wants to call it the New Esprit. “Expected to be called Esprit.” “Codenamed Esprit.” “Esprit” they write in quotation marks. The closest Lotus gets to an official admission, comes from Ben Payne, head of design. He tells *Autocar* the name is “a strong option.” The statement has it both ways: it raises hopes and it implies that there are a bunch of other strong options.

Lotus has said little about the V8 Supercar.

“Reaffirming the brand’s performance DNA, the next development of Lotus’ proprietary hybrid technology will be the unveiling of its first ever supercar, Type 135, planned for 2028,” stated the press release. “This will be an all-new car, featuring a V8 hybrid powertrain, with over 1000PS. It is expected to be manufactured in Europe. Further details of the car will be announced later this year.”



The photo here is not intended as **FAKE NEWS** but illustrates the difficulty of separating truthful but mundane fact from sincere but wishful fiction. The Official image (upper left corner) that Lotus released of the proposed **V8 'ESPRIT'** is a teaser that reveals only the rear. **Autocar** couldn't resist dreaming-up what the rest of the car might look like and created this credible even convincing, if unauthorized & imaginary portrait to the left. Whether they did so because they appreciate their readers' need for pictures, or to nudge Lotus into considering a design like this I do not know.

Editor

THE NEW ESPRIT?

Introducing an ICE Hybrid Esprit in 2028 is a brave move but success should be easy to measure. *Does Bond drive one?*

In an Autocar interview however, Feng Qingfeng, Lotus CEO, told Nick Gibbs that while no price has been set, he considered Ferrari's 849 Testarossa as the car's competitor. Entry price for the Ferrari's is **£407,617**. This would make the Type 135 successor to the £million Evija, not a sibling to the Emira, not an upscaled alternative.

There was more information on the new 986hp Turbocharged V8 engine It is from *Horse Powertrain* a joint venture co-owned by Renault— and Geely Lotus parent company. Horse specializes in engines and transmissions for hybrids although like the Horse V6 for the Emira this will be their first V8. Until now they have concentrated on three and four cylinder engines because of demand. Both the *Horse* V6 and V8 are not yet in production.

“Since we will be starting from scratch with this engine, we will make a lot of effort to improve the volume and also the weight of the engine,” said Feng Qingfeng adding that it will also be by another Geely model, an V8-powered off-road vehicle.

To save weight Lotus decided to make the Type 135 a HEV, not a plug-in hybrid, reducing the size of the battery and omitting the need to build in charging equipment.

The Type 135 will be built by Lotus at Hethel alongside the Emira unlike the Eletre and Emeya which are being manufactured by Geely in China. By the time the 135 goes into production in 2028 both sports cars will be hybrids, a first for Lotus. The company is aiming for a 60-40 balance between all-electric cars and ICE-engined hybrids, in favour of the hybrids.

The 2028 launch date is ironic. Lotus had originally planned, back in 2020, to be all-electric by 2028— until sluggish sales of electric vehicles (reality) forced Lotus to alter its strategy like all other car makers.

The Type 135 is proposed. Enthusiasts have seen Lotus propose cars again and again over the years, cars that were never built and often never heard of after the initial fanfare. This is a supercar that needs a new gas engine as well. Let's hope that the proposed V8 to power the proposed Type 135, proposed as the new Esprit, does get built.

Introducing an ICE-Hybrid Esprit in 2028 is a brave move but success should be easy to measure. *Will Bond drive one?*

EDITOR

Emira 420 SPORT in Tangelo Orange

by MICHAEL EDDENDEN



LOTUS has introduced a new edition of the Emira to go with the Turbo Emira, the Turbo SE Emira, and the V6 SE Emira. It's called the **420 Sport Emira**. Upgrades are expected to offer more power, aesthetic accents that are half marketing and half decoration, and to be more expensive. Usually this means heavier too, an unfortunate reality in a Lotus.

All true except for the weight. The Sport 420 is 25kg lighter, which means the car weighs 1,430kg instead of 1455kg, if you buy the Lightweight Handling Pack. If you do you will also get 25kg more downforce and improved cooling. The 420 is faster, lighter and more aerodynamic than other Emiras. Its ride height is also 5mm lower.

The 420 Sport “has been designed specifically to deliver even more performance both on road, and on track,” said the Lotus press release. Perhaps to reassure enthusiasts who have watched Lotus roll out an electric SUV and a GT over the last few years, both made in China, the release added, “It reinforces Lotus commitment to preserving its DNA by delivering greater agility, response and driver engagement.” Lotus CEO Feng Qingfeng made the same point. “Emira 420 Sport is proof of our commitment to Focus 2030, and we’re listening to our customers. This is what obsessive engineering looks like.



EMIRA TURBO

2L Twin-Turbo AMG 4-cylinder 365hp
0-60mph 4.4 seconds 171mph

EMIRA V6 SE

3.5L supercharged Toyota V6 406hp
0-60mph 4.3 seconds 180mph

EMIRA TURBO SE

2L Twin-Turbo AMG 4-cylinder 406hp
0-60 4.0 seconds 181mph

EMIRA 420 SPORT

2L Twin-Turbo AMG 416hp
0-60 3.9 seconds 186mph top speed

EMIRA PHEV HYBRID (2028?)

3L Turbo-Hybrid Horse Powertrain V6 536hp
0-60 N/A Top Speed N/A

We've built on everything Emira has achieved to date to deliver a car that is even more connected, more intuitive, and more rewarding to drive. It is a car for the drivers."

The 420 Sport produces 416hp from the 2.0L twin Turbo four-cylinder AMG, accelerates from 0–62mph in 3.9 seconds and can reach a top speed of 186mph. In comparison the V6 SE Emira with the 3.5L supercharged Toyota reaches 62mph in 4.3 seconds; top end, 180 mph.

The Lightweight Handling Pack mentioned above is said improved responsiveness. It includes two-way adjustable Multimatic dampers and a titanium exhaust.

There is an optional Exterior Carbon Fibre Pack—front splitter, side sills, side pods, rear spoiler— as well as an optional Interior Carbon Fibre Pack—centre spoke on the steering wheel and the back seat logo surround.

The dedicated Lotus Track Performance app to measure your lap times is nice but in real life more likely to be praised than used I think.

Changes to the exterior including a new front splitter and larger air intakes increasing airflow to the outboard radiators 15% and the central radiator 14%. Brake cooling has improved 10%, aexhaust valve airflow by 30%.

What attracted as much attention as the performance improvements is the new hole in the roof. A tinted glass roof panel can be removed and stored, in its own bag,



behind the seats. True to its Lotus DNA this is accomplished manually. By the driver. It doesn't transform the Emira into a convertible or a targa but it does let in fresh air. Available in all Emira models.

There are flies in the ointment.

More powerful though it is, the AMG engine is 4-cylinder, not the V6 American drivers prefer. (It's one reason that the new emissions-compliant engine, soon to replace both the Emira's existing V6 and 4-cylinder engines, is a V6.) And there is no manual option. The AMG is paired with an eight-speed Automatic transmission. Paddles yes, stickshift no. Not shifting gears is not a feature many drivers have asked for.

On offer are the usual aesthetic tweaks or "Enhanced Personalisations". From the press release: "Drivers now have a choice of nine-wheel designs and finishes including a new 20-inch 15-spoke forged alloy wheels finished in satin dark grey." As seen in the photos from Lotus there is a new cool colour, "unique to the Emira 420 Sport... Tangelo Orange." You can also have the centre console, steering wheel spoke, gear lever, and air vent surrounds, hand painted in Tangelo Orange, for a fee.

