



LOTUSLETTER 2025
SUMMER PART 2

In PART ONE



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
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LCC Glovebox

Stories

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

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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 eddendenmichaelf@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 TWO**





Yorkville exotic show.

STORY AND PHOTOS MICHAEL EDDENDEN



Lotus were not the first thing we saw. Where Donna and I started walking at Yonge, Bloor was empty and the few people on the street were lethargically setting up. I'd that awkward sense of arriving too early for a party. Only when we crossed Bay, which was still open to traffic, and passed the barriers, did the show start. A red carpet stretched down the center of Bloor to University, exotics parked either side, quietly being examined by a thin scattering of enthusiasts, many with cellphones held high for photos. The street was quiet and in the shadow cast by the tall buildings retained an early morning freshness. There was that subtle thrill I sense stepping onto a busy city street, closed to cars for the moment. Ironical given it was shut down so we could oggle cars. Exotics, especially in our case, Lotus.

PREVIOUS PAGE

The Lotus Row. Bloor St. looking towards University Ave. The crowd is starting to grow. There were eight cars on display here: five Emiras, two Evoras and a rare Europa S. Other Lotus were scattered along the around the show, an Emira, an Evora and an Elise. Note the Emira's licence plate.

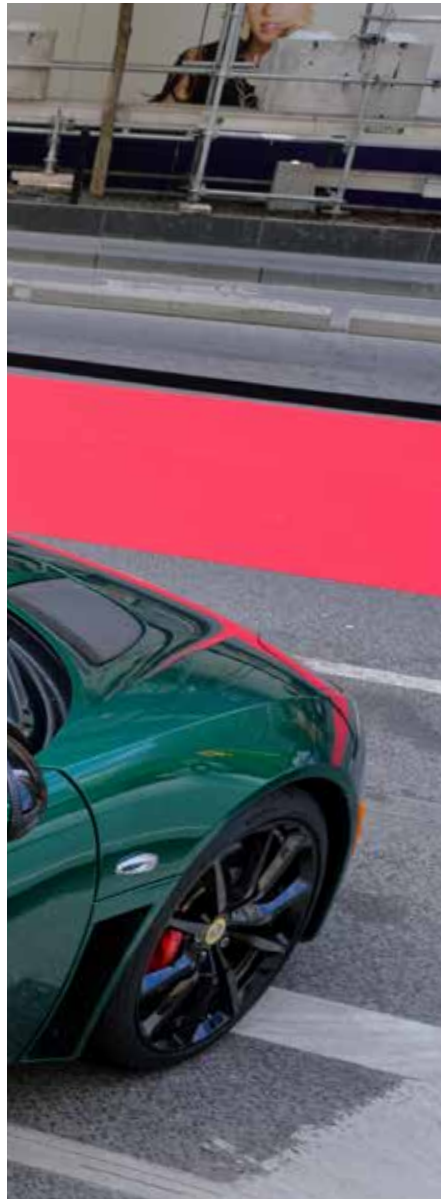
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Like the photos on the previous and following page this was taken standing on one of the benches that encircled the street trees, in an attempt, not always successful, to obtain a clear view of the Lotus above the protective fence.

NEXT PAGE

Looking east towards Bay Street: along Bloor: two Evoras and five Emiras. In previous years the rows of cars on were arranged on both sides of Bloor not as shown here. Placing the cars on one side only showed foresight considering how size and crush of the crowds, however well-behaved.







The *Yorkville Exotic Car Show* is unpredictable. Lamborghinis, Ferraris and Porsche dominate only usually; year to year the numbers fluctuate. Perhaps it's due to dealers' participation, or the emphasis on new models, perhaps it reflects the volatile nature of such a high end luxury products or the demographic that buys them. I can't say; it's not a world I'm familiar with.

Lotus numbers are as hard to anticipate as an intermittent electrical fault and always lower than the populist exotics, at least until the Emira appeared up. 2024 was the largest turnout of Lotus I'd seen in the years I'd been to the show but that this would effect this year's number seemed quixotic. Yet when we crossed Bay, the street turned Lotus. Emiras and Evoras lined the road. In all we would come across eleven Lotus, none pre-Elise. Old Lotus such as Elans, Europas and Sevens, even Esprits, were absent. If there was any questioning Lotus having gone up-market long, long ago the Yorkville show dismissed it.

The row in front of us, eight cars long, appeared to be from the Toronto dealer, *Gentry Lane*, although all were plated some with vanity plates. Donna overheard two organizers say that the Lotus row was the best organized group in the show, and needed little help from them. The first five Lotus were new Emiras, the rest Evoras. I took street shots, then a few of individual cars, half-heartedly and consequentially unsuccessfully, as we walked along.

