

COVER:

This board of old photos was on display at the Funeral Service for Hugh Sutherland, Honorary President of the Lotus Club for the past 12 years and Editor, Treasurer and Membership Secretary for 13 years before that.

PHOTOS & Illustrations

Family and friends of Hugh Sutherland.

Special Issue

HUGH SUTHERLAND

January 2010



*Michael Eddenden, Editor/Art Director/Dog's Body.
Unattributed articles are by the Editor.*

Lotus Club of Canada

The Club meets the last Monday of the month at 7:00pm
at the **Hare and Firkin Pub** (427 and 401)
2800 Skymark Ave, Unit 28, Mississauga. (905 624 4273)
The Club's website is <http://lotusclub.ca>.
The LOTUSletter is the Lotus Club of Canada's newsletter.

This special issue of the newsletter is in memory of Hugh Sutherland whose contributions to the Lotus Club of Canada, outlined in the pages that follow, are also the story of the Club in the eighties and nineties.

Michael Eddenden, Editor



FIRST IMPRESSION



July 26, 1988

“Is there a Lotus Club in Toronto?” I asked the mechanic.

“No. Used to be; not any more.”

I looked around. The garage was full of MGs and Triumphs waiting for repairs.

“Ever get any Sevens in?” I said. No harm in asking.

His answer was surprising.

“Yeah,” he grumbled, “They’re terrible, always something wrong.”

The Seven he had worked on had been a long time ago, which was not surprising. In a year of looking we haven’t found one. Somewhere there are Sevens. There must be if we are ever to get one. We’re certainly on our own. A Lotus Club would have helped.

September 17

Tomorrow is the Toronto Triumph Club’s *British Car Day* at Bronte Park. We’ve never been; hopefully there’s something worth the entrance fee. They claim it’s the biggest event of its kind in North America.



September 18, British Car Day, Bronte Park

Donna and I walked onto the field to crowds, blaring music, and long, long rows of gleaming sports cars. Clusters of camera clad men jostled each other with polite irritation, attempting to get unobstructed views. It was everything we’d hoped. In their midst, detached if not aloof, sat an older man and his wife, primly in woven plastic lawn chairs, as though they were in a suburban back yard. An Elan was parked beside them.

On a stick was a hand printed sign: *Lotus Club of Canada*.

I marched over. His name was Hugh Sutherland and his wife’s, Aileen. In a soft but distinct Scottish accent he explained that he was the Club President. Memberships were \$10 he said abruptly, as though I might consider it too steep. Did it matter that we didn’t have a Lotus I asked? No, that was alright. We *were* saving for a Seven I added. Oh, he said. Had I considered an Elan? I handed him a ten dollar bill. He handed us several years of old newsletters he seemed happy to be rid of.

“Bloody things,” he said piling them onto my arms.



In those days the Lotus Club met at the Tranzac in the Annex. It was an old building and our meeting room was a little run down. The décor was like my basement apartments at University, just shy of the standard set by suburban Rec rooms. So it felt comfortable. The beer was cheap.

Hugh was always there when I arrived, usually in a corner facing the entrance. He sat bolt upright cigarette in hand, a neat stack of old newsletters on one side and Aileen on the other, holding court. Ron Bischler and his wife June quietly filled out the table. I'd the feeling Hugh had been seated there for the last month, waiting. I would go over to be greeted. We might not say much, just ask after each others car, and simple though it was, it was the closest thing the Club had to an official gesture, and to me turned it into a Club event: a ritual of recognition. If Hugh missed a month as he did in summer - an unmistakable sign of his vacation - there was no acknowledgement that we had gathered for something more than a drink. The usual members were there. The beer tasted the same. But it wasn't a Meeting. There was a weak sense that Hugh hadn't shown up yet.

Sometimes, I would sit in Hugh's chair.

Isaiah Tubbs Resort, Prince Edward County 1991: the Lotus Cub's first two day event. The Elan Roadster in the picture is Hugh's. He can be seen off to the left in the background. The Elan Roadster in the picture is Hugh's. He can be seen off to the left in the background.

The WAR

Hugh as a navigator in the RAF during the World War II. (left) It took 18 months to train a Lancaster aircrew. By the time his training was complete the war was over. His crew was assigned to Burma but the four engine Lancasters ran into trouble. Burmese runways were short and the climate hot and humid. To take off with a full bomb load the Lancaster's Merlin engines had to be revved to full power. The engines had to be started one a time. In Europe this was not a problem but in Burma the first engine was overheating before the last engine could be fired up. DeHavilland Mosquitoes took over the job.