If you order the Emira 420 Sport now, (deliveries expected August, 2026) it will cost you rough **\$170,000 CAD, starting price.**





the UNVEILING

PHOTOS / REPORT BY MICHAEL EDDENDEN



THE CN Tower loomed behind the Lotus banner. It felt odd to be at a Lotus event inundated by Blue Jay fans. Lotus unveilings weren't supposed to happen here; they were supposed to happen at Goodwood or Hethel. Not Toronto. Everything about this event seemed out of focus. The first electric Lotus to arrive to arrive in Canada was Chinese. It heralded a flood of cheap Chinese EVs, but was perversely, the most expensive EV made in China. It wasn't announcing a sports car, but a new SUV, a Lotus Eletre. The announcement had come not from Lotus. It was in an email from Keith Marshall, who got it from his brother, who found it on *What's App?* The screen capture he sent had cut off when and where it was. I'd only managed to find that, on an announcement on Lotus Ltd's Facebook page, in the U.S.:

An exclusive unveiling.

TORONTO
APRIL 24 5:00 PM

Steam Whistle Brewing
Locomotive Hall

It was now 5 o'clock. A black Lotus banner and a yellow Eletre banner flanked the entrance in front of me. I was standing in the empty court fronting Locomotive Hall. Real locomotives, steam and diesel were scattered about like gigantic toys, in the vast semicircle formed by the old Roundhouse, now a tourist site. Next door the *Steam Whistle* patio was jammed with Friday-after-work beer drinkers.



Donna was to meet me here. She wasn't excited about the Eletre, she was glad of an excuse to get off work early and try a Dumpling restaurant she'd read up on.

"Will it take long?" she had asked.

"I just need a photo for the newsletter. It's an SUV—You know how Chapman said 'Add Lightness'?"

"Yeeesss..." she said in an unconvincing tone of voice.

"The Eletre weighs 2,565 *kilograms*."

"That's a lot?"

* * *

The entry door cracked open and a Security guard a foot taller and a hundred pounds heavier than I am, leaned out.

"I'm here for the 'Unveiling'," I said.

"It's private. Do you have an invitation?"

I said no. He looked at my camera and the bulbous 8-16mm wide angle zoom.

"I just want a picture."

"Oh...OK. The cars are around back. Take all the photos you want."

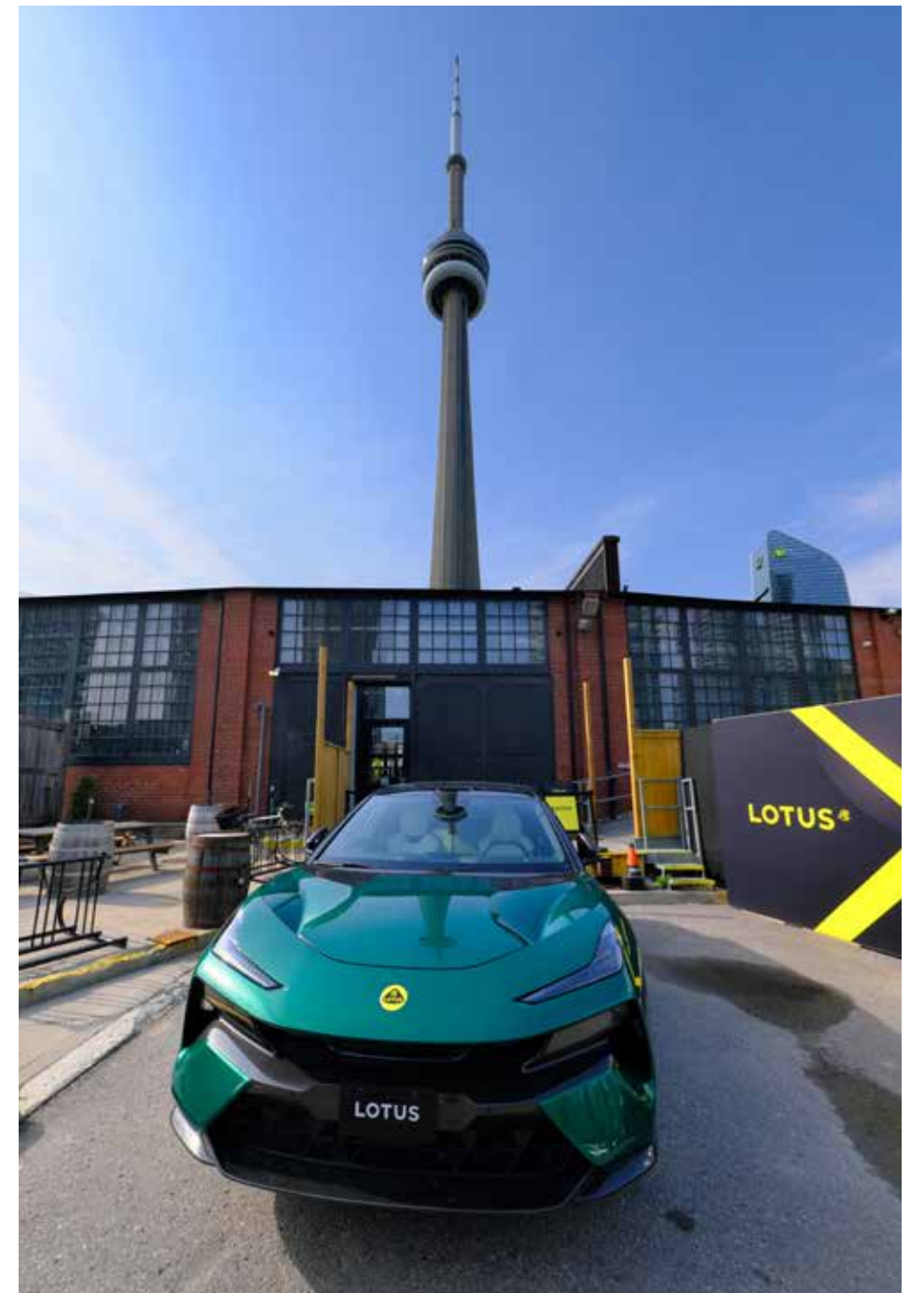
'Exclusive' did not mean that Lotus had the only Chinese EV in the country, as I'd assumed; it meant anyone invited to the party would be part of a clique. This seemed unnecessary. Anyone who would go out of their way to see an Expensive-Chinese-British-Electric-SUV would by their very eccentricity, belong to an exclusive group.





The rear of the Roundhouse was as neglected as the front was touristed. Leftover between loading bays and the disintegrating Gardiner was a narrow parking lot. The organizers had erected Eletre billboards and almost succeeded in hiding the dumpsters pushed up against the loading bays. Three Eletres, one green, two black, and three Emiras, red, black and violet, were parked where they could. No one was around. Lotus signboards pointed to a rear entrance.

I spent the next half hour taking pictures undisturbed. Every now and then someone would emerge from the event and move an Emira from one parking spot to another, at random. Shepherded by a salesman in a pink suit a trickle of teens came out and stared at the Emiras. A Chinese man shuffled around the Emiras lugging an overstuffed shopping cart, up to the dumpsters, picked out aluminum cans and moved on. He did not look at the cars. No one looked at him.



