



LOTUSLETTER 2025
SUMMER PART ONE



In PART TWO

LOTUS

Stephen Warburton's Caterham Accident.

Branding the EMIRA

Chris Marson counts all the badges on his Lotus.

Neil Drew & Paul Dennis represent us at the famous Taffia Fish & Chip Run in Wales.

254 Sevens participate.

VARAC Track Day

Reports by Iain Thomson
Claude Gagné
Neil Young

Yorkville ~~EXOTIC~~ Show

LotusClubCanada Summer BBQ 2025

Club Bulletins

LCC FALL RUN 2025
LCC Monthly Meetings
LCC Member Dues
LCC Glovebox

Stories

Iain Thomson reviews *F1 Movie*
Burlington Cruise Nights
Sick Kids Lottery: **Win an EMIRA**
Ivan Samila to the Rescue

Non sequiturs

BIG... Escalade vs Hummer
Lambobite / Triloghini
Smart Roadster
Lotus Calendar
BMPR STKR LUV
Bentley Badge Renewed
???

Club Contacts

Contacts are listed at end of Newsletter. For more about the LOTUSletter contact the Editor at eddenmichaelf@gmail.com
Newsletter design, captions, bulletins, and unattributed articles are by the Editor.

Cover

Burlington Cruise Night
Roger Barker's Lotus Elite
Lotus Elise seen from **Iain Thomson's** Elan
PHOTO **MIKE MCGRAW**

abstract and brief chronicles of the time **PART ONE**



Remember these
LotusClubCanada Meeting Dates

ABBHEY ROAD PUB & PATIO

SEPT 24 / OCT 29 / NOV 26 7pm-ish **W**ednesday

3200 Erin Mills Parkway

RSVP Duncan Lamb at duncan.lamb@sympatico.ca

Colin



FALL RUN



**SATURDAY
SEPTEMBER 27**

AURORA to BROOKLIN SORT OF

RSVP ALAN SADOWSKY
FREDWILLARDLIVES@GMAIL.COM
519.240.5073

RAIN DATE SATURDAY OCTOBER 4

LotusClubofCanada



from your **TREASURER**.....

When Membership Dues are paid I always send the Member an acknowledgment that includes the date their membership expires. It would be greatly appreciated if Members could note that in their calendar, keeping in mind our membership runs on the calendar year.

Quite simply, if on January 1st 2025— if you haven't paid up—you are Officially Delinquent, and your name must be engraved on the "Wall of Shame" now under construction.

Our Dues are a measly \$15.00/ year or \$30.00 for two years!

(Remember, if one owns say a Jaguar and wishes to join their "Owners Association", their annual membership is a staggering \$115.00/year or \$125.00/ Family.)

Cheers, **Tom Thomas**

Treasurer & Membership Guy, Lotus Club of Canada

Thanks to those Members who faithfully sent in their Dues on time.



YOUR ANNUAL LOTUSCLUBCANADA MEMBERSHIP WALL OF SHAME THREAT

HAVE YOU PAID

If you have paid your **2025 Dues** you are a warm and wonderful person and not only can bask

YOUR MEASLY \$15.00

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 **2025 LOTUSCLUBCANADA DUES** to Membership Guy **TOM THOMAS** at tsquared118@gmail.com

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



YOUR TIMELY LOTUS CLUB OF CANADA ANNUAL MEMBERSHIP DUES REMINDER



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

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

Select Transfer Funds...

Select Interac e-Transfer...

Choose from which Account...

Enter recipient name and email address: **Lotus Club Canada** & tsquared118@gmail.com

Enter Amount... **\$15 per year.**

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

Type in the security question...

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

Hit confirm or send...

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

The Club's MEMBERSHIP GUY, TOM THOMAS, receives email to go to online banking.

The funds appear in the Club's Account.

YOU MUST ALSO EMAIL TOM THOMAS at tsquared118@gmail.com

TO TELL HIM YOU ARE JOINING THE CLUB. If you don't contact the Membership Guy, he receives your money but has no information on how to contact you.

Once he has your **NAME & ADDRESS** he will send the All-Important email confirming your LCC Membership.

YOUR LOTUS CLUB OF CANADA ANNUAL MEMBERSHIP DUES : PAYING ONLINE



Duncan Lamb, Tom Thomas and Doug Howey at the July Club meeting.
The new wide angle lens exaggerates : Duncan is not that large, Tom and Doug aren't that small. Duncan does drink that much beer.

Here's hoping everyone's well.

That was quite the summer and the past week leading into September is teasing us with more sunny and thankfully cooler days which will hopefully last until our September 27 Fall Run. (Rain Date Oct.4).

A big **thank you to Alan Sadowsky** for stepping forward again to plan his second run for us this year. We're heading east this fall for the first time in a while and I hope many of you can attend. To register please contact him. Look for the Fall Run announcement in this newsletter.

Another big **thank you to Neil and Ruth Young** for the Summer BBQ. It was terrific.

Finally, thanks to all those who have contributed to Michael's latest newsletter, the **LCC SUMMER 2025 LOTUSletter in two parts**

...this really is a good one.

We *always* welcome volunteers and *always* need volunteers for Club activities.

Any suggestions are also welcome, so don't hesitate giving me a call.

Our next meeting is on Wednesday, September 24 at the Abbey Road Pub.

Hope to see more of you there. Cheers,

Duncan Lamb DUNCAN.LAMB@SYMPATICO.CA

WHAT'S HAPPENING?
LOTUSCLUBCANADA PRESIDENT'S ADDRESS



GRAND PRIZE 2
LOTUS EMIRA
 OR CHOOSE
\$130,000 CASH*



2024 Lotus Emira
 Prize Value: \$160,875

1 IN 2 ODDS OF WINNING

ORDER TODAY
SICKKIDSLOTTERY.CA

1-888-356-KIDS (5437) OR TORONTO 416-514-2107



Want an Emira? For many of us the only way to own, or even sit in a Lotus Emira is to *win the lottery*. A proverbial sentiment, not to be taken literally. No one means winning the car, only winning sufficient money in some lottery to buy an Emira after your inevitable debts and responsibilities are discharged. I suppose that's why I ignore lotteries: they never offer what I want. At least until now. Now for a \$100 ticket you can **win a LOTUS EMIRA in the SickKidsLottery**. I wouldn't have believed it if I hadn't gone to the website. A Lotus Fantasy. Tickets on sale until October.

As with most lotteries, the other nine Grand Prizes, don't tempt me. Third prize is a **Toyota Tacoma plus two Sea-Doos**. As owner of a Seven and a vintage sailing kayak winning this combination would be undeserved punishment. I see myself pleading with other winners, "Anyone want to swap?!" Except the other Grand Prize vehicles you can win are :

4th: Porsche Cayenne plus trip to Cote D'Azur / **5th: Toyota Supra** plus Whistler Heli-Skiing / **6th: Audi Q3** plus trip to London & Ireland / **9th: Subaru Crosstrek** plus trip to Norway / **10th: Mini Cooper Convertible**.

I found it deeply satisfying that only the Lotus Emira didn't need a vacation thrown in to sweeten the deal. (Overlooking the 10th place Mini which was a sort of consolation prize.)

If you do enter, and I hope many do, Good Luck. **EDITOR**

P.S. *Curiously First Prize was not a car but cash: \$1,000,000.*

SickKidsLottery

YOU CAN WIN
\$1 MILLION

1 IN 2 ODDS OF WINNING



10 GRAND PRIZES PLUS OVER 55,000 PRIZES INCLUDING CASH, CARS, AND TRAVEL!

PLAY FOR THE PRIZES OR PLAY FOR THE KIDS
 JUST AS LONG AS YOU PLAY.



FAR LEFT

A new rear corner for the fiberglass Europa. The original damaged corner can be seen on the floor in the background.

LEFT

*The immacately restored Europa immediately after the SUV rear-ended the Lotus last summer. The insurance company determined it was a write-off. **Matt Marson** decided it wasn't. He bought the remains off his father planning tone day to restore the car.*

PHOTOS KEVIN MARSON

Kevin flicked through the photos on his cellphone too quickly to glean more than impressions of his crowded garage. It wasn't until I saw the pictures on my monitor at home that I noticed the Lotus Europa. The single photo showed the rear half of the empty fiberglass shell. It had been Kevin's car, fully restored with a Spyder chassis, until an SUV rear-ended it last summer, crunching the right rear quarter. Faced with the difficult and unfamiliar requirements of fiberglass repairs the insurance company wrote the Europa off instantly. I'd heard that Matt, his son and owner of a Series 1 Esprit, bought the remains but resigned himself to a long, challenging restoration in some indefinite future. Yet the photo showed an intact rear. The fiberglass had been repaired, apparently, with a new quarter section, for discarded on the floor lay the Europa's original accident-shattered rear corner. I wrote and asked Matt what was happening. Below is is our email converstion.

Ivan to the Rescue

MATT

Sorry for the late response. I've been very busy with a new project management role at work and planning my wedding coming up this November.

EDITOR

Ah. Congratulations! ...Between Mike McGraw and your father I have a folder of random photos showing your Dad working on his Seven. Maybe unintentionally, one shows the Europa. But first, you did buy the wreck from him after the accident?

MATT

My Dad purchased the Europa back from his insurance company after they had written it off, but he offered to sell it to me as a donor for the other '69 Europa I already had had for years. I was very open to purchasing the car but I thought it had much more potential even in that state than the Europa I had. I bought the car for the same price my Dad paid his insurance company and sold the 69' Europa shell to a fella in Newmarket who plans to do a full body off restoration.

EDITOR

The photo of the Europa shows that the rebuild is moving ahead much faster than I remember you thought it would. What happened?

MATT

My father was telling Colleen at the Summer Barbecue last summer about the Europa's accident which had only happened a few weeks before, when she says, "You should talk to Ivan." He had bought Glenn Grainger's stockpile of old Lotus parts when Glenn moved. Ivan had a Europa rear quarter and said we could have it.

EDITOR

But Glenn had a Series 4 Seven not a—nevermind.

MATT

When I picked the rear quarter up from Ivan's house he wouldn't take any money for it.

EDITOR

That was nice of him!

