



SPRING 2

LOTUSLETTER 2026



LOTUS RESET

Photos by Keith Marshall

The Garage Tour Tradition Revived.

The Club Table Returns to Ancaster

SPRING Run goes to Lotus

Stories & News

Multiple Lotus Club Meetings

Alleghany RUN

and Route Report

Chris Marson's DIY Emira

U-Haul Upgrade

Dennis Deeley's Robin Hood

Seven Build Update

Editor buys an oil filter

Cover

Photos by **Keith Marshall**

See gallery of Keith's automotive shots at the end of Part One of this Newsletter.

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

Club Bulletins

Needed New Treasurer

New : Sunday Sprints

LCC Calendar 2026

Achtung! New Password

LCC Glovebox

Non sequiturs

Mechanic's Dictionary

Miami Edition Caterham

Lotus 25 Go-Cart

McGraw's Spot the AI

... 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*



NEEDED ONE TREASURER

AFTER MORE YEARS THAN I REMEMBER as Treasurer & Membership Guy for Lotus Club of Canada, I have decided to relinquish the position **June 30th** 2026.

It's been an honour and a privilege to serve in this prestigious, esteemed capacity albeit in an absolutely voluntary capacity. Time to let new and perhaps younger blood assume those responsibilities.

Neil Young has taken the two Spread sheets I inherited and streamlined them resulting in Neil doing the Membership Record Keeping, so the Treasury Duties are

exclusively that. There is not a great deal of work involved, probably less than an hour a week. However it comes in waves, starting with our Membership Renewal January 1st each year, and sometimes the *Wall of Shame* Bulletin inspires a rush of delinquent members to cough up the measly \$20.⁰⁰ per year to retain their membership.

I am prepared & willing to offer instruction and advice to the successful new Treasurer and make the transition as smooth and seamless as possible. Contact me, please *before* June 30th.

Tom Thomas Membership -Treasurer Guy
TSQUARED118@GMAIL.COM

TOM & CLUB FLAG, BRONTE 2022



SUNDAY SPRINTS

I N T R O D U C I N G T H E S P R I N T S

SUNDAY SPRINTS are cross between a **CLUB RUN** and a **CARS & COFFEE**. A half-hour meeting where we start—an hour Run—and a snack at the end. (coffee, butter tart, ice cream...) It's a chance to get together, talk and compare notes with other Lotus Club of Canada members after a refreshing back road Run in our Lotus, and to let adoring crowds ogle our cars. Shorter than an Official Spring and Fall Run, longer than a Cars & Coffee.

**RAIN MEANS NO SPRINT. TO BE NOTIFIED RSVP ALAN SADOWSKY AT
FREDWILLARDLIVES@GMAIL.COM**

Sunday Sprint West **DUNDAS**

SUNDAY, JUNE 28, 11:30AM DEPART NOON

Meet at Tim Hortons/Shell, 1305 Hwy 5, Dundas.

43.281167, -80.065318

(Junction Hwy 5 & Hwy 8) Depart at Noon.

Arrive 1PM-ISH at **L.A. Franks,**

104 Water St North, Cambridge (Galt)

Sunday Sprint Central **VAUGHAN**

SUNDAY, JULY 26, 11:30AM, DEPART NOON

Meet Friuli Court, Woodbridge.

43.765786, -79.572528

Located at the closest intersection of Steeles Ave. W.
& Islington Ave. are a Tim Hortons, an Esso and Mobil.

Arrive 1PM-ISH at **Lickity Split**

22 Main St W., Beeton / 44.078803, -79.785278

Sunday Sprint East **OSHAWA**

SUNDAY, AUGUST 30, 11:30AM DEPART NOON

Meet Tim Hortons, 1361 Harmony Rd N., Oshawa

43.941060, -78.848912

Harmony Rd & Taunton Rd intersection with Esso/Petrocan.

Arrive 1PM-ish **Lolli & Pops,**

150 Cedarvale Blvd, Ballantrae / 44.034732, -79.270747



CCC Cars & Coffee Sunday, July 12, 2026, 9:00 am to 11:30 am, in partnership with Lotus Club of Canada – RSVP
Euro-Brit Theme, all interesting cars (& trucks!) welcome, Hagerty Garage + Social, 1220 Corporate Dr., Burlington.



HAGERTY | Garage + Social

Learn more and join today
Limited space available

garageandsocial.com

David Case of CollectorCarCanada, is hosting a **Cars & Coffee** for **LotusClubCanada** at the **Hagerty Garage** in Burlington on Sunday, July 12. Other Brit-centric cars will be invited too. It should be interesting!
Please fill out **RSVP Form** at the link below...

[HTTPS://COLLECTORCARCANADA.CA/CCC-CARS-N-COFFEE-SERIES-FOR-LOTUS-CLUB-OF-CANADA-RSVP-SUNDAY-JULY-12-2026-900-AM-1130-AM/](https://collectorcarcanada.ca/ccc-cars-n-coffee-series-for-lotus-club-of-canada-rsvp-sunday-july-12-2026-900-am-1130-am/)

