



SUMMER 2
LOTUSLETTER 2026



BRITS Shows

Reports on *Brits in the Park* and *Brits on the Lake*.

Cars and Coffees **NEW**

Collector Cars & Hagerty / Lotus of Oakville

Sunday Sprints **NEW**

Reports on the *West Sprint* and the *Central Sprint* **with surprise celebrity drivers.**

Seven **BLAT** : Muskoka

Three days in cottage country driving Sevens. (And an Elise.)

Club Bulletins

Chris Horsten NEW MEMBER

Needed New Treasurer
British Car Day BRONTE
Rockton Car Show
LCC Alleghany RUN Update
LCC Pay Dues Online
LCC Meetings
LCC Glovebox

Cover

No it's not an Ad for Shell but a much needed stop for gas on the **Seven BLAT** which took place this year in Muskoka. See report by **Paul Dennis** in this issue.
Photo **Jonathon Schofield**

Club Contacts

Contacts are listed at the end of the newsletter. The Editor **LOTUSletter** 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**



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.

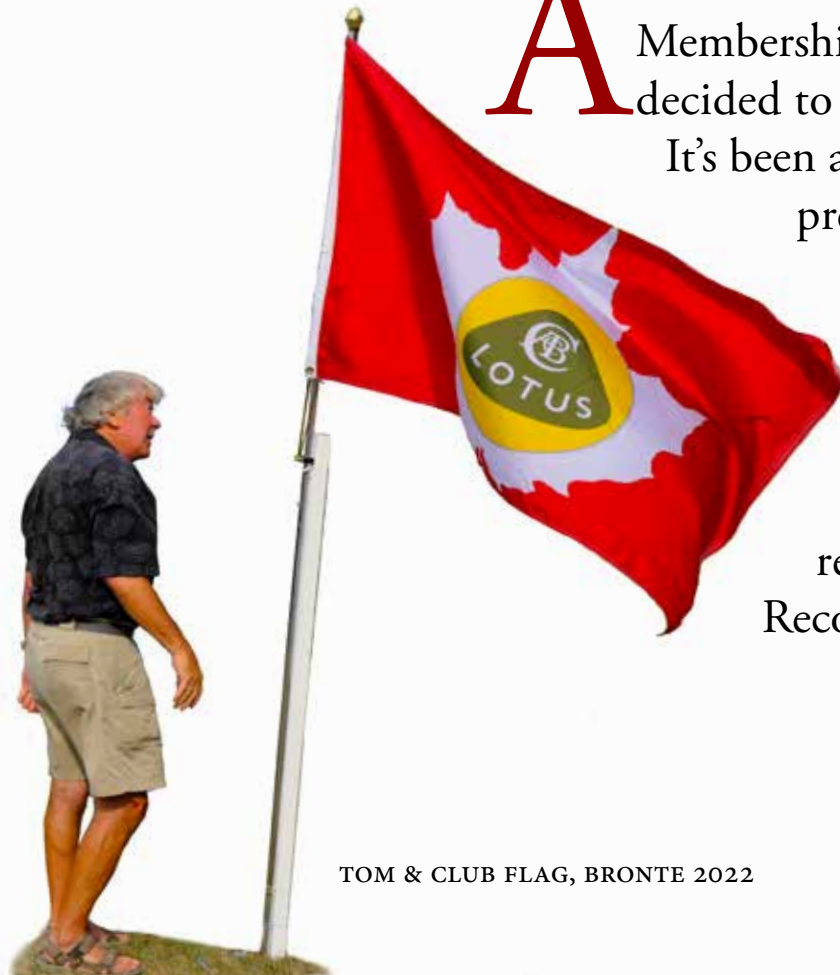
It's been an honour and a privilege to serve in this prestigious, esteemed capacity albeit in an absolutely voluntary capacity. Time to let new and perhaps younger blood assume those responsibilities.

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





**41ST
BRITISH
CAR DAY
BRONTE
PROVINCIAL
PARK**

**Sunday
September 20th**

LOTUS CLUB of CANADA



CENTRAL
ROYAL WINDSOR PUB

SEPT 30 / OCT 28 7pm

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

EAST
PIPER ARMS PUB

SEPT 30 / OCT 28 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



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 at lotusclubcanada@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: **lotusclubcanada@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.

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 Jotform** 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 soon to **Reduce Confusion.**

YOUR LOTUS CLUB OF CANADA ANNUAL MEMBERSHIP DUES : PAYING ONLINE



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	26	LCC Meeting East 6:30PM	Oshawa	lotusclubcanada.ca	Alan Sadowsky fredwillardlives@gmail.com
August	26	LCC Meeting Central 7PM	Royal Windsor Pub, Oakville	lotusclubcanada.ca	
August	30	LCC Sunday Sprint East	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	bsccweb.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
CLOUDESORT,
PENNSYLVANIA, U.S.A.

SEPT 9
DRIVE TO
CLOUDESORT
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

As previously announced, a group of Caterham & Lotus enthusiasts is heading to the **ALLEGHENY MOUNTAINS FOR A THREE-DAY DRIVING ADVENTURE** September 9-11.

The area is well known for its challenging roads, scenic views, and small town charm. We have now completed our route planning and will be driving **PA Route 144, Haggerty's Road of the Year**, as published in the summer edition of the Driver's Club publication. (<https://www.hagerty.com/media/driving/hagerty-road-of-the-year-2026-pennsylvania-route-144/>) It's a *Bucket List* drive for all enthusiasts. In addition to the Run, the NY Lotus Club has invited us to attend their **Watkins Glen Festival**, which includes street parties, car shows, and vintage racing. This festival follows the Allegheny Run and is only two hours away. (<https://www.lotusltd.org/events-2/loony-lotus-rendezvous>)

If you are interested in joining the group headed to Allegheny, please contact Paul Dennis. To attend the Watkins Glen Festival, please contact **Neil Young** at neil.young7@gmail.com

Paul Dennis paulcdennis@gmail.com / 416.268.1017

LOTUS & CATERHAM
allegheny
RUN

UPDATE

CHRISTOPHER HORSTEN NEW MEMBER LOTUS EMIRA

I write this I'm sitting in my camper at the world's largest airshow in Oshkosh, Wisconsin. We are here as exhibitors, with our **Shark 600**. This is our side hustle and it's coming to an end. For the last thirty years my day job has afforded me the luxury of enjoying many kinds of motorsports including aeroplanes. The plane we sell is considered a Ferrari of the sky. It is light, fairly low powered (100 hp) and *Fast!* For those who know planes, this one can do about 155 knots TAS (True AirSpeed: adjusted for temperature and pressure). We are selling our demo plane. We'll continue to fly, but now only for fun. Our 1986 Fiero GT, mint condition, is for sale too. I've enjoyed it but will be a good car for *another* enthusiast.

Lotus will fill the gap for performance.

* * *

Why Lotus you ask and not Ferrari or some other sports car? It probably has something to do with the fact that I'm English, born in Leicester. Possibly also because I really appreciated the genius of Colin Chapman, and the beautiful race cars he designed. Especially the Sixties Formula One

RIGHT
Chris Horsten's Shark 600 the 'Ferrari' of light planes. It is for sale.