MATT

Yes very, and unexpected. It was a complete quarter section of the car—there is still a 2nd that he has if anyone else needs it. Initially I was planning to make the seams in the locations of the full quarter sections, but after reviewing what work would have to be done we just cut out the damaged area of the existing body and translated that to the quarter section. What the photo shows.

EDITOR

Was it nerve-wracking? A simple chore between lattes? Would you do it again?

MATT

It was a very difficult and nerve-wracking process to layout and cut the body panels, especially because a lot of the datums I could use on Ivan's quarter, no longer existed on the crushed body. Part is bonded in but the rest is held in place with screws. Overall I am happy with the progress made, but I still have A LOT left to do before it's ready to go back on the road. Or for paint for that matter. Ask me again when the car is complete if I would do it again, but as of now, I would.

EDITOR

How is the work going?

MATT

Tedious and slow, but smoothly. I have not spent any time on the Europa since Spring. Right now I'm working on two cars that I am being paid to do, a 1976 TR6 and a 1972 Chevy K20 pickup. I am hoping the work on the Europa will continue in the winter, after my wedding.

EDITOR

Are you doing all the work?

MATT

Mostly the work is being completed by myself but if my Dad has spare time or I am in a pinch/need advice, he is more than happy to assist.

EDITOR

It must be crowded in the garage with your father working on the Caterham's TwinCam.

Matt

Oh no, the Europa is in the barn up at my Aunt's. The Seven is down in Burlington at my Dad's.

EDITOR

Ohhh great, the photos are all mixed up. Well, thank you for answering my questions so patiently.

MATT

No problem.



You should talk to Ivan or Matt's nerve-racking restoration

Excrement Doth Occur

Some members will recognize this story. It is taken from the Lotus Club of Canada's Facebook page and was posted by the Club's most active user, **Stephen Warburton**. Stephen drives a LHD 1993 Caterham Seven HPC purchased by auction last year at Bring-a-Trailer. The car, which he has nicknamed **Purple Reign**, was featured in the Caterham and Lotus Seven Club's **Low Flying** magazine.

EDITOR

MAY 3/25 The SEASON FINALLY BEGINS!

We went to the *Auto Show & Flea Market* at the Stirling Ontario Fair Grounds today. It rained overnight and drizzled part of the morning so we waited until the roads were mostly dry. This was the first show we took *Purple Reign* to after taking delivery of the car last year. So, we had to make an appearance this first Anniversary. Last year we went early after similar rains and had the hood up. We tempted the fates this year and left the hood off (but in the boot just in case). It was overcast and spit once or twice but never rained. Linda stayed close to the car and talked to lots of people. I met up with my brother and we walked the field. It is getting harder and harder to find the car parts in amongst all the yard sale and craft work items. Depending on the weather I will go back tomorrow, hoping that more cars show up.

Stephen Warburton



MAY 4 /25 EXCREMENT DOTH OCCUR!

Our summer fun has been put indefinitely on hold because *'Excrement Doth Occur!'* We didn't make it to day two of the Stirling Car Show—not four minutes from our home we were hit by a neighbour who cut the corner while making a left hand turn.

We were at the stop sign. He admitted it was his fault, not paying attention and turning directly into us in our lane. I saw the truck coming so stopped back from the sign thinking he's seen me and will change course. But no, with the wife and I both yelling and me trying to get into reverse and honk the horn at the same time it was over before we knew it.

We were stopped back from the sign when he hit us. *He pushed us back about a car length* and I think the car rolled back a bit too before I shut it off. I saw the impact and watched as the fender broke as well as seeing the tire go up against the trucks fender.

In the head on shot you can see the driver's side wheel is pointing outwards while the passenger side is

RIGHT

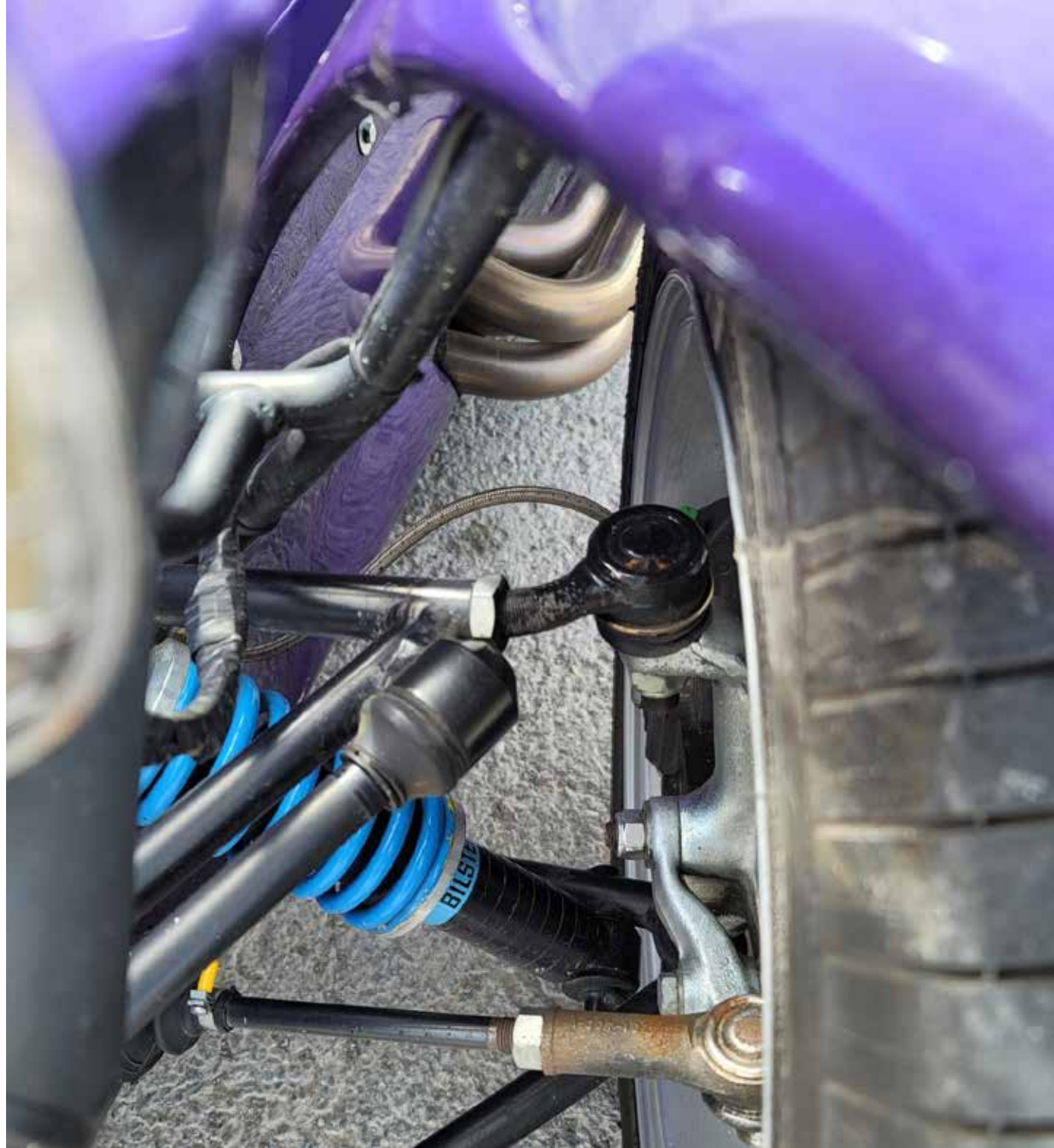
The crushed front fender, disheartening as it is in this photo, and in the two photos on the following pages, only hint at the damage the Seven suffered in the accident.

Parts of the suspension were bent and the front aluminum panel behind the wheel rippled.

"The photo shows Linda sitting in the car," writes Stephen. "She is...on the phone to the insurance company. I was busy yelling profanities at the other driver."

PHOTOS STEPHEN WARBURTON





pointing straight ahead. Also, the spring on that side is under compression. Hopefully the shock isn't damaged but I wouldn't be surprised if the rod was bent.

You can see just how far back the tie rod end is bent. I'm afraid that the suspension pick up points may be bent as well.

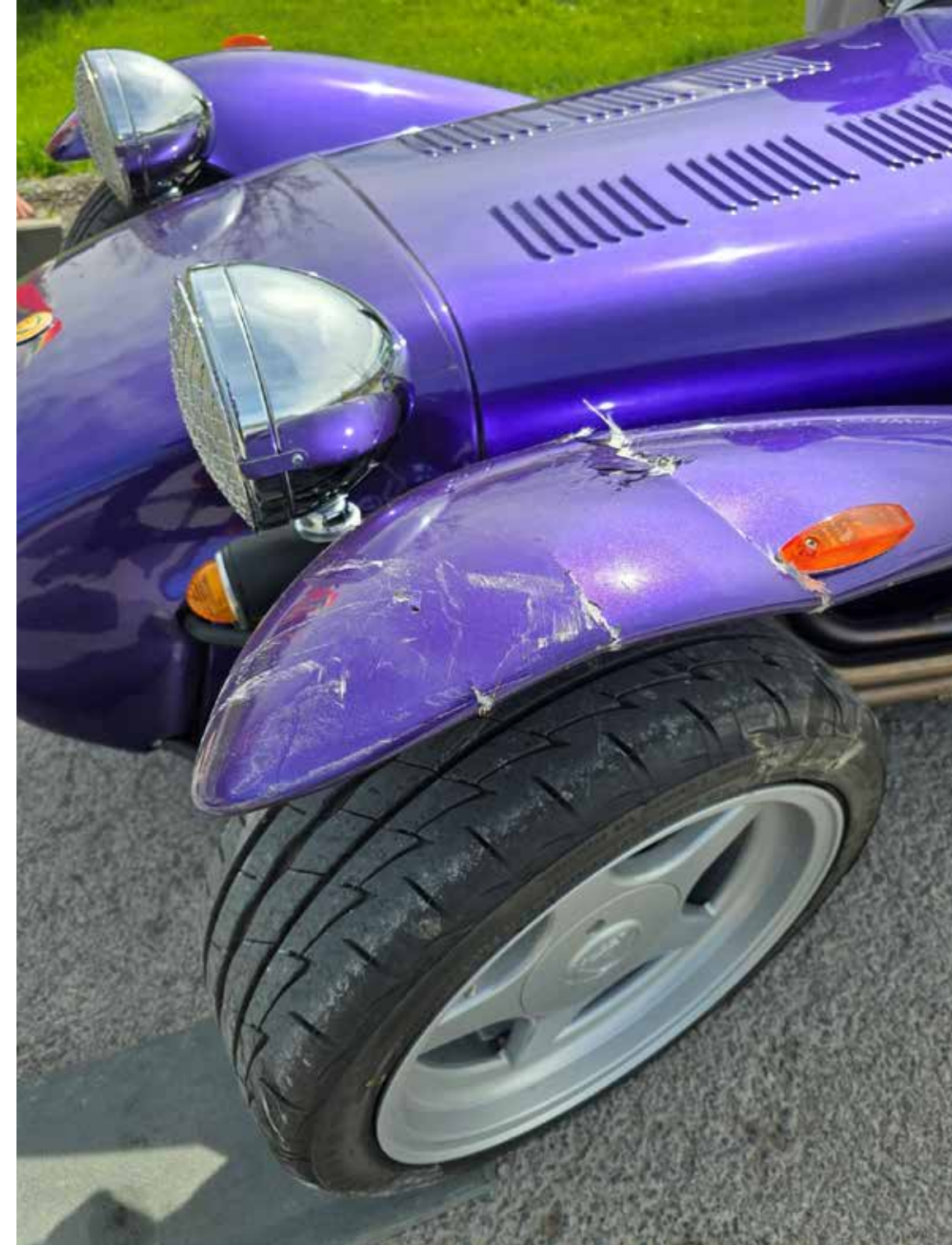
Although the tire shows battle scars it is holding air and I could not see any cuts. BIG plus is the rim looks undamaged. However, a spin balance will be needed to confirm.