LOTUS CLUB of **CANADA BULLETIN**



CENTRAL
ROYAL WINDSOR PUB

JULY 29 / AUGUST 26 7pm

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

EAST
PIPER ARMS PUB

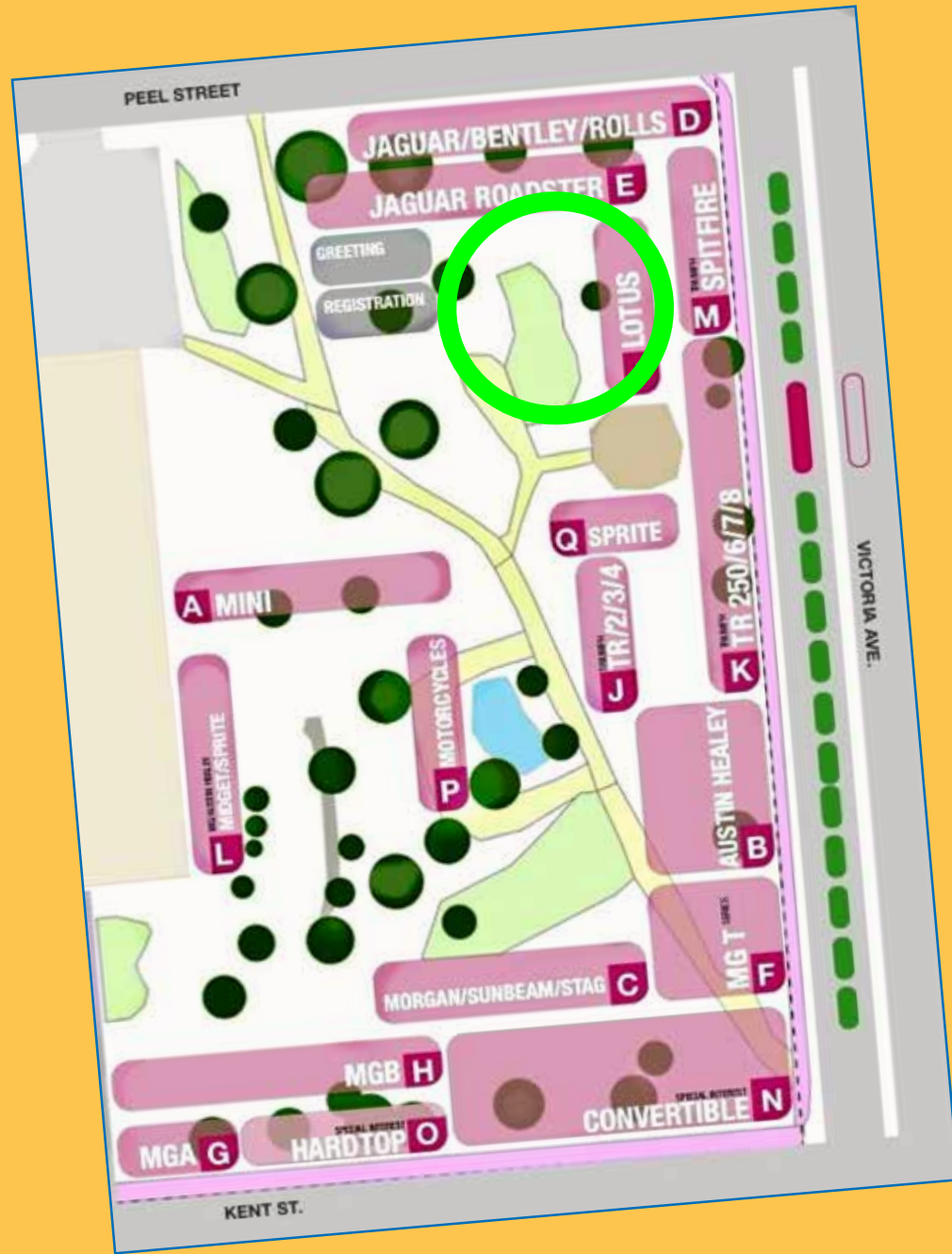
JULY 29 / AUGUST 26 6:30pm-ish

Last Wednesday of the Month
5 Winchester Rd East / Whitby (Brooklin)
905-425-6800

*Now there's two
Lotus Club meetings
every month!*

LOTUS CLUB OF CANADA MEETINGS





VICTORIA BRITISH CAR CLUB
presents



victoriabritishcarclub.ca

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





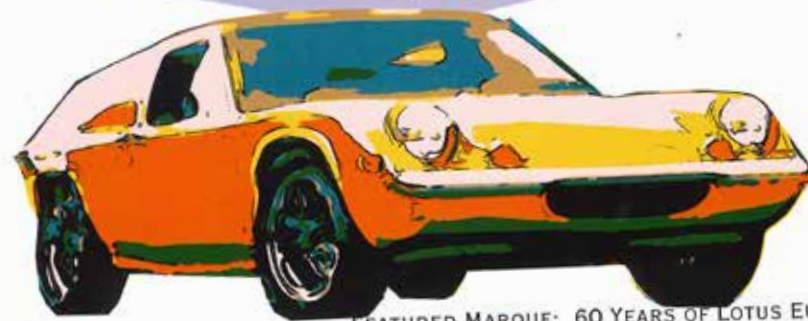
Showcasing Rolls Royce Motor Cars
victoriabritishcarclub.ca

19TH ANNUAL

ALL BRITISH CAR DAY

CAR SHOW

OTTAWA CANADA



FEATURED MARQUE: 60 YEARS OF LOTUS EUROPA

11 JULY, 2026

10:00 AM - 3:00 PM

CLARKE FIELDS PARK
93 HOULAHAN ST, NEPEAN

CARS AND LORRIES \$10.00 | MOTORCYCLES \$5
FREE ADMISSION TO PUBLIC | FOOD AND VENDORS ON SITE



www.britishcardayottawa.ca

britishcardayottawa@gmail.com

Featured marque
LOTUS EUROPA
60th Anniversary

All **BRITISH CAR DAY** Car Show **OTTAWA**

This used to be the
ROCKTON CAR SHOW
Caledonia
is
its new home.

BRITISH CAR Flea Market & Car Show²⁰²⁶

New Location- Now
CALEDONIA



**BRITISH CAR
FLEAMARKET
and Car Show**

Sunday October 18, 2026
9:00 AM – 1:30 PM

CALEDONIA FAIRGROUNDS
151 Caithness St. E
Caledonia, Ontario N3W1C2

Dedicated British Car Parking

HOSTED BY:
Austin Healey Club of Southern Ontario
British Sports Car Club of Hamilton

ADMISSION: \$ 10.00 Cash only

Free Parking

Facebook [Ancaster British Car Fleamarket](#)
Website
www.ancasterbritish.ca

Vendor Spots
ancasterfleamarketvendors@gmail.com
davidjones197@hotmail.com

Outdoor Vending 20' X 20'
No Pre-Registration Required



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 of CANADA

prefers to accept 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 Treasurer Guy's life a little more enjoyable.**

Interac e-Transfer service is available on all online banking platforms.

Log in to your banking web site...

Select **Interac e-Transfer**...

Choose from which account...

If you have not already added **Lotus Club Canada** to your payees list, do so now, with the email address: tsquared118@gmail.com

Follow the website instructions from there.

Your name automatically is sent along with your (\$20. per year) payment

In the message box you can type your e-mail address and which year(s) you are paying for.

EXAMPLE: Your Email Address / \$40.⁰⁰ for 2026 & 2027

Your e-Transfer for dues will find its way to the Lotus Club bank account,

Your bank record will show your payment.

To confirm that we have received your payment and to confirm or change your personal information, please fill in the **Membership Registration Form** found on the Lotus Club website at

lotusclubcanada.ca every time you pay your annual membership fees.

We hope to have your "Paid Until Date" on the website to reduce confusion.

YOUR LOTUS CLUB OF CANADA ANNUAL MEMBERSHIP DUES : PAYING ONLINE

Achtung!

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

This is not a joke! (Honest.)

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

WHAT THE HELL'S HAPPENING
LOTUS CLUB of CANADA





CALENDAR 2026

April	19	Ancaster Flea Market & Car Show	Ancaster Fairgrounds	ancasterbritish.ca	Bud Hepurn rdhepburn@yahoo.ca
April	29	LCC Meeting	Royal Windsor Pub, Oakville	lotusclubcanada.ca	
May	2	LCC Spring Run (Rain Date May 3)	Pickering to Brooklin	lotusclubcanada.ca	Alan Sadowsky fredwillardlives@gmail.com
May	13-15	Motorama International Centre	International Centre	motoramashow.com	
May	24	LCC Garage Tour Traditional Motors	Fergus	lotusclubcanada.ca	Neil Young neil.young7@gmail.com
May	27	LCC Meeting Central 7pm	Royal Windsor Pub, Oakville	lotusclubcanada.ca	
May	15	Yorkville Exotic Car Show	Bloor St, Toronto	yorkvilleexotics.com	
June	18	VARAC Street Car Lapping	CTMP Mosport GP Track	varac.ca/events/varac-vintage-grand-prix-z4psj	Neil Young neil.young7@gmail.com
June	18-21	VARAC Vintage Grand Prix	CTMP Mosport	varac.ca/events/varac-vintage-grand-prix-z4psj	Neil Young neil.young7@gmail.com
June	20-21	VARAC Field of Dreams Car Show	CTMP Mosport	varac.ca/events/varac-vintage-grand-prix-z4psj	
June	21	Classics Against Cancer	Georgetown	Cancer Assistance Services Halton Hills	
June	24	LCC Meeting Central 7PM	Royal Windsor Pub, Oakville	lotusclubcanada.ca	
June	24	LCC Meeting East 6:30PM	Piper Arms, Brooklin	lotusclubcanada.ca	Gareth & Nancy nancytrembath@gmail.com
June	28	LCC Sunday Sprint West	Dundas	lotusclubcanada.ca	Alan Sadowsky fredwillardlives@gmail.com
July	11	All British Car Day	Ottawa		m.solonynko@protonmail.com
July	12	LCC Cars & Coffee Hagerty Garage	Burlington (tentative)	lotusclubcanada.ca	Neil Young neil.young7@gmail.com
July	19	Brits-in-the-Park	Lindsay	www.victoriabritishcarclub.ca/new-page-1	Nancy Trembath nancytrembath@gmail.com





