



SUMMER 1
LOTUSLETTER 2026



Distinguished Gentlemen's Ride

Satorial elegance meets the Bike world for a unique if at times contradictory mix. Good for photos.

Club Bulletins

For the LotusClub Canada Bulletins go to **SUMMER Part 2** of this Newsletter.

Non sequiturs

LOTUS FILM TRIVIA: EVORA
An old **Lotus 72**
1st Place for Lotus
SEEN in Vancouver
Lancaster vs Ketch



The Grand Tour.

58 years later Keith Marshall revisits Hethel for two tours: the Lotus Factory and Classic Team Lotus.

Club Stories & Lotus News

Lotus News UPDATE : **Don't Get Excited**
Intermittent Headache **by S. Warburton**
DIY Guide to the Emira **by C. Marson**
Seven just avoids Accident **by Desmond Ryan**
My EUROPA at the ABCD **by Claude Gagné**



ABCD

The **All British Car Day** in Ottawa. Lots of Lotus. Some from the Lotus Club of Canada and many from the ECLC, our sister Club.

Cover

The starting parking lot for the inaugural **Sunday Sprints**. For the Run report by Organizer **Alan Sadowsky** go to **SUMMER Part 2** the second half of this Newsletter.
Photo **Iain Thomson**

Club Contacts

Contacts are listed at the end of the LOTUSletter. The Editor can be reached at **LotusClubCanadaEditor@proton.me**
Design, captions, bulletins, and unattributed articles are the Editor's doing. LOTUSletters are available free to download at **www.lotusclubcanada.ca**



New 2028 Lotus Esprit to offer V6 in addition to hybrid V8

New ICE supercar will be built alongside Emira at Hethel and offer choice of powertrains.

AUTOCAR Headline

Keith and Mike,

Thanks for sending me that link to the AUTOCAR article. I went to the website and read it. It's a new variant on an old story.

In the Spring issue of the LOTUS*letter* there are several articles I laboured to write to clear the fog of announcements that Lotus inundated the Press in May. It came to this: as the existing V6 and 4-cylinder engines used in the Emira will not meet emissions by 2028 Lotus decided, not being ready to go all-electric, at least in a sports car, they would offer an all new V6 Hybrid drivetrain in the Emira and a V8 Hybrid drivetrain in a proposed new V8 car, which might or might not be called an Esprit.

Both the Hybrid V6 and V8 do not exist. They will be designed and built by **Horse Powertrain**, a joint venture by Geely and Renault.

So what's the exciting new development proclaimed in the AUTOCAR article?

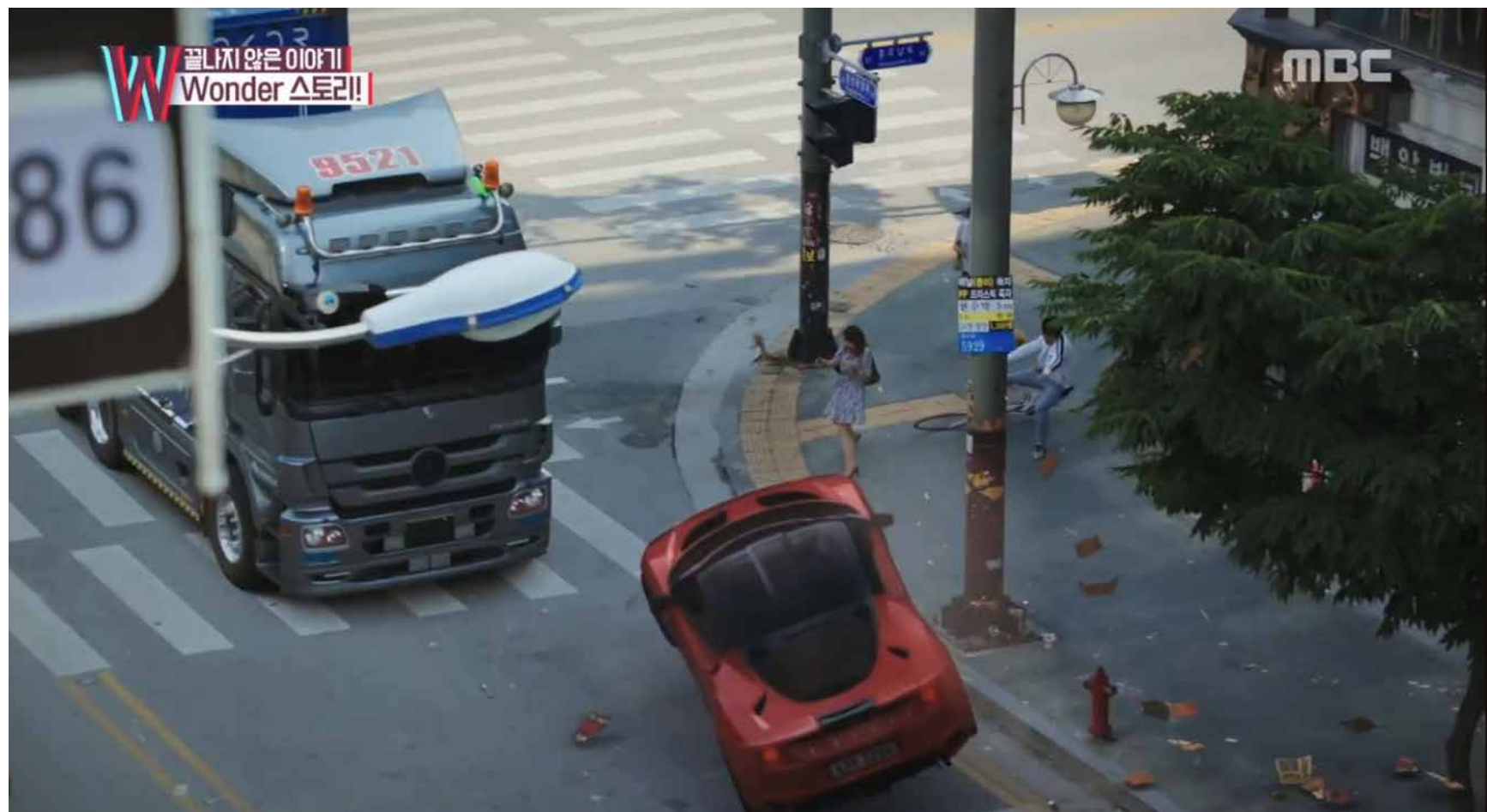
Lotus has announced they intend to put the proposed-yet-to-be-designed V6 Hybrid in the proposed-yet-to-be-designed V8 'Esprit', as well as in the Emira in 2028. That's all. Oh yes, they also promised to make it lightweight, no more than 3,300 lbs. My Seven weighs 1,279 lbs. At a cost—£400,000—guaranteed to kill any thought of getting excited about it. *Michael*

RIGHT

As the new V8 Hybrid Supercar from Lotus is a yet-to-be-designed proposal no one knows what it will look like, even Lotus. The company however, did come up with a rear view to tease enthusiasts. (Illustration top left.) To fill the gap, **AUTOCAR** created their own Artist Impression, seen here.