The lower side panel from the front back to the exhaust cut out is badly rippled and there is paint missing as seen in the image.

You want to know how low a Seven is?

In the photo you can see the damage to the F150 is limited to marks around the midpoint of the truck's front tire side wall and the fender behind it. The highest damage I could see was the tear which is below the top of the truck's tire.

Stephen Warburton



LOTUS

BADGES BADGES BADGES...

One day when I was not helping Emira with some selfies, I noticed that the **EMIRA** has lots more badging compared to the **ELISE**. Earlier Lotus models often had only a nose badge and maybe a model badge. It seems like some marketing types in UK decided to try and see in how many places they could add Lotus badging.

Once I started to note where I saw Lotus badges, I was amazed at how many places that I had found. I have summarised the locations in a table here. [Chris documented each badge/logo with a photograph as can be seen on the following page, or at least as many as could be fit on one page. Ed.]

Of course, I added to the factory badges on both cars. On both the Emira and the Elise I added Green/Yellow Lotus Emblem tire valve stems (4).

Both cars also had the model name on the vanity licence plates.

Overall, the Elise (from memory) had about 9 Lotus Badges while the Emira has 33!

Chris Marson

LOTUS EMBLEM

Green/Yellow Nose (1)
Black Steering Wheel (1)
Green/Yellow Wheel Caps (4)

LOTUS WORD

Engine Cover (1)
Car Rear (1)
Brake Calipers (4)
Driver Screen (1)
Seats (2)
Drivers Screen (1)

MODEL WORD

Headlights (2)
Door Sills (2)
Floor Mats (2)
Heating Vents (4)
Steering Wheel (1)
Emergency Tire Kit Bag (1)
Driver Screen Startup (1)

MODEL LOGO

1ST EDITION

Entertainment Screen Startup (1)
Dash (1)
Side of Car (2)

ELISE

Green/Yellow Nose (1)
Green/Yellow Steering Wheel (1)
Green/Yellow Wheel Caps (4)

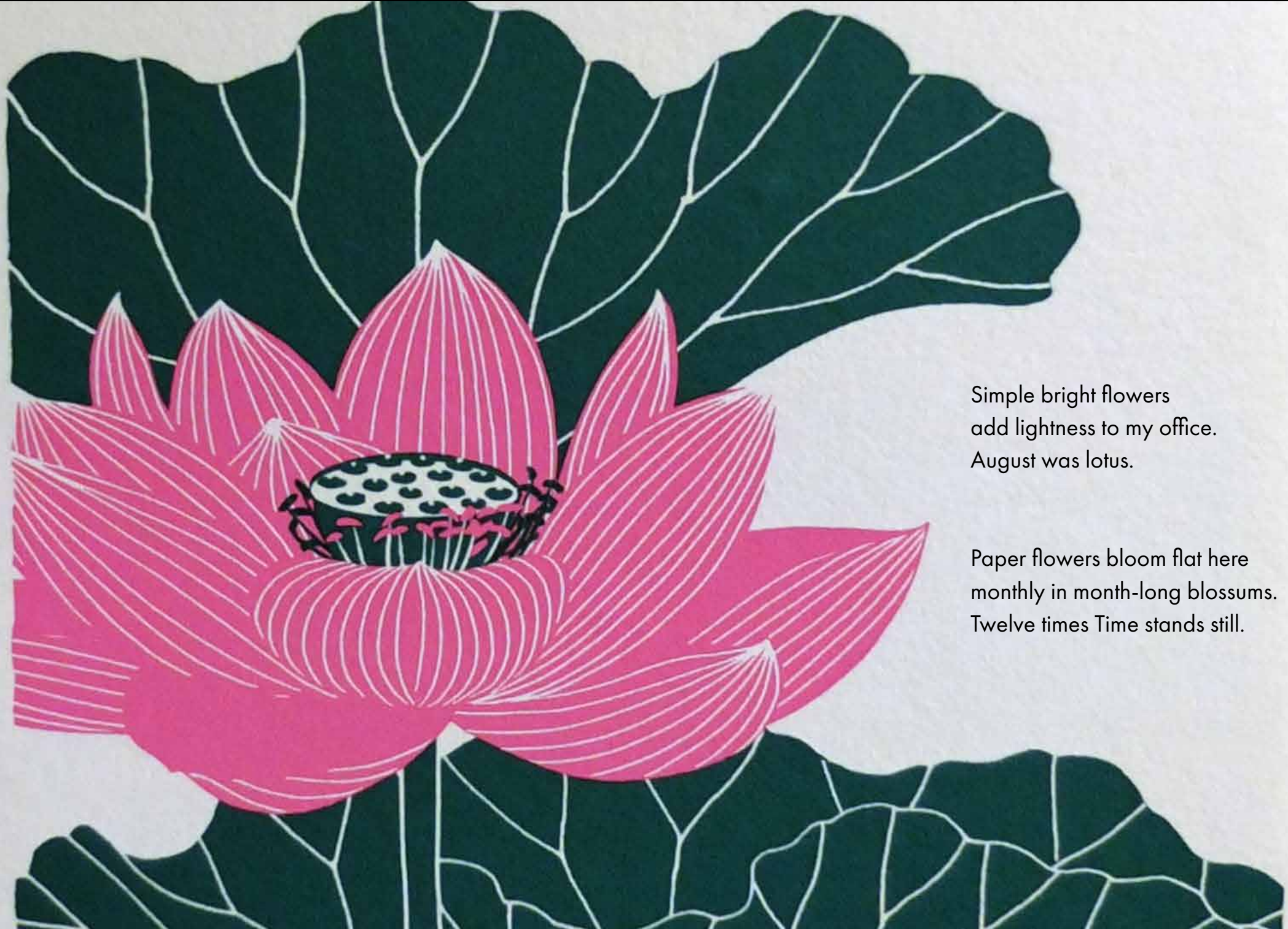
Engine Cover (1)
Car Rear (1)

Car Rear (1)



LOTUS





Simple bright flowers
add lightness to my office.
August was lotus.

Paper flowers bloom flat here
monthly in month-long blossoms.
Twelve times Time stands still.



our Japanese calendar



BURLINGTON CRUISE NIGHT 1



1992 LOTUS ELAN SE TURBO M100 owned by **Dylan Sharpe**. Note the front wheel drive, unique in a Lotus. The previous page shows the Elan dashboard and engine. The car's 162hp DOHC 1.6 L Turbocharged engine. Despite being heavily modified by Lotus, and the name on the cover, the engine came from an Isuzu Gemini, a boxy little subcompact car made in Japan. At the time Lotus was owned by GM, which in turn was part owner of the Japanese Isuzu, hence the connection.

The **Barbie** movie was very good but the car alongside the Elan is disheartening—what compelled the owner to do this to a **McLaren**? It is a supercar's karma that the people who can afford them can afford to paint them up in sophmoric liveries.

PHOTOS MIKE MCGRAW



LOTUS ELISE

Seen at the same Burlington Cruise Night,. Owned by ?

PHOTOS MIKE MCGRAW





BENTLEY

has a new, simplified version of its 'Winged B' badge. It's the fifth time the company has reworked the emblem since Bentley was founded more than a century ago.

"Created by Bentley's in-house design team, led by director of design Robin Page, the logo is the first reveal of a new era of Bentley design language," wrote Tom Ravenscroft in an article for DEZEEN, an online blog that reports news on architecture, interiors, design and technology.

The original logo by F Gordon Crosby in 1919 has only been updated three times: in 1931, in the 1990s and in 2002. The 'B' was redesigned so that it can be used without the wings.

Bentley says that the new badge (based on a concept by Young Nam: "reminiscent of the angled wings of a Peregrine Falcon.") is "the biggest change to the instantly recognisable mark in more than a century of history". Lotus Club members can decide for themselves how convincing that claim is by viewing the badges opposite. The bottom version is the original 1919 design and the top the new 2025 one.

"Bentley," notes Ravenscroft, "is the latest car brand to unveil a simplified logo, with Audi creating a flat version of its distinctive four-ringed logo and [Aston Martin] creating a "subtle but necessary" update to it's logo.

Last year, car brand Jaguar made waves with its "unique and fearless" rebrand, which was met with backlash online."

Editor

First, this actually happened.

It happened here and may be a first. The police report stated:

"On August 26 at around 3:15pm officers stopped this Mazda 3 near Queensway/Cawthra after callers reported it driving along Queensway with a staircase on its roof. A 22 year old woman from Woodbridge has been charged with Careless Driving. Investigation is ongoing."