The MGTC 1950s

The pale yellow MGTC was Hugh's first sports car, here in Canada. Aileen and Hugh took their honeymoon in it, driving down through New England, stopping at Watkins Glen. In all, more than 1,000 miles of driving.

"It was lovely car," said Aileen. She always sounds so sincere. "It looked so smart in wire wheels. I never drove it. I couldn't reach the pedals."



*Hugh, Aileen, MGTC,
pit row, Mosport.*

When Hugh was in the mood he would, with some prodding, tell racing stories.

The war ended before Hugh reached the front but his navigation skills did not go to waste. In the fifties he navigated in the BEMC's Canadian Winter Rally, a brutal three day test of winter driving. Routes varied but a typical course, starting in Toronto, corkscrewed for more than a thousand miles on back roads to finish in North Bay or Ottawa. It hard on cars, on drivers and navigators.

One bitter Sunday morning found them rushing along an obscure back road closed in by trees. They had driven all night. They were freezing and tired. Without warning the car entered a hidden intersection and lost control. The little British sedan slid across the road, missed the gas pumps, crashed through the plate glass window of the Garage, and came to a sudden stop. They weren't hurt. The car was still running. The gas station was silent and deserted. No other buildings were in sight. Carefully, they backed out and sped off to make up for lost time.

Opposite: Hugh looking at an MGTC, at an unnamed circuit. I wonder what the helmet was for.

Below: Watkins Glen in the fifties. Hugh is on the far right. A friend was racing at the circuit and Hugh volunteered to help in the pits.





Left: George Reid
Right: George Blane

Starting in 1953, the British Empire Motor Club organized the Canadian Winter Rally which ran about 1,200 miles, starting on Friday night and finishing on Sunday afternoon. [It deliberately took place] on the second weekend of February... selected as promising the worst weather conditions of the winter. The first rally was a non-stop affair which caused so much trouble with the crews hallucinating that, from then on, a compulsory sleep stop was included.

During the period 1953 to 1959, I navigated in these rallies not without a fair degree of success (he says modestly), mostly with Peter Hayes as driver for the BMC Team. Each year when the Rally was over we would say "Never again." But the next year would see us on the starting ramp once more. However, 1959 was to be my last, at last.

That year, we were approached by Triumph to join their team of TR2s but Peter unfortunately succumbed to chickenpox and Bob Hanns stepped in as driver. Bob was a partner at Autosport, which imported the first Lotus, a Mark VI, into Canada, and was recently elected to the Canadian Autosport Hall of Fame.

Aileen had cooked up lots of food, hot beef stew in a Thermos jug - chicken legs, hard-boiled eggs, apple pie, etc. - all of which was kept in a Coleman cooler behind our seats. Triumph had also flown in special studded tires from Sweden, for I think the first time in Canada.

Our studded tires were fine but the moment you hit dry pavement you had to change the wheels or the studs would pull out the tires. Try doing that at 40° below zero with a wheel well full of packed ice and snow. We did it once and then forgot about them!

Our food so lovingly prepared by Aileen, was a disaster. All the heat in the car had to go to the windshield to keep it clear with the result that our food was frozen solid. You could have hammered nails with our frozen chicken legs. Our lovely stew...was stone cold. Hard-boiled eggs disintegrated into mush when you bit into them. It was lovely! On top of all this I froze the tips of two fingers which didn't help my navigation. [They] turned green about a week later. I was convinced it was gangrene but the tips peeled off and I survived."

Hugh writing in the February 1995 Lotus Letter.

The team that beat Hugh in the 1958 Rally, beside their new Hillman. The two, both mechanics, had emigrated from Scotland. In 1959, Hugh's final year of competition, Pat Moss and Anne Wisdom drove the Rally in 1959 in an A40 Austin Farina.

The 1934 Bugatti Type 57 1967-1975

It cost \$2,000 in 1967, including shipping from France. From the start it was a Star. Everywhere they went the Bugatti attracted crowds and unwanted attention. Kids climbed over it. Police stopped it regularly. It began to get on Hugh and Aileen's nerves.