DON'T GET EXCITED LOTUS NEWS UPDATE



e're all familiar with movies and TV shows featuring Lotus. It's part of the Legend: *The Prisoner* (Seven) *The Avengers* (Elan), *The Spy Who Love Me* (Esprit). Conversely, there are the obscure appearances in *Boys over Flowers* (Europa S, Elise) and in **W: TWO WORLDS APART**—starring a **LOTUS EVORA**.

It's a K-drama from 2016. The Hero drives an Evora. He is a fictional webtoon character whose real world cartoonist creator is trying to kill him off, but is thwarted by the Heroine, the cartoonist's daughter (& surgeon in her spare time) because, well, they're in love. She knows, but he doesn't, that he is fictional.

The Evora appears rarely but still managed a mention in **Top Gear**. However, the Evora does have one long scene to itself, an unsuccessful attempt by the Crazy-Cartoonist-Father to kill the Hero with a transport truck. Skip the show's 16 episodes and watch a short YouTube video on filming the crash at: **W Unfinished Tales: Secrets of the car accident 20160917**.

The screen captures here are from the show.

EDITOR

LOTUS TRIVIA

RE: TOURS OF LOTUS FACTORY & CLASSIC TEAM LOTUS,
HETHEL, NORFOLK.

Dear Mr. Marshall,

You are currently booked on the **Lotus Heritage Tour** on 14th July 2026.

The **Lotus Cars factory at Hethel** is a working facility where we produce several thousand cars a year. Occasionally, we have changes in our schedule for production, engineering and development, and the Heritage Tours have to be flexible to work in co-ordination with these changes. We have a requirement for a schedule change within the factory's operations in July and as such we will have to postpone your Heritage Tour to another day at your convenience.

We know that this may be disappointing and inconvenient, but we would still like to host you at Lotus Hethel. To rebook, click here: <https://experience.lotuscars.com/> for the next available dates and reply to this email with your chosen date and I will rebook it for you, or if you would like a full refund, please reply to this email.

Regards, *Sheena*

RE: TOURS OF LOTUS FACTORY & CLASSIC TEAM LOTUS,
HETHEL, NORFOLK.

Hi Sheena,

This is indeed very disappointing, I am only in the Norfolk area for four days visiting family. I am on vacation from Canada & at 82 years of age don't know if I will be back again in the UK. I am a little confused with your email, I understand that the factory may be unavailable but we were also booked on a tour of *Classic Team Lotus*; can't that part of the tour still happen?

The last time I was at Hethel was in 1968 at an open house in my S2 Elan. In 1969 I bought my 1969 Lotus Elan S4 SE...which I still have.

Disappointingly, *Keith Marshall*

LOTUS CLUB OF CANADA

RE: TOURS OF LOTUS FACTORY & CLASSIC TEAM LOTUS,
HETHEL, NORFOLK.

Good morning Keith,

Thank you for your email, and sorry for the delay in replying. I am looking into what I can do with this, as **Classic Team Lotus** and the whole Lotus site are affected. But I might be able to get Classic to do an hour's tour for you. Which I know isn't what was planned, but I would hate for you to miss out. Please leave this with me.

Many thanks, *Sheena*

The **Grand Tour** by Keith Marshall





Several emails later it was confirmed that my brother and I would have a tour of *Classic Team Lotus* with a guide named Guy. We were told to arrive at the gate at 9:45am and we would get a tour of *Classic Team Lotus*.

My brother Trevor and I arrived at the gate suitably early and the guard asked us to wait outside until Guy arrived. A few minutes later we were told to drive down to the person in the white shirt over there, and park. This was Guy. He welcomed us and said we could get a coffee and then go for a *Tour of the Factory*. I said that I'd been told it was to be the *Classic Team Lotus Tour*. He said he had been told it was the *Factory Tour*. I mentioned we had originally paid for both tours. He made a couple of phone calls. *Classic Team Lotus* were expecting us he said...*so we would do both tours*.

The Tours started with the engine assembly line. The 4-cylinder AMG engine arrives virtually fully assembled

with all ancillaries ready to install in the chassis. The Toyota V6 engine arrives as a basic block and head so Lotus completes the assembly of the ancillaries including intake and exhaust systems.

Lotus builds the aluminium chassis, including manufacturing all the extruded elements, in a separate facility. The chassis is mounted on a robot carrier system which then transports the vehicle through the whole assembly of the vehicle. This system can also raise the car to varying heights to position it at the best height for the next operation. At one point of the build process the chassis, including front and rear sub-frames with suspension is placed in a Co-ordinate Measuring Machine where around eighty critical points are digitally checked to ensure that everything is correct.

Lotus no longer produces any body panels themselves. They purchase them from outside suppliers ready to be

painted in their new state-of-the-art facility which uses an electrostatic spraying system to ensure even coverage, that uses less paint. I asked Guy how this was done when plastic isn't conductive and he said that all panels arrive with a black coating applied which is electrically conductive.

A final station does an automated check of all the systems including an initial engine mapping. Final inspection of the completed car is done before it goes into a leak test chamber where it is sprayed with water. The cars are not track-driven but they are driven over a short section that checks that there are no squeaks or rattles.

Each build station allows 48 minutes to complete one car. [*Hyundai's Ulsan plant, the world's largest car factory, builds a car every 10 seconds, 5600-6000 cars a day. Ed.*] **Lotus produces twelve cars per day.**

I was very impressed with the Emira's quality control. Every two or three build stations the car is checked to make

*The photos above of the **Classic Team Lotus** showroom reveal all the nature of the collection: more Attic than Museum. Not less interesting to the average enthusiast for it. The Esprit on the right appears to be the famous submarine edition which starred in the 1977 James Bond film The Spy Who Loved Me.*

*There were no pictures of the Emiras being built at the Lotus Factory unfortunately. Keith wrote, "We were **not** allowed to take any photos in the Lotus Assembly buildings."*



sure that the previous operations have been completed correctly. There should be no quips about (the lack of) Lotus build quality anymore.