The article in the *Globe and Mail* by Andrew Clarke gave a little more information. "The 22-year-old driver from Woodbridge, Ont. had backed her car into the staircase (where it affixed to her car) and then drove approximately three kilometres along a major roadway called the Queensway with it sitting atop her Mazda."

Unfortunately, why she did this went unanswered. No matter what she'd have said, it would have been quotable. Also no one contacted the stair owner who presumably needs it? The article did quote the police officer, Peel Region Constable Tyler Bell-Morena, who charged the woman and provided the picture (video capture) opposite. "We're not really sure what the heck was going on there," he said in a social media post.

I do not put articles like this in the Newsletter but it happened here, is bizarre, and I couldn't resist. **EDITOR**



Some notes
on the recent
release...

F1 THE MOVIE

by Iain Thomson

THERE HAVE BEEN NUMEROUS RACING MOVIES produced since the inception of the Formula One World Championship in 1950. Many of them have been flops, due to unrealistic plots and racing scenes, along with caricatures of racing drivers presented as The Hero.

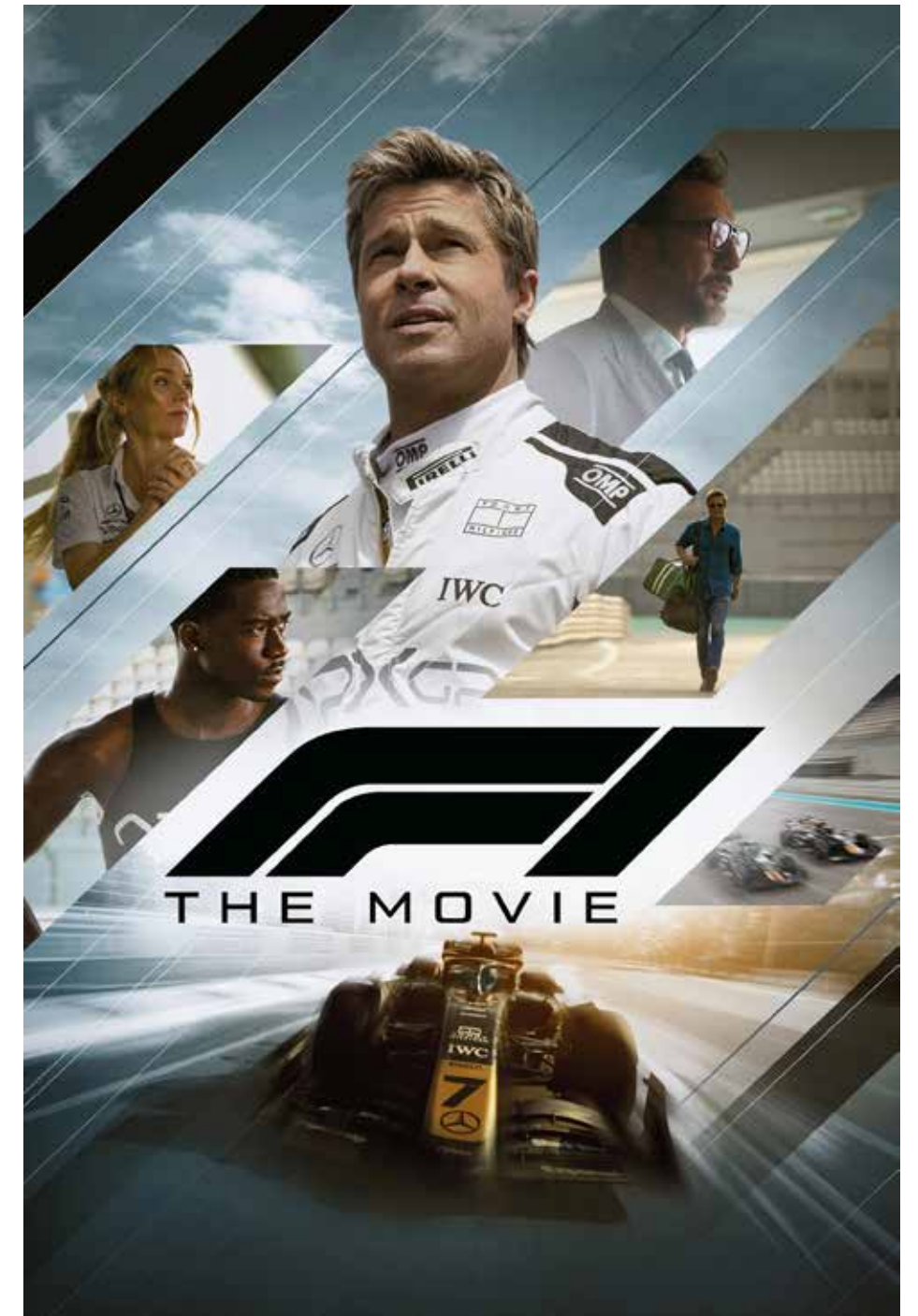
The movie *Grand Prix* (1967) directed by John Frankheimer, set a high point in racing movies for many decades. It won three Oscars for Sound, Sound Effects, and for Film Editing. It captured the danger, the drama and the high pressure atmosphere that successful F1 drivers and their teams endured in the 1960s. Another notable recent F1 racing movie was *Rush* (2013) based on the 1976 F1 racing season. The main theme was the extreme rivalry for the F1 Driver's Championship, between British driver James Hunt and Austrian ace Niki Lauda. More recently, *Ford v. Ferrari* (2019), was based on the 1960's battle for supremacy

in the annual *24 Hours of Le Mans* sports car endurance race in France. As the title suggests, the movie deals with the battle between Ford Motor Co. of Detroit USA and Ferrari S.p.A. of Maranello, Italy.

As a birthday gift, my son Stuart and family generously gave me a ticket to see the latest racing film: *F1 The Movie*. Stuart and I viewed the movie on July 23, at the VIP IMAX theatre at Winston Churchill Blvd and QEW. The luxurious seating and delivered refreshments provided a fun and relaxing experience!

F1 The Movie was three years in the making with on site shooting taking some eighteen months. The budget was \$2-300 million. To date, it has grossed over \$577 million worldwide.

The main protagonist, F1 racing driver Sonny Hayes (Brad Pitt). Sonny returns from a 30 year absence in F1 to save his former teammate's under-performing team (APXGP Formula



*All the glamour and greatness of
the world's most exciting drama
of speed and spectacle!*



METRO-GOLDWYN MAYER PRESENTS
A JOHN FRANKENHEIMER FILM

Grand Prix

STARRING
**JAMES GARNER EVA MARIE SAINT YVES MONTAND
TOSHIRO MIFUNE BRIAN BEDFORD JESSICA WALTER
ANTONIO SABATO FRANÇOISE HARDY**

A DOUGLAS & LEWIS PRODUCTION • screen story and screenplay by ROBERT ALAN AURTHUR • directed by JOHN FRANKENHEIMER
produced by EDWARD LEWIS • music by MAURICE JARRE • in SUPER PANAVISION AND METROCOLOR

One, a.k.a. "APEX"), from collapse. Sonny's old friend is now Team Owner Rueben Cervantes, (Javier Bardem). The movie follows the rivalry between Sonny and his rookie teammate Joshua Pearce, (Damson Idris).

Of course, to have broad based appeal, and not bore its audience, Hollywood typically adds poetic licence and drama to the storyline while keeping only enough racing jargon and technical stuff to give it a flavour of racing. In this respect, I think this movie succeeds, so it should appeal to some non-racing enthusiasts.

The cars used by the actors were actually **Formula 2 cars**, modified to look like Formula 1 cars. **Lewis Hamilton** (7-time F1 World Driving Champion), was involved in race training the actors over a three month period.

Other current F1 drivers make cameo appearance: **Max Verstappen, Fernando Alonso, Carlos Sainz, Charles LeClerc and Lando Norris**. The actual team managers and crews, the TV presenters, the FIA personnel, and dignitaries attending the various F1 events also appear, further adding authenticity.

The production crew integrated with eight actual F1 race events in the 2023 and 2024 F1 seasons : Spa-Francorchamps

(Belgium), Mexico City (Mexico), Monza (Italy), Silverstone (UK), Hungaroring (Hungary), Suzuka (Japan), Zandvoort (Netherlands) and Yas Marina (Abu Dhabi). The finished film includes scenes filmed on the actual F1 grid during race weekends.

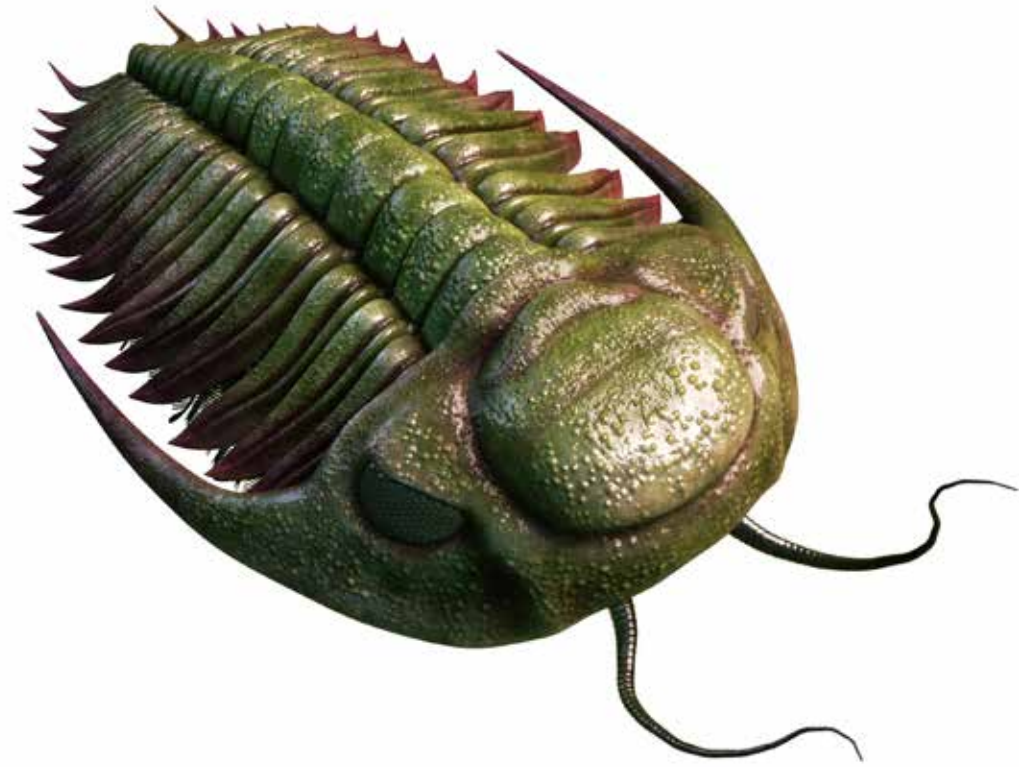
The large scale of the IMAX screen lends itself to spectacular views of the F1 circuits. In-car cameras capture the track action and reveal how complex and demanding the F1 drivers' environment is. Braking and cornering G-forces are displayed, underscoring the extreme physical demands on the drivers. The Dolby Atmos system sounds are authentic, with live audio from actual crowds at the F1 Grand Prix events.