The specifications were familiar; two Eletre articles had run in recent Newsletters. It was an SUV, it was heavy, and it was luxurious, not features associated with the *Lotus Legend* which is all about performance off, and once upon a time, on the track. The Standard all-wheel drive Eletre came with 675-kilowatt dual-motors producing 600 hp while the premium Carbon model generated 905 hp. Your Regular Eletre attains 60mph in **2.94 seconds**.

To put this in perspective, the 400hp 3.5L V6 Supercharged Emira hits 60mph in **4.2 seconds** and the 400 hp 2L four-cylinder Turbo Emira, reaches 60mph in **3.8 seconds**. As I grow older the world often seems upside-down.



“Here you are.” It was Donna. “I phoned... Did you get my texts?”

I often don't hear my phone, that is when I remember to take it with me. When I do remember, and hear the phone ringing, I rarely find it in time to answer. If I do find the phone in time, I never manage to make the receive button work no matter how many times I jab, or how hard I jab, the damn button.

“Sorry,” I said lowering the camera, “I had to come around back, I was told the event was private—”

“I got in.”

“They told me—”

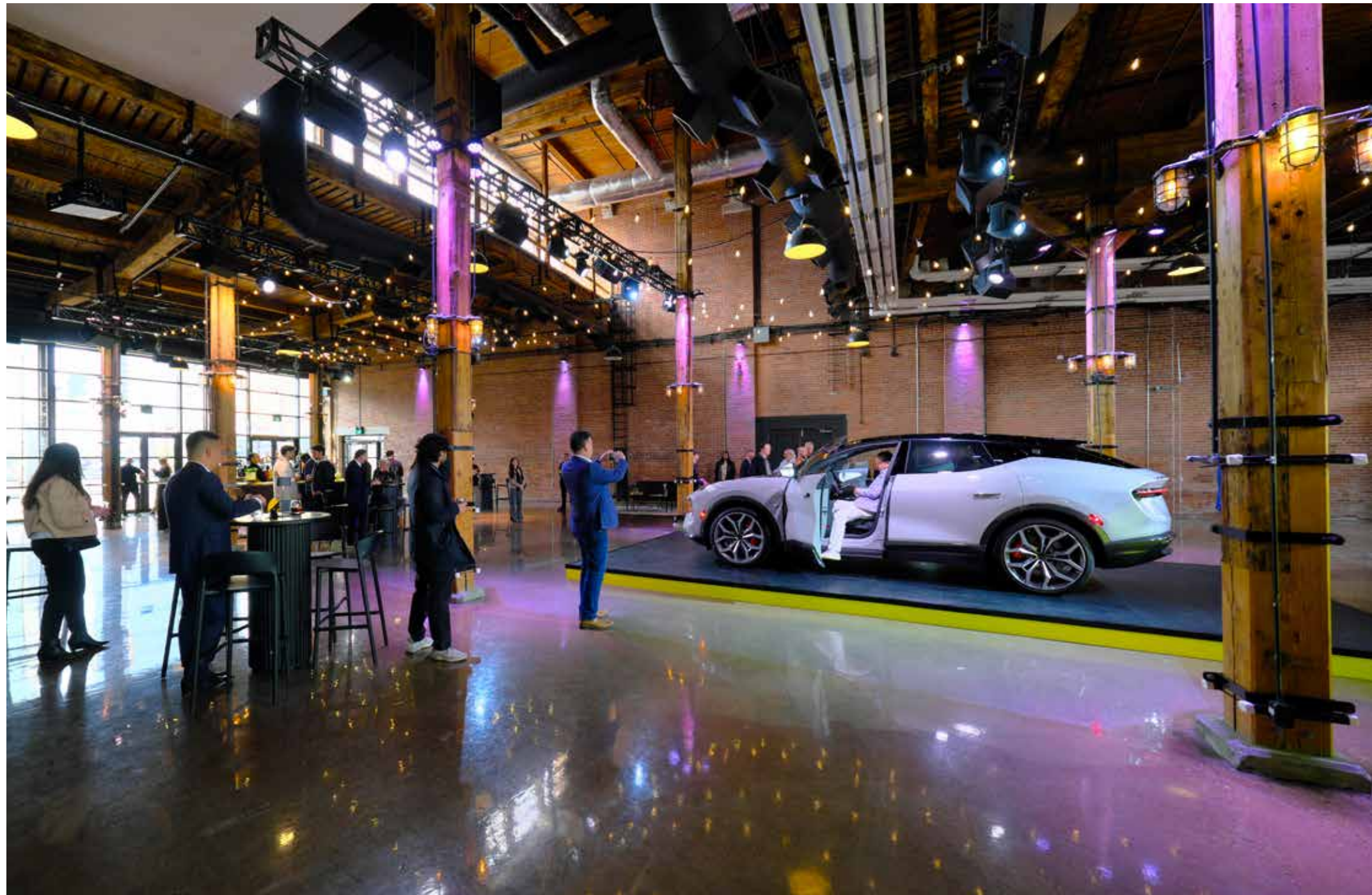
“I said my husband was inside and that you were with the Lotus Club of Canada.”

“Ah.”

“Do you want to go inside?”

At the door Donna said to Security, “He’s with me,” and walked in. I followed three steps behind.





Inside was a bar with free drinks and tiny appetizers. Jerking DJs, oblivious & ignored, danced to music through headphones. There were Lotus napkins. I took a few. An Eletre sat on a low podium in front of a photo of itself which covered an entire wall, racing along a country road.

It was noisy and dark. The crowd, not large or overexcited, lingered near the bar or off to the side where there was seating, giving the feeling that the Hall was a little too large for the event. I took photos of prospective buyers clambering in and out of the Eletre.