PHOTO CHRIS HORSTEN

NEXT PAGE
The new blue V6 Emira, Chris Horsten at the wheel, driving out of the garage at *John Scotti's* in Montreal for the drive home to Mono.

PHOTO C. HORSTEN

TWO PAGES ON
Emira, first portrait.

PHOTO C. HORSTEN

THREE PAGES ON
Fast.Brit Instagram page and logo. Note plate on the Emira as seen at the Lotus Club's Cars and Coffee event in July.

PHOTO NEIL YOUNG



cars. It doesn't hurt that Chapman was also a pilot, and despite the apparent lack of business sense, the company seems to have run relatively well on hopes and dreams, and that is something passionate owners will pay for. I know because they do it in the aviation industry too!

I bought the **EMIRA** in February from *John Scotti Lotus* in Montreal, because nobody had the colour I wanted in Toronto. I flew down there in early May after waiting for the salt to wash away and drove it home to Mono. This was certainly a thrill that I got to enjoy with my son. Of course, we had to take it easy and vary our speeds and RPM for break-in, but it didn't matter because we were in a brand new exotic supercar. My Emira is a V6 manual, Atlantis Blue on tan leather.

The first week I had it home, my wife and I took a drive to Newmarket for Sushi, and on the way home, some entitled **%^\$#!** decided she was too good for everyone in front of her and passed us, driving right through a gravel filled median. We all got showered with gravel, but I was the lucky one to get a rock in the window. It cracked instantly. I had planned to fill it the next morning, but by then it was too late, and the damn thing was now an eight inch crack extending up to the top edge of the windshield.





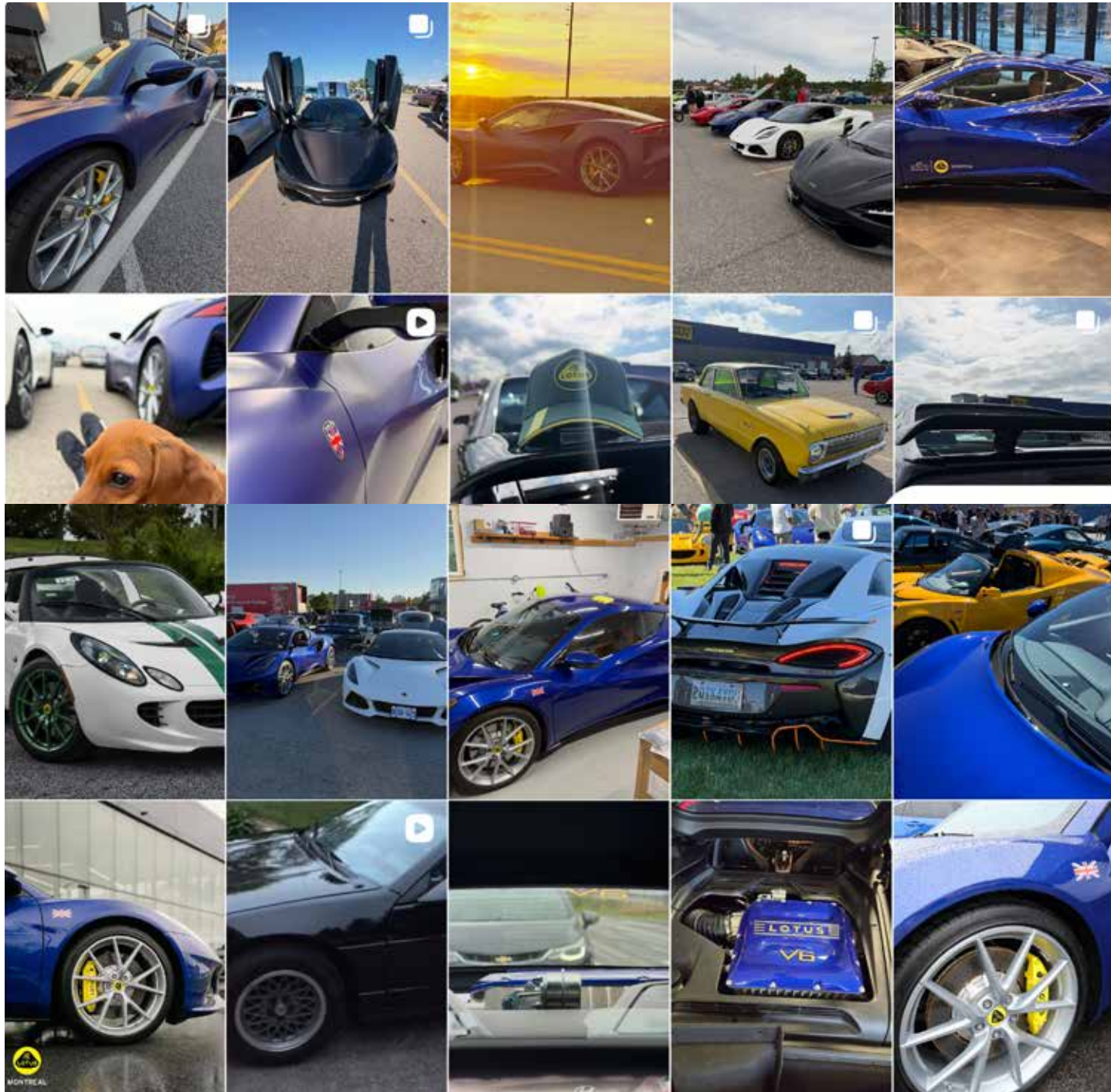
I had been warned about the high risk of windshield damage and had booked an appointment with *Ceramic Pro* in Vaughan to get the car PPF'd. That appointment didn't come fast enough. We reported the young woman to the police, mostly because when I approached her at the next light she laughed in my face and sped off. But I had her plate. Sadly, neither the police nor the insurance company cared, and paid out the \$8,000 claim plus my \$1000 deductible. Not a great start.

Since then the window has been replaced, and the car got its full matte PPF. I'm thrilled with the result and get a lot of positive comments. Even with the PPF however, the car is vulnerable. We received a second ding shortly after, which has damaged the PPF. So its back to the shop in August so they can replace the entire front covering. At least the paint and bumper were spared. We bought a car trailer to take it to Florida to drive in the winter.

Three months of ownership, a lot of researching and video watching got me thinking about buying another Lotus. It's a sickness... I had planned to take my Emira to the track. I would get some instruction and drive it

without fear of a speeding ticket but now I feel that the Emira is far too pretty to risk at the track which led me to start looking at the Elise and Exige. There aren't many on the market; in the entire country only sixteen cars are available at the time of writing. One did slip through my fingers and I was pretty bummed not to have jumped on it. It was a high mileage car with a colourful history but all restored by the insurance company. The poor owner gave it away for about \$36k, because he was desperate. We've now settled on an Elise in Calgary. It needs some work, but I plan to fly out there and drive it at least part way home. In the meantime I will be looking for guidance about needed repairs and what performance upgrades are a good idea.

I have a very forgiving and accommodating wife. Her name is Melaya and she is almost as much of a car nut as I am, possibly more so. She watches car restoration shows incessantly. Her dream is, or was, a vintage pickup, but I talked her into a new Ford Ranger. Now I'm selling her on the idea the Elise is *her* fun car. We're gonna need two bodies to bring the cars to Runs!