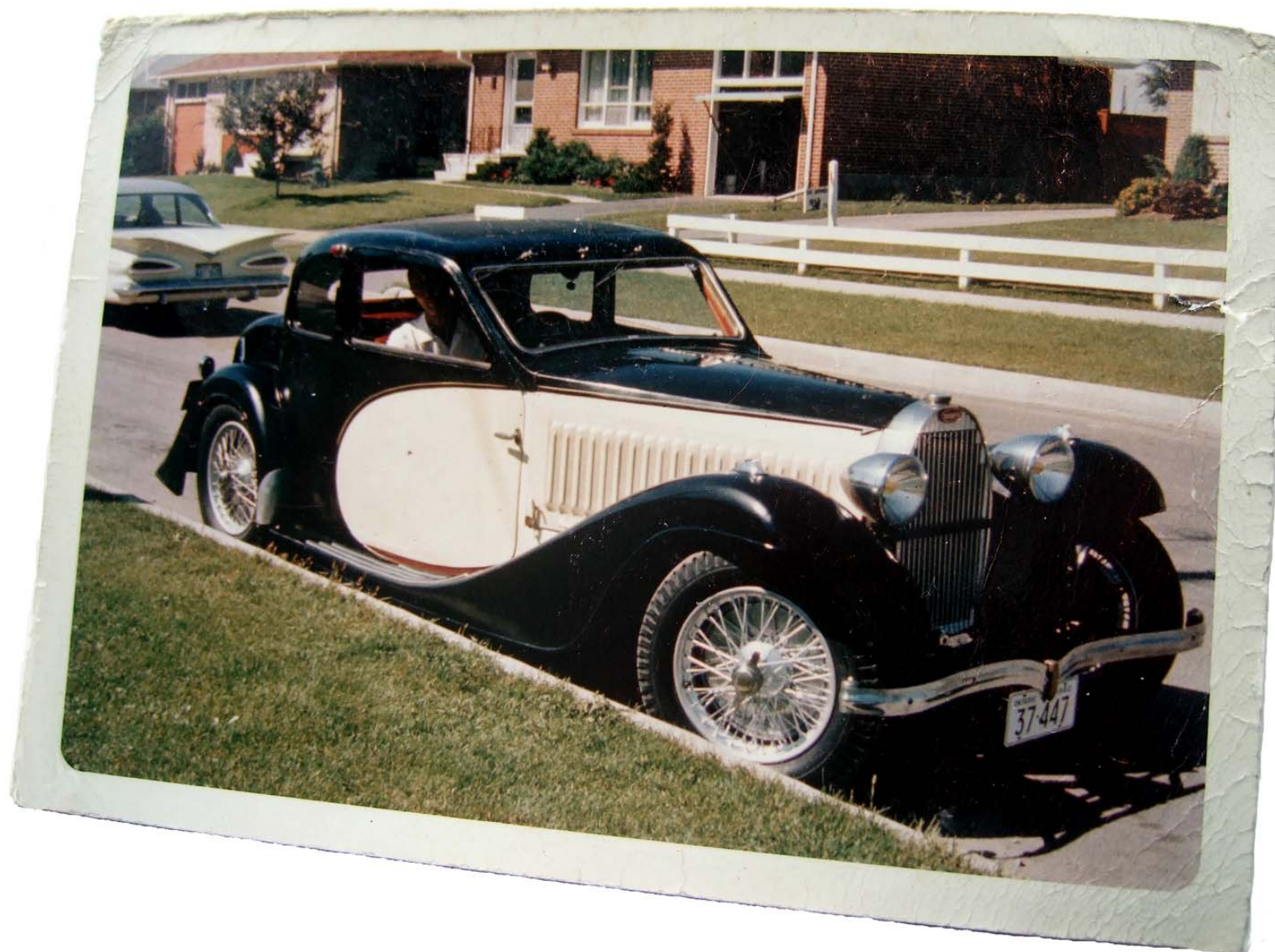
"I was fed up with all the attention but it wasn't just that," Aileen says, "It drove like an old truck, it was terrible. An awful ride. And it always needed something fixed. But it did look nice sitting in the driveway."

Still I thought, to be able to say you owned and for a few years drove a Bugatti, a real Bugatti.

Eventually the repairs and the attention and the impossibly high cost of restoration forced Hugh to sell the Bugatti. By 1975 however, the value had quadrupled; Hugh sold the car for \$8,000. It was nothing compared to what it netted a few short years later. Eventually the Bugatti made its way, via Vancouver, to California at a rumoured cost of \$300,000.