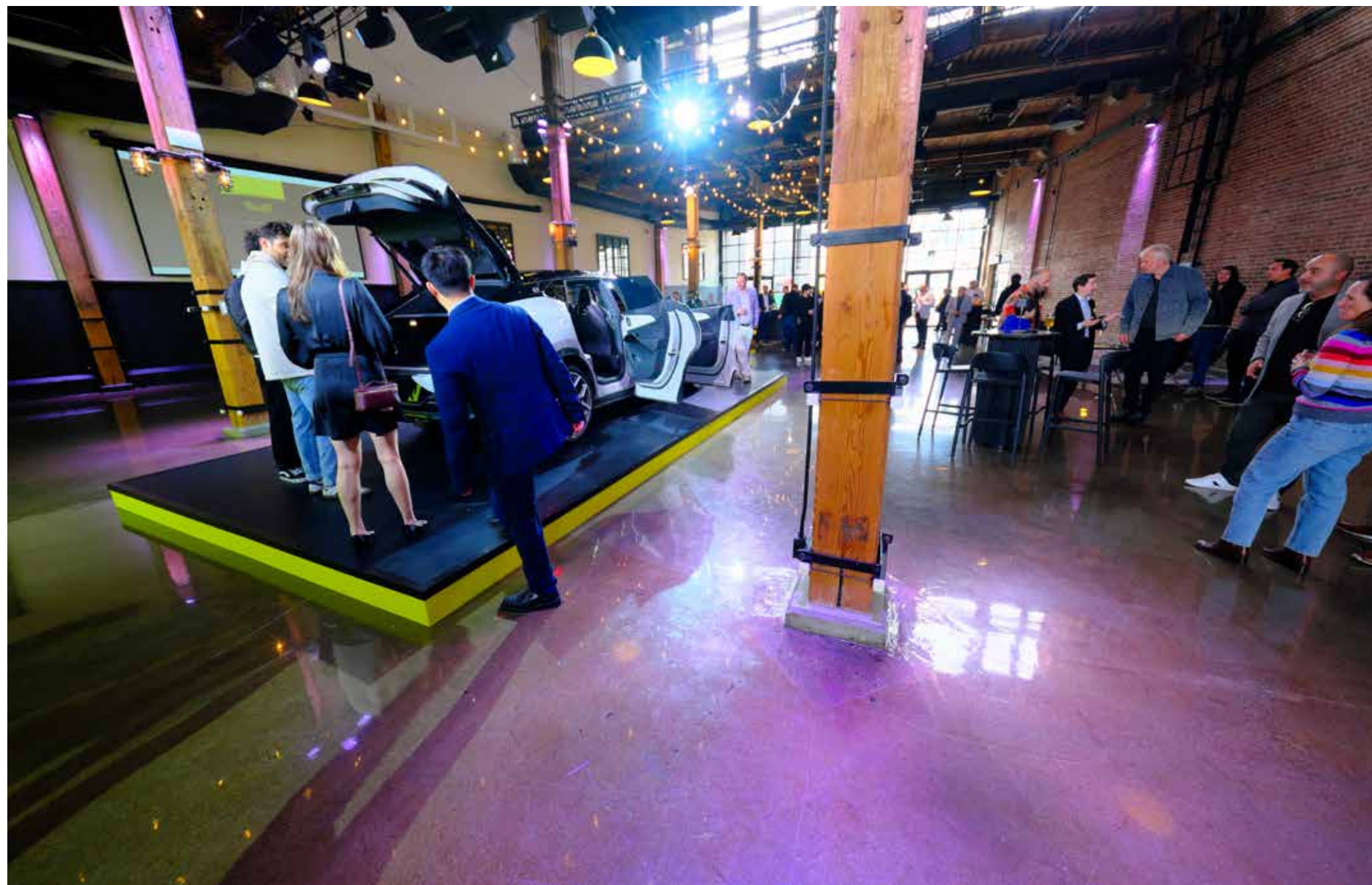


PHOTO DONNA ENG

The exclusive guests were drawn to the rear. On a mid-engined Emira or Esprit or Elise they would be viewing the engine but this was an electric SUV. They were taking in the trunk, surely a first for Lotus. Most Lotus don't have trunks, not real trunks.

On the way out Donna ran into the Security Guy. "You found him," he said looking at me. I was back in short pants in a party full of grown-ups.

The dumplings were very, very tasty.



2026 Lotus Eletre

Incoming Soon to Lotus of Oakville / Oakville ON



\$ 123,995

12³ 1 km H n/a P n/a

Incoming soon to lotus of Oakville
Prepare yourself for the evolution of the driver's car.

2026 Lotus Eletre

Incoming Soon to Gentry Lane / Toronto ON



\$ 134,900

12³ 0 km H n/a P n/a

Lotus Eletre Premium Touring Edition
This unit is coming to Gentry Lane, July/August

The prices of the ELETRES listed here were not unexpected. Journalists' estimates over the past year have been roughly the same as these dealers' figures. The question is, being made in China, is the Lotus Eletre a bargain compared to its competitors, despite the premium price? In an article published a week later in the Globe and Mail Mark Richardson wrote that the Eletre is "priced **\$30,000-\$50,000 less** than comparable vehicles, which would include the Porsche Cayenne Electric and BMW iX [and] EVs from Mercedes, Lamborghini, Ferrari, Aston Martin and Bentley."

The high-performance **Carbon model (900hp)** is priced much higher: **\$179,000**. Canada will receive only twenty-four of them. It's a bargain however compared to what they sell for in the United States, for now. Despite Trump's high tariffs to make Chinese EVs unprofitable, "Lotus imported thirty Carbon models to the U.S. and sold every one, tariffs and all," wrote Richardson, "They were priced at **US\$225,000** and each one was optioned up to **US\$245,000**."

Clearly, some people want a Premium-priced-Chinese-Lotus-Electric-SUV. Lotus hopes so. **Massimiliano Trantini, President & CEO of Lotus Cars America** told Richardson that the agreement between Canada and China that lowered the tariff on electric cars will lead to something similar with China and the U.S. "President Trump is meeting President Xi Jinping soon and we hope there will be some good news... That's what we hope...Once this tariff will also go away in the U.S., we will reopen the market as well." Canada is a stepping stone to the U.S. market.

THANKS TO MIKE MCGRAW FOR SPOTTING THESE AUTOTRADERS ADS.

Epilogue



The Lotus Eletre Goes Public

What exclusive guests at the Toronto launch thought of the Eletre, China's most expensive EV, was hard to gauge. Reaction at the *Yorkville Exotic Car Day* on Bloor Street, a free public event was obvious. Those drawn to the SUV posed for photos with it, of it, or both. This man took pictures from every angle. Is he the target market?

Miami

PURE. SIMPLE. FUN.

Seven Miami Special Edition

ENQUIRE NOW



0-60 mph

3.8 secs

Top speed

136 mph

Max Power

210 bhp

Weight

560 kg

"VIBRANT MIAMI PINK. STYLED FOR MIAMI. MIAMI WRITTEN ON IT IN BIG MIAMI SCRIPT EVERY WHERE EVEN ON HEADRESTS. ONLY TWELVE MIAMI SPECIAL EDITION MIAMI SEVENS TO BE MADE."

Caterham has done it again, another Special Edition Seven, this time the new **MIAMI SPECIAL EDITION**, unveiled at the 2026 Formula One race weekend in Miami. Although it comes in Pink, White & Turquoise with Miami written in large script on all sides, it's only for the track and only ten of the twelve-car production run will be sold to the public.

As explained in Caterham's press release the Edition has been designed to celebrate the colourful automotive culture in Miami: "The model is...finished in a bespoke Aqua custom paint with a unique Miami Special Edition decal pack in Vibrant Pink and White... the silhouette of the circuit features on the rear of the car... and the iconic Miami script [is] embroidered on the headrests."

Caterham



This track-only Seven... features a naturally aspirated **2.0-litre Ford Duratec engine, which delivers 210 bhp** at 7,600 rpm for a power-to-weight ratio of 375 bhp-per-tonne. Mated to a five-speed manual gearbox, it accelerates from 0-60 mph in just 3.8 seconds and reaches a top speed of 136 mph.

...The Miami race weekend is widely recognised for its vibrant energy, world-class entertainment and drawing a diverse audience of...celebrities... Caterham's presence at such a prestigious international motorsport event, complements the brand's focus on USA market expansion.

Following the race weekend, fans and racing enthusiasts will be able to own a part of history with 10 of the 12 examples available to purchase through Caterham's USA dealer network... Prices available on application."

There are people, if few, who will love the colours and have been waiting to celebrate Miami. And fewer still who will want to do this in a Seven at an unstated, premium price, only at the race track. The agenda, is not to sell 'Miami' Sevens but to generate as much publicity as possible and sell Caterhams.

EDITOR

*THINK OUTSIDE
THE BOX! GET
MORE OUT OF
YOUR **LOTUS!***

EMIRA U-HAUL... *Who needs a boat trailer?*

*Toying with your Emira ! : A new Do It Yourself series by **Chris Marson***

“Three years ago I spent a winter building a 38” 1/10th scale Chris Craft Commuter boat from a kit...”