The final Lotus gave me grief. It was white. I struggle with white: expose a white car properly and the surroundings go dark, expose the background properly and the car is bleached to a featureless blob. Preoccupied with complicated camera settings, I frowned at the car.

“That’s a funny looking Evora,” I thought. Slowly, so slowly it is embarrassing to recall considering I’d written about the car in the last Newsletter, I realized I was looking at a rare **Europa S**, made from 2006 to 2010. I’d never seen one. I’d never heard of it until





article a few months before. It *was* an **S**, not the even rarer, better performing **SE**. There was no front plate but the rear held a dealer's plate. And it was RHD, not surprising as the car was never sold in North America because of emissions.

It was fitting grouping the Europa with the Emiras and Evoras; all are Grand Tourers. The **S** is however, considered an unsuccessful attempt at a GT: too noisy, too little trunk space, too little power. Very Lotus if understated especially when displayed alongside with the flashier Italianate Evoras and Emiras. Unlike those two, it is definitely not a supercar. Rare, yes; Exotic, no. But it did look very bright and clean, like new. I discovered later it was for sale at *Gentry Lane* for \$55,900. With some reluctance I conceded, white suited it.

Although derived from the Elise and Exige the Europa S was designed to be a completely new car, a GT that was longer and more generous and inevitably heavier. The engine was a 2.0L turbocharged GM Ecotec

straight-4, rated at 197 hp, the manual transmission a 6-speed Getrag M32. 0–60 mph was 5.5 seconds. Top 143 mph. The design seemed to owe more to the Vauxhall VX220 and the Opel Speedster, both contemporary with the Europa, than it did with the Elise and Exige it was derived from.

The car's history is inglorious. The reviews in the press were highly critical and only 400 were sold. And its successor, the Europa SE, while much-improved and well-praised by the press was almost immediately superseded by the new Evora. Only 48 were built.

I spent some time trying to photograph the Europa, probably too much time considering the limited time I'd been allotted, but it seemed unlikely that I would see another example again. Lotus Club members might never see one. For this reason there are more pictures of the Europa here in the Newsletter than I would normally use, as a record.





PEOPLE'S CHOICE

THIS & PREVIOUS PAGES

It would be presumptuous to say the crowd liked the **Europa S**. I wasn't around the car long and wasn't observant, at least not enough to claim this. But as the photos show, some people, both young and old, were taken with the car and lingered over it. Being at the end of the Lotus row helped. Many wanted a shot from that vantage point, as background in their selfies or as a long-lensed art shot with lots of bokeh. It can't be proved but it's likely that the Europa was the most photographed Lotus at the show.

PREVIOUS PAGE

The 2007 Europa S as the crowds arrive. The friendly homeless guy seated behind, and his dog, were there first.

TWO PAGES EARLIER

Note the Dealer plate on this and the previous page. Gentry Lane's website lists the car for sale:

2007 Lotus Europa S / \$55,900.⁰⁰ / 58,867 km.



Spotted at the **Yorkville Exotic Car Show** on Bloor, the **smart ROADSTER** (the targa-topped Coupe is seen here) was built on a stretched **ForTwo** platform. The original smart car design, distorted to fit the longer car, can be seen in the grey accents or inserts of the front bumper, targa roof and door sills.

PHOTOS AND STORY NEXT PAGE : M. EDDENDEN



cute but smart



Donna and I were drawn to the car the moment we saw it. Then I spotted the **smart** logo. Was it fake? A fake of what? And why? It didn't look like a smart car. I gave up. An odd start to the Yorkville Exotic Car Show. An online search at home quickly identified the car and uncovered its history. Everyone had something to say about it, from *Car and Driver* and *Top Gear* to *Wikipedia*.

It was real. A **Smart Roadster**. Between 2002 and 2005 in France, over 43,000 of them were made in France. Twenty inches shorter than a Miata, it was a mid-engined sports car with two seats, rear wheel drive, a 6-speed gearbox, with a turbocharged 698cc Mercedes Suprex that produced between 60-80hp. A Brabus-tuned version had 99hp. The Roadster weighed 1742 lbs and the Coupe, like the one at the Yorkville car show, 1800lbs. Both came either as convertible or targa. Prices ranged from \$17,000 to \$24,242, USD.