Ron Bischler remembers the story.

"Hugh never tried of bitching to me about what he might have got for the Bugatti if he'd kept it," he said.



Happy Hugh at the wheel of the Bugatti in the sixties.

Hugh's last newsletter was 1997. His first was October 1984. Thirteen years. Long before laptops and scanners and the ease of emails. Hugh laboriously typed it out on a single sheet of paper, 8½" x 14", using both sides. There was no debate over fonts, or kerning. It was then photocopied, folded twice, taped in place, stamped, addressed and handed to Canada Post. It wasn't fancy and there were no photos but it was on time and held the Club together.

Most of that time he was also the Club Treasurer, collected dues and kept track of the membership, jobs now handled by three people.

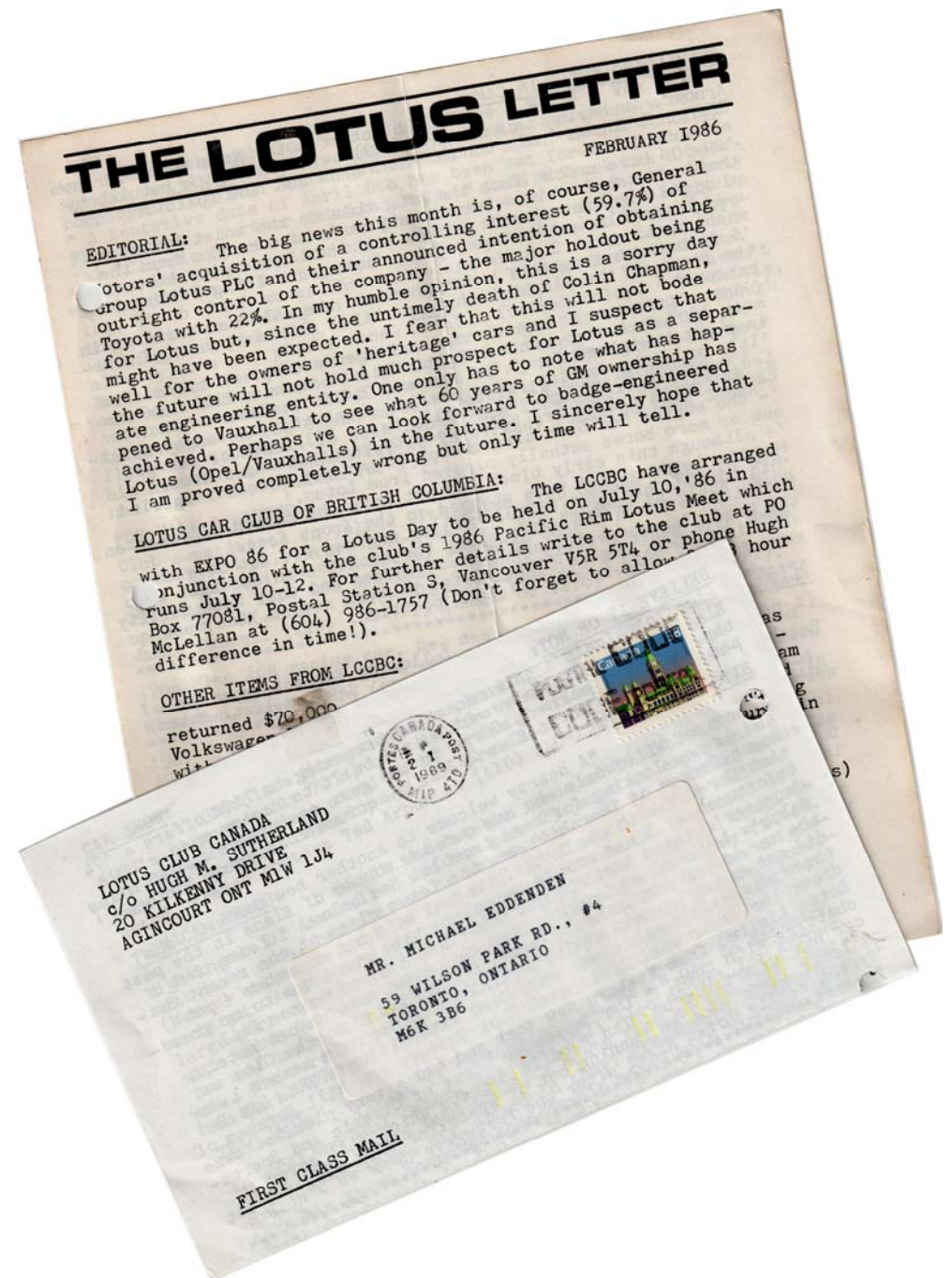
Still, he had mixed feelings about giving up the job. "Unfortunately, due to advancing years and increasing health problems, I regret that I must relinquish the tasks and hand over the reins to someone younger." wrote Hugh in his final Lotus Letter and then added, "As you all know or should bloody well know by now, December was my last newsletter. From now on you're on your own."