CALENDAR 2026

July	26	LCC Sunday Sprint Central	Vaughan	lotusclubcanada.ca	Alan Sadowsky	fredwillardlives@gmail.com
July	29	LCC Meeting Central 7PM	Royal Windsor Pub, Oakville	lotusclubcanada.ca		
July	29	LCC Meeting East 6:30PM	Piper Arms, Brooklin	lotusclubcanada.ca	Gareth & Nancy	nancytrembath@gmail.com
August	16	Brits-on-the-Lake	Port Perry	mowoguniversity.com/events-301222.html		
August	23	Wellington County Museum Car Show	Fergus	wcma.wellington.ca	Alan Sadowsky	fredwillardlives@gmail.com
August	23	LCC Sunday Sprint East	Oshawa	lotusclubcanada.ca	Alan Sadowsky	fredwillardlives@gmail.com
August	26	LCC Meeting Central 7PM	Royal Windsor Pub, Oakville	lotusclubcanada.ca		
August	26	LCC Meeting East 6:30PM	Piper Arms, Brooklin	lotusclubcanada.ca	Gareth & Nancy	nancytrembath@gmail.com
September	18-20	Cobble Beach Concours d'Elegance	Kemble, Ontario	www.cobblebeachconcours.com/events		
September	20	British Car Day	Bronte Park, Burlington	britishcarday.com/BCD/		
September	25-27	LUG Lotus United Gathering	Utah, USA	go2lug.com/		
September	30	LCC Meeting Central 7PM	Royal Windsor Pub, Oakville	lotusclubcanada.ca		
September	30	LCC Meeting East 6:30PM	Piper Arms, Brooklin	lotusclubcanada.ca	Gareth & Nancy	nancytrembath@gmail.com
October	3	LCC Fall Run (Rain Date Oct 4)	TBA	lotusclubcanada.ca	Alan Sadowsky	fredwillardlives@gmail.com
October	2-4	Grand Bend Festival of Speed	Grand Bend	www.gbfos.ca		
October	18	Caledonia Car Show & Flea Market	Caledonia	b SCCweb.com/index.html?main=events.html		
October	28	LCC Meeting Central 7PM	Royal Windsor Pub, Oakville	lotusclubcanada.ca		
October	28	LCC Meeting East 6:30PM	Piper Arms, Brooklin	lotusclubcanada.ca	Gareth & Nancy	nancytrembath@gmail.com
November	25	LCC Meeting Central 7PM	Royal Windsor Pub, Oakville	lotusclubcanada.ca		
November	25	LCC Meeting East 6:30PM	Piper Arms, Brooklin	lotusclubcanada.ca	Gareth & Nancy	nancytrembath@gmail.com
December		No Meeting in December				



alleggheny

RUN

LOTUS & CATERHAM

SEPTEMBER 9-11

START
TIM HORTONS
10:00 AM
CASABLANCA BLVD & QEW

DESTINATION
CLOUDESPOINT,
PENNSYLVANIA, U.S.A.

SEPT 9
DRIVE TO
CLOUDESPOINT
ON BACK ROADS

SEPT 10
DRIVE
ALLEGHANY
MOUNTAIN
ROADS

SEPT 11
RETURN TO
TORONTO

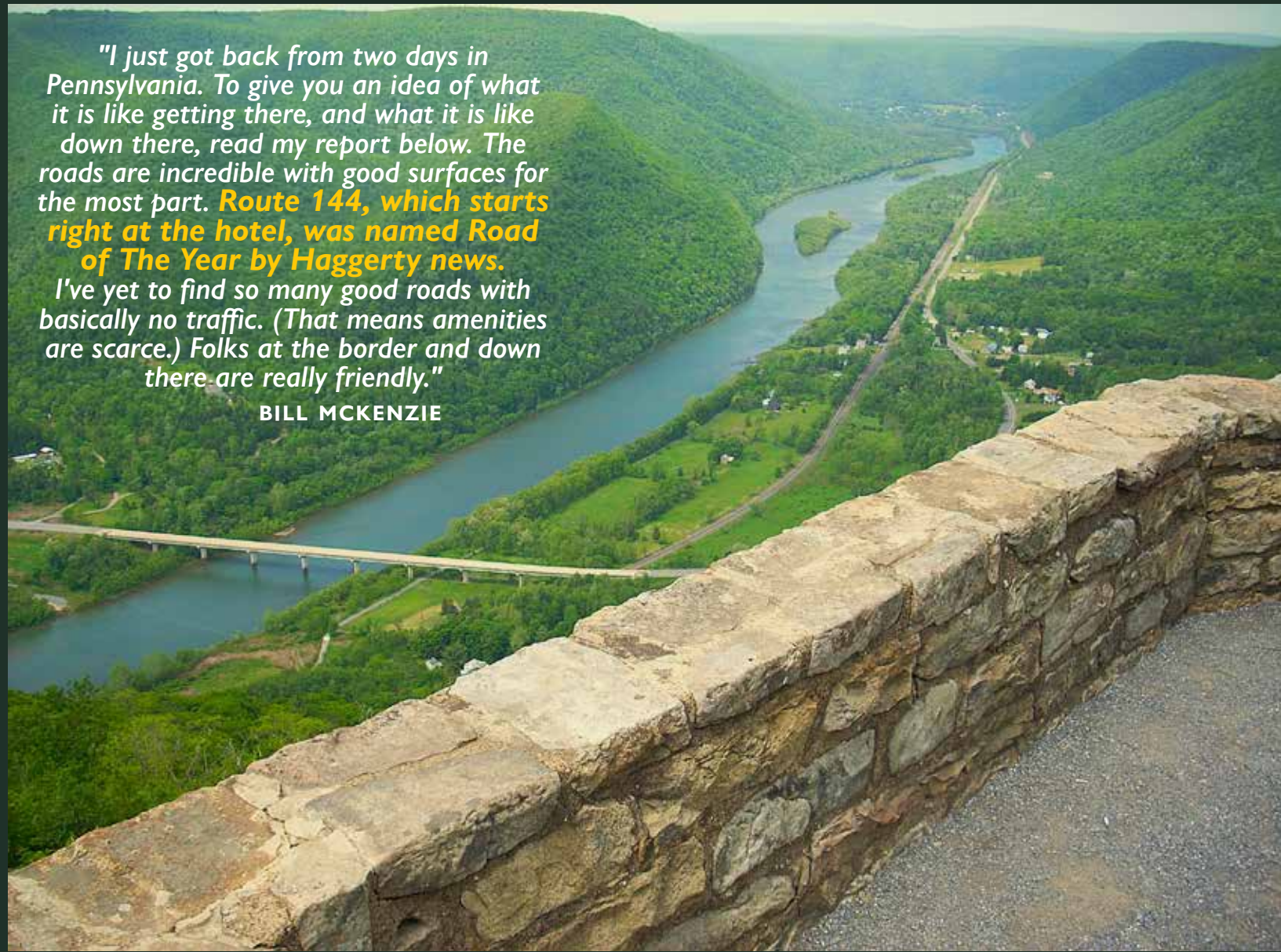
FOR MORE
INFORMATION
PLEASE CONTACT
PAUL DENNIS
PAULCDENNIS@GMAIL.COM
or 416.268.1017