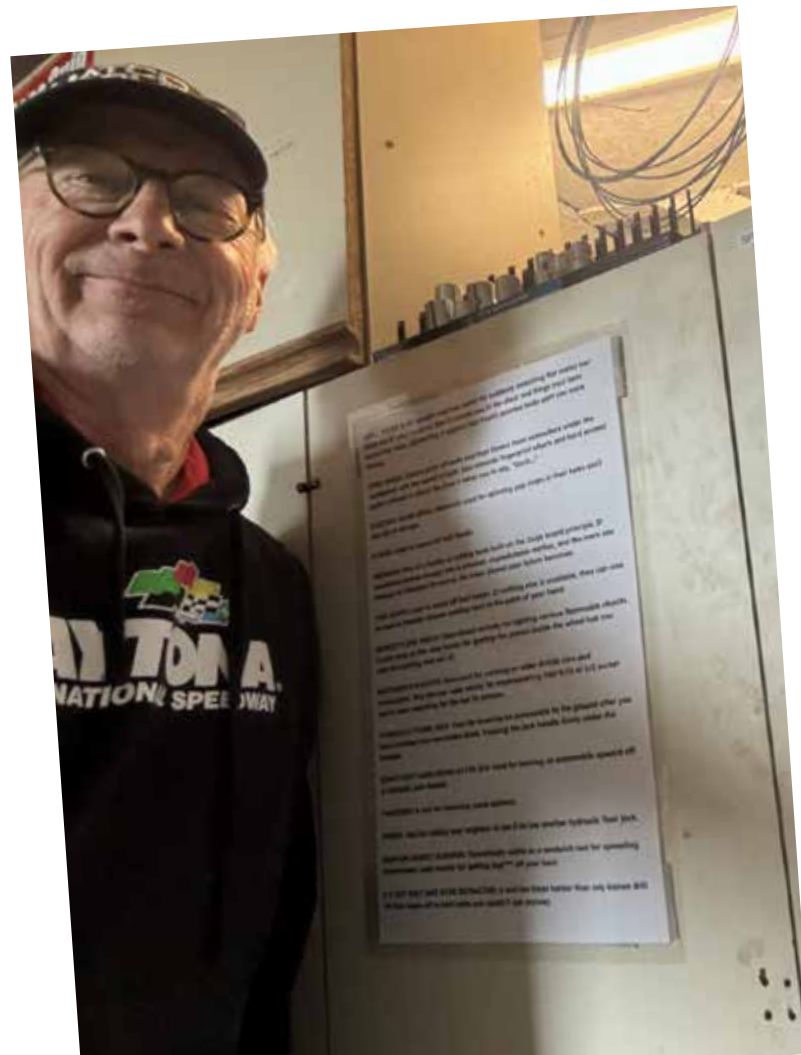
“Various types of wood were assembled together using epoxy. The hull was sheathed in strips of mahogany steamed to bend them to the right shape, then clamped while the glue set. The paints and finishes cost as much or more than the whole kit! It was a lot of work, looks gorgeous and I had fun building it. Fitted with R/C equipment it motors along quite nicely at our cottage... **That’s the boat in the photo** that sits so conveniently in the the Emira’s ‘trunk’. Another remote controlled boat, a Coast Guard model, was behind the Emira’s seats. I also have an R/C sailboat 1m long and a rockcrawler Land Rover for climbing rocks around the cottage... I had to fit cooling fins and fans onto the motors in both boats as they ran a bit hot. The tools I needed to fit the new parts were at home however; that is why the boats were coming home with me... (see photos next page.)



" I was rained on on the way to the cottage which worked out well for photos; the ceramic coating I put on makes water bead up great.... Note the snow though the photo was taken mid-April." CHRIS MARSON

Mechanic's Dictionary

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



E-Z OUT BOLT and STUD EXTRACTOR

A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

TWO-TON ENGINE HOIST

For testing tensile strength on everything you forgot to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER

A large pry bar that inexplicably has an accurately machined screw-driver tip on the end opposite the handle.

HAMMER

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

HOSE CUTTER

A tool used to cut hoses too short.

HYDRAULIC FLOOR JACK

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

PHONE

Tool for calling your neighbor to see if he has another hydraulic floor jack.

EIGHT-FOOT LONG DOUGLAS FIR 2X4

Used for levering an automobile upward off a hydraulic jack handle.

TWEEZERS

A tool for removing wood splinters.

SNAP-ON GASKET SCRAPER

Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog**** off your boot.

"I strongly disagree with your choice of Racing WIX oil filter!"

AN EPISTOLARY ARTICLE PHOTOS MICHAEL EDDENDEN

One Sunday evening in early May, starting to get the Seven on the road after the interminable winter, I wrote to **Chris Marson** and **Ivan Samila** for advice. Both have owned or still own a Caterham Seven. Ivan races a Lotus Seven.

"A technical question you may or may not be able to, or want to answer... I went to Canadian Tire yesterday to buy a new oil filter for the Ford Kent Crossflow in my Seven to find that the Fram PH 966B I'd been using for thirty years is no longer available because Fram's parent company filed for bankruptcy a few months ago.

The young person behind the counter was friendly but couldn't cross-reference the Fram with other filters because I couldn't remember which (non-Seven) cars used the same engine, fifty years ago. I did not mention it was for a 1990 Caterham Seven knowing the blank look that invariably leads to.

No matter. Using Google I cross-referenced the filter and ordered a Wix 51515R. Websites claimed it was a Racing

Upgrade. Which sounded cool but what do I know.? The sources on the internet recommended the filter but then they recommended many, many, many other filters from many, many manufacturers. Picking just one felt like drawing a raffle ticket from a hat. I chose Wix because once upon a time, you Chris, gave me a Wix filter for the Seven; why or when I can't say, it was so long ago.

When the 51515R arrived, I saw it was much wider and taller than the Fram...but with the same threads and same-sized gasket where it screws into the engine.

The question is: Should I trust this filter?"

Michael

I did not expect immediate answers; I hoped for timely ones. Everyone is busy at this time of year: Chris has his cottage, Ivan would be preparing his car(s) for vintage racing. Next morning the first email to pop up in my Inbox was from Chris. He'd sent it the evening before. It was detailed, thorough, referenced, hyperlinked and adamant.



"I strongly disagree with your choice of racing Wix filter.

Google searches say common replacements for the **Fram PH966B** oil filter include the **Baldwin B1407, Wix 51334, and Bosch 3323**. They are designed for primarily older or smaller, engines (Opel, MG, early Neon) and feature a 13/16-16UNF thread size. [\[1, 2, 3, 4, 5\]](#)

Top Recommended Replacements:

Baldwin B1407 / Amsoil EAO58 / Bosch 3323 or 3325 / ACDelco 3355903 (which is also known as FF1060 or 4206) / Fleetguard FF5971NN or FS1098 / Wix 51334

Top Racing/Performance Alternatives

The direct racing upgrade for the **Wix 51334** is the **Wix 51334R (Racing)** Filter, or the severe-duty **Wix 51334XP (XP)** Filter for high-performance street/track use. These filters provide enhanced synthetic media, superior burst strength, and better contaminant holding capacity than the standard 51334. [\[1, 2, 3, 4, 5\]](#)

WIX Racing Filter (51334R / 51334 or equivalent)

Features specialized glass-enhanced media to catch dirt without restricting flow, designed for high-RPM use and high-flow applications.