Director Joseph Kosinski and producer Jerry Bruckheimer used sound technology developed from prior experience with their 2022 Box Office hit *Top Gun: Maverick*. Microphones were placed in various locations including; around the tracks, in-car, and even in the cars' air ducts!

So *F1 The Movie*, gets a thumbs-up from me!

LEFT Poster from the famous 1967 F1 movie *Grand Prix*.

PREVIOUS PAGE One variant of many *F1 The Movie* posters.



We each see the world through our preferences, and preoccupations.

“Origami,” said Donna. “It looks like origami.”

She was right. They did look like folded paper. And yet...

“It looks like Issey Miyake designed it,” she added.

I recalled attenuated models draped with his creations strutting precariously on a Parisienne runway.

“Not impractical enough,” I said after a pause.

“It doesn’t look practical to me,” she said. We were looking at a green Lamborghini in a row of Lamborghinis, a very expensive row. At the end, inexplicably, was a white Cybertruck. Donna had a point but I wasn’t ready to concede.

“It looks like a Trilobite. They all do,” I said. I like Trilobites. I think it’s grossly unfair they died out in the Permian Mass Extinction. 270 million years of evolution wasted.

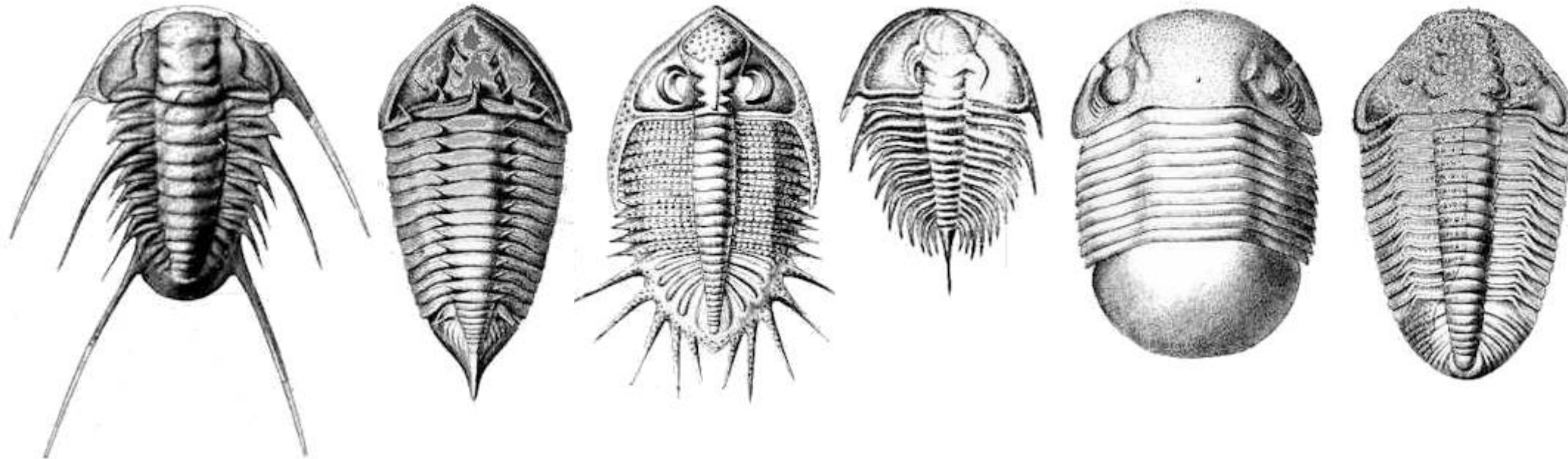
“The engine cover—half the car,” I argued, “has been deliberately designed as a segmented backbone of articulated overlapping plates running symmetrically down the spine of the car—”

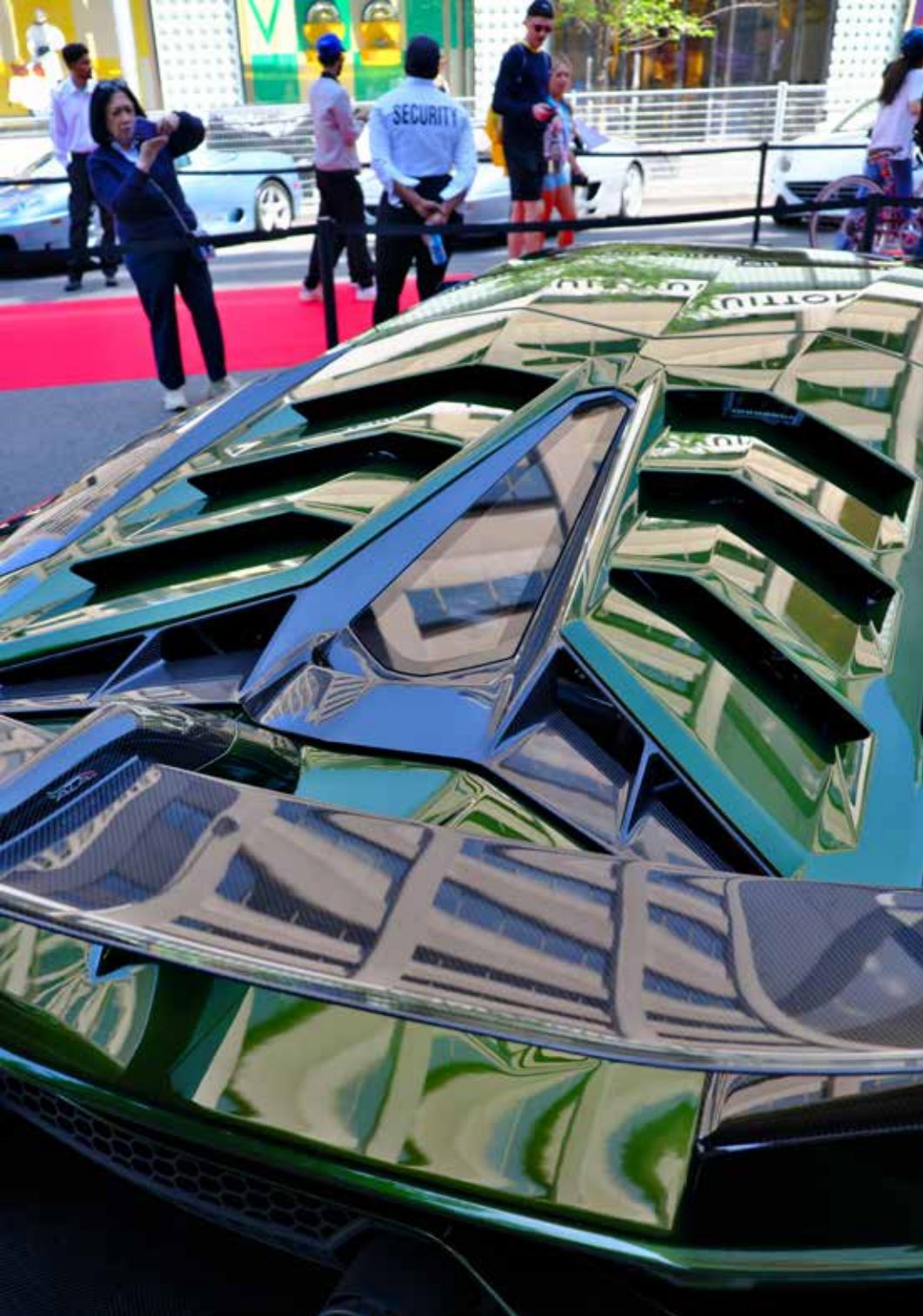
“It does a bit...” she said just as I was getting going, and added, “Origami Trilobites.”

We left it at that.

Donna went off to *Cos* to check their clothing sales and left me to take photos. I had an hour. It wasn’t long but by then the crowds would make taking photos like the ones on the next page, difficult.

Lambobites? Triloghinis?