Join our group of **Caterham enthusiasts** for a **Three-day** driving adventure into the **Allegheny Mountains of Pennsylvania.**

The area is well known for its challenging roads, scenic views, and small town charm. It's well known that the Allegheny Mountains offer some of the **best driving roads in North America, especially for any Lotus**, and only four hours from Toronto! Except for the short Canadian section to the U.S. border, the trip down and back will be dominated by less-busy rural highways and country roads. Once we arrive in Cloudesport, Pennsylvania, we will be driving rural backroads for the rest of our time in the state. Participants will be responsible for their own accommodations and meals. More information will be provided as our preparations gather momentum. Our route planner, **Lotus Club of Canada member Bill McKenzie** has visited the Alleghenies on his motorcycle many times. He has prepared an exciting and safe routing for the group. (See next page) Our driving style is lively but safe, we will be respecting the speed limits in the towns we pass through. Participation is free.

Paul Dennis CATERHAM SEVEN ROADSPORT
paulcdennis@gmail.com / 416.268.1017

LOTUS & CATERHAM
allegheny
RUN



*"I just got back from two days in Pennsylvania. To give you an idea of what it is like getting there, and what it is like down there, read my report below. The roads are incredible with good surfaces for the most part. **Route 144, which starts right at the hotel, was named Road of The Year by Haggerty news.** I've yet to find so many good roads with basically no traffic. (That means amenities are scarce.) Folks at the border and down there are really friendly."*

BILL MCKENZIE

Pennsylvania Scouting Report

Monday afternoon I put my Triumph 400 Scrambler XC on the trailer and headed to PA. My buddy, Mark, accompanied me on his fully dressed Harley. It was a 75 km drone to the Fort Erie border. Unfortunately there was a one hour lineup at the US customs so we would be arriving in PA just as it got dark. After crossing the border we followed I 190 and I 90 South to 219 South. The first 20km was boring freeway through the Buffalo area, but after that 219 became quite pleasant with the freeway winding through forested valleys and the start of the mountains. Our first stop was Ellicottville. From there we wound our way down to Bradford through small towns and gently curving, rolling roads. The last bit before Bradford PA is a freeway with speed traps so we slowed down on that stretch. From the border to Bradford was about 130 km. After Bradford the roads start to get more interesting with the short 25km jaunt from Bradford to Smethport being full of nice curves and hills. From Smethport we followed Hwy 6 for 45 km to the Laurelwood Inn in Coudersport : a lot of sweeping curves with significant elevation gains. We arrived at the motel just after dark. Considering the number of deer in the area

this wasn't a great idea. The Inn hadn't improved since the last time we were there but it's clean and right at the start of the riding routes. So in all, the ride down was quite pleasant except for the first 20 km after Buffalo and of course the QEW. On Tuesday we did 380 km of basically non-stop curves. My bike has full knobby tires and Mark's bike is 1,000 pounds so our speeds were reasonable. Wednesday morning and early afternoon was more of the same with another 260 km of curves. For most motorcyclists this is more curves than they ride in a lifetime! On Day 1 we only had to pass one car and that car pulled over to let us by. Day 2 was twice as busy—passed one car and one truck. At 2:30 pm we headed home. Including stops in Ellicottville, the border, and another Tim's just past St. Catharines I was home in Georgetown by 7:30 pm.

Bill McKenzie

P.S. My photo shows the Route's high point.

LOTUS & CATERHAM
alleggheny
RUN

It has been 'mentioned' that the Club could do a better job accommodating members who don't live close to the Pubs in Oakville where we hold our Meetings each month. We agree. We hope to hold **Multiple Club Meetings** spread across the suburbs surrounding Toronto where most members live.

SEE MAP NOW NEXT PAGE

MEEETINGS would be located so that no member would have to drive through Toronto (*Shudder!*) or run the gauntlet of the 401 Highway. Meetings would be in zones around the GTA, East, West, & North.

West could be west of/ in Milton. **East** could be east of/in Pickering. **North** could be north of Aurora. **Central** could be in the home of Club Meetings until now: between Etobicoke and Scarborough

Each Meeting need not be held on the same day as now (last Wednesday of the month) but on any day that suits the local Members. It gives members a choice, to go on the day most convenient for them. Or even

(*Heavens!*) attend more than one meeting a month. Given the very social aspect of our gatherings, even meetings with few members present are pleasurable experiences.

Of course the plan depends on getting **Local Captains** to coordinate their meetings: When & Where. Requesting RSVPs would give 'captains' a handle on what turnout to expect.

Let's give it a try, starting this May and see how it goes. If you are interested in helping out please contact **Neil Young** (neil.young7@gmail.com) so we can move forward with this venture.