By that time he had definite views on what the newsletter was about. Reprints from magazines, a stock item in many sports car club newsletters, were avoided.

"I won't use them," Hugh told me one Club meeting. "They've no place in a Club magazine. If someone wants to read them they're free to buy the magazine themselves - have you seen how much they cost!? I was looking at one last week, I forget the name, one of those flashy magazines from Britain. It cost more than our annual dues!" A note of indignation had crept into his voice.

"It's our newsletter. It's up to us to write our own stories. If the members can't be bothered then they don't really want a newsletter...and that's fine with me." It sounded like a dare.

I remembered this when Hugh stepped down and the newsletter fell into my reluctant lap. It's good advice. Especially good now that the internet and digital photos have made copying so effortless that those who write or draw or take photos have been downgraded to content providers and those who manipulate other people's work have been elevated to artists. It's easy to imagine what Hugh would think of someone who manipulated his words.



The ELAN 1975-2000

This is the Lotus that Club members most associate with Hugh, the car we saw on all the Runs and all the meets year after year until it was pushed into the background by the newly-restored Elan Plus II. But it outlasted the flashy, Porsche-red Plus II. Just a few years later Hugh sold the Plus II but kept the Elan. Now his son David owns the car.

“Oh, after the Bugatti the Elan was so much more fun, much more comfortable - and more reliable,” says Aileen, “I liked the Elan.”

It is not often I thought that a Lotus is compared to a Bugatti, especially talking of build quality, and comes out on top.

Opposite: The Elan at the fifth British Car Day, Bronte, 1988.

Below: Hugh on a Club Run in the late eighties. The Elan was a 1970 S4SE.



The Elan Plus II 1992-1995

For years we followed Hugh's restoration of an Elan Plus II in the newsletter. It never seemed to end. But one fine day it appeared on a Spring Run to Sir Sam's Inn, a rare two day long Club event. There were teething troubles with headlights popping up and a smell of gas, but it sounded superb and looked better. Then, within two years he sold it.

"I did like the Plus II. It was a wonderful car - I loved the colour," says Aileen. "But Hugh had spent so much time restoring it that I think he was sick of the car. He just wanted rid of it."

It would seem to be the case. Hugh told me that he'd given the car 17 coats of paint. This was right after I'd fingered 'Wash Me' in the thick dust that had settled on the Plus II at an MG Car Club event, held in a cow barn. A For Sale sign lay prominently on the windshield.

The Plus II at Sir Sam's Inn, Spring Run 1992.



with valve guides & seats, studs and bearing caps ready fitted. The new heads will accept all other parts fitted to the originals. For more info contact Peter at 3/32 Paringa Avenue, Somerton Park, Adelaide, South Australia 5044. Fax; 61-8-3761177.

TEAM LOTUS:

Latest is that Nelson Piquet is off to Benetton in 1990 and that Satoru Nakajima will also depart for Arrows. Where that leaves Team Lotus, I don't know as yet, but they couldn't be worse off. Or could they? Presumably, Nakajima will take his Epson computer sponsorship money with him and with Camel sponsorship in doubt, Team Lotus would appear to be up the proverbial creek!

ELAN PLUS TWO FEDERAL:

In the November 1988 issue of Restoring Classis Cars, I was much impressed with a Plus Two paint-job which was described as Lotus Regency Red but which, when made-up at the paint shop, looked like ruddy mud. So I picked another red, Jaguar Signal Red, which, after applying three coats to the car, I decided that I just couldn't live with as it had an orangy tint when in the sunlight. So I have now ended up with, dare I say it, Porsche Tornado Red which, after three more coats, now looks fine. I then rubbed down with 600 & 1000 wet paper and have now finished off with a further three coats of clear lacquer. All in all, about 17 coats of paint! Now I am into final rubbing-down and polishing, as follows:

- 1) Light rub down with 600 wet. Wash.
- 2) Rub down with 1500 wet. Wash & chamois.
- 3) Rubbing compound. Wash & chamois.
- 4) Fine compound. Wash & chamois.
- 5) Swirl Out. Wash & chamois.
- 6) Brasso & polish dry with clean cheesecloth.