BURLINGTON CRUISE NIGHT

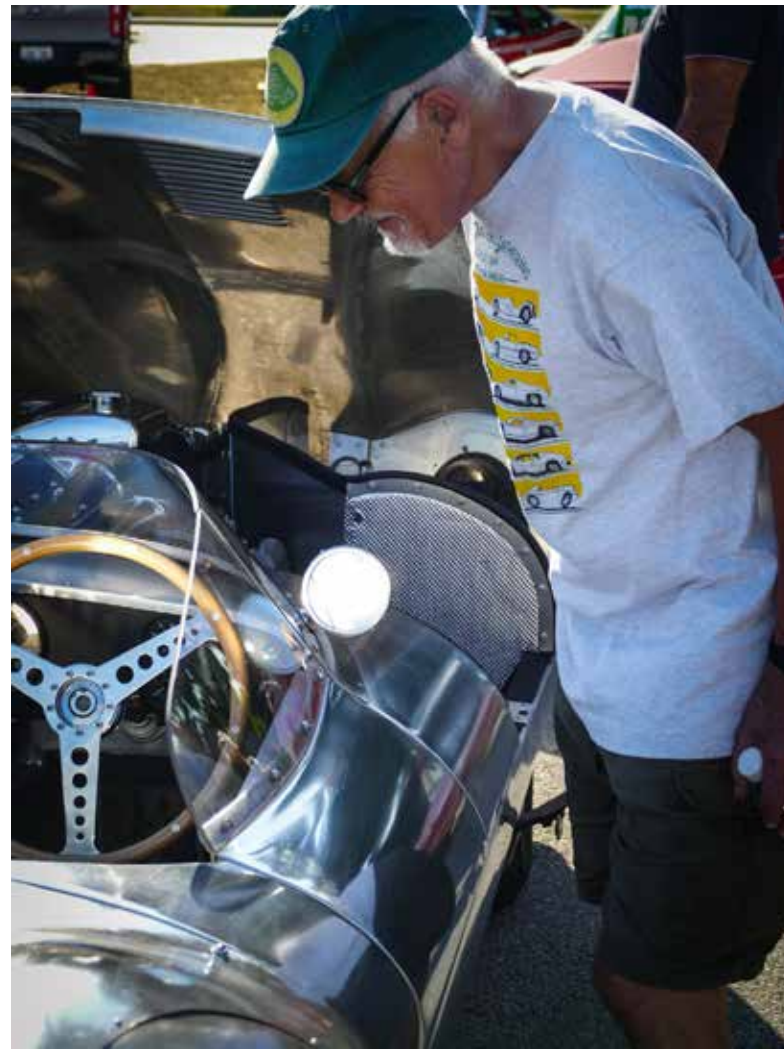
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Real or Replica?

This **Le Mans Jaguar D-Type** showed up at the Burlington Cruise Night in July. It was beautifully made and bare metal; no trace of paint could be seen. It had a registration plate in the engine bay which prompted the credulous question, “Could it possibly be authentic?”

Club members **Roger Barker** (photo left) and **Mike McGraw** examined the Jaguar. Mike, who sent the photos here and on the following page, wrote, “The ID plate looked to me like a resto plate you can buy and then stamp your own info. Repro or Tribute, I’ve no comment other than to say it’s very well done, looks to have JAG bits and likely very expensive to build!”

“It had a Jaguar registration plate with the ID **XKD 666**,” observed Roger in his usual thoughtful manner. “I was convinced it was not an original [Le Mans raced D-Type]. Too perfect. And no evidence of ever being painted which would be most unusual. But whether it was a Replica or a Jaguar-made Continuation D-Type I didn’t know. Jaguar did build a series of Continuation D-Types at a reported cost of one million pounds. It is a beautiful car and no doubt cost someone a lot of money.”



| JAGUAR CARS LTD. COVENTRY, ENGLAND. | | | | | | |
|--|-------------|--------------|--------------|--------------|------------|-----------|
| CHASSIS No. | XK0666 | | ENGINE No. | 7R8523-9 | | |
| BODY No. | H2056 | | GEAR BOX No. | T5-1352 | | |
| RECOMMENDED LUBRICANTS | | | | | | |
| | MOBIL | WAKEFIELD | SHELL | ESSO | B.P. | S.A.E. |
| ENGINE | | | | | | |
| SUMMER | MOBIL OIL | CASTROL | X-100 | ESSO EXTRA | ENERGOL | 30 |
| WINTER | MOBIL OIL | CASTROLITE | X-180 | ESSO EXTRA | ENERGOL | 20 |
| TROPICAL | MOBIL OIL | CASTROL | X-100 | ESSO EXTRA | ENERGOL | 40 |
| GEARBOX | MOBIL OIL | CASTROL | X-100 | ESSOLUBE | ENERGOL | 30 |
| REAR AXLE | MOBILURE | CASTROL | SPIRAK | EXPEE | ENERGOL | HYPOID 90 |
| STEERING GEAR | MOBILURE | CASTROL | 90 E.P. | COMPOUND 90 | ENERGOL | H.M.P. |
| WHEEL HUBS | MOBILGREASE | CASTROLLEASE | RETINAX | ESSO HIGH | ENERGREASE | GREASE |
| | No. 5 | W.B. | A. | TEMP. GREASE | N. 2 | |
| VALVE CLEARANCE (COLD) INLET <input type="checkbox"/> INS. EXHAUST <input type="checkbox"/> INS. | | | | | | |

Roger however managed to speak with Dino, owner of the 'D-Type'. "The car is a replica from a manufacturer in Detroit, but the aluminum body was made by a sheet metal worker in Guelph," he wrote. "It came with a fibreglass body, which was used as a pattern for the aluminum body. I felt it was impolite to ask what the body-in-aluminum cost, but did ask how many hours it took to build: 800 hours. I asked Dino if the builder was an older skilled guy from the UK or Europe, but he said no, it was a guy in his forties who loves working with aluminum and is largely self-taught. I think that it is great that there are people learning these old skills, but the cost is beyond the reach of all but the very rich!"





I don't see as many bumper stickers as I used to. They have, I think, been superseded by Tik-Tok and Instagram and Youtube Bloggers, a world-wider web to proclaim one's opinions to and much more empowering. Bumper Stickers are lonely soap boxes. So this car caught my attention. We were walking off a meal, too rich for my stomach, at a new restaurant Donna wanted to try near Dufferin and Dupont, when we came on the car. It was parked on a quiet, leafy sidestreet north of Bloor. I didn't read all the stickers, I just took it in, in a general sense, snapped a photo on Donna's phone and walked on. At home, after a closer read, it seemed I'd been wrong. Bumper stickers haven't been replaced by social media, not exactly, but by tattoos. What a venue to flaunt your identity. Except for our bodies, what else in our society is as inviolable as our cars? You'd no more touch a stranger's car than their bare skin: Vehic-ual Assault. I realize this is irrelevant to Club members. Who would bumper sticker their Lotus? (Vanity plates are of course *completely different*.) My gut reaction to this wallpapering of stickers was "Thank God it's only a Honda Fit."

254 SEVENS by NEIL DREW

Photos are mostly by **Neil Drew** especially the selfies. Others are taken from **Caterham's Facebook page** which like the photo of the start here, do not name the photographer, which is a shame.



*The following account of the Caterham and Lotus Seven Club's **Taffia Fish & Chip Run**, or blat, by Lotus Club Canada member **Neil Drew** also appeared in their magazine **Low Flying**. The Run drew 254 Sevens this year raising £6,000 for Prostate Cancer research.*

The most Caterhams we have been able to get together in Canada for a blat is five, for a two day trip around Prince Edward County last summer. Both Paul Dennis and I (Neil Drew), imported our cars from the UK last spring, met at a car show last April and have been in touch ever since. We both dreamed of getting Caterham's in Canada. But options are limited: the cars available tend to be older, a bit rough and expensive due to import and safety laws—meaning cars need be at least fifteen years old to achieve 'classic status'. So we both decided the best bet was to import from the UK.

One of the best bits of having a Caterham in Canada is, no one else has one. The worst bit is, you never get to see another on the road unless you organise a get together. All of us here in Canada have seen the **Taffia Fish & Chip Run** on YouTube with jealousy and envy. "Wouldn't it be cool to do it one day?" I said to Paul. "One day?" he said, "Why don't we go and do it?" I didn't have a reason why not to.

So when the Seven Club announced the 2025 Run, we reached out to see if there was any way we could attend future events. All the spots went immediately and we obviously did not have a car to attend this year anyway. We were referred to Jon Symons and things just kicked off.

"Are you sure you have discounted this year?" Jon said. "There are bound to be some cancellations". I reiterated not having a car. "I am sure we can sort something out" Jon responded. A flurry of activity happened in a short amount of time. We managed to hire a car through Williams, a **2018 Caterham 360S**. This was great—we could go. We were already super excited when the next part blew our minds. We received an email from Jon:

*Paul / Neil,
One of our local members would be happy to lend you his car (420R SV). He's away 10-20 May but his son should be around to sort logistics. Interested? If so I'll put you in touch.*

Regards, Jon



Blat NOUN.
Lotus slang for club run.

The definition above is mine. Terence McCarthy of the Lotus Drivers Club is more loquacious. "Blat: A drive or a journey in a Lotus or other Seven motor car in which driving becomes more than driving, the act more than the destination, becoming, not going." He also gives a second meaning: "The higher state of mind and awareness in which blatness has been achieved." This may be true, or maybe he has read more Robert Prisig than is advisable.



Interested!? Absolutely. I was also shocked at the generosity. I am not sure I would lend my car to a total stranger. I got in touch with Derek Holiday and we arranged a video call on *Whatsapp*. As with everyone I meet from the club, Derek and I hit it off instantly, talking and showing each other our cars. Derek was going to be on another trip in May, in Italy and so was going to miss the F&C Run. He showed me around his wonderful Riviera Blue and Orange SV and with that—I HAD A SEVEN for the Run.

Over the next few weeks Paul and I planned our trip, booked flights and booked hotels and AirBnB's all over Wales. We were all set. Then Paul throws a curve ball in there. He has surgery on his foot in April and will be out of the cast only five days before we fly to the UK in May, assuming all goes well with his recovery.