Melaya is in the event planning business and would be a great asset for helping to organize events. We've already dreamt up one for next June in Niagara on the Lake which I hope we can pull off in conjunction with this Club. There aren't enough British & Lotus car events in my opinion, that I am aware of—at least not yet. **To that end we started an INSTAGRAM page. Our handle is Fast.Brit.** I'm hoping to have some fun and promote the brand with some creative videos.

I know many car people like to take pictures of their cars with planes. If that is of interest to anyone, I could probably organize something. **In September our Flying Club has an open house event. We have something called the Great War flying Museum on site, and they have all these beautiful WW1 plane, mostly British and German. It would make an interesting complimentary display to have our Lotus cars displayed alongside them. Do you think the other members would be interested? Great photo opportunity.**

See you at the next meeting,

Chris Horsten EMIRA



PHOTOS

NEIL YOUNG

IAIN THOMSON

ALAN WELLER

VERN VOWLES

DOUG HOWEY

DAVID CASE

LEISH PIONKA

PATRICK TYHURST

LOTUSCLUBofCANADA

CARS & COFFEE

What a great Gathering!

David Case, who managed the morning for us on behalf of his company **CollectorCarCanada.CA**, was happy & surprised by our large turnout of Lotus cars. He had also invited the Mercedes-Benz Club, hedging his bets to ensure that he would have a critical mass of cars there. They did bring quite a few cars but not as many as we did!

David runs a 'Canadian' online auction site ([HTTPS://COLLECTORCARCANADA.CA](https://collectorcarchanada.ca)) and hosts **Cars & Coffee** mornings throughout the driving season, usually at the **HAGERTY Garage+Social** site, Burlington.

However...



My efforts to get our cars to the *Cars & Coffee* early were thwarted by typical teenage behavior. One of my friends, along with his two sons, Callum and Duncan, agreed to help jockey the cars. His younger teenage son took a prolonged shower just before departure, cutting into our travel time from Acton. Very happily, when we arrived some parking spots were still available in the main lot, although not in the prime location that I had hoped for. At least we were not relegated to the crowded overflow show parking next door: "*The best-laid schemes o' mice and men!*" Still, better than Don Fysh and grandson Felix who did not make it; their Elan sadly broke down en route.

Sad to say the cars of the other Club invited, Mercedes-Benz, were definitely less interesting, although their owners were pretty decent people! I heard a bit of light-hearted WWII banter; this was mostly a Brit and German car event.

It was really nice seeing so many Club members together. I enjoyed reconnecting with our regular participants, meeting several members I hadn't met before, and of course seeing their cars! I think our name tags helped with the socializing. They spared people the embarrassment of trying to remember a forgotten name and helped identify LCC members!

I counted about twenty-eight club members' cars, a couple of other Lotus whose owners indicated that they were joining or rejoining the Club, and a few members who just showed up to spectate. I suspect the draw of perfect weather, the very impressive *Hagerty Garage-Social* setup (serving great breakfast sandwiches I am told), the short time commitment, and the proximity to the western GTA contributed greatly to our large turnout.

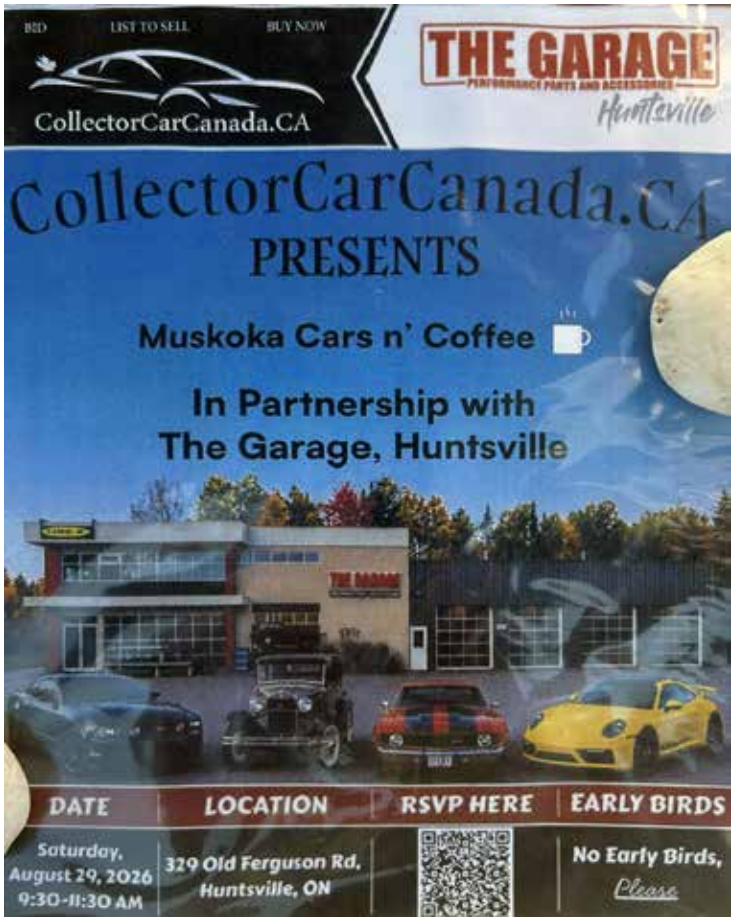
This *Cars and Coffee*, like all those organized by David Case was open to any interesting vehicle, which is apparent in the photos. David is keen on making this Lotus gathering an annual event, and I completely agree.

Neil Young EMIRA / EXIGE / CATERHAM

Enjoyable. The event was a good opportunity to see the Hagerty location, talk to fellow Lotus owners and members, talk to *Collector Car Canada* owner David Case, showcase the Europa and be home by noon. It was also nice to see a **TESLA ROADSTER** (by Lotus) in the Hagerty storage and the Shelby Daytona Coupe (Replica I assume).

Thanks go to **Neil Young** for setting up the event on the Club's behalf.

Roger Barker EUROPA / ELITE



PREVIOUS PAGE

The parking lot at the **CollectorCarCanada.CA, Cars & Coffee** held at the **HAGERTY Garage + Social** site in Burlington. The event started at 9:00 and was over by 11:30. It was an eclectic mix of models and marques to suit everyone's tastes.

PHOTO DOUG HOWEY

COVER PAGE

Inside the cavernous Hagerty Hangar, Burlington.

PHOTO IAIN THOMSON

LEFT

CollectorCarCanada.CA poster.

PHOTO ALAN WELLER

A few words from Neil^{&Roger} on the event.



LEFT

Patrick Tyhurst's attempt at a selfie with Roger Barker's Europa.

PHOTO PATRICK TYHURST

ABOVE

Dan Fish, 1985 Esprit Turbo / Dan Fish, 2012 Evora S / Roger Barker, 1973 Europa TC
Note the Esprit's *Bond* plate and the ever present crowd around the Europa's engine bay.

PHOTO NEIL YOUNG

NEXT PAGE

A few of the cars showing the wide variety on hand.

Nash Metropolitan / Land Rover / Citroën 2CV / Bentley Turbo / Ford Mustang GTD \$450K / MGA / Ferraris

PHOTOS YOUNG / THOMSON / WELLER / CASE







THIS PAGE
LEFT AND RIGHT

Leish Pionka's 2002 Opel Speedster. See plate.
The first of these cars was made by Lotus using the chassis derived from the then new Elise S2.