Our original tour had been cancelled as Lotus is busy building their latest Emira model, the 420 Sport. [See *article in the Spring issue*. ED.] This is a track focused car with weight reduction, body mods to improve downforce and slightly more powerful turbocharged engine. It also has adjustable dampers provided by Multimatic here in the GTA. We saw Chinese people in our hotel wearing Lotus T-shirts; Geely does own Lotus.

Classic Team Lotus was founded by Colin Chapman's son Clive to preserve and provide expertise to keep Lotus racing cars in running order. The operation is now housed in a two-storey building near the Lotus facility.

Guy gave us a running commentary on the cars currently displayed on the second floor. He went through

the cars chronologically starting from Lotus Mk 2. The Mk1 has never been found although a replica built by Clive is on display. There are too many cars for me to describe in detail and quite frankly I don't remember all the information he gave us. I have included some images that hopefully will give members an idea what can be seen. We spent about three and a half hours with Guy, much longer than the planned group tour would have been.

Even though I have more T-shirts than I can possible wear out in the rest of my life, *She who must be obeyed* gave strict instructions that I must purchase at least one here. Dutifully I purchased a shirt, a cap and a rather elegant *Classic Team Lotus* umbrella. The next morning when we were putting things in the trunk for the day's outing my brother casually mentioned that the full size umbrella wouldn't fit in my suitcase. It obviously wouldn't be allowed as cabin baggage...so it had to go. We were able

to return the umbrella and Sylvia persuaded me to buy another T-shirt. And a jacket.

The person who sold me the items the first day came into the shop as we were ready to leave and he was introduced to us. It was **William Taylor**, the gentleman who wrote *The Lotus Book: The Complete History of Lotus Cars*. I happen to have a signed edition of the first volume which I won at the Lotus LOG in Ottawa. The photo opposite shows Clive's Emira & William's Esprit.

My brother and I had a memorable morning which I will remember for a long time. Not everyone we met was not as friendly and happy to answer our questions. I only hope that Lotus will be able to continue to build ICE cars for many more years.

I encourage members to visit the *Classic Team Lotus* website to see all the products they have for offer on their online shop: <https://classicteamlotus.co.uk/en/home/>

left
The minimalist & utilitarian
Classic Team Lotus building.

centre
Clive Chapman's Emira and
William Taylor's Esprit

right
Sylvia and Keith Marshall pose
with the Classic Team Lotus sign.
Keith clutches his new, but soon
to be abandoned, Classic Team
Lotus umbrella.



I found this model of the **JPS Lotus 72** in a Vintage junk store in NewWestminster. Number 2 most likely makes it Ronnie Peterson's car although I have seen a photo of Jacky Ickx doing a victory lap in the car. The messy but not disorganized store fit the area. It was in a large turn of the century building on the main street, but housed facing the service road at the rear across from a half empty parking garage. New West predates Vancouver. Before 1900 it was more important and capital of B.C. The old buildings are well preserved but the mood is of underused neglect and vacancy, like the junk shop with old toys.

EDITOR

LOTUS 72



IN THE PAST I HAVE COMPLAINED

about how some things on the car were not as advertised or even working when our **Caterham HPC** first arrived from Utah. The signals, hazard lights and brake lights were not operative. Signals and Hazards just needed a new flasher relay.



THE BRAKE LIGHTS WERE ANOTHER STORY.

The mechanic said the pressure switch was gone and that it is a common problem. He suggested, as did others, to leave it so it looks period correct and wire in a simple mechanical switch. It would be cheaper than buying a new pressure switch and I'd never have to worry about it again.

There were other issues that I was not happy with but overall I was OK with the work from this first mechanic. Well, up to a point. That being just weeks later when the brake lights would come on when I turned the ignition on—a simple fix—the hand fabricated bracket that held the switch had loosened and fell to the side. That left the plunger out which is how the brake light switch works. So I frigged around with the bracket and adjusted the switch, tightened everything back up and *Voila!*, brake lights working as they should.

That was until I picked the car up this Spring after it spent all winter in the shop for a new clutch assembly. The two hour drive home revealed several issues that required the car be returned, one of which was the brake lights were stuck on. This time however, the switch was still locked in the correct position. No matter how I tried to adjust the switch it didn't work. Turned out this mechanic had readjusted all the pedals as the new clutch put the clutch pedal at a different height to all the rest.

The car went back. I do not know what he did but the brake lights were working properly when I picked the car up a few days later. Problem settled, I thought. Then people kept telling me I had no brake lights but when both the wife and I checked they were working. Until Monday night at the local Car Show. People mentioned the brake lights again, and sure enough, they were stuck on.

This time I took everything apart and discovered that the last mechanic had jammed the switch between the end of the pedal box and the brake arm. He damaged something inside, not completely I think, so the light switch was hit-and-miss for a while. Now it was totally broken.

I tracked down the switch part number, which is available from Canadian Tire for \$14.97. Funny the choke cable that the first mechanic also installed came from Canadian Tire too.

Canadian Tire said I had to order it online and have it shipped to the store where I could pick it up in ten to twelve days. Luckily, I found a local Motorcycle shop that got it in two days for about \$20.00 out the door. It took some time to frig around but I finally got it into place and working. I really wish I had a lift; the car is just that much too low, for me to bend over to work on.

Intermittent Headache

Stephen Warburton's account of life with unpredictable brake lights.

Now, here is where I get pissed. Looking back at my bill from 2024 I paid over \$500 for parts and labour to have a bracket fabricated to mount a Canadian Tire switch (used on quads and snowmobiles) that wasn't as good as advertised. Furthermore, looking around I found there *already was a factory riveted brake light switch bracket in my car*. So why did that first mechanic think he needed to fabricate and relocate the brake switch? Bottom line, DON'T believe everything people (who are making money off you) tell you.