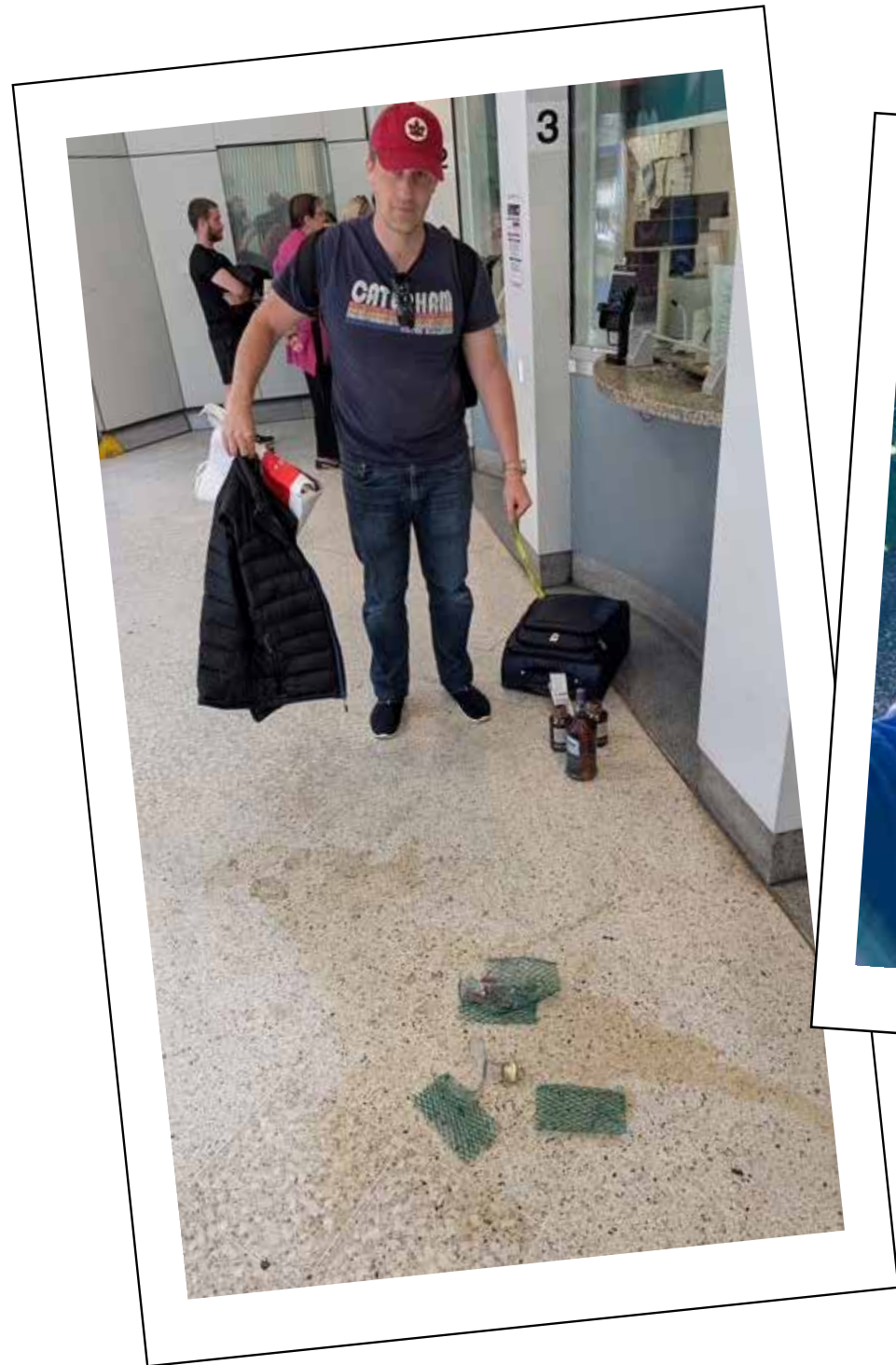
All *did* go well. We met at the Toronto Airport lounge, had a couple of beers before the flight to put us to sleep and arrived at Heathrow midday May 15th— Paul's birthday!

My Dad picked us up and took us to my parents' house in Basingstoke. I gave Paul his birthday present, a

Caterham Club Jacket and we headed out to Winchester to see some sights, go for some cocktails and a birthday dinner for Paul and try to avoid jetlag by staying idle. We had a great, night, headed back and straight to bed.

The next day the trip really began. We were up at 6.30am to drive to Dartford and the Caterham factory, where a group of Germans had generously invited us to join their tour. If you have not done the Factory Tour yet, it's a must do. To watch all the elements of the Caterham build is brilliant. We got there early to see the Germans arrive. What a great bunch, they had driven across Europe to get there. Some great stories including overnight engine builds, terrible weather. Despite this they were all fresh and energetic, unlike me and Paul guzzling coffee to stay awake.

The Tour was great. Loads of incredible cars, we met some wonderful employees and learned so much about the different variants of Caterham from the Archivist Martin Phipps who has incredible knowledge. As soon as it was finished we left promptly to catch the train



Bristol...We got stuck in traffic and time was tight. My breaking a bottle of whisky over my suitcase and all over Reading Train Station, much to Paul's enjoyment and my embarrassment, did not help. Reeking of Whisky, we boarded the train.

Paul and I parted ways at Bristol, he to Williams to pick up his rental, I to Derek's just outside Bristol, to meet his son Richard and pick up his Seven. Richard and I had a nice chat. I gave him the remaining Canadian Rye Whisky, and Maple Syrup that I did not break at the train station, and we headed to the garage.

The car was exceptional. An ex-CSR, the Cosworth engine had been sold and replaced with a new 210BHP Duratec, the car being converted to a 420: longer SV chassis, 6-speed, LSD, lightened fly wheel, dry sump, with leather seats (Derek, please forgive me if I have any of that incorrect). In Porsche Riviera Blue with Orange stripe, she was a really pretty car in the flesh. I had been warned by both Derek and Richard that she can be a bit of a handful, especially at low revs where she loves to bunny hop. The LSD makes a lot of noise.

My Seven in Canada is an ex-Academy SuperSport also converted to a road car. An S3 chassis, Sigma Engine, 5-speed, LSD, Lightened Flywheel, with Tillet seats, putting out 140bhp. Derek's car was a different animal altogether.

I jumped in. The first thing I noticed was how much roomier the SV is. I had to move the seat forward (instead of having it all the way back). I could adjust the harnesses, while in the car, instead of having to jump in and out as there is no space around your hips in the S3. Getting in and out was easier in the SV. To be fair, I think this says less about the cars and more about my middle-aged spread. Derek's car had a keyless ignition—very cool as in my car you can sometimes stab yourself in the leg with the key in the ignition. She fired up first time, with an impressive, highly strung roar, much louder and more aggressive than my exhaust note. A quick text to Paul to say I will meet him at Williams, my map set up on my phone, and I was ready to go. I said goodbye to Richard and depressed the clutch to head off. Panic set in. It was so heavy I was not expecting it. Then I had to maneuver out of the driveway without the unbearable embarrassment of stalling the car in front of a fellow Pistonhead.

I gingerly pulled out with a slight bunny hop or two, but no stall, and so I think saved my reputation. But when I turned onto the country road the turning circle was far wider than I expected, which meant a reverse and second attempt, but still, all good. The car wanted to bounce a bit, but I was downhill, so I knocked it out of gear. First turning is a left onto a busy road in five o'clock rush hour traffic with a total loss of confidence in my clutch

control. (Bear in mind, we don't really have manual cars in Canada). As feared I pull into the road and stall, right in the middle of the junction: Classic. I am sure Richard didn't see it but with the loud engine note, I am sure he heard it. As I half expected it, I jumped straight on the starter button and pulled into traffic. The car was frantic, highly strung. All it wanted to do was *accelerate*, and as Derek warned, protested when idled. I was used to a noisy diff and a degree of bunny hopping, but this was a different story altogether. This was clearly and out-and-out Track Car.

I was now in an unfamiliar town, on the other side of the road I'm no longer used to, on roads half the size I am used to, in a much bigger Caterham than I am used to. I take the wrong turn and get stuck in traffic for half an hour before I can turn around. This did give me the chance to practice crawling in traffic in this tricky Seven... When I got to an open road, the car showed me what it's all about. But with the extra power, the 6-speed gearbox, the knowledge that I was driving someone else's car and not *really* knowing the speed limits, I short-shifted when I accelerated. It was so responsive and the shifting sounded awesome. The engine was really torquey, so sweeping country roads were perfect for 5th gear with minimal changes needed. I would have been working the gearbox way harder in my 5-speed Sigma.





I arrived at Williams twenty minutes after closing, yet they had waited for me. Seeing Paul in his car gave me a wave of excitement. We were really doing this. Paul had rented a 360R SV Chassis, 5-speed in Yellow with a Green Stripe. He was wearing one normal shoe and one bright red race shoe as he could not get a race shoe on the foot still swollen from his operation. He spent the weekend like that. At least he stood out. I apologised for being so late and making him wait. We set up the radios we had bought; they were perfect. It was 6pm at this time and we had had a pretty long day already, but now we had to drive to the BBQ in Chepstow, our first proper drive. I was supposed to lead, but got lost straight away. Paul was quick on the radio to take advantage of the situation. "Aren't you supposed to be from England?" Great start. I loved it that Paul called me out straight away, first point to him. Then Paul took the lead and pulled up to the junction on the *right hand side of the road!* Once I stopped laughing, I reminded him we drive the left side here. It was a mistake one of us was bound to make. I am just glad it was him. One all.

It was brilliant driving on British country roads again, in a Caterham, in pursuit of another Caterham on a warm Friday evening with the prospect of three more full days of driving a Seven. It does not get much better. Talking to Paul on the radio, I could tell he was just as excited as I was.

The one thing you should note. We do not have great driving roads in Canada. I am from the UK and moved to Canada when I was 26 so I learned to drive on UK country roads. However, that was 17 years ago. I had forgotten just how good they are. You guys in Britain do not realise just how lucky you are. In Canada, most of our roads are based on grid systems, they are straight. We do have country roads, but they tend to sweep, versus bend. As we are only 150 years old as a country, we do not have the long history of land ownership and having to carve roads around different plots. [*Often roads came first. Ed.*] So fewer bends. Here in Canada, we have big, fat roads that go from town to town and as we are the second biggest country in the world, those towns are pretty spread apart, so the roads are long. Then there's the weather. With the snow we have, the roads have to be wide to accommodate snow ploughs. They also tend to be riddled with pot holes due to freeze-thaw. The average speed limit on a country road is 80kph (49mph) and everyone now drives pick-up trucks and SUVs. It's not the best environment for a Seven. So you can imagine the fun we were having and what we were feeling. This weekend was going to be brilliant.

We arrived at the Hanley Farm shop. We had seen it on YouTube when watching previous F&C Runs, but it was an experience to see it in the flesh. Already we had seen more Caterhams than we had ever seen before.



The Germans had beaten us there by the way; they clearly did not get lost in traffic.

We took the moment to savour the moment and take in the scenery. Then we jumped out and started to decorate our cars with the Canadian Flags. We obviously wanted to represent Canada well... But also to warn other Caterham drivers if they saw our erratic driving – kind of like a **P** on the back of a new driver.