PHOTO NEIL YOUNG (L) LEISH PIONKA (R)



PREVIOUS PAGE
LEFT

Patrick Tyhurst's red 2024 Lotus Emira Type 131
PHOTO NEIL YOUNG

RIGHT
Chris Horten, blue shirt, and 2025 Lotus Emira.
PHOTO DOUG HOWEY

NEXT PAGE
Apparently when you drive a Lotus you are permitted to park where you please. See the three signs on fence.
Neil Young's 2025 Lotus Emira
Neil Young's 2008 Lotus Exige S
Matt Marson's 1978 Lotus Esprit S1
Kevin Marson's 1976 Caterham Seven TC
Stephen White's 1992 Caterham Seven 1700
PHOTO NEIL YOUNG

TWO PAGES ON
THREE VIEWS
The short-lived FWD Lotus Elan M100, 1989-1995, with the 1.6L Turbo Isuzu engine.
Owner unknown. He told Neil Young that he was going to join the Club but Neil has not heard from him.
PHOTOS NEIL YOUNG (LEFT / RIGHT TOP)
IAIN THOMSON (RIGHT BELOW)







LEFT

Front to back:

Vern Vowles' Duretec Replica Seven

Bill McKenzie's Lotus VTEC Seven

Peter Marie's HPC Caterham Seven

Neil Young's Caterham Seven 1700

PHOTO VERN VOWLES

TOP

Bill McKenzie poses with his Lotus Seven (red / aluminum) and most, but not all, of the other Sevens at the Cars and Coffee. Owners can be preoccupied with their model of Lotus.

For instance, all the photos Bill submitted for the *Cars & Coffee* article were of other Sevens.

PHOTO NEIL YOUNG





PREVIOUS PAGE

THREE VIEWS OF AN ESPRIT

Lotus Esprit interior views, not as usual, of the driver's cockpit but what is found crammed under the hoods front and rear.

PHOTOS NEIL YOUNG (LEFT BELOW)
DAVID CASE (LEFT TOP / RIGHT)

THIS PAGE

LEFT

Inside the cavernous Hagerty Hangar:
Murray Graham, Lotus Esprit;
Glenn Grainger Lotus Seven S4;
Iain Thomson, Lotus Elan.
Donna, looking over my shoulder, asked, " Are they supposed to be dressed the same? "

PHOTO DOUG HOWEY

RIGHT

Racing Heritage: The wall-sized photo on the end wall of the Hangar. It appears to be the backstraight climbing the hill as you come out of Corner 5B at Mosport.

PHOTO ALAN WELLER



Correlating **Neil Young's** road-legal Lotus with the list of those who drove the cars to the *Cars & Coffee* was complicated.

He has several, **an Emira, an Exige** and **a Caterham Seven**. That means at least three drivers and as they 'swap around' the designations become arbitrary. When I asked for an explanation Neil wrote this...

"**Tim McGowan's** sons **Duncan** and **Callum** (the well-showered one) ferried my **Seven** to the Cars and Coffee at Hagerty for me.

I drove the **Emira myself** with **Tim** as my co-driver.

Ryan Craig piloted my **Exige** assisted by his daughter Reese's boyfriend's Dad, **Shane Chapman**. No, no relation.

Shane builds race motors as a hobby. He offered to "*bench flow any cylinder heads we might supply to him.*" Shane was particularly taken with Lotus engineering. His take on the automotive world is that North American cars are not created with much concern for overt driving dynamics, at least not in the *Muscle & Pony Car* world, where he is active. He saw at our Hagerty event, that **Vehicle Dynamics** is what Lotus engineering is all about. He was suitably impressed, considering the work he does on domestics is to imbue them with the dynamic bits left out by the car companies. **We swapped** around cars getting them back home. *Cheers! "*

EPILOGUE: **Who came and in What**

Ian Hutchison	ELISE S1
Michael Basic	ESPRIT
Murray Graham	ESPRIT
Daniel Fish	EVORA & ESPRIT
Matt Marson	ESPRIT
Peter Passariello	ESPRIT S1
Alan Sadowsky	ESPRIT
Jamie Caswell	EMIRA
Glenn Grainger	ROUSH MUSTANG
Bill McKenzie	LOTUS VTEC SEVEN
Mac Sparrow	JAG F-TYPE
Doug Howey	[EUROPA]
Carlos Rosa	HONDA NSX
Leish Pionka	OPEL SPEEDSTER
Roger Barker	EUROPA
Eoin Galvin	AUSTIN HEALEY
Patrick Tyhurst	EMIRA
David Booty	[REPLICA SEVEN]
Peter Marie	CATERHAM HPC SEVEN
Kevin Marson	CATERHAM TC SEVEN
Stephen White	CATERHAM SEVEN
Vern Vowles	REPLICA DURATEC SEVEN
Scott Wilkinson	REPLICA SEVEN
Iain Thomson	ELAN
[Don Fysh]	[ELAN <i>broke down en route.</i>]
Alan Weller	[SUNBEAM TIGER / RACING MGA]
Neil Young /Tim McGowan	EMIRA
Ryan Craig /Shane Chapman	EXIGE
Duncan /Callum McGowan	CATERHAM SEVEN



"Great day for **BRITS in the PARK**, not too warm and before the smoke from the wildfires hit. There were seven Lotus this year. In attendance were **Rob & Elaine Cattle** with their Evora, **Vern & Nancy Vowles** and their Replica Seven, **Steve Jepson** with his Elan, **Garrett & Nancy Trembath** with our Esprit, **Iain Thomson** in his Elan, and **Stephen Warbuton** in his Caterham HPC (Plus one other I will call Anonymous.) Winners of the Viewers Choice awards, Lotus, were: 1st Steve Jepson and 2nd Iain Thomson "

Nancy Trembath LOTUS ESPRIT

BRITS in the **PARK** part 1



"Hope everyone had a great time at **BRITS in the PARK**, without us. The Elite was not feeling social today. I got in it turned the key and...nothing. Futzed with the wires. Tightened a few looser ones. Battery good. Solenoid getting power. Got back in the Elite and turned the key and the fuel pump comes on: Hurray! But why does it look like there's fuel dripping from the carb? Because there's fuel dripping from the carb and it's dripping onto the exhaust manifold. Well. Let's just turn the engine off. I had two Weber rebuild kits on back order so I shot them an email to see if there was any progress, not that it made any difference getting to Brits in the Park. As I'm months behind on chores I opted to stay home and Get Stuff Done. Sorry I missed you all. My father went and made a lap of the park."

Glen Hunter LOTUS ELITE

BRITS in the **PARK** part 2

Report
Neil Young

Photos
Neil Young
Ian Law
Steve Jepson

BRITS_{on} the LAKE





PHOTO NEIL YOUNG

PORT PERRY'S Main Street was taken over by a wide variety of British cars, at this year's **BRITS on the LAKE**, (not to be confused with Lindsay's BRITS in the PARK) including a bunch of Lotus, including Club members and soon to become Club members. The **Victoria British Car Club** event is organized by an old friend, Bob Deshane. (MOWOG UNIVERSITY CANADA [HTTPS://MOWOGUNIVERSITY.COM/INDEX.HTML](https://mowoguniversity.com/index.html)) This was my first attendance at the event and apparently the turnout was not quite as large as in the past. Threatening weather, which never arrived, was cited as the cause. Lots of spectators turned out though, and some from quite a distance away. Many (most?) had never seen cars like ours.