Back on the road again Warburton

PHOTOS OPPOSITE

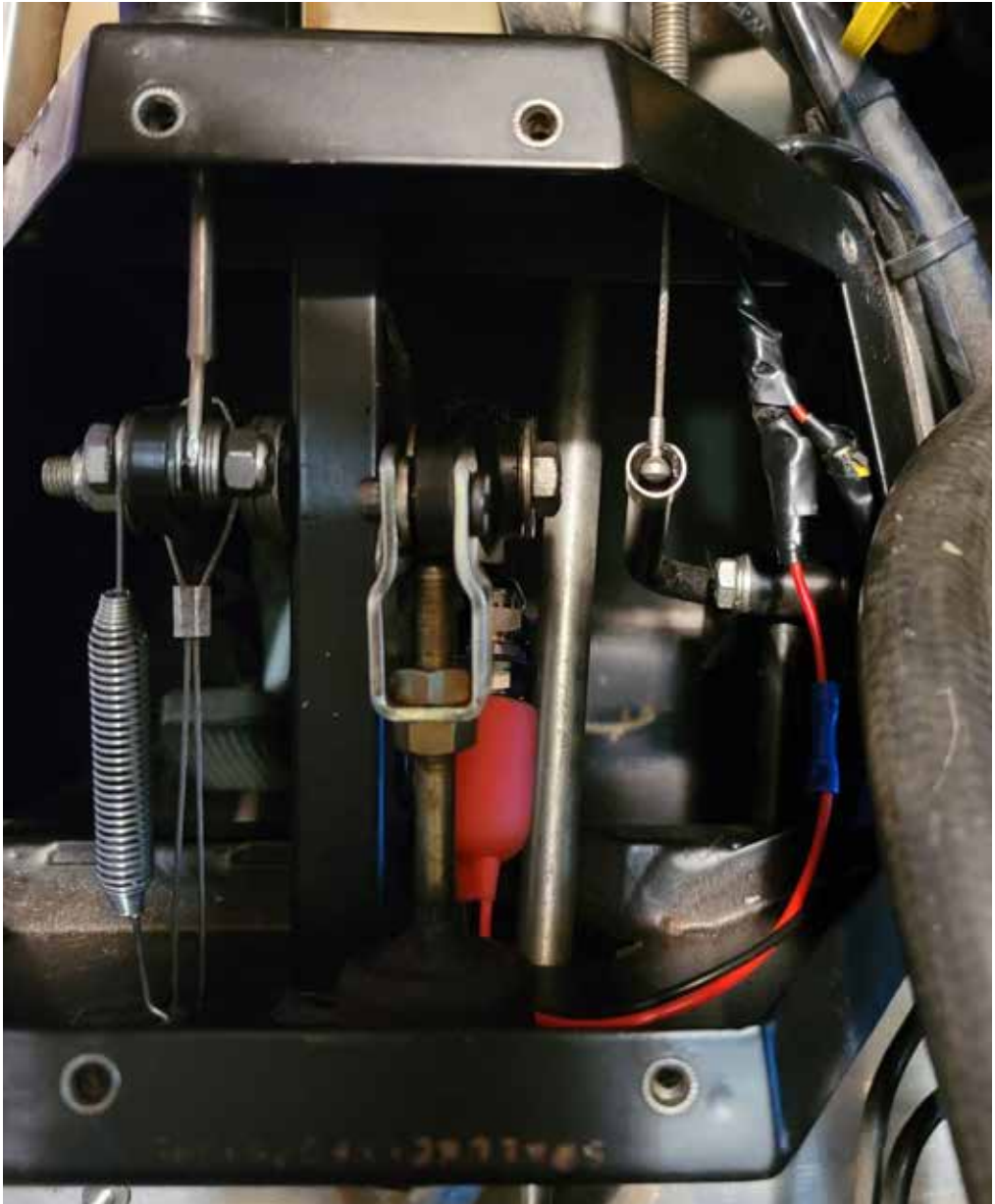
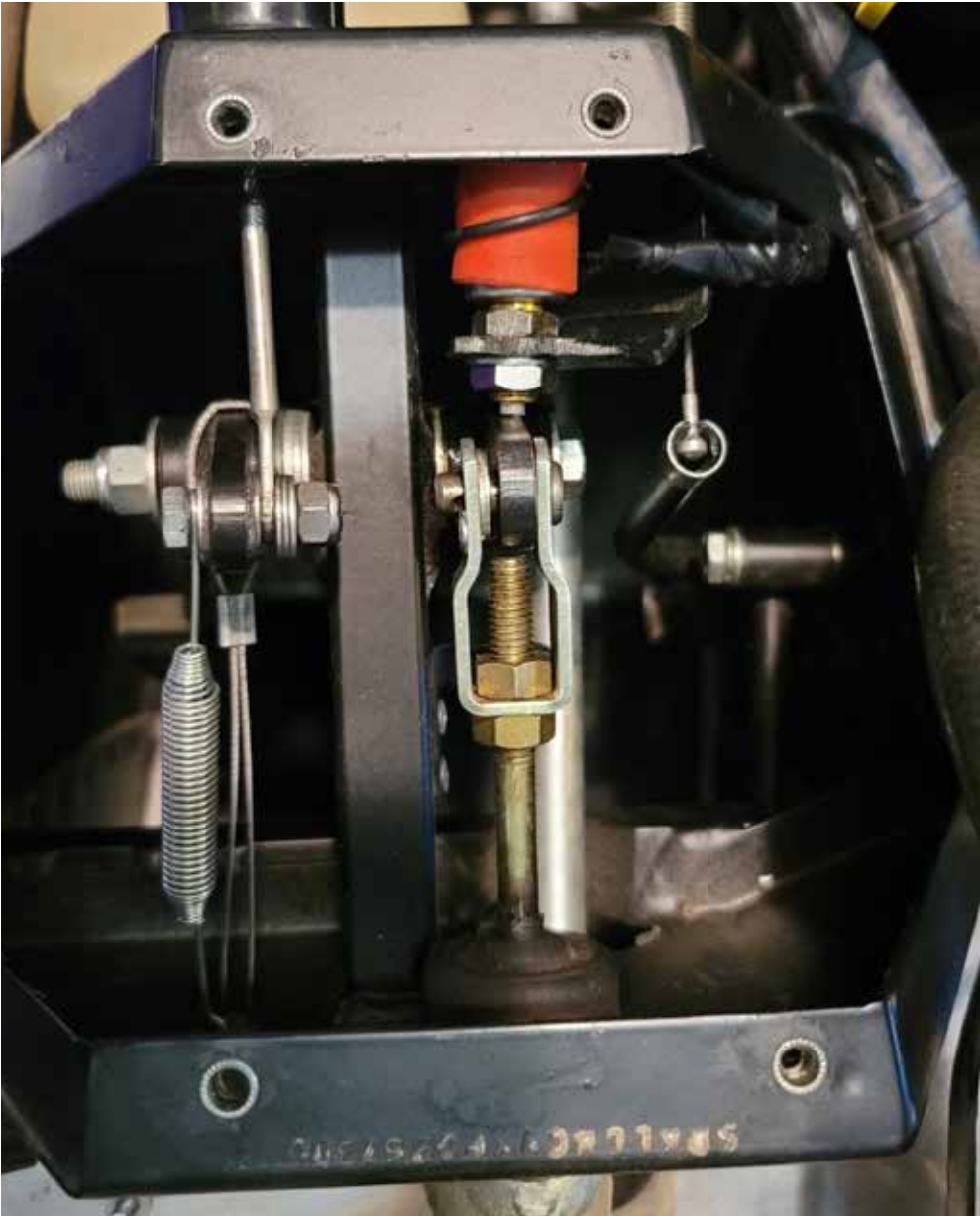
The recalcitrant Brake Light Switch on Stephen Warburton's **1993 Caterham HPC**. The photo on the left shows the brake light switch with the Homemade Bracket as the Mechanic located it, while the photo to the right shows the Factory Bracket in the correct location.