- and, if it doesn't look good enough, do it all over again!

After Hugh stepped down the Club made him President in Perpetuity. It was an honorary title; no duties were attached. His emphysema gradually worsened. The Elan Plus II he had painstakingly restored had been sold and the Elan given to his son David. His attendance at meetings and events declined although he kept in touch, often through Ron Bischler. One meeting in the deep of winter I asked Ron how Hugh was doing.

“He’s doing well,” said Ron, “Well, as well as can be expected. I was over there, at the house last week.”

Ron had gone to the backdoor as Hugh spent much of his time in the den at the rear of the house. “When I got round the back I see Hugh standing outside in the snow, in his shirt, holding his oxygen bottle in one hand and a cigarette in the other. “Down to one a day!” he says to me.”

Below: Hugh at Ivan Samila’s Garage Tour last spring.



I picked up the ringing phone. It was Ron Bischler. We always talked at Club meetings, trading little sarcastic quips, but he had never called me at home.

“I’ve got some news.” From his voice it was bad news.

“Hugh has terminal cancer of the colon and liver,” said Ron.

Hugh’s future was certain but still three to six months away. Now he was at Sunnybrook waiting for a bed in palliative care. How long a wait, no one knew but he had a phone and everyone was welcome to call. We talked about Hugh for a while and I promised to send out a Bulletin to the Club. Next day I called the hospital.

Hugh answered the phone. He sounded the same, slow and deliberate, his Scottish accent emphasizing his views.

We talked about the cancer, not skirting it but not going deep into the details. When he and Aileen learned it was inoperable and of the effects of radiation and chemotherapy, they talked for a few days and then, waived treatment.

“I don’t want to spend the rest of my life not being able to digest my food properly,” he said. He made it sound as simple as choosing an authentic engine bay colour.

“It’s a good thing you called,” said Hugh, “this number won’t be good after today.”

Unexpectedly, he was moving to Palliative care tomorrow. Sunnybrook’s unit had a good reputation, if not as high as Baycrest.

“That’s the best, I’m told. It’s Jewish.”

“Probably a long waiting list,” I said.

“Well, I’d as like to spend a few months in a room full of Jews,” he said building slowly to the climax, “as a room full of Scots. I like to have some variety in my content.” He italicized variety.

“Ha! I’ll call again in a few days.”

“Yes. I need a few days to settle in. People can call after that.”

“Take care.”

“Good-bye.”

Two days later Hugh died.



Hugh Melville Sutherland

1924 - 2009

It is with great sadness that we announce the passing of Hugh Sutherland on Saturday, December 5, at Sunnybrook Hospital. He will be sadly missed by his loving wife Aileen, daughter Daryle and son David, wife Annette, and grandchildren Michelle, Chris, Amy, PJ and Brandon. Hugh was an avid sports car enthusiast. He was past President of the Lotus Club of Canada and served as a Navigator in the RAF during the War. Funeral Service will be held at St. John's United Church, 2 Nobert Road, Toronto on Thursday, December 10, 2009 at 2:30pm in lieu of flowers, memorial donations may be made to the charity of your choice. Many thanks to the staff at North York and Sunnybrook Hospitals.

Duncan's Miata felt remarkably sure on the icy road. Winter had arrived the day before coating the city with a layer of slush, frozen overnight into rock hard ruts. We were headed to the funeral. On the way Duncan told me what I'd missed over the past few days, sequestered from the world in Jury Duty.

"I called Don Horne and told him the Club was giving a donation to the Cancer Society," said Duncan, and without pausing for effect added, "\$1,000 in Hugh's name."

"What did Don say?" I asked, poker faced. Don is the Club Treasurer.

"Nothing. Hell, Hugh deserves it. The Club can afford it."