LEFT Steve Jepson's lime green Elan. **PHOTO STEVE JEPSON**
PREVIOUS Main street during the Show. **PHOTO NEIL YOUNG**



LEFT

The McLaren in the foreground belongs to Ian Law. Ian, a friend and fellow racer of Neil's, owns and operates ILR an advanced driving school. The red Elan Plus 2 across the street belongs to Bruce Hubbard.

PHOTO IAN LAW

NEXT PAGE

Port Perry's Main Street at the height of the BRITs on the LAKE. The Lotus Row, back to front: David Uglow's Lotus Europa S Neil Young's Lotus Exige Rob Cattle's Lotus Elise Chris Horsten's Lotus Elise Roger Barker's Lotus Europa

PHOTO NEIL YOUNG





I always find it fun to let onlookers sit in my Seven, to get the '*compact & cozy*' Lotus Experience! Just watching the slide down in and the climb back up and out is a barrel of laughs! People love taking pics, especially when it is one of their kids behind the wheel. Yes, there is a *slight* risk involved in doing this, but I find the pleasure acquired by the poser, photographer and me is well worth it. No nakedness required, although in some cases it might be appreciated! Of course, we know novices have to ride in one of our cars to get the True Lotus Sensory Experience. No time for that at a car show...meet me at the track! There was an especially hilarious 'old guy' being an 'old time' disc jockey, costumed appropriately for the occasion. Something he might have worn in high school. He managed to say all the properly clichéd things that

ABOVE & RIGHT
 Vern Vowles Replica Seven. **PHOTOS** NEIL YOUNG
PREVIOUS
 Main street during the Show. **PHOTO** NEIL YOUNG



could be said about his really old play list! What fun. You could not help but smile!

There was an 'Entrant' judging, where I suppose most would just vote for themselves. It might have been the reason most displayers hung around till the awards were announced.

Like most car show I attend, I always return home quite mystified by my car show inadequacies. I am keenly interested in the cars and enjoy chatting with owners and others about what is on display, but I really wish I spent more time actually carefully examining the cars. After all that is what the main thrust of a Car Show is, isn't it? At the end of the day when people are packing up and heading out I am kicking myself for not looking harder at the cars, asking better questions, remembering names, and taking enough pictures. I think that after every show!

Cheers! **Neil Young**

Members attending were:

Neil Young **Lotus Exige** (blue/ black stripe)

Dave Uglow **Lotus Europa S** (white)

Rob Cattle **Lotus Elise** (BRG)

Steve Jepson **Lotus Elan** (lime green)

Bruce Hubbard **Lotus Elan Plus 2** (red)

Chris Horsten **Lotus Elise** (deep orange)

Roger Barker **Lotus Europa TC** (orange)

Vern Vowles **Replica Duretec Seven** (yellow)



PHOTO NEIL YOUNG

Neil Young of LotusClubCanada interviewed **Bob Deshane** organizer **Brits on the Lake** for the Newsletter after the event. Bob's comments appear in **blue**.



I thoroughly enjoyed myself at **Brits**. Thank you for organizing it! I know how much work that can be, especially after I created and ran for many years, the **Fathers' Day Classics Against Cancer Car Show** in Georgetown, now in its 40th year! ...The self-judging was a good feature; however, I think it only interests a few of the attendees.

The **Peoples Choice Judging** works well from an organizer's point of view. We find that most entrants return ballots. Some are not interested and that is OK. However, it is interesting that many of the spectators like to take part, especially those attending with families. [It's] a fair and defensible platform on which to present awards and keeps us from falling into a place where judging decisions may be challenged. The event is...a light-hearted gathering...attracts business...and welcome adoration of the cars...rather than a serious concours.

How many cars were at the 2026 event?

Only 132 cars in attendance. Incorrect weather forecasting was the main culprit. Rain...to the west early in the day discouraged folks starting out from those areas.

How many usually show up?

BRITS on the LAKE has seen its ups and downs. We started strong in 2009 [when I started doing this] with 175 cars and **that number climbed to 450 in 2014 with 14,500 spectators**. We had a very strong partnership with the BIA that year and received a lot of promotional help from them. After that, political turmoil within the BIA saw their help decline and entries and spectator attendance backed off to around 300 cars and perhaps 8,000-10,000 thousand spectators. COVID shut us down for three years. Since 2023 we have had a miserable string of bad, really bad weather.

Did your brother co-organize this with you?

No, I organize the event... [but] I do get help from my brother Neil, wife Marilyn, my sister Jane and as couple of friends, Susan Hildrey of British Vehicle Electric and life-long friend Rob Holtby. This year, I was [also] fortunate to have the professional help of Nicole Koogje of **Socially Seen**, one of our fabulous sponsors. Nicole did the most wonderful job of social media promotion.

ABOVE

Early morning before the day gets underway. The McLaren in the foreground belongs to Ian Law, the Exige behind to Neil Young. Ian, a friend and fellow racer of Neil's, owns and operates ILR an advanced driving school. Organizer Bob Deshane can be seen on the left, on his phone.

PHOTO IAN LAW

Interview with **Bob Deshane** of **Brits on the Lake**



Cars and Coffee : LOTUS OF OAKVILLE

REPORT BY NEIL YOUNG PHOTOS BY NEIL YOUNG, GILBERT MAY, DOUG HOWEY, ROGER BARKER-MIKE MCGRAW



Dismal weather forecasts were on everyone's minds early Saturday morning but all who did RSVP, except one, made it to **Lotus of Oakville's Cars and Coffee**. Seventeen members and associates attended, displaying nine Lotus and Caterhams. Not too bad for very short notice.

Friends, and members, Ryan Craig and Tim McGowan met me at my place earlier to decide on top up or top down strategies for the Exige and Seven. Top up it was decided, but when we tried to fit the Seven's hood it seemed to have shrunk a lot, leaving inches between the snaps and their counter parts! Made me think of all the pants I have had to toss! LOL So the Seven travelled, me driving, at a brisk pace with the tonneau ready to be deployed, should the heavens open. We lucked out. Just as we turned onto Highway 25 heading south to Oakville, downpours started behind us. Whew! It did sprinkle but only for a few minutes.

Lotus of Oakville's **Tony Foderaro** and his brother John were quite happy with the turnout and their staffers Melissa, Angela, Mike Believe, and Jordan really seemed to enjoy our visit, marveling at some cars they had never encountered. Mike Believe was especially entertaining. He showed a select few some remarkable magic tricks! "Mike Believe Magician" Get it? Ha, ha, ha! He said that his dealer duty was his third job, which made me wonder what his others were!

The new luxury Eletre EV was on display. It looked pretty nice, but not very Lotus-like, if you know what I mean. More like an embodiment of a **Complicate and Add Weight** credo, quite unlike Colin's. The Eletre is in the group of Chinese electric cars being allowed into Canada. This despite being crazily more expensive than any other Chinese imports. [\$190,000.⁰⁰ +/-] They have a leg up insofar as they (Lotus) have an existing dealer network: even being what it is!!