WIX XP (51334XP)

Engineered for severe driving conditions, such as high-temperature racing, towing, and extended high-speed driving, with fully synthetic, wire-backed media. [\[1, 2, 3, 4\]](#) No, the Wix 51334R and Wix 51515R are not the same filter, and they are not interchangeable. They are designed for completely different engine applications and specifications. [\[1, 2, 3\]](#)

Wix 51515R (Racing Filter)

Typically fits older Ford/Chrysler engines, is a larger filter, has a 61-micron rating, and is intended for racing or high-performance applications (often with a high-strength design).

Wix 51334R

Often associated with smaller modern import applications (Hyundai/Kia) it is a completely different size & design. [\[1, 2, 3, 4, 5\]](#)

Key Differences 51515R vs 51334 / 51334R

Application: **51515R** is for American V8 / racing applications while the **51334 / 51334R** is largely for smaller, modern Asian imports.

Dimensions and Thread: Different thread sizes & physical dimensions.

Purpose: The "R" in 51515R denotes a racing filter (high flow, low restriction, often with a 61-micron rating). [\[1, 2, 3, 4, 5\]](#)

Important Note for the Unwary: Do not interchange these two filters. Always use the **Wix Online LookupTool** for your specific vehicle. **I think this is the filter you need :**

[Wix 51334 Spin-On Oil Filter](#)

[Pack of 1, Oil Filters - Amazon Canada "](#)

Cheers, **Chris**

Penitnant and chastened, I wrote back thanking Chris, first ordering two 51334 Wix spin-on oil filters online before I did so. I didn't really need to place the order. After I'd sent the email to Ivan and Chris the night before, while waiting for Donna to finish off her Office Party Costume (She went as a birch tree.), I'd idly googled Fram filter replacements once again to fill the time. This time, an outlet in Toronto that still had Fram PH 966Bs in stock immediately popped up. I promptly ordered two.

I now have both backup filters, Fram and Wix, stored against the future. Who knows what the years ahead are bringing?

Michael Eddenden





ROB CATTLE SENT A LINK TO A *BRING A TRAILER* AUCTION.
A HANDMADE GO-KART SOLD FOR **\$7000** USD.

“This Lotus 25-style Go-Kart was built in the UK by a father for his daughter, over the course of several years, and is believed to have been completed in the 1980s. It is finished in British Racing Green with yellow accents over red upholstery and powered by a 61cc two-stroke [engine]. After being sold by its builder, it was eventually purchased by the current owner around twelve years ago,” read the description on the **BaT website**. A windshield and bullet-style side mirrors had been removed for the photos.

“The go-kart consists of a welded steel frame and a fiberglass body finished in British Racing Green with yellow accents and Jim Clark livery. The seller notes that the forward fiberglass body section is removable to reveal

LOTUS 25 GO-KART



the structure of the frame and suspension points...10” steel wheels are wrapped in an older set of tires. The suspension consists of upper and lower A-arm front suspension suspended from a structural bulkhead and rear shocks. Braking is handled by front hydraulic disc brakes. The seating surfaces are upholstered in red vinyl upholstery.” The gauges were non-functional.

“The Comer 61cc two-stroke single features a chrome-plated cylinder liner, forced-air cooling, an HL166 membrane carburetor, pull start, and a dry clutch. Power is delivered to the rear wheels via a dual-chain drive system that connects directly from the engine to the main rear axle shaft, which is connected to a smaller gear and a larger gear mounted on the rear axle. The seller notes the engine has not been run under current ownership.”

The car is a toy but not frivolous. Too much talent and skill, craftsmanship and effort was on display and the result was too professional and too exquisitely detailed for such dismissive criticism. So why wasn't the story about the man who created it? Who was he? He wasn't even named. As for the little girl it was ostensibly made for, perhaps that was a better excuse than a reason, if sincere.

EDITOR



FABRICATING MY ROBIN HOOD 7 CAN'T CALL IT ASSEMBLING.

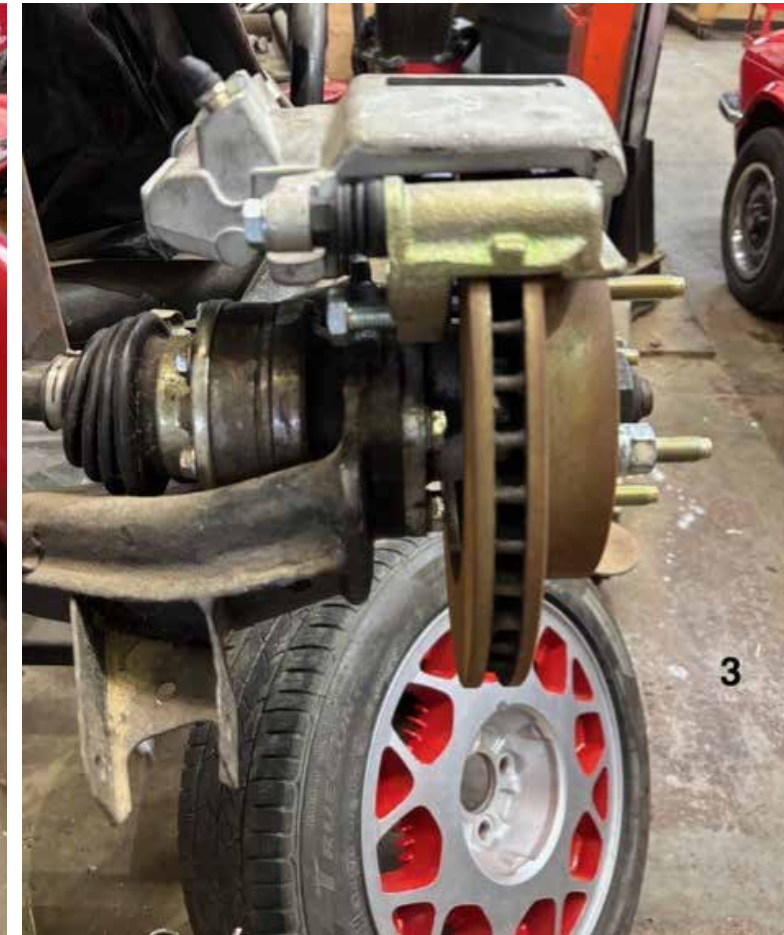
photos and story by DENNIS DEELEY

" Too bloody cold this winter to work in the shop! "

Dennis Deeley

Mounting the Brakes UPDATE

FEBRUARY / 2026 My apologies for the delay in getting this written... I haven't been to the shop lately. We were away in Portugal but mostly it was too bloody cold this winter to work in the shop! In December I put in a few days on the Robin Hood and managed to get the rear caliper mounts sorted out and welded to the rear control arm. The original rear axle had drum brakes but a previous owner had stripped them off and thrown away all the pieces. There is a kit available from England to mount the calipers but it includes the calipers, rotors, pads etc and I already had all that. The seller wouldn't sell me just the mounts as that would leave him with a set with no mounts. Also his mounts bolted in between the bearing mount and the trailing arm. My calipers sit well inside that so I would have had to modify them anyway. I decided to make my own.



Pictures 1 & 2

(previous page) The rotor is in position held to the hub with lug nuts. I had to figure out how to centre the caliper on the rotor and lift it up off the edge too. Fortunately off-cuts from aluminum sheets we had lying about worked perfectly to centre the calliper on the rotor.



Picture 3

(previous page) The caliper is in position so I could rough out a design for the mount.