PHOTOS S.WARBURTON

[For what it's worth I still use an hydraulic brake switch, (in the brake line in an easily accessed spot), that my Caterham Seven came with when I ordered the kit from the factory in 1990. Editor]

PHOTO PREVIOUS PAGE

Stephen and Linda Warburton & Caterham, 2024 Bronte. **PHOTO M.EDDENDEN**



*TRANSFORM YOUR REGULAR **EMIRA** WITH A BRANDED* **PUDDLE LIGHT** *...in 10 EASY STEPS!*

*Improve your Emira ! An exclusive Do It Yourself series by **Chris Marson***

Emiras are new and modern
— no tinkering required.
Unless you're talking to
D.I.Y. Marson.

Another simple & easy modification to personalize your Lotus Emira! A unique **PUDDLE LIGHT!** That is the light that comes on when you open the door so you can see the puddle you have stepped in. Or if you prefer before you step in. I have fitted similar lights on my previous BMW and on my current Tesla Model Y. Aliexpress has these puddle lights to fit Emiras with several different light patterns. You can get a two-colour Lotus logo, the word Emira, or the one that I purchased for myself : the iconic Emira silhouette with the word Emira under it.





INSTRUCTIONS

1. Remove the old light. Prying it free is a bit tricky but it will come out.
2. The power lead is then removed by squeezing on the connector and pulling **gently**.
3. The new light latches into the connector easily and will simply pop into place in the bottom of the door.
4. Adjust the angle of the projected light to your preference by rotating the lens with your finger. ***That's it!***

A Fun-filled Modification no Emira should be without!





show
the car's trajectory into Desmond Ryan's lane as the driver struggled successfully to regain control. The back end of the small grey Versa (?) that struck the Honda is visible on the right ; it left the trail of the debris strewn across the highway. **Desmond Ryan's Caterham Seven** can be seen lower right, pulled off the highway safe and sound.

JUST A REMINDER TO STAY SAFE...

I was almost collateral damage today while out for a drive (beautiful day) after visiting my daughter outside Ottawa. The speed limit was 80 kmh.

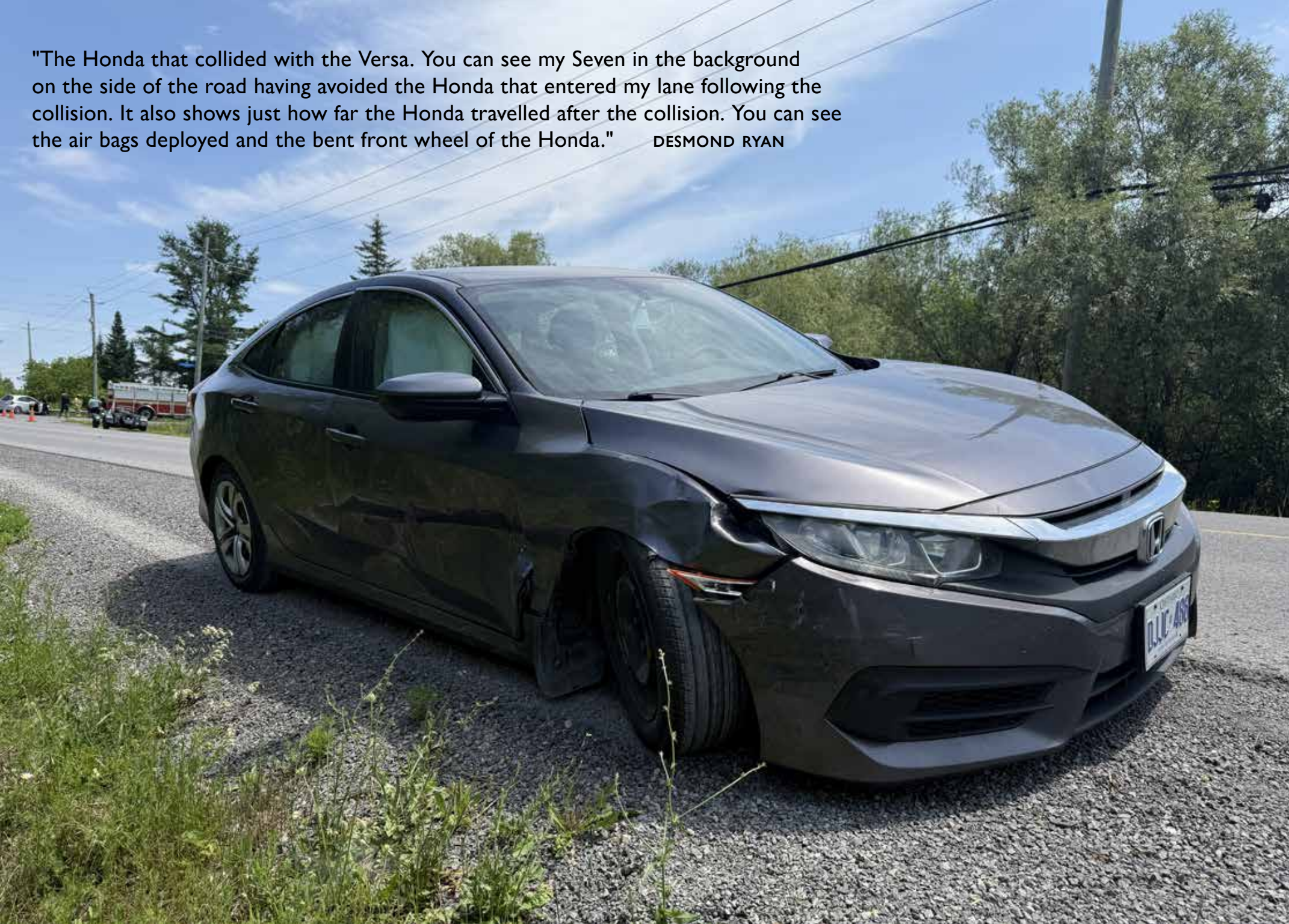
A small gray car (a Versa?) pulled out from a stop on my left, in front of the on-coming Honda ahead of me. The Honda glanced off the car and entered my lane coming towards me—with limited steering after the collision—but managed to pull the car back into his lane just as I swung over onto to the small shoulder. The Honda came to rest a long way down the road behind me.