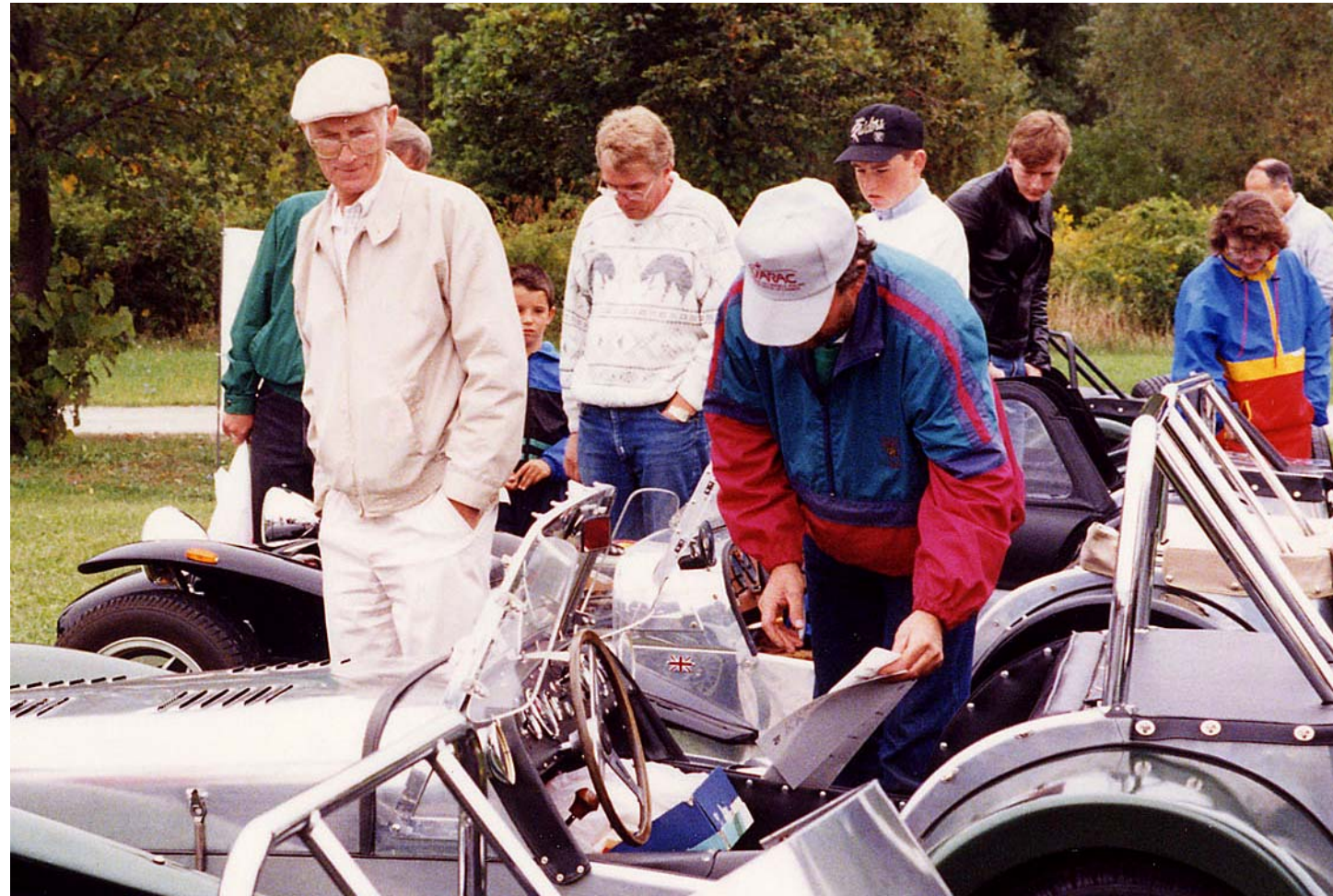
Duncan was right. We had \$7,000...well, \$6,000 in the bank.

"I wonder what Hugh would have said?" I mused as innocently as possible, remembering Hugh's critical eye.

"He'd have given me Shit!"

We laughed.