The other side of the showroom was remarkable. Over fifty Ducatis were on display. Some go for six-digit prices! There was a nice selection of non-Lotus cars on the other side of the showroom, one of which made me very lustful for a particular Italian car.

The coffee was good, the pastries excellent, and the conversations with our hosts and fellow participants wonderful. A few passersby joined us, showing a lot of interest and curiosity in both the old and new cars! Everyone agreed it was a good time and we have been invited back to do it again.

We travelled home in bright sunshine, enjoying a blast on some whoopy and windy roads near Campbellville. Luckily, the heavens waited patiently for us to get home and then opened up. The deluge was significant. Thank you, Oh Weather gods, for looking after your Lotus flock!

Neil Young

LEFT
Tony Foderaro, Lotus of Oakville with Keith Marshall.

PHOTO NEIL YOUNG

CENTRE
Lotus of Oakville showroom.

PHOTO NEIL YOUNG

RIGHT
Most of the suspects :Ryan Craig, Gilbert May, Matt Crossley, Iain Thomson, Alan Sadowsky (behind), Eoin Galvin (behind), Neil Young, Keith Marshall Roger Barker, Don Fysh, Tony Foderaro, Tim McGowan

PHOTO N.YOUNG

PREVIOUS PAGE

PHOTO ROGER BARKER-MIKE MCGRAW



LEFT AND RIGHT

As the photos show, it rained.

Neil Young's Exige and Tim McGowan's Emira.

Don Fysh (right) helps Iain Thomson ((left) to erect his Elan's top 'quickly'.

PHOTOS NEIL YOUNG / DOUG HOWEY



Tim McGowan **Lotus Emira**
 Ryan Craig **Lotus Exige**
 Neil Young **Caterham 7**
 Roger Barker **Lotus Europa**
 Don Fysh **Lotus Elan**
 Eoin Galvin **Lotus Elise S2**
 Iain Thomson **Lotus Elan**
 Ian Hutchison **Lotus Elise S1**
 Matt Crossley / Gilbert May **Opel Speedster**
 Chris Ulyett / Connor Lee **GT3**
 Doug and Patricia Howey **Grocery Getter**
 Alan Sadowsky **Grocery Getter**
 Keith Marshall **Family Freightier**

ABOVE : LEFT AND RIGHT

The nine Lotus Caterham and one Speedster attending the Lotus of Oakville's Cars and Coffee. Participating cars and their drivers are listed to the left.

PHOTOS NEIL YOUNG / GILBERT MAY

RIGHT

More suspects L to R:
 Roger Barker, Don Fysh,
 Tim McGowan, Gilbert May,
 Alan Sadowsky, Connor Lee,
 Chris Ulyett

PHOTOS NEIL YOUNG



First Sunday

DUNDAS SPRINT

COMMENTARY ALAN SADOWSKY

PHOTOS CHRIS MARSON, IAIN THOMSON, MIKE MCGRAW

You could have not asked for better for the inaugural **Sunday Sprint**. The Sun was in a clear blue sky, the temperature was comfortable, the breeze cooling. Jody & Ryan Craig arrived in true sporting fashion driving a Caterham Seven, top down; the perfect car for the perfect day. Iain Thomson also arrived topless, and fashionably, both he and his Elan decked out in sporty white. Neil & Ruth Young drove their Exige, having lent their Seven to Jody and Ryan, while Steve Baker and Chris Marson came in Emiras, Steve all the way from Bowmanville.



The wide assortment—a Europa, an Elan, my Esprit, an Exige, a Caterham 7(née Lotus) and the Emiras—spanned the legacy of Lotus.

After a pre-start visit to the Tim Hortons, the group set out from Peters Corners to Copetown before getting off the main roads and heading west over hill and dale. Most roads along the way were tree-lined, so the group was driving in and out of shade for a good part of the way.

Roger Barker was bringing up the back of the field in his Lotus Europa, immaculately restored, and yet Roger wasn't sure if the Europa would make the full distance. The group always made sure he remained in their rearview mirrors. The bright orange of Roger's Europa helped. "I was more worried that I would not be able to keep up than it breaking down but I had no problem," wrote Roger after the Sprint. "I covered about 90 miles which is the most yet in a day trip. It has taken a while for me to get comfortable driving the Europa. The clutch has taken time to get used to and the visibility at junctions can be a challenge. it was good for me to drive the car on open roads where it is easier than stop and start driving on local Burlington roads."

right

Roger Barker at the wheel of his glowing and restored 1974 Europa TC Special.

PHOTO CHRIS MARSON

previous page

The Starting parking lot for the inaugural Club's Sunday Sprint East.

PHOTO IAIN THOMSON

“The Sprint was great. I liked the proximity to my home in Burlington and the shorter run distance more suited to older Lotus like mine...I will definitely participate in future Sprints when possible. Thanks Alan and all who took part!”

Roger Barker EUROPA TC





left

Driver's Meeting, L to R :
Ryan Craig, Neil Young,
Jody Craig, Ruth Young,
Roger Barker, Iain Thomson,
Alan Sadowsky.

PHOTOS CHRIS MARSON

right above

Jody Craig with
Neil Young's 1990 Caterham 7
Alan Sadowsky's 1997 Esprit V8.

PHOTO CHRIS MARSON

right below

Iain Thomson, Stephen Baker

PHOTO CHRIS MARSON







right

Iain Thomson at the wheel
of his 1967 Lotus Elan SE.

PHOTO CHRIS MARSON

left above

Roger Barker's Europa TC

PHOTO MIKE MCGRAW

left below

Neil Young's Lotus Exige

PHOTO MIKE MCGRAW

previous page

Stephen Baker's 2024 Emira.

PHOTO MIKE MCGRAW



The route took us through Jerseyville, Harrisburg and Glen Morris. Most roads were quiet and calming. A short jaunt on Highway 24 was the only time we encountered a lot of traffic. No doubt Neil and Ruth Young *unleashed their Lotus Exige* on this particular section of road.

The group made it to the finish at *L.A. Franks Eatery* in Cambridge-Galt in little over one hour. No one went off course, anywhere, for the entire event—with the exception of the *very last* turn. The parking lot at L.A. Franks is obscured by a high stone wall. Our Lotus are so low it was difficult to see the parked cars while sitting in an equally low Lotus out on the street. Several entrants drove past. They made a course correction quickly enough however and joined the rest of us.

The food at L.A. Franks was good and served fast. The group was able to sit in the shade and enjoy the atmosphere and talk about the day. We had parked the cars together which attracted attention; a surprising number pedestrians stopped to take photographs. All in all, it was a good day to drive a Lotus in the country.

Many thanks go to **Chris Marson, Iain Thomson** and **Mike McGraw** for taking photographs.

right

End of the Sprint,
Cambridge.

PHOTO IAIN THOMSON





“ I enjoyed the Sprint. Great to see other members at both ends of the Run. The hotdog/hamburger place was a good choice as we all sat around a single table and were able to chat. A lot quieter than in a Pub. Alan did a great job keeping us all together. An hour long Run is a nice length for a quick meetup. I would like to participate in future Sprints.”