The car's performance received mixed reviews. *Top Gear's* Greg Potts complained that 0-60 times were over ten seconds, gearchanges were "slow and laggy" and slandered the interior as "Fisher Price". Aaron Robinson of *Car and Driver* made fun of the car's size. "Hey,

really small cars don't translate well in America...who wants to be shaking hands with St. Peter while they floss your remains out of the grille of a Hummer? Nope, give us something that lets us see over the next car, perhaps into the next ZIP Code if possible. Small cars are for the poor and the soon-to-be-squashed."

None of this mattered, the roadster was too damned cute. Everyone loved the car. Automotive journalists succumbed. They said, "it would make puppy owners jealous". Like Sevens everyone eagerly dismissed all faults: that was the real story behind the car.

For all his complaints Potts was no different. "The Roadster Coupe is still attractive because it's a properly lightweight little thing...with mid-engined balance," he wrote. "Plus, Gordon Murray used a Roadster as his daily driver...and he's a man who knows a thing or two about lightweighting." Robinson was the same. He called it the modern day version of the Bug-eye Sprite. "The engine...sounds right while winding up, like a high-end sport bike with low-end pipes. During upshifts the waste gate blows with charming little chirps, and the car squirts quickly through traffic...The roadster

loves a good back-road romp...the optional power steering remains light even at the apex...The body rolls and pitches about as much as a granite countertop, and the ride is correspondingly taut."

He then went on to describe the public's reaction at a car show. "The crowd around the Smart roadster was four-deep all night long. Grandmothers elbowed aside policemen to watch the vinyl roof electrically accordion into the trunk. People goggled at the Smart's exposed...silver structural side spars and its buxom Lotus Elise-like fenders. They marveled at the stalk-mounted, snail-eyed gauges... They oohed in perfect unison when we unhitched the [Targa] top... Then they demanded to know how much and where to send the check."

He wasn't, unbelievably, far off the truth. "Despite a projected break-even of only 8,000 to 10,000 units per year, first-year sales almost doubled this estimate," says the Wikipedia entry, "*Top Gear* praised the Roadster, awarding it Fun Car Of The Year for 2005."

So why had I never heard of the Smart Roadster? It was never exported to North America due to emissions.

cute but smart

LOTUS CLUB CANADA SUMMER BARBECUE 2025

PHOTOS BY Neil Young / Iain Thomson



For the second year in a row

Neil & Ruth Young hosted the
Lotus Club of Canada Summer Barbecue
without being asked, although hints may
have been dropped ...



...Thirty-nine enthusiasts & guests showed up
at the *Frog Pond Garden, Ancestral Log Cabin* and
Loose Tools Motorsports HQ, as Neil bills their home.
Many Thanks. EDITOR















Ruth & Neil Young
Gail Young
Kevin and Damon Young
Steve & Sue White
Ryan & Jody Craig
Duncan Lamb & Carole Hunt
Fred & Ruth Samson
Ron & Glenn Hunter
Doug & Patricia Howey
Peter Marie
Roger Barker & Mary Booth
Iain Thomson & Chris Thickett
Keith & Sylvia Marshall
Tom & Elaine Thomas
Leish Pionka & Carlos Rosa
Ron & Glen Hunter
Glenn Grainger
Tim, Callum & Duncan McGowan
Mark Solda
Paul Subject & Christina Murdoch

LOTUSCLUBCANADASUMMERBARBECUE2025

PHOTO CAPTIONS & CREDITS

Pages 1-9

Page 1 (Cover)PHOTOS NEIL YOUNG
Living with the non-Lotus : signboards direct participants.

Page 2PHOTO NEIL YOUNG
Driveway, Neil and Ruth’s modernized log cabin house behind.
LEFT TO RIGHT:
Peter Marie’s 1994 Caterham Seven HPC,
Iain Thomson’s 1967 Lotus Elan,
Anonymous 2015-2020? Alfa Romeo 4C,
Kevin Young’s 2007 Porsche GT3 (Neil’s son),
Keith Marshall’s Lotus Elan 1969,
Roger Barker’s 1960 Lotus Elite,
Carlos Rosa’s 2007 Lamborghini Gallardo,
Leish Pionka’s NSX Honda Acura

Page 3PHOTOS IAIN THOMSON / NEIL YOUNG
Top Left: 2007 Porsche GT3, Alfa Romer 4C, Lotus Elan, Caterham 7
Lower Left: BMW Z4, BMW Mini Cooper
Right: Lotus Elite, Lotus Elan.