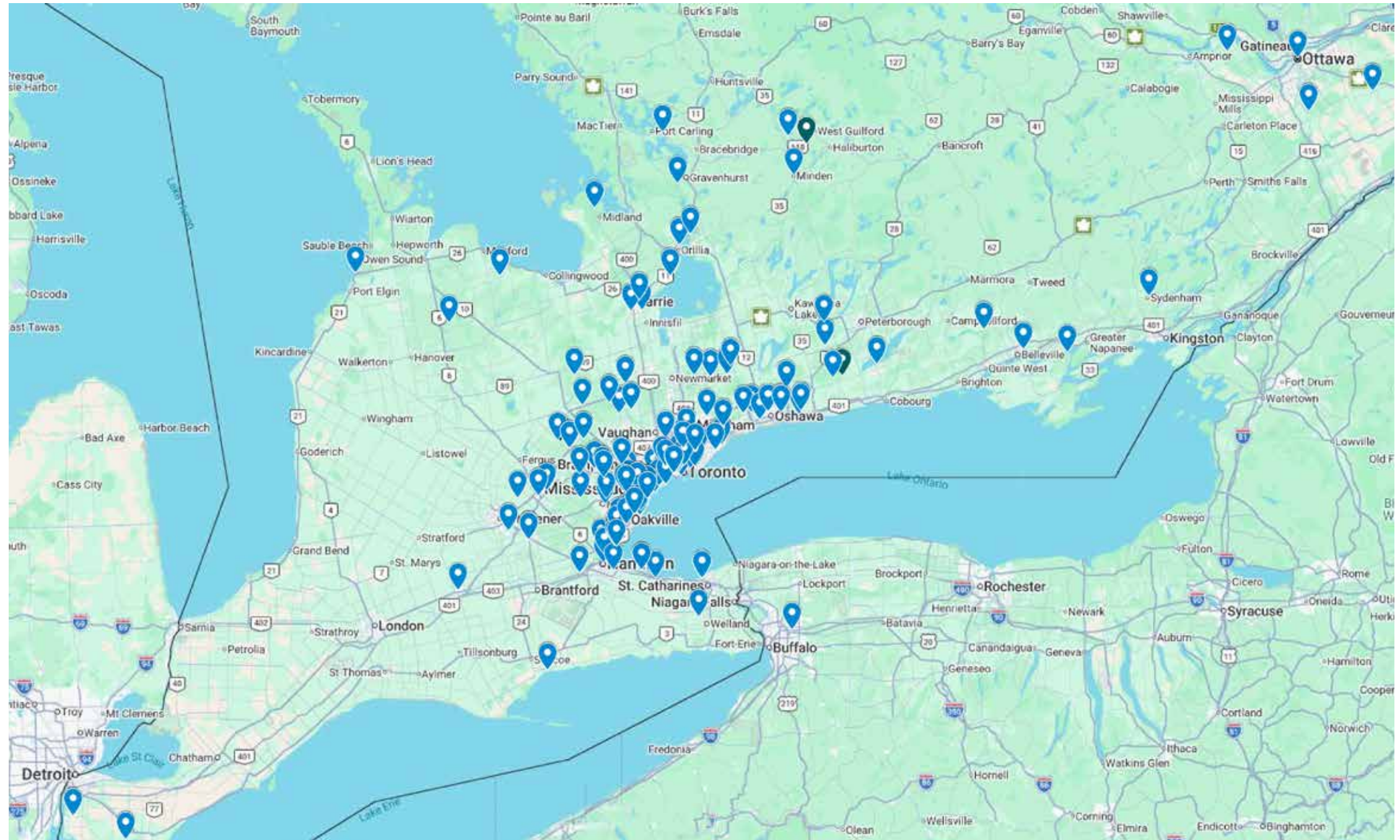


Twenty years ago I taped a large map of southern Ontario I'd just bought on our living room wall. Going through the addresses in the Roster one by one I located each member on the map and stuck in a pin, through the paper into the old plaster behind; at the time the house was a never-ending renovation. It was tedious but effective, if not a revelation. The pins spread across the map confirmed my hunch.

Neil Young's Internet-generated 2026 Google map to the right is higher tech, quicker, far more convenient and up to date, but the pattern is the same: members are scattered across southern Ontario with a hedgehog of pins filling the GTA.

A half dozen members live beyond Ontario: San Francisco, New Brunswick, Quebec, B.C., Alberta. Although it isn't shown on Neil's map, Google can also expose who has and who hasn't paid their Club Dues.

EDITOR





It was chilly, dreary and threatened rain and snow, a day for quick cellphone snaps, not SLR photography. The finger on the lens, the headless man, the Club table not quite in the frame, and the **ZUTOJ** backwards on the flag add authenticity to the pictures. Doug Howey & Bill McKenzie man the LotusClubCanada table.

PHOTOS ROGER BARKER

ANCASTER RETURN of the CLUB TABLE



Michael Eddenden EDITOR / CATERHAM SEVEN

When Neil Young announced that the Club, *'Needs a table at Ancaster to attract new members!'* he didn't know he was resurrecting the idea. Few members would. Hugh Sutherland used to man a table, often with his wife Aileen, when he was the Club's President, in the last century. It's how I found out a Lotus Club existed. British Car Day 1987. The two sat primly in Canadian Tire Corporation garden chairs holding a stack of old LOTUSletters, waiting quietly by their Elan for prospective members to appear. Later Hugh asked Donna and me, still without a Lotus, to design and have made, a Club banner to hang skirtlike from a table at events like the upcoming Ancaster. Hugh persevered for years, but not attracting enough members to make it worth his time, he gave it up: he was already President, Treasurer and Editor. The Club, like other Clubs, suffers from too few volunteers being tasked with too much. It was a shame for the idea was, and is, sound. After all, before that Bronte, a mechanic told me bluntly, "Used to be a Lotus Club, but it died."

It didn't take long to find the Club banner and flag; both were in Tom Thomas's basement. We already had new business cards. Neil ran off information sheets proselytizing the Club, brought back our Calendar (dropped during Covid when there were no events) and organised a spot at Ancaster. However, as Neil had to be in Japan, Tom set up the Club table on the day, and members manned it. Voluntarily.

The comments that follow from members show it was worth the effort. Lapsed members reconnected, a few new members joined, some existing members paid up. Even Club merchandise sold. Perhaps the most compelling reason for having a table at Ancaster, considered the *Official Start of the Driving Season* despite, as usual, dispiriting weather, is that the Lotus Club became part of the event. Our table was a place to meet and gather, something we've never had before at car events. Camaraderie may not need a room of its own but at least a place to stand. What would *Free Coffee & Doughnuts for Paid-up Members* have achieved I wonder?





Roger Barker LOTUS ELITE

“On the way to Ancaster I stopped at the Tim Hortons and ran into **Bill McKenzie** (not in his just-bought Lotus Seven) and **Dave Uglow** in his rare 2007 Europa S, (see photo first page of this story.) so we drove together to the event. The only Lotus I saw at Ancaster were my Elite, the Europa S, an Elise, a Seven and one pale green metallic Emira. Like so many others I suspect, the regular Club members I’m used to seeing at Ancaster decided not to go because of the weather forecast.

I was on the Lotus stand for a couple of hours, at different times with **Tom Thomas, Doug Howey, Bill McKenzie,** and **Stephen White.** We had lots of visitors and I chatted with various members, past and present: **Roger Nethercott & son Mark, Jack Etherington, Gerry Downing, John Barron, Andrew Meikle, Ian Hutchison,** and former Wolf Replica Seven builder **Gary Wolf.**

[Ian and Gary joined the Lotus Club on the spot.]

I met the guy who bought Dave Rollo's Lotus collection cars and parts, Scott Robins; he will be selling the Elans—three Plus 2s, one coupe and four roadsters! We didn't however get into their condition... **Dave Rollo** is not in good health and is living in a home in Uxbridge.

I personally thought that it was worthwhile having the Club stand. Several people stopped by and said that they knew of Lotus for sale, or were looking for Lotus, many took business cards & the 2026 calendar. We also sold a couple of caps and signed up a few new members.”

Bill McKenzie LOTUS SEVEN

“Soon after I arrived I went looking for the Lotus table for I’d volunteered to help out. I went systematically around the building twice, outside, in the hallways, but with no luck. I asked someone and was directed me to the table. I wasn’t the only one. Next day I got an email from **Neil Drew** saying he didn't see the Lotus table either.

However, the Lotus table, along with other clubs, was in a hallway where most people had to go through so we should have been highly visible, but being crammed in next to another vender meant it was hard to find and hardly noticeable. And the discussion area in front of the table was crowded. Realistically only one person could talk to us at any time. This meant that others passing by could not access the table easily. The Flag and Banner were good but could have been more effective if the table had been more independent. The handout material, information sheets, calendars, and business cards were useful.