Meanwhile, the airbags in the Versa inflated, the car filled with smoke, and continued across the highway still in gear although the brakes had been applied when the two cars collided. The occupants escaped as the car moved off the road into the guardrail on its own. A trail of debris and body parts (front clip) from the Versa, were scattered across the highway.

Both cars involved in the accident deployed their air bags and sustained what appeared to be structural damage. Also interesting to note that the side airbags deployed on the Honda as it came toward me, so the driver could still see to steer the vehicle. Clever design.

Accidental Reminder

"The Honda that collided with the Versa. You can see my Seven in the background on the side of the road having avoided the Honda that entered my lane following the collision. It also shows just how far the Honda travelled after the collision. You can see the air bags deployed and the bent front wheel of the Honda." DESMOND RYAN



Who knows why the young driver thought to pull out at the last minute. Maybe he thought it was a four-way stop? Maybe distracted by the sight of a Seven coming up the road? You never know what people will do.

Fire trucks were first on the scene, then the tow trucks, then the paramedics, and then finally the police arrived. Thinking maybe the tow truck drivers licence should come with mandatory paramedic licence? [*Firemen are certified First Responders.* ED.]

Desmond Ryan 2016 CATERHAM SEVEN SV

Over the last ten years our Lotus have been involved in more and more accidents. **Roger Nethercots's** Esprit was rear ended by an enormous pickup truck but repaired. **Kevin Marson's** Europa's was rear ended by an SUV and written off. **Chris Marson's** Caterham Seven was rear ended at a stop sign by a texting driver and never heard of again. **Stephen White** and **Peter Marie** had minor damage, to the rear of their Caterhams in a parking lot by an unknown driver while they ate lunch. The front of **Stephen Warburton's** Caterham was damaged at a stop sign by an F-150 making a badly-executed left turn. **Keith Marshall's** Elan was hit in the left rear while he was stopped at traffic lights: \$7,500 damage. And an SUV rammed **my Caterham** in the side, wrecking the fenders, as I was stopped at a red light, and claimed I hit him. Fortunately no one was hurt in these accidents. EDITOR



The **TR2** looked original and immaculate but I often perceive white that way. In fact the car was missing one turn signal lens; inexplicably, a decal of what might be an indigenous interpretation of a salmon leapt from both front fenders; a third brake light rose on a stalk mounted on the trunk; and the rear bumper had been removed but not the front one.

Spotted in Chinatown. The man struggling in the wheelchair was one of many signs we were in Vancouver's Downtown East Side. I did glimpse the rear of an orange **Lotus Elise** disappear in heavy traffic in Burnaby, saw a blue **Lotus Emira** sitting in a Coquitlam plaza, and I was informed in a Richmond parking lot that a bright green **Lotus Eletre** had just passed us, but in each case too late to take a photo.

EDITOR

Seen





Distinguished Gentlemen's Ride

MICHAEL EDDENDEN



Two years ago Donna and I exited the subway to find Yorkville full of motorcyles, many of them vintage. More than half the riders were dressed up, women particularly. Tweeds and ties and hats, especially hats. Hats were everywhere. It was the **Distinguished Gentlemen's Ride** a fund raiser for prostate research. Interesting photos popped into view everywhere; I'd no excuse if I failed to capture them. Next year we arrived to find Yorkville empty. The location had changed.

This year Donna tracked them to their current venue, the Distillery District. We arrived primed or so I thought. There were over three hundred bikes but many riders had not dressed up. And although the Vespa contingent had trebled in size, and they loved dressing flamboyantly, fewer vintage bikes were parked in the long rows.

Worse, the battery I thought I'd charged, I hadn't. Then I forgot to shut off the camera before switching batteries so all the carefully worked out button settings reverted to default, which I'd forgotten.