Picture 4

(below left) The photo shows the right and left mounts, one machined (Bottom) and one ready for machining. (Top)



Pictures 5 & 6

My set up on the milling machine to cut the clearance radius for the caliper's piston.



Picture 7

shows the mount bolted to the caliper. My mounting plate is 8mm thick and I had to add another 8mm to the inside to get it to sit on the frame the way I wanted. Without the added piece I'd have welded the plate to the bearing mount instead of the control arm!





Picture 8 shows the caliper in place with the aluminum shims and the mount tack welded to the control arm.



Picture 9 shows the finished outer weld. You can see how close it is to the bearing mount



Pictures 10 & 11 show the finished product with the mount and caliper painted and ready to be piped. I got all the brake fittings I needed to connect all the different components together from Amazon: great quality parts and way cheaper than the online brake specialists. *Summit Racing* in the USA had pre-made braided stainless lines which will fit all four corners. That'll be the next update.



Cheers, Dennis Deeley



“My nephew made up a pic with my Morgan and the Skyway bridge. So I put in an order for certain other cars to be added, just to see what AI would do. Now we know. All to entertain. To be taken lightly.”

MIKE MCGRAW

The ‘certain others’ are Keith Marshall’s Elan, Kevin Marson’s Caterham, Chris Marson’s Emira, and Matt Marson’s Esprit. Mike McGraw’s Morgan is at the end.

It’s a convincingly realistic AI photo. It’s fun, especially if you try to spot the egregious errors. The Skyway bridge does not look like this; it’s two very different bridges, twinned. A third one, the lift bridge, is missing. The Skyway bridges stand on a narrow isthmus that joins Burlington to Stoney Creek, on land, not in water. And as the real Skyway bridge is oriented roughly north to south, NNW to SSE to be pedantic, the sun depicted here is setting due north. Few will notice that Keith’s Elan is no longer RHD or that Kevin’s Seven has reverted to cycle fenders.

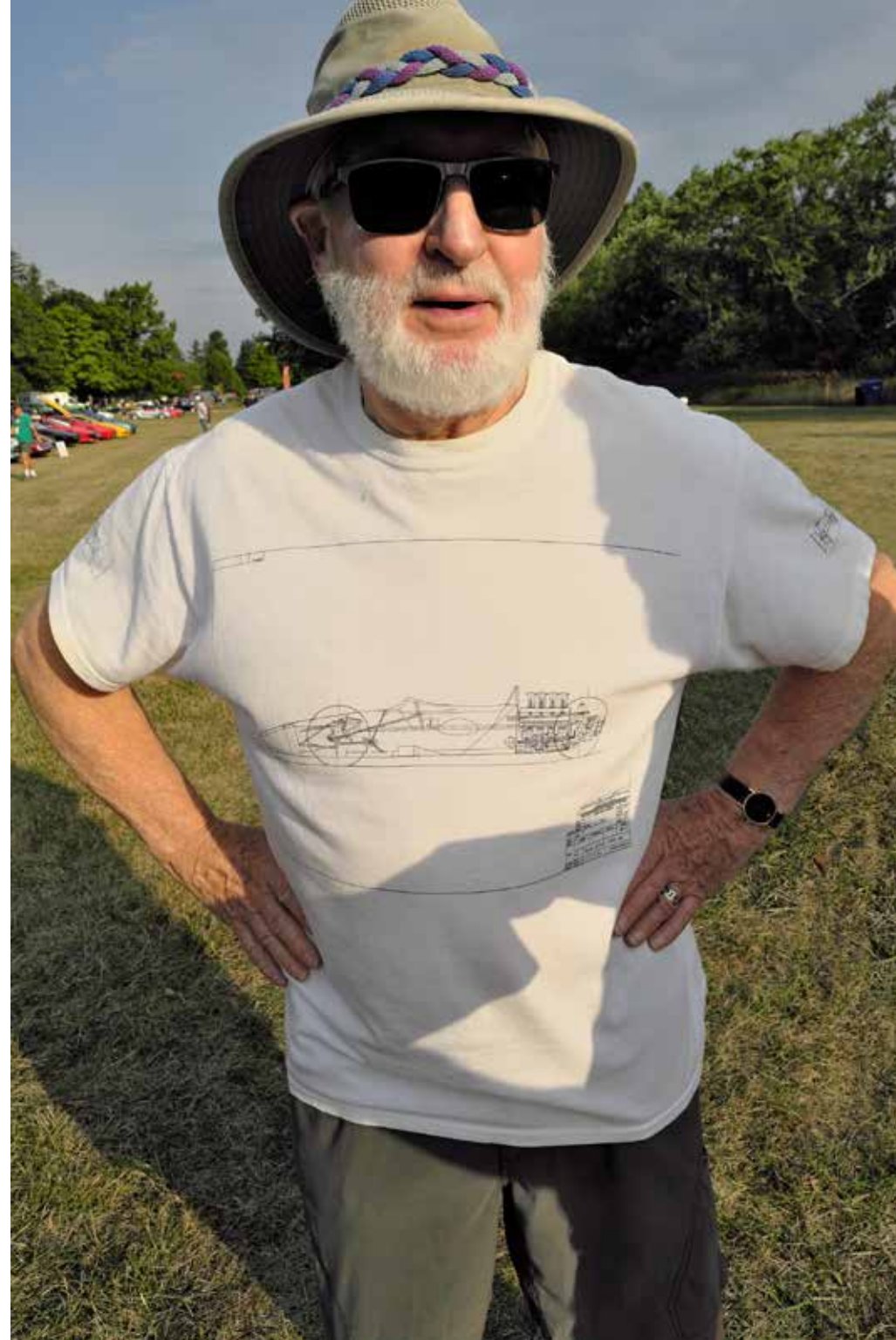
Casual viewers might mistake the photo’s impressive realism for truthfulness. What will they believe in the future, when the trolls manipulating AI deliberately set out to fool them?

EDITOR

Spot the AI

I knew **Keith Marshall** enjoyed taking photos but he rarely submitted any to the Newsletter. I vaguely remembered some photos of Garage Tours and once a photo from him that had won an award. And the time, on a Run to Lake Erie when we stopped at a private airfield, he had taken the only truly successful panoramic photo ever to appear in the Newsletter, of the drivers and their Lotus posed in a long line in front of the parked aircraft. But that was all.

When the collection of photos showed up in my inbox I was surprised. Pleasantly. The photos he sent were all of cars, especially details of cars, but not restricted to Lotus or sports cars although both were represented. Many had been taken at British Car Day over the years.