Page 4PHOTO NEIL YOUNG
Ron and Glen Hunter discussing their 1963 Lotus Elite.
Stephen White’s (repaired) 1992 Caterham Seven 1700 alongside.

Page 5PHOTOS IAIN THOMSON
Interior and exterior of Carlos Rosa’s 2007 Lamborghini Gallardo convertible, (colour: Arancio Borealis)
“Carlos’ Lamborghini has the traditional gated manual gearshift, not available after 2013,” remarks Iain Thomson.“Now it’s just paddle shifters.” Leish Pionka’s white NSX Acura parked behind.

Page 5PHOTO NEIL YOUNG
Note the large garage opposite the driveway.
L to R: Lotus Elan, Alfa Romeo 4C, Porsche GT3, Lotus Elan, Lotus Elite, Lamborghini Gallardo, NSX Acura.

Page 7PHOTOS NEIL YOUNG
The log cabin garage-workshop is placed convenient to the house.
Neil Young’s 2008 Lotus Exige and son Kevin’s single-seat 1971 Crosslé 20F FF racer are housed in Garage Bay #1.

Page 8PHOTOS IAIN THOMSON
Garage Bay #2: Race-prepped 1971 Datson 240Z, 1990 Caterham 7 1700. A Lotus Emira lurks in the background.

Page 9 (Previous page)PHOTO NEIL YOUNG
New 2025 Lotus Emira. That makes three Lotus and a Caterham.

BELOW L TO R

Neil Young (red Hawaiian shirt) / nameless dog / ? and Kevin Young (seated) /
Ryan Craig? (blue Hawaiian shirt) / Ruth Young in background / Peter Marie



BELOW L TO R

Doug Howey / Neil Young / Jody Craig (seated) / Ryan Craig / Kevin Young (blue shorts)
Ruth Young in background / Ruth Samson (seated)



BELOW L TO R

Paul? (seated) / Mary Booth & Roger Barker / Neil Young (red Hawaiian shirt)

RIGHT

Food Line-up.





LEFT BELOW L TO R

Mary Booth / Carole Hunt / Iain Thomson (behind) / Duncan Lamb / Steve White

RIGHT BELOW L TO R

Iain Thomson, Steve White, Carlos Rosa / Ryan & Jody Craig / Keith Marshall / ? (Burgundy shirt) / Patricia Howey (seated in foreground)

NEXT PAGE

The Young's Frog Pond and yacht.





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



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**





For Sale

Anyone seriously interested in **Rob Szakonyi's** unique **LOTUS 23E** (all parts are Lotus) should contact him at **lotus_paradise@hotmail.com** for technical details, drawings, etc.

PHOTO COURTESY OF B.R. MURPHY OF BRM PHOTOGRAPHY
[flickr.com/brmruphy](https://www.flickr.com/photos/brmruphy/)

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 \$35,000^{CDN} / \$25,000^{USD}

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



DUNCAN LAMB
LOTUS ELISE
PRESIDENT / BON VIVANT
DUNCAN.LAMB@SYMPATICO.CA

TOM THOMAS
JAGUAR XK
MEMBERSHIP GUY
TSQUARED118@GMAIL.COM

DOUG HOWEY
LOTUS EUROPA
CLUB EMAIL
DOUG.HOWEY@SYMPATICO.CA

TIM BYFORD
LOTUS ELISE
FACEBOOK GUY
TBYFORD@YAHOO.COM

SCOTT LONG
LOTUS ELAN
WEBSITE GUY
SCOTTLONG@LIVE.CA

ROGER BARKER
LOTUS ELITE
GARAGE TOUR
ROGERFBARKER@HOTMAIL.COM

MICHAEL EDDENDEN
CATERHAM SEVEN
EDITOR / DESIGN
EDDENDENMICHAELF@GMAIL.COM



Yes that is an Emira on the poster.

For many of us the only way to own a Lotus Emira is to win the lottery which until now was a proverbial sentiment, not to be taken literally. For a \$100 ticket you really can **WIN A LOTUS EMIRA IN THE SICK KIDS LOTTERY.**

See the article in this Newsletter: **LCC SUMMER 2025 Part One, Page 9**

MONTHLY MEETINGS

WE MEET ON LAST WEDNESDAY, OF MOST MONTHS ABOUT 7PM. PUB VENUES CHANGE SO CHECK THE WEBSITE FOR THE LATEST INFORMATION BUT WE OFTEN MEET MONTHLY ON THE LAST WEDNESDAY OF THE MONTH TO TALK SHOP AND HAVE A BEER.

DUES ARE CHEAP: \$15/YR.

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