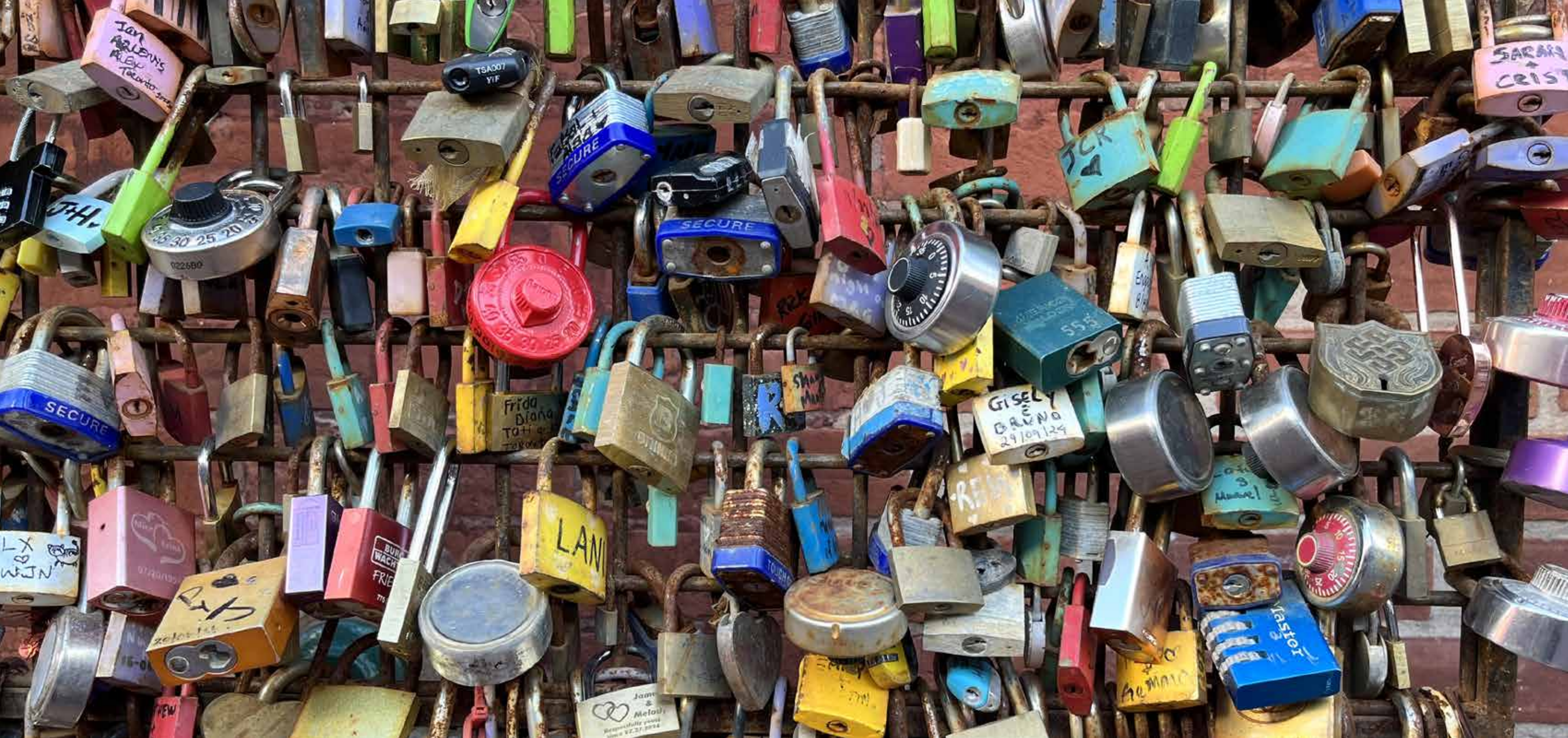
Worst, the exit for the Run through downtown, a classic opportunity for drive-by portraits of each driver and bike, was handled differently. Instead of being released slowly in small groups, they spilled out and roared down Parliament as a herd, stampeding through alternating flashes of bright sun between the condos and deep shadows the condos cast across the road. The strobe effect was beyond the camera's ability to expose correctly. Between hitting wrong buttons because of default settings, the stampede and the contradictory lighting, I was beaten. The photos I salvaged follow.

It is legitimate to ask *What are motorcycles doing in the Lotus newsletter?* Many Club members have bikes or have had bikes and the urge runs deep. Bill McKenzie, who is organizing the multi-day *Allegheny Run* for Caterham and Lotus Sevens, including his own, scouted the route in June on his motorcycle. He is running the Run twice, once by bike, once by Seven, that four-wheeled motorcycle. Also, Peter Egan likes bikes.

EDITOR









left and above

The Logo of the Ride is a stylized cartoon gentleman with a distinguished monocle and handlebar moustache, often reduced to just the monocle & moustache. They were used everywhere as on the Vespa above and dogs. There were many dogs.

Two previous pages

The LOVE wall made of locks left there by couples.