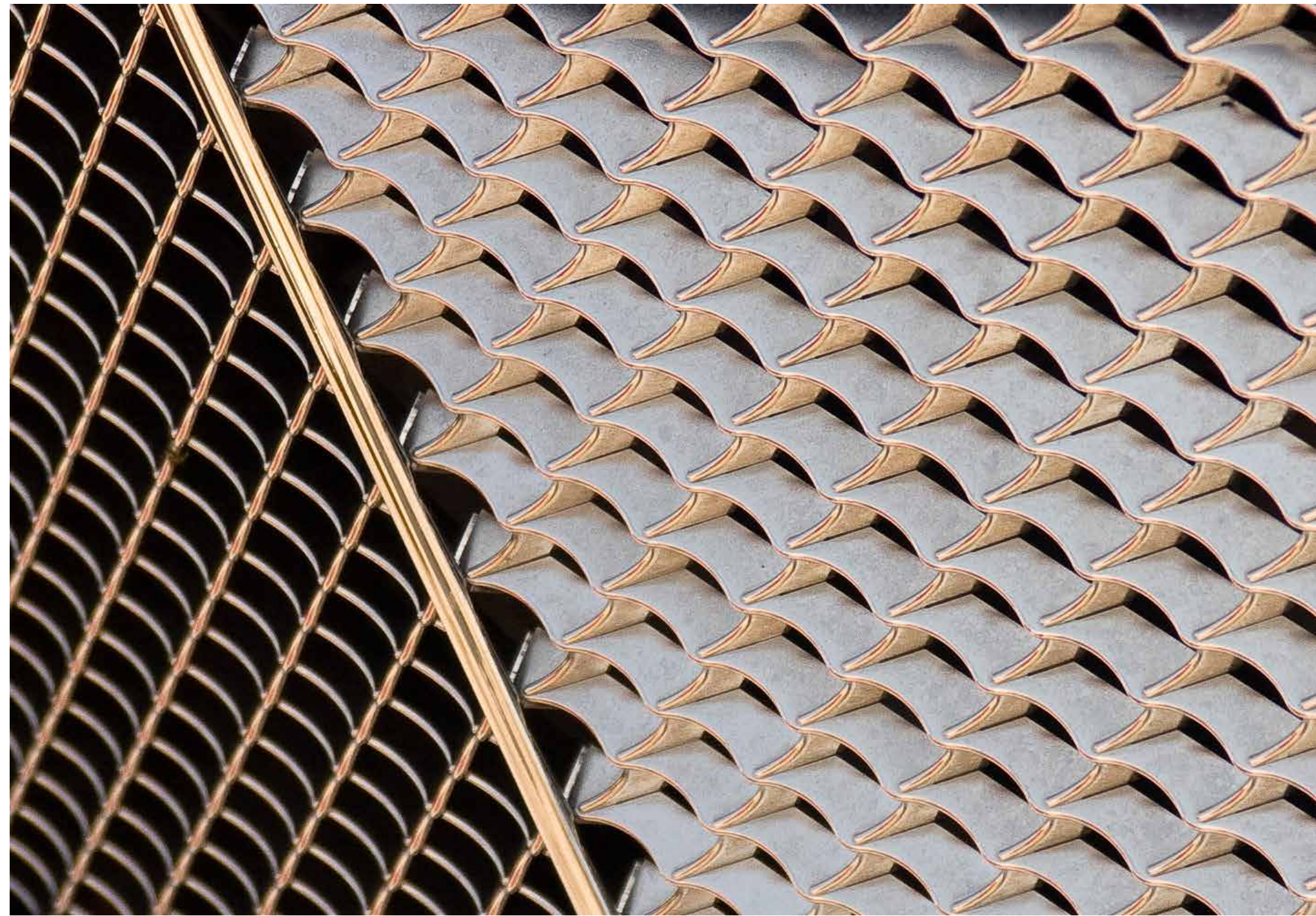
The explanation that accompanied the photos was very brief. "There are three camera clubs in my area," wrote Keith, "One in Hamilton and two in Burlington, the Trillium, and the Latow Photography Guild which I am a member of. For many years the three clubs have held an evening where we each put together a 20-30 minute slideshow. The images here, all automotive, are my contribution. These days shows are digital but in the past they really were slideshows, up to six projectors running together cleverly blending and fading images in and out."

The Elan in the woods in one photo is Keith's. The award-winning photo, Reflections in a Grill, is five pages on, on the left. The shots of Keith displaying his Lotus shirt, bookending this gallery, are mine and were taken at British Car Day in 2022.



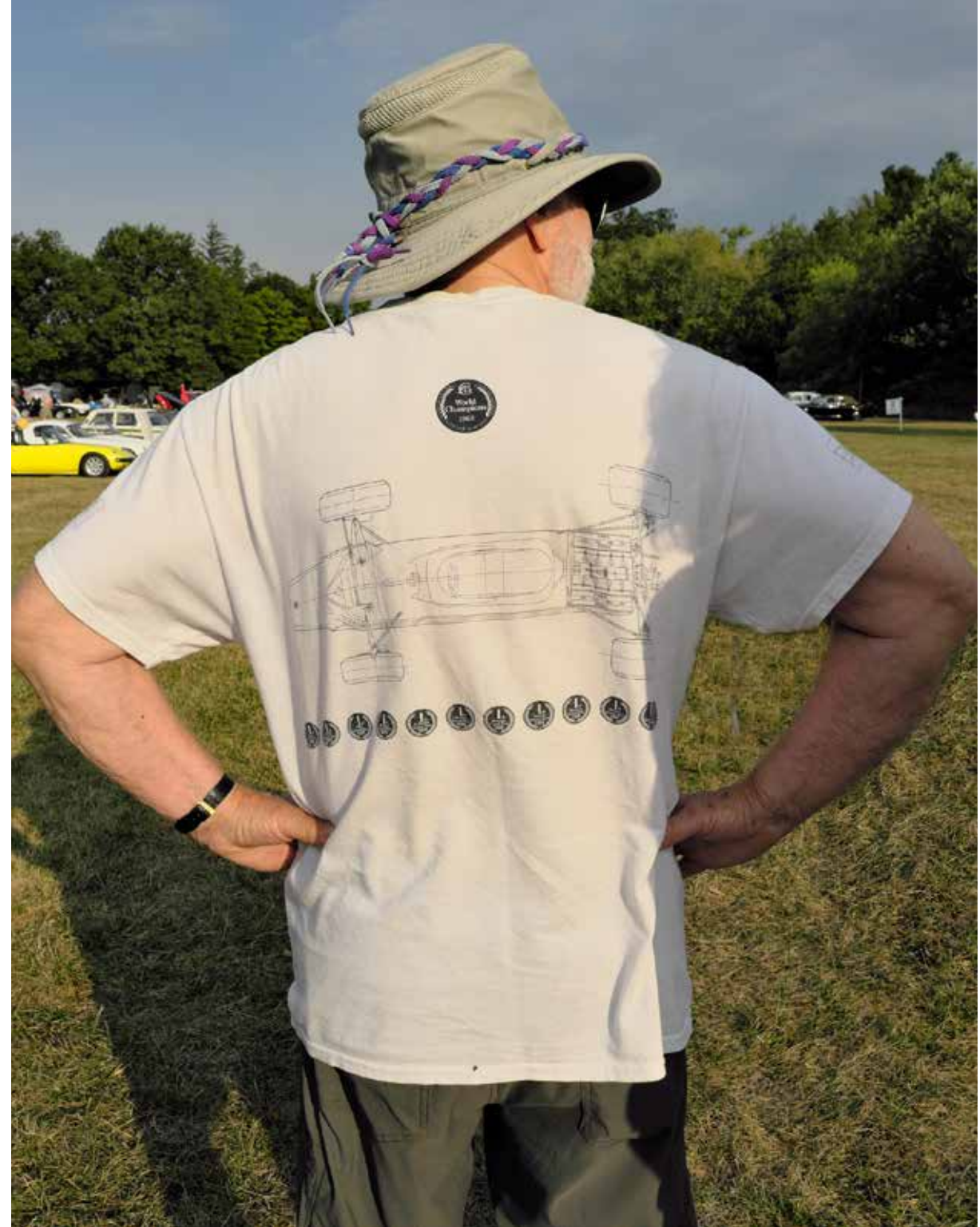












END PART ONE SPRING 2026 LOTUSLETTER

GO TO PART TWO

Please.