I enjoyed the day thoroughly despite these hiccups, mostly because of the people I met. After I’d quickly toured the Flea Market on arrival I was wondering what I was going to do with myself for almost five hours! I needn’t have worried. I was at the Lotus Table for the last sessions. I met many Lotus Club members and left the day in a very positive frame of mind.

I would like to reiterate that the Club members are the friendliest group you could meet.”



SOMETHING FOR EVERYONE

of the Lotus Club of Canada's tours of **Traditional Motors & Rainer Holst's** Garage. Photos by Keith Marshall and

An account by

BILL McKENZIE
Tour Organizer **Neil Young**



It was raining when I set off to attend the Lotus Club's Garage Tour which sounds unpleasant, but it gave me a chance to try my modified half top and the newly finished hood scoop I made to cover the exposed engine. [*It's a 1970 Lotus Seven modified by a previous owner to accept a Honda VTEC : the engine emerges dramatically through the hood. ED.*] The scoop didn't fall off so that was good, the half top worked a charm which was satisfying, and the windshield wipers were unresponsive which was unfortunate. Being used to riding in the rain it wasn't a big deal. The Seven ran flawlessly but the short shifter is still not my cup of tea. I think a return to a regular shifter will suit me better. I haven't finished my half doors yet but I will be speeding that up soon—by the time I got home my Seven was full of gravel. With the half hood

up I didn't have to wear a hat all day but this also had consequences. My hair was absolutely filled with gravel as well! No one mentions this in all those Caterham videos! My sense of direction is almost non-existent so I was fortunate to follow Neil Young's Emira and his Exige. Neil drove the Emira, his buddy Tim the Exige. They kept the speed down so I could keep up.

The two Garage Tours that followed were amazing.

Our first tour at Traditional Motors was a good tune-up for what came later. Lino Baggio, the manager and only full-time employee, or as he calls himself the only employee-of-the-month, gave us a brief introduction and then let us walk around and gaze at the cars, trucks, and motorcycles on display.

The range of vehicles was extensive. My favourite was a **Manx Norton** racing bike from the Sixties, [*Bill currently owns three bikes: a 1970 Triumph Bonneville, a 1970 Yamaha DT1 and a 1978 Moto Guzzi Le Mans. ED.*] but cars dominated. Everyone gravitated to their favourite but one car caught everyone's attention, Lino's own Caterham in a beautiful orange. This was a very early one so everyone was trying to get a build date on it. There is one thing for sure. There was at least one car everyone there was drooling over.

Lunch was a great opportunity for everyone, about twenty at a long table, to get to know each other. I sat next to Tim Hughes and his wife Lisa Montello. They came in their Emira but also have a 1969 Lotus 7. They sounded very interested in the Alleghany Run in September.

TOP LEFT
The 2.4L Honda VTEC engine as it was installed, professionally, into the 1970 Lotus Seven.

PHOTO M.EDDENEN

TOP CENTRE
Seven with the new hood scoop, half top and half door

PHOTO BILL MCKENZIE

TOP RIGHT
1960s Norton, *Traditional Motors*

PHOTO NEIL YOUNG

PREVIOUS PAGE
Bill McKenzie takes in the 12-cylinder Jaguar at Rainer Holst's Garge.

PHOTO NEIL YOUNG



Traditional Motors in pictures. Photos on this page were taken by Neil Young except for the VW vans (Keith Marshall) and the Caterham Seven Twincam (Lino Baggio).

PREVIOUS PAGE
Photos by Neil Young except top right, Keith Marshall.

NEXT PAGE
Lotus Esprit with a Buick V6 installed.
PHOTOS NEIL YOUNG (L)
KEITH MARSHALL (R)





THE SECOND TOUR, RAINER HOLST'S GARAGE began at the gate to the property. We saw acres of perfectly landscaped scenery. One of the group summed it up when he said it was absolutely Idyllic. The garage itself looked to be a four car garage with two Jaguar saloon cars in it but surrounded by a complete machine shop. The one Jag was a 1962 with a 12-cylinder engine

in it that you could have eaten off. [*See cover photo of this article.*] Evidently it was the biggest Jag ever made. To give you an idea of Rainer's expertise of he had moved the engine one quarter inch back to accommodate a different transmission. And then there was the Lotus Esprit with a Buick V6 installed in it. (*above*) While admiring and envying the setup I happened to glance out the back window

to see an early 1960s Cadillac Convertible seemingly hanging in the air. On closer inspection, it was on a lift that was housed in an addition to the main garage. The addition, which couldn't be seen from the front, was huge. I am guessing that it contained around twenty cars, and had probably ten doors in it, so that cars could be taken out without having to shift any.





THIS PAGE

TOP LEFT

Lisa Montello, Rainer Holst, Gilbert May

PHOTO NEIL YOUNG

TOP CENTRE

Rainer Holst and Matt Crossley with the Bitter.

PHOTO KEITH MARSHALL

TOP RIGHT

Holst Garage. Neil Young's Exige and Emira, with Tim Hughes Emira behind.

PHOTO NEIL YOUNG

LOWER LEFT

Members view the second Bitter. "Beside it was a black Ferrari 400, in which Rainer installed at GM automatic transmission," noted Alan Sadowsky.

PHOTO KEITH MARSHALL

PREVIOUS PAGE

LEFT

The Rainer Holst Garage.

PHOTO NEIL YOUNG

RIGHT

Rainer Holst & Aston Martin Lagonda. Since Rainer could not locate an Aston Martin engine computer for his Lagonda, he replaced the Aston Martin engine with a Chrysler Hemi.

PHOTO KEITH MARSHALL



Pretty well every car in the garage had benefitted from Rainer's touch. The one that caught my eye was a TR7 convertible that was in absolutely mint shape. Rainer had put a big V8 in it and had added a wide body kit to boot. This was one of the least exotic cars in the garage; it also housed a Lagonda, a few Ferraris, and a couple of cars I had never heard of — a Bitter.

Rainer was so welcoming. He even provided us with Tim's Coffee and Timbits. And thanks also to Neil Young for organizing the tours.

Bill McKenzie LOTUS SEVEN



SPRING RUN 2026

report alan sadowsky photos chris marson vern & nancy vowles matt crossley



Winter had been long and harsh. Everyone was looking to get out and stretch their legs. Unfortunately, the Winter weather had been unrelenting on asphalt and it took three tries to find interesting roads that were not cratered with potholes. Many thanks go to Lotus Club members **Rob Cattle, Glen Hunter, Vern Vowles** and **Matt Crossley** for their route suggestions.

As is normal with any road tour weather plays a big part. Leading up to May 2nd the weather forecasts looked promising. The morning of the Run was cool. The sun was out when I left Cambridge for Pickering but by the time I arrived at the starting point the sky had become overcast. That didn't seem to dull the spirits of the participants.





LEFT

Tom Thomas, Stephen White and Ruth Young

RIGHT & PREVIOUS PAGE

Organizer **Alan Sadowsky** reads from his route notes at the drivers' meeting before the start of the Run.

PREVIOUS PAGE TOP

Decal, Chris Marson's Emira. Alan Sadowsky suggested doing something for the Tour; the decal is what Neil Young came up with.