Chris Marson LOTUS EMIRA

“ The one hour drive was just the right length in the summer heat. The route was meticulously planned, as we have seen on Alan’s previous Runs—the country roads provided a nice mix of terrain for our cars. L.A. Franks in the historic part of downtown Cambridge, had great hamburgers, hot dogs and fast service. A definite thumbs up for this format. Thanks to Alan for organizing a very enjoyable and relaxing Sprint! I plan on participating in future Sprints.”

Iain Thomson LOTUS ELAN

Perfect weather. Great roads. Nice collection of cars. Pleasant finish at *L.A. Franks* in Galt beside the Grand River, where all participants sat together at one large table and...entertained each other with amazing stories of personal achievements!!! A lovely morning spent doing nice things in nice cars with friends. Congrats to Alan for organizing such a Fun! Sprint.

Neil Young CATERHAM / EXIGE

What you Missed

A Special Sprint Report from *Alan Sadowsky*

The one thing you really do appreciate on a Lotus Club Road Tour is good weather. After dismal weather forecasts for the **July Central Sunday Sprint** weekend, the morning of the event saw cool temperatures and blue skies with puffy clouds.

The other thing that makes a good road tour is good colleagues and fancy cars. **David Uglow** was first to arrive in his immaculate, white, and rare **Europa S**. Other cars joined us in the cul-de-sac as we waited for the off.

Just as we were about to leave, **Mario Andretti** showed up. He was in Markham to look at the new racetrack and heard about our event. Plus, he brought along **Emerson Fittipaldi**. Both being former Lotus drivers, they enjoyed the event, and

we, their company. As we started the drive, **Mika Salo** saw us pulling out and joined us. We didn't know it at the time, but **Pedro Lamy** was with him.

Traffic enroute was absolutely horrible. It took us a long time to plod our way through Kleinberg. There was some activity at the school on the main street. **Satoru Nakajimi** was waiting to get into the school event when he saw our group. He was not able to get to his car to join us, so he just waved at us as we idled by.

As we passed by Nobleton **Nigel Mansell** saw our convoy of fancy cars as he was driving in the opposite direction. The local police didn't see him make that spectacular U-turn, and he soon caught up with us to tag along. Our procession was getting

quite long at this time. The same thing happened when we passed through Lloydtown but this time **Nelson Piquet** joined us.

Arriving for lunch at the **Craft Kitchen and Beer Bar** in Schomberg, we were quite surprised to see **Martin Donnelly & Johnny Herbert** seated in the outdoor patio. We all joined them. Every single one of us at that patio table were currently driving a Lotus or had been a former Lotus drivers. Johnny was very generous and paid for everyone's lunch.

The rain had held off for the full day fortunately so everyone stayed dry. Nigel commented that the afternoon was almost as hot as that day in Dallas, oh, so many years ago! We all chuckled. This is one Road Tour I will never forget.* A.S.

** The majority of this story is fiction—or maybe not.*



10

Nine Sevens and one Elise take on cottage country : **MUSKOKA BLAT**

REPORT
PAUL DENNIS

PHOTOS
**TOPHAM
DENNIS
PREMARATHNA
RYAN
SCHOFIELD
DREW**

Following two very successful Prince Edward County Blats in 2024 and 2025, our Caterham group decided to move the venue to Muskoka this year. Our Blat also grew from five cars to ten cars this year, nine Caterhams and one Lotus Elise. **Fred Topham's** VX powered HPC Caterham had electrical problems, so he brought his recently acquired **Lotus Elise**...which would lead to an unexpected turn of events. We had a wide range of Sevens and owners which helped to make the event very interesting. The oldest

car was **Jonathan Schofield's** 1988 Caterham Super Sprint and the newest car was the last Caterham to be built in Canada, **Desmond Ryan's** 2016 310R SV. In the mix were two Caterham HPC's belonging to **Rupert Duchesne** (1989 Ford BDR) and **Peter Marie** (1994 Vauxhall powered), another Super Sprint, a 1997 Caterham belonging to **Richard Sanders**, two Sigma-powered Supersport Caterhams—**Neil Drew's** (2008) and **Dhanu Premarathna's** (2010)—and my (**Paul Dennis**) 2004 K Series 1.8VVC Roadsport SV

representing four decades of Caterhams overall... Plus there was **Bill McKenzie's** heavily-modified Honda 1970 car, the only Lotus Seven in the group. Monday was our travel-in day with cars converging on the Muskoka Brewery in Bracebridge, from Ottawa, Bancroft, Prince Edward County (3), Brighton, Georgetown, Collingwood, Burlington and Oshawa. Although many of us had been in contact for a few years by email, for all of us it was the first time we had a chance to meet everyone in person. So great!



PHOTO NEIL DREW



PHOTO JONATHON SCHOFIELD

Two courageous spouses, Richard Sander's partner, **Nina McCannell**, and Neil Drew's wife, **Courtney**, joined us for the event. Our initial get together was followed by a very nice dinner at Basilico at The Inn at the Falls where most of us were staying.

The route kept us off the major highways and provided lots of challenges full of twisties and elevation changes, and was an almost complete circumnavigation of Muskoka, (See map.) So the group was up early on Tuesday preparing the cars for the big day. Peter Marie was up exceptionally early, driving from Burlington to join us for a 9:00am departure.

Peter Marie joined the group for one day driving his yellow **Caterham HPC**...

"I had to fit three days driving into one. Quite the drive from Burlington to hook up with the group at 9:30am in Bracebridge. Left the house at 7:15am but I made it in time... Great venue even if some of the roads were pretty rough and the Caterham's suspension does not have a lot of compliance. It made for a long day driving there and back. I put over 700 kms on my car by the time I got home." PM





PHOTO DHANU PREMARATHNA

Shortly after departing, we had to cover the roughest section of road we were going to encounter all day. Unfortunately, **Dhanu Premarathna's** Seven broke down while covering this stretch of road. Fred went to his aid in his Lotus Elise and was eventually able to diagnose the issue: a tripped fuel interrupt inertia switch. It was a rough road and Dhanu drives, well, fast enough to fool the car into thinking it was airborne. ...Maybe it was?

Meanwhile, the rest of the group went on to *Windermere House* on Lake Rousseau for lunch via Torrence Barrens and Southwood Rodd, a truly fantastic drive, to Bala. With Dhanu's Caterham fixed, (See photo of Fred looking for tools as he sorts the Seven.) he and Fred were determined to catch up to the group. At some point, Fred entered a turn, spun his Elise and ended up backwards in a ditch. They *really* were trying to catch up. The front



body panels suffered some damage, but amazingly no structural or mechanical damage. Fred commented, "That wouldn't have happened in my Caterham!" He is new to the Elise; its handling characteristics are quite different. The Blat was over for Fred and the day was over for Dhanu, who stuck with him while Fred arranged towing, waited to be interviewed by the police and duct taped his car back together.

After the incident on the back road following behind **Dhanu Premarantha's** Supersport Caterham, **Fred Topham** wrote the following in an email. Keep in mind that Fred owns a Caterham HPC and only recently acquired an Elise.

"Just your (want-to-be) racer attempting to follow a Seven along twisty back roads. Elise at 40-60 balance versus the Caterham Seven's 50-50 balance. I touched the brakes while turning. Spun, ass first, into the ditch. (See photo right.) Dhanu was a great sport, made sure old man was stirred, not shaken; he stayed with me the rest of the day."