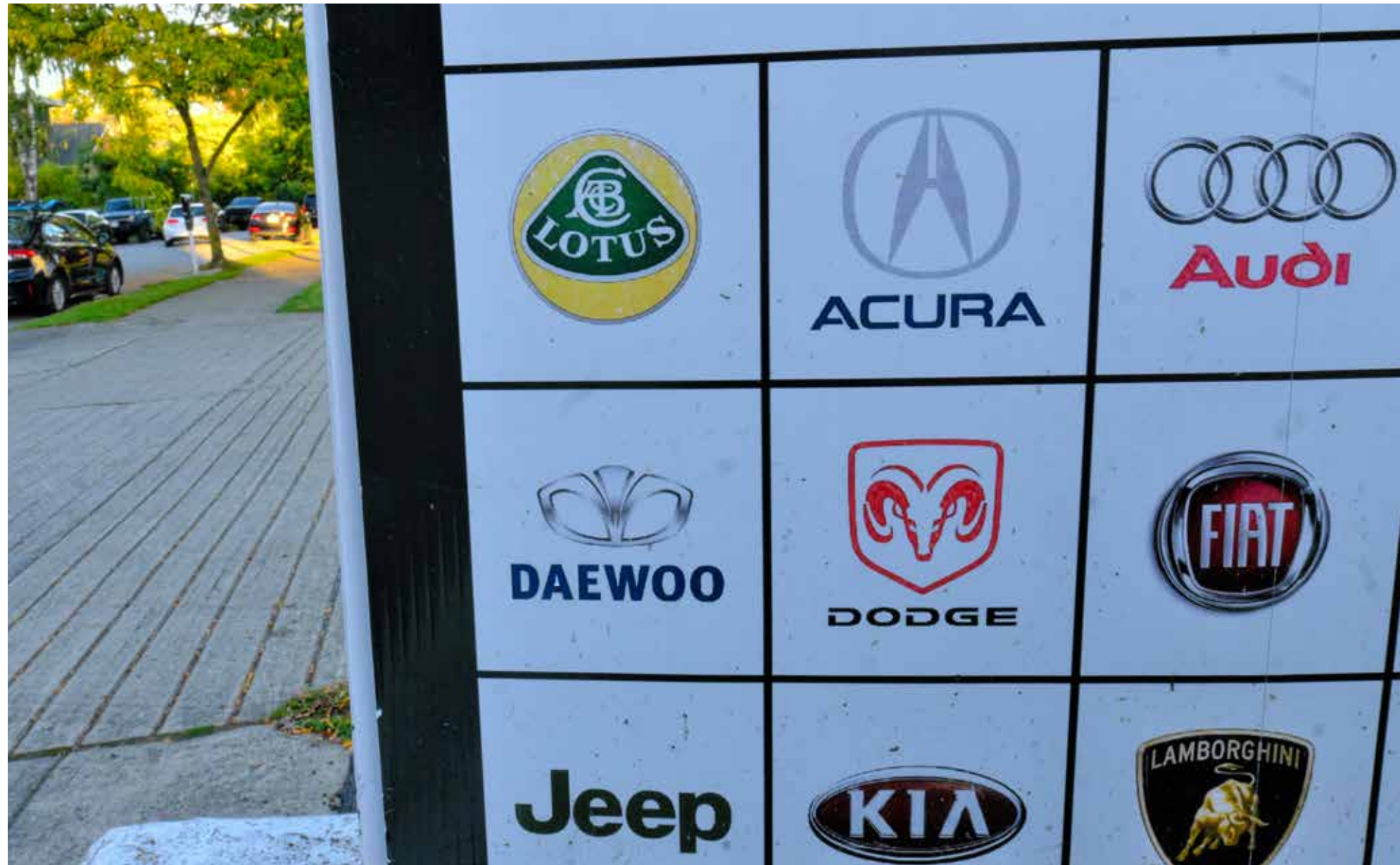
left and previous page

The Herd. Heading onto and along Parliament. The event did not discriminate against diversity as can be seen here and on the previous page. All bikes, Trikes to Vespas, vintage to modern, were well represented.

1st Place

In Vancouver, at Main & 23rd, is an auto glass repair shop: the sign to the left is out by the sidewalk. Presumably to indicate all the cars they work on, 42 logos of car companies are displayed alphabetically, except for one, the first one, which appears wildly out of place. The company is **LOTUS**. A pleasant, if puzzling surprise.

EDITOR



Photos
Mike McGraw

All
British
Car
Day
2026
Ottawa

ABCD





*"I went to the **ALL BRITISH CAR DAY** on the weekend when I was in Ottawa to see my grandkids. Took some pictures for you, see attached. Good show, small but good. Not overwhelming like British Car Day can be. Weather was not bad, warm, sunny, not humid. All-round nice afternoon. Only problem, the feature mark was Lotus—couldn't get away from the Damn things!"*

Mike McGraw MORGAN / MGB





"There were a few Euopas in the show, all yellow. One was Claude and Nicole Gagné's but I didn't get a photo. Maybe they can send you one?"

Mike McGraw

[Claude sent the photo above with Nicole and the Europa. Read his account at the end of this story. ED]







"I took a picture of a white Exige with black racing stripes. Sort of went with a t-shirt I saw. By the way, what is it with Lotus drivers and vanity plates? "

Mike McGraw



"The owner of the Caterham Seven is Desmond Ryan. It's a 310 R or R310, you pick. It's the green Seven with the yellow racing stripe in the photos, not the green Seven with the yellow nosecone in the photos. The owner is in the pictures, striped shirt and baseball cap with a Nike swoosh. Nice guy, chatty, even let my grandkids sit in the car! Their first Seven."

Mike McGraw



"I threw in a few pictures of old roadsters in case you're interested. Maybe you're not. Up to you. In one I caught a guy wearing a LOTUS shirt, black and gold JPS style, with a matching hat. I think I've seen him at British Car Day now I think of it."

Mike McGraw



*"This is the other Seven I mentioned, the one with the yellow nosecone instead of a yellow racing stripe. Still green though. Don't know what the licence plate is all about. Someone said '**ONE FAST LOTUS**' but I don't know. It's a Caterham for one thing. His name's **Ted Longtry**. I took his picture, lime green shirt, Lotus baseball cap. There was also a Replica Seven, a **Westfield**, all yellow. Lemony yellow. I did understand its plate : **GR8 SCOT 7** "*

Mike McGraw





EUROPA

was the featured car at this year's **All British Car Day** in Ottawa: it was the car's 60th birthday. So I had to bring **My EUROPA S2**. The original Renault engine in my car had seized just before the pandemic due to the oil pump giving up, but instead of rebuilding this 82hp engine (!) I installed a Gordini: same block but with a huge hemispherical head giving **125hp** with twin sidedraft Webers. (*See photo above.*)

However, at the time, I just installed a single downdraft Weber just to get it started and I then got sidetracked with other projects. The Europa and Gordini just sat in the corner of my garage waiting and waiting and waiting...

So, for the show I got the engine going again, did the timing and was all set to do a road test—*the day before the show*. Unfortunately, the throttle cable, the fraying cable that is, did not like the arrangement of the new carburetor and stuck. No time to fix that. I had to trailer my long-time faithful Europa to the show. (*Photo left with Nicole.*)

We were only three Europas, all yellow, out of a dozen of Lotus, out of a hundred cars. Marvelous weather, fortunately not as hot as the previous days, as trees and shadow are only on the perimeter of this city park. A new throttle cable is on the way and I can't wait to test this new engine on the road!

Claude & Nicole Gagné

Not the Best Laid Plans

Mike McGraw contributes photos to the Newsletter—the photos in the report on the Ottawa **All British Car Day** in Part 1 of this Newsletter are his—but he also sends the odd photo not of cars and I reciprocate. After our annual Vancouver trip I sent him the photos opposite, taken sailing on a wooden ketch, the **Duen**, built in Norway in 1939. During World War II it secretly ferrried British physicists across the Atlantic to work on the Manhattan project. They let me clamber out to stand on the end of the bowsprit and ride the swell in the Strait of Juan de Fuca outside Victoria.

Mike immediately sent the photo of the Canadian Warplane Heritage Museum **Lancaster** on the next page. Cryptic as usual his email read, "My best Lancaster shot. I think I may retire now." I answered with a shot of an **CF188 Hornet (?)** that I saw practicing aerobatics over the **B.C. Aviation Museum** on Vancouver Island. The museum has a Toronto connection. Some will remember the Lancaster that sat for decades on a pylon outside the **CNE** and thrilled small boys. It was taken down in 1999, weather damaged and vandalized and disappeared. After years in storage limbo it ended up at this museum. I came on the Lancaster dismantled in the workshop, halfway through a long restoration. **EDITOR**

The LANCASTER







END OF PART ONE SUMMER 2026 LOTUSLETTER

GO TO PART TWO

Please.