NEXT PAGE

LEFT

Neil Young and Rob Cattle.

RIGHT

Rob Cattle's 2007 Elise S2
Alan Sadowsky's 1997 Esprit V8
Neil Young's 2008 Exige
Neil Young's 2025 Emira V6
Neil and Ruth shared driving the Emira. Ryan and Brianna Craig were in the Exige.

PHOTOS CHRIS MARSON







Eighteen cars lined up at the start. The Cattle family easily provided the most cars (3 : Elise, Evora, Emira) and brought the most people to the event. (8)

After warming up with coffee at *Second Cup* we headed out. The route took us north up the Rouge River valley. From there we made our way zigging and zagging through rolling hills to the Dagmar ski area. As we got further away from Lake Ontario and higher up in elevation, the weather seemed to get a little chillier.

ABOVE
Chris Marson's Emira.

RIGHT
The line of Lotus at the start:
White Evora (Dan Fish)
Yellow Replica 7 (Vern Vowles)
BRG Emira (Elaine Cattle)
Red Emira (Steve Baker)
In the background, Organizer **Alan Sadowsky** (blue coat) describes the Route to the admiring crowd.

PHOTOS CHRIS MARSON



Lotus engine bays sixty-one years apart : 1963 vs 2024
Ron/Glen Hunter's Coventry Climax Elite vs Elaine Cattle's Supercharged V6 Emira.

PHOTOS CHRIS MARSON





ABOVE
Chris Marson's Emira on one lane-two way bridge.

PHOTO NANCY VOWLES

RIGHT
Back road. Note the two non-Lotus interlopers between Murray Graham's Esprit and Neil Young's Exige:
Tom Thomas and Stephen White in Stephen's red Toyota Celica,
Mac and Linda Sparrow in their Jaguar F-Type.

PHOTO CHRIS MARSON





RIGHT

Start of the Tour. **Vern Vowles** is to the right of **Neil Young** (ochre jacket) and **Nancy Vowles** is to the left.

PHOTO CHRIS MARSON

LEFT

View from the **Vowles Seven**. Like all true Seven owners he has the top down, despite rain and snow. After the Run Vern wrote in an email that :

“ The Run went well, albeit a little chilly for Nancy’s 15°C rule. She is a real trooper. We were the only Seven. We were also the only topless car but we were thinking of Andy Ball. We knew he would have been disappointed if we had put the top up. ”

PHOTO NANCY VOWLES





MUTUAL ADMIRATION

This is what happens when three members, each following each other, send photos.

top left **Murray Graham's Lotus Esprit S2** (photo Chris Marson from his Emira)

top centre **Chris Marson's Lotus Emira V6** (photo Vern Vowles from his Seven.)

top right **Vern & Nancy Vowles' Replica Seven Duratec** (photo Matt Crossley from his Speedster)



Chris Marson's rearview mirror shot of the Seven and the Speedster behind, seen through the Emira's rear window as Vern Vowles takes a picture of the Emira from his Seven.

NEXT PAGE

LOTUS COUSINS

The white car is a rare 2000s-era **Lotus Europa S with a 2L GM Ecotec Turbo**. Rare because the car was never made it to North America because of emissions, but also because only 410 were made between 2006-2010. The Europa SE is even rarer; only 48 were built. The car belongs to **David Uglow**.

The orange car is **Matt Crossley's rare 2001 Opel Speedster with the 2.2L GM Ecotec**, imported from Germany. The similarities are due to heritage. Both cars were based on the then new Elise S2 chassis. Lotus developed and produced the Speedster for GM's. And both used GM's turbo Ecotec engine.

PHOTO CHRIS MARSON



We ran into a fine mist that was heavy enough to put moisture on the windshield. Then for a brief moment, there was a snow flurry. **Vern & Nancy Vowles**, brave souls, kept up in their (Duratec) Replica Seven; they were the only people in an open top car.

Everyone made it to the mid-point stop in Port Perry. The ground was really wet in Port Perry, so luckily, it looked like we missed some very heavy rain. We were joined at the stop by **Glen Hunter** in his Elite and **Paul Lynch** in his Esprit. I will remember the stop as the place where I learned that you can fit four people in an Evora if the back seat passengers take off their rain boots first. (*See photo next page.*)

The second leg of the Run *started* under sunny skies. It wasn't long before we turned north in Cadmus.



CATTLE CAR

Two of the three Cattle Lotus on the Road Tour, the 'R Emira' and 'R Evora'. The licence plate of the third car is appropriately, 'R Elise.' Rob brought the most Lotus (3) and the most people (8).

"My son, Michael and his girlfriend, Leanne, were in the Elise. Elaine and I were in the Emira," wrote Rob.

"My daughter, Kristen, her husband Ryan and our two grandchildren, Calvin and Isla were in the Evora GT. Having those two rear seats is perfect for small kids. They love going in the car and encourage their Dad to drive fast by screaming louder around the corners."

PHOTO LEFT CHRIS MARSON



ABOVE LEFT TO RIGHT

Vern and Nancy Vowles **1985 Replica Seven Duratec**

Steve Baker's **2024 Emira V6**

Ron and Glen Hunter's **1963 Lotus Elite S2**

Murray Graham's **1979 Esprit S2**

Alan Sadowsky's **1997 Esprit V8**

Paul Lynch's **1988 Esprit Turbo**

Dan Fish's **2012 Evora GT**

RIGHT

Chris Marson won the mug for driving the farthest to reach the start of the Run and presumably the farthest drive home afterwards. The mug is a nice memento although it says V8. Chris drives a supercharged V6 Emira.

NEXT PAGE

The famous hamlet of **LOTUS**. Apparently the sign is stolen at regular intervals.

PHOTOS CHRIS MARSON





As we drove up Cartwright East Quarter Line it started to snow— heavily. Once again the Vowles pressed on. By the time we arrived at the end of CEQL the snow had stopped and then by Yelverton the skies were blue and the Sun was out. The view from Yelverton was spectacular. It is probably the highest point that we reached on the Tour. From there we started back down toward Lake Ontario, passing through **the hamlet of Lotus**.

The event finished up at the *Piper Arms Pub* in Brooklin. We had good conversations outside in the parking lot, as well as inside the Pub. A special thank you goes to **Matt Crossley** and **Gilbert May** for ‘Green Crewing’ the event.

Alan Sadowsky ESPRIT

THE NEXT LOTUS CLUB OF CANADA RUN TAKES PLACE

SATURDAY, OCTOBER 3, 2026

IT STARTS IN OAKVILLE & FINISHES IN GEORGETOWN.

ELAINE'S EMIRA IS

Due to recent life developments, we have decided to sell Elaine's Lotus Emira and would really prefer it to go to someone in the Lotus Club. With this in mind, I have listed the specifications of the car below and attached some pictures.

This car has been a joy to own.

It has been garage kept and well maintained. If you are looking for an Emira and like this specification, you will not be disappointed.

2024 LOTUS EMIRA V6 First Edition 6-speed manual transmission

Touring Suspension

6745 km / first dealer service at 4470 kms.

Remaining year of factory warranty.

Verdant Green with Tan Nappa Leather

Lower Black Back

20" Silver Forged V-Spoke wheels

Yellow Brake Calipers

Continued on the following two pages.