PHOTOS JONATHAN SCHOFIELD



PHOTOS JONATHON SCHOFIELD

ABOVE

Three stages of **CATERHAM'S FRONT SUSPENSION** showing the evolution from the original, simple Lotus design that cleverly combined front wishbone and antiroll bar (left), the separate antiroll bar and wishbone introduced in 1990 (centre), and the beefed up version which superseded that design a few years later to handle the then new 175hp HPC Seven. (right)
The chrome is not standard.

PREVIOUS PAGE

MUSKOKA BLAT SEVENS AND DRIVERS L TO R

Paul Dennis 2004 Caterham K-Series Roadsport SV
Richard Sanders 1997 Caterham Super Sprint,
Bill McKenzie 1970 Lotus Seven Honda-powered
Peter Marie 1994 Caterham HPC Vauxhall
Desmond Ryan 2016 Caterham 310R SV
Rupert Duchesne 1989 Caterham HPC Ford BDR
Jonathan Schofield 1988 Caterham Super Sprint

MISSING FROM PHOTO

Dhanu Premarathna Caterham Sigma Supersport
Neil Drew 2008 Caterham Sigma Supersport
Fred Topham 20?? Lotus Elise S2



VIDEO CAPTURES DHANU PREMARATHNA



PHOTO JONATHON SCHOFIELD



PHOTO DESMOND RYAN



After lunch, we did some more twisties and eventually ended up in Port Carling for ice cream. The parlour was run by 12-year-old kids (I guess everyone is having trouble finding staff), but they seemed to know what they were doing, and the ice cream was well earned after a full day of driving. Following our Port Carling break, the group went their separate ways to get ready for

dinner. Some of us followed Rupert and his passenger Jim, who is a local, on some truly tremendous roads on our way back to Bracebridge. We all gathered for supper at the *Griffin Pub* to toast Fred and Dhanu for overcoming an unfortunate day. We also celebrated our new friendships, our driving exploits, and our cars. Wednesday was the drive-out day. Some participants

left early for other commitments. Fred limped his Lotus back to PEC. The remaining five Sevens twisted their way over to Dorset for coffee at the *Pizza on Earth Cafe* before heading home. It was a fantastic three days. Truly great cars, amazing roads, new friendships, great food, and lots of laughs. I wouldn't have wanted to be anywhere else.

If you own a Caterham and want to join our group of enthusiasts, email me at pauldennis@gmail.com and I will add you to our mailing list

ELAINE'S EMIRA....

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.

It has been a joy to own.

It is well maintained. If you are

SOLD

SOLD

Continued on the following two pages.





FOR SALE Ron Wanless Elan **1966 LOTUS ELAN S2**

"I am helping Sally Wanless selling Ron's Elans. This is his road Elan, not his racing Elan. Ron was the second owner and bought the car in 1968 so it is very original. He restored it in 1999 with a new galvanized chassis. It was last plated in 2018 in Ontario; stored indoors ever since. Please contact me if you are interested."

Claude Gagné

reads 25,000 miles but
mileage

SOLD

\$39,000.00

Claude Gagné
lotusgagne@rogers.com

LOTUS CLUB of CANADA



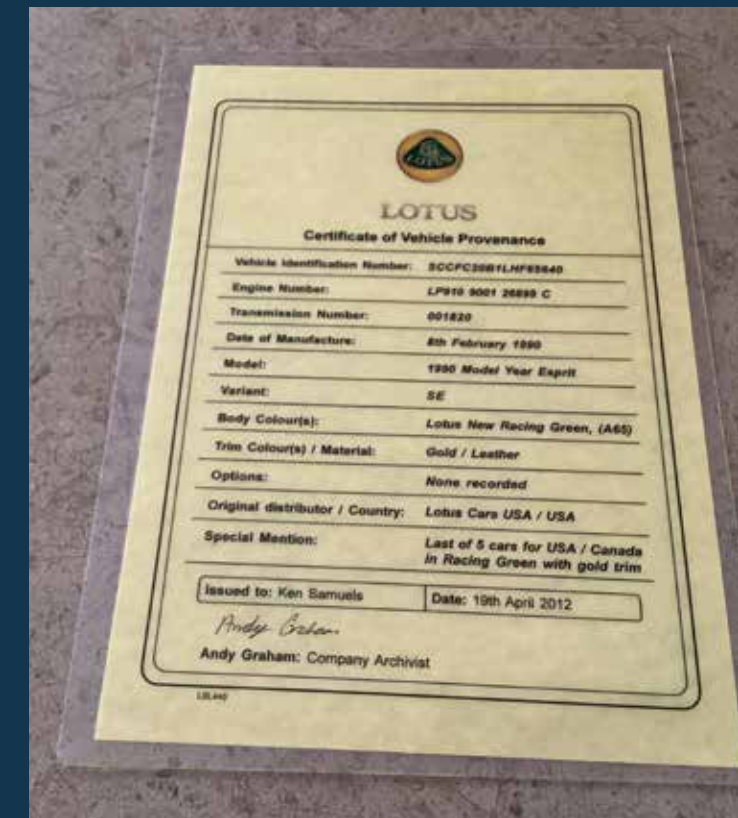


Asking \$85,000 CDN

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,

cell **289 439 5833** / home **289 337 5474**

ASKING \$32,000^{CDN}

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



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!*)

BE\$T 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!

BE\$T OFFER

Contact Neil Young: neil.young7@gmail.com





The brake discs & front axles in the photos above, came with the kit from Caterham but I bought and installed the upgraded brake kit and upgraded the front axles from the early type ones, so I am selling these, new and unused, to a good home. The cost, new, can be seen in the ad here. I am in Belleville.

I would like \$50.00 each for the OEM discs.
(Hopefully someone also needs new front axles. Best Offer.)

Don Roepke don.roepke@ems-tech.net



BRAKE DISC FRONT UP TO 2015 AND REAR ALL DE DION

BRAKE DISC FRONT UP TO 2015 AND REAR ALL DE DION

£47.47 VAT incl.

£39.56 VAT excl.

Reference: 208715

In Stock More than 5 Items Available

QUANTITY 1

ADD TO CART

MORE INFO...

Used on ALL de Dion cars at the rear.

Used on pre 2015 cars at front.

FOR SALE **NEW CATERHAM BRAKE DISCS / FRONT AXLES**

TBA
VOLUNTEER NEEDED
ONE PRESIDENT

TBA
VOLUNTEER NEEDED
ONE TREASURER

DOUG HOWEY
LOTUS EUROPA
EMAIL KEEPER
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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
LOTUS CLUB OF CANADA©
EZINE AND IS AVAILABLE FREE
AT OUR WEBSITE. ALL CONTENT
AND IMAGES IN ARE COPYRIGHT
OF THE LOTUS CLUB OF CANADA,
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. 2027
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



I do not remember where I found this old photo but it belongs to the Scottish Border Council Collection. Going by the age of the boy, born in 1960, helping to push Jim Clark it must be late Sixties, but before 1968. There are three World Drivers' Champions in the photo.

Jim Clark for Lotus: 1963/65

Graham Hill for BRM / Lotus: 1962 /1968

and the boy **Damon Hill** for Williams: 1996

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LotusClubCanada