It was a great night. Everyone was incredibly friendly and came up to us. Paul was interviewed by the F&C production team and you can see snippets of his interview on the 2025 Taffia F&C video on YouTube. We met a number of members, all with interesting cars and stories. Everyone was really enthusiastic about us travelling from Canada. A great moment was when someone asked Paul how he knew me and if we were friends, to which Paul replied, “Yes, car friends”. For the rest of the trip, anytime Paul was mentioned, I described him as my *Canadian Car Friend*.

The night went by in a flash. We only had a ten minute drive to the AirBnB we were staying in, but we didn't fancy driving in the dark on the first night, after a very long day. So we headed off. I was getting more familiar with the car, my left leg already growing stronger. We had a great blast getting there. We parked at a pub by the BnB. Four other Sevens were there already, including another CSR. We secured the cars as best we could but we



Neil and Paul (red baseball caps) meet fellow Seven members at the start. Neil is the only one in shorts. Facebook photo.

only had half hoods. (What an accessory. I did not have one. It's a must have. Makes putting the roof on so much quicker and easier.) We checked in and headed to the pub for a quick pint before bed and met a few of the locals, who were very enthusiastic about discussing their thoughts on politics. I gave Paul a lesson on roundabouts (or traffic circles as some Canadians call them). Even with diagrams, I am not sure it was clear to him although probably more to do with my teaching, than his learning. We then headed for bed. It had been an epic day, tomorrow was going to be even bigger.

We got up nice and early and headed to the Sevens. They were still there – good start. It was a little chilly at 7.30am and Paul was making fun of me for wearing shorts in Wales in early May. We fuelled up then drove to Handleys.

There were already Caterhams everywhere. By 8am, when we pulled in there were about 100 cars. We parked in the field with the weekenders. I'll be honest, I wished I was with the daytrippers in the bigger car park as it would have been great to be stuck in the middle of all those cars, but it didn't really matter. Again, we met a ton of people and saw a load of cool cars, meeting people we have been watching for years in the flesh: James from *A Caterham called Fern*, and Callum from *Turn7*. A bacon sandwich, a coffee, a briefing and we were ready to go.

End of Part One. Concludes next issue.

Like all the cars on display along Bloor at the **Yorkville Exotic Car Show** there were no placards providing the car's name and specifications, much less its history. If I'm right this is one of the **last of the TVRS, a rare RHD convertible TUSCAN MK2**, circa 2006. If so, it has a 4L, 390hp, Speed-Six engine capable of almost 200mph. 0-60 in 3.8 seconds. One source said sixteen were built. TVR still exists, at least in name according to Wikipedia, but hasn't produced any cars since 2006, despite many breathless announcements over the years that it is just about to do so, any day now.

Last of its kind







I smiled when I saw the larger light on the **Land Rover Defender 110** at the *Yorkville Exotic Car Show*. I used the same one to convert the Caterham's rear brake lights, turn signals, and hazards to LEDs, although with red and amber lenses. They weren't expensive. This Defender is

from about 1990? so it has also been converted to LEDs at some point. Which vehicle was first? The results of my conversion were satisfying but I hope theirs suffered far less head-scratching and employed workers with much better skills and final workmanship.

Seldom differ

JUNE 15 2025 **MOSPORT** IAIN THOMSON
CANADIAN TIRE MOTORSPORT PARK

The Classic Motoring Revival is concurrent with the *VARAC Vintage Grand Prix*. The car show is called the **FIELD OF DREAMS** and is located on high ground on the infield. The show area overlooks the end of the Mario Andretti Straightaway and The Esses. Many types of classic sports cars and collector cars attend this event. A 1950's Hudson Hornet (successful in NASCAR), was among the eclectic mix of attendees. I took a quick look around the pits (see my photos) and saw some LCC members fine tuning their race cars, including:

- Ivan & Colleen Samila 1970 Lotus Seven S4
- Fred Samson & son Randy Samson 1969 Lotus Elan Plus 2
- Claude & Nicole Gagné 1967 Lotus Elan S3 race car (26R wannabe)
- Neil Young Datsun 240Z / 1962 Lotus Seven S2 1500cc
- Kevin Young 1971 Crossle 20F Formula Ford race car

It was an enjoyable event with the various classes racing throughout the day. Always interesting to bump into some people you haven't seen for decades— then trying to recall their names!

Cheers, *Iain Thomson* LOTUS ELAN





LEFT AND RIGHT

The *Field of Dreams* field. Who thinks up these names? / Iain Thomson's Lotus Elan

NEXT PAGE LEFT and RIGHT

Ivan Samila's race-prepped Lotus 7 S4. / Fred Samson, Ivan Samila, Randy Samson & Lotus 7

NEXT PAGE LEFT and RIGHT

Claude Gagné with his highly-tuned Lotus Elan race car.

PHOTOS IAIN THOMSON



JUNE 14-15 2025 **MOSPORT** **CLAUDE GAGNÉ**
CANADIAN TIRE MOTORSPORT PARK

I had a bit of a frustrating weekend, but still happy overall, Great track. Great company Great weather. I spent most of the weekend chasing gremlins. A bad misfire prevented me going much over 5,000 RPM. I even missed a couple of sessions. It took a while to find out it was a bad rotor in the distributor: it looked good, but the spade was loose. Remember the bad batch years ago, with black plastic, replaced with better ones with red plastic? Well I still had the black one on, with a red one as a spare! But I still had the misfire!

We cleaned the jets, rebalanced the carbs, tried a different coil, etc. to no avail. Just before the last race on Sunday afternoon, I found a very slightly loose wire on the coil. I did not think that this was it, but it was! It was so nice to finally be able to go full blast on the back straight. I was running third in my class, but got passed on the last lap, so missed the podium by a whisker. That's racing! Better luck next year, this time with the Spitfire for the Kastner Cup.

Cheers! *Claude Gagné* LOTUS ELAN





LEFT AND RIGHT

Claude Gagné and Elan Portrait / Running third. PHOTOS NICOLE GAGNÉ / NEENA

PREVIOUS PAGE

Claude Gagné and the troublesome Elan. It **looks** good. PHOTOS IAIN THOMSON

JUNE 14-15 2025 **MOSPORT** NEIL YOUNG
CANADIAN TIRE MOTORSPORT PARK

Earlier this year Neil Young bought a 1962 Lotus Seven S2 Vintage Racer: 145hp. RHD The VARAC Vintage GP was his second time at Mosport in the car

May BEMC I had taken the Seven to Mosport for the test day before the BEMCrace weekend in May. Very intimidating being the smallest car in the Closed Wheel Race Car Testing. More than 50 cars! Some really big and some really fast cars were on track with me. Some CASCARS too! I spent most of my time examining my less than optimal mirrors. At least when I am running with other VH cars, the mirrors will not be such a deal. Then I do not expect to be lapped!

The car had lots of power and handled like a Seven (perfect) but...it hit red line (8,000 rpm!) about 150 meters before the bridge and I was unable to find second gear at 5B. So a slightly taller diff is in the works, a 4.22:1 replacing the 4.55:1 now in the car. That should help. Cannot do anything about the gearbox however until after VVGP. It pulls really well in third and hopefully the slightly taller diff will not detract from that too much.

June VVGP The car was semi-sorted before the weekend began. I installed the slightly taller diff and David Clubine, at Britain West reinstalled the original gear shift extension tunnel, originally used by the Bakers, of Baker Racing, and Jeremy Hinchcliff, father of Indy guy James. The gear ratios for Mosport were now perfect, the car reaching redline right at the bridge before Mosport Turn 8.

Second gear could now be accessed. However, the shifter still felt like a bowl of porridge. I had to have the lever in exactly the right place to find second and third gear. Letting out the clutch was always an adventure, not being sure what gear, if any, I was going to enjoy! I did figure out, though, that if I slapped the shifter hard, right against the steering wheel, third gear could be regularly engaged.

The car went like a rocket! I was 'that guy' everyone hates—slow in the corners but super fast on the straights. I did get lapped in my first sessions but then I got a little more comfy in the car. By the end of the weekend I was going faster but still feeling that I was not even coming close the car's potential.



The previous owner, *Jeremy Sale*, regularly lapped well under 1:40 (didn't use second gear and also ran out of revs on the back straight) and *James Hinchcliff* is said to have turned a 1:34 something! I did not break 1:40 but I think I will eventually, when I better know the car's limits...and get braver!

The best news of the weekend was that both our race cars, my Seven and my son Kevin's Crosslè 20F Formula Ford were still running at the end! Drove 'em on the trailer! Hoo-ha!! The Seven is now again with David Clubine, who will be doing a complete transmission refresh, with reinvented shift gates, I hope!

I managed the *Lapping Sessions for Street Cars* again that weekend. A bit like herding cats. 32 cats. Some cats suffering from red mist/testosterone poisoning. Nevertheless it all went well and everyone enjoyed themselves, especially *Sheena Switzer*, my friend Doug's daughter. She always wondered about driving at speed on the track, and got to try it this year in my Caterham Seven. Doug, as her coach/mentor drove them around for the first session, and then she took over and had a blast. She was a novice like eight of the other drivers, a group we affectionately referred to as the *Short Shifting Tank*





Slappers. After the day I am sure she could join our more experienced group, the *Brake Dancers*. Great fun!

In the last of the lapping sessions, I try to get coaches to give some fast lap rides to the bunch of guys who helped me run the day (Lap Dogs). It also gave me a chance to try out my new Emira on the track, taking a couple of the Dogs, in turn, out for some fun. And yes it

was fun, as you might imagine. Not quite as race car-like as the GT3 or Exige, but decently quick (*and comfortable*) nevertheless! These runs were a bit ad hoc, and I did not get to adjust the tire pressures, so after about eight laps the tires were going away, overheating and over-inflated. Still tons of fun! My face ached from grinning! We love this weekend and haven't missed one since joining VARAC in

2007. It is a chance, with the help of friends, to get the family and family fleet to the track. It's a car-guy thing.

Cheers! *Neil Young*

LOTUS 7 / CATERHAM 7 / LOTUS EMIRA

PREVIOUS PAGE

Neil Young's Lotus 7: leading the way or holding up traffic?

PHOTO HOWARDCOHEN24@GMAIL.COM

ABOVE

Sheena Switzer and father Doug Switzer in Neil's Caterham 7.

PHOTOS NEIL YOUNG

END of PART ONE
GO to PART TWO