FOR SALE





Paint Protection: Ceramic Pro Vaughan

Full front-end coverage: Full front bumper / headlights / mirrors / hood & fenders / Rockers / side skirt pieces / inner door sill pieces, pieces behind rear wheels.
Ceramic Pro Paint Protection: 7 Year ION Package (all paint, glass, plastics, exhaust tips.)

Other features

Factory supplied car cover and “Lotus Battery Tender”.
Custom painted green/yellow intercooler cover.
Green background Lotus badge: This was a special request.
Lotus changed backgrounds to black.



\$123,900.00 CAD

Please contact **ROB CATTLE**
416.301.6224 (cell) / rcattle@ctma.com



For Sale

CATERHAM SEVEN WHEELS & TIRES

WHEELS

Five **Prisoner Edition wheels ...LIKE NEW**
for 1990 Caterham Seven Super Sprint
15X6.5 13mm positive offset, PCD 108mm (4.25")
UK made by KN Wheels.

TIRES

Four **Falken Azenis 205/50-15**
Old, from 2006, but with less than 500 km on them.
Mounted and balanced, tread depth 6/32"
One **195/60-15 Yokohama A-008**
Very old (1990) but barely used (*A great spare!*)

BEST OFFER FOR BOTH

PLUS Four **15"X7" Aluminum wheels**
to fit Caterham. Painted Yellow.
Only used with 9" slicks for three track days
Slicks tossed!

BEST OFFER

Contact Neil Young: neil.young7@gmail.com



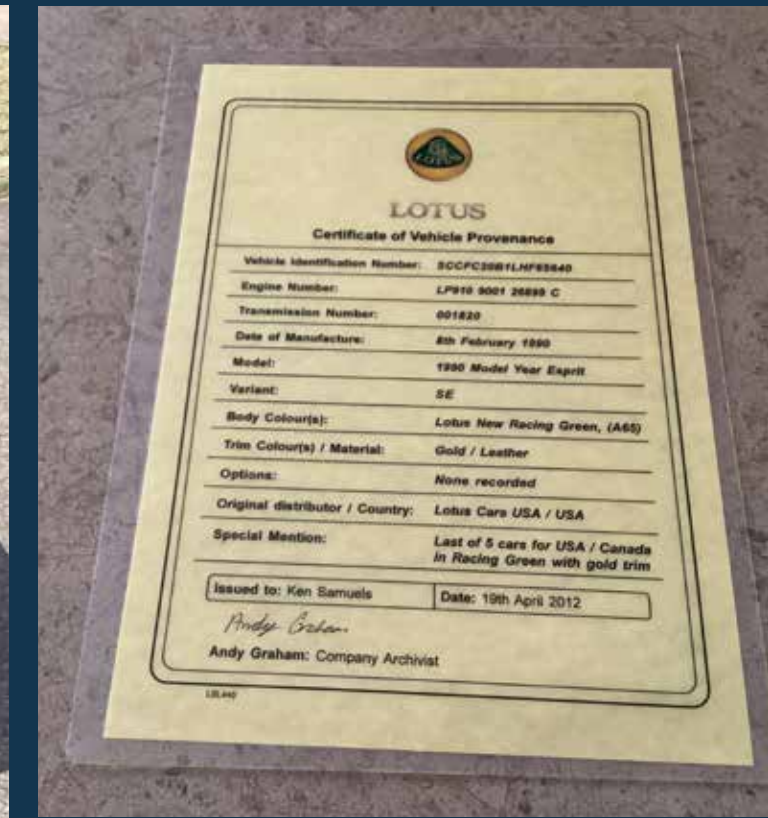


Asking \$85,000 CDN

Vehicle originated in Atlanta, Georgia.
I am the third owner.
I purchased it in 2010. **Now located in PEI.**
Racing Green/Trim Gold Leather
Current mileage **17,700 miles.**
It is the last of only five cars produced for USA/Canada.

Kenneth Samuels
kensamuels1943@gmail.com
902.786.8841

FOR SALE
1990 ESPRIT SE



I am selling my **1968 ELAN PLUS 2**,
as is, and I'm trying to find it a good home.

Asking \$25,000

1968 LOTUS ELAN PLUS 2, Series 1 #427

1558cc Overhead Valve Twin Cam engine

Rebuilt engine with fresh clutch

Twin 40mm Weber Carburetors

Power Brake Booster Rebuilt

Constant Velocity conversion rear axles

Freshened Suspension all around

Rare Colin Chapman signature Steering Wheel

Original Power Windows, new rear speakers

Manuals, Spares,

Picture History of repair/maintenance items

The car is in Ancaster, Ontario

Danny Blaskivich

djblaskivich@gmail.com

905-536-1820

**FOR
SALE
LOTUS
ELAN PLUS II**



1973/4 LOTUS EUROPA TC Special 4-speed

Full body-off restoration. In storage from 1979 to 2000.
Restoration by owner 2000 to 2020.

Lotus Twincam 1577cc engine rebuilt to SE Sprint spec. Odometer reads **5589 miles**, total mileage unknown.
The frame was chemically dipped and rust proofed.
The body was bead blasted to remove all old paint and repainted Grabber Orange.

Seat bolsters reupholstered. Bumpers/gas caps re-chromed.
New parts include wheels, springs and adjustable Spax shocks,
Pertronix electronic distributor, SPAL fan,
Posi-flow electric fuel pump, stainless steel coolant pipes,
brake discs and drums, master cylinder, Kumho Solus
TA11 tires (2020) and much more.

Safety Devices Rollbar installed for additional protection.

The car is located in Burlington, Ontario.

ROGER BARKER, rogerfbarker@hotmail.com,

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ASKING \$32,000^{CDN}

FOR SALE Roger Barker's
LOTUS EUROPA^{TC} Special



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VOLUNTEER NEEDED
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I spotted the can at *Spaccio*,
an Italian bakery near King and Parliament.
I assumed that the name was a pun
on oil, engines and olives—Italy is
the world's second largest producer of olive oil,
and there is the well-known fascination
Italians have with 12-cylinder engines.
Then I put on my glasses and read the label.
I will never think of Italians as *GIN* drinkers.

EDITOR

MONTHLY MEETINGS

WE MEET LAST WEDNESDAY,
MOST MONTHS, TO TALK SHOP
AND HAVE A BITE & A BEER.
VENUES CHANGE REGULARLY SO
CHECK THE WEBSITE FOR THE PUB
WE ARE CURRENTLY PATRONIZING.

NEWSLETTER

THE **LOTUSLETTER** IS THE
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AND IMAGES IN ARE COPYRIGHT
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ITS WRITERS & PHOTOGRAPHERS,
AND MAY NOT BE USED WITHOUT
THE WRITTEN PERMISSION OF
THE CLUB...WHICH PROBABLY
WON'T BE HARD TO GET.

LOTUS CLUB OF CANADA

THE CLUB STARTED IN 1977. 2026
WILL BE OUR 50TH ANNIVERSARY.
WE HAVE SPRING AND FALL RUNS,
A SUMMER BARBECUE AND WINTER
PARTY. WE RUN ON VOLUNTEERS.
WITH **\$20 ANNUAL DUES** WE
ARE CERTAINLY NON-PROFIT.

lotusclubcanada.ca

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