*1990 British Car Day. Bronte Park. Hugh scrutinizes the Sevens.
Club members John Morscher and Mary Abthorpe can be seen in the background.*



LOTUS CLUB OF CANADA

WINTER PARTY

February 20 2010

7:00 pm
SATURDAY

CASH BAR *Food by Lotus Club.*

HARE & FIRKIN Pub

RSVP Duncan Lamb by January 15... 416 465-2088 or Duncan.Lamb@sympatico.ca

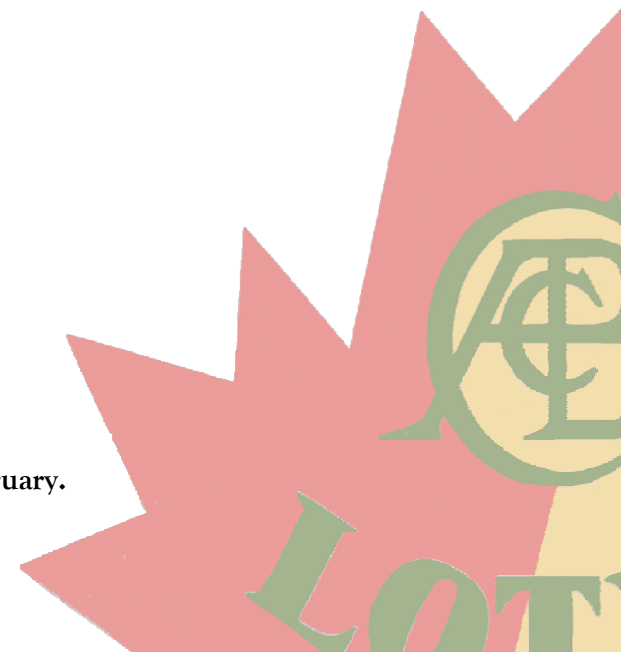
The **Hare and Firkin** is our regular Club Meeting spot at 2800 Skymark Avenue (near Eglinton Avenue and Rathburn Road, Toronto).

There is no cover charge. Sustenance - Food, is gratis, but there will be a **Cash Bar**.

Bring your significant other or another if desired. If you have any pictures of Hugh Sutherland please bring them along.

Also Videos and photos of past Club Events. Bring your photos, real or digital for Don Seibel to scan or download into our Archives.

Your \$10 Annual Club Dues will be collected. The Winter Party supersedes the February Club Meeting; there will be no meeting in February.



Lotus Club of Canada

2010 CALENDAR

LCC Winter Party	Hare & Firkin Pub	Feb 20	Duncan Lamb, duncan.lamb@sympatico.ca
LCC Garage Tour	TBA	TBA	Roger Barker, rogerfbarker@hotmail.com
Ancaster Flea Market	Ancaster Highway 52/53	April 18	www.ahcso.com
Autojumble	Kingston (Portsmouth)	April 25	www.bootnbonnet.org
Wings & Wheels Festival	Downsview, Toronto	May 29-30	www.wingsandwheelsfestival.com
British Car Week	International Awareness	May 29 -Jun 6	www.britishcarweek.org
LCC Spring Run	TBA	May 15 ?	www.kevseuropa@hotmail.com
LCC Kart Session	Centennial or Mini Indy	June LCC meeting?	Stephen Rodger, srodger@hughes.net
Classics against Cancer	Georgetown	June 20	www.morgansportscarclubofcanada.com
LCC/VARAC Track Day*	Mosport	June 17	Stephen Rodger, srodger@hughes.net
VARAC Festival	Mosport	June 18-20	www.varac.ca
VARAC Concours	Mosport	June 20	www.varac.ca
Brits in the Park	Lindsay	July 18	www.victoriabritishcarclub.org
LCC Summer BBQ	TBA	TBA	
Brits on the Lake	Port Perry	Aug 8	www.britsonthelake.com
British Car Day	Kingston City Park	August 15 ?	www.bootnbonnet.org
Lime Rock Festival	Lime Rock, Connecticut	Sept 3-6	www.limerock.com
Zippo Vintage GP	Watkins Glen, NY	September 10-12	www.theglen.com
British Invasion	Stowe, Vermont	September 17-19	www.britishinvasion.com
TTC British Car Day	Bronte Park, Oakville	September 19	www.torontotriumph.com
LOG 30	Gettysburg, PA	October 8-11	www.lotusltd.org
LCC Fall Run	TBA	October 17?	Duncan Lamb, duncan.lamb@sympatico.ca

*LCC/VARAC Track Day: There will be a Track session at Mosport, June 17 if there is sufficient interest. In addition, there are numerous open lapping days organized by various clubs at Shannonville, Dunnville, and Calabooogie. Contact Stephen Rodger for information (srodger@hughes.net) To join the Lotus Club of Canada, contact Membership Secretary Don Horne (416.424 4888) Our annual fees are cheap at \$10. Club's Website: <http://lotuscarclub.ca>. Lotus Club of Canada meets the last Monday each month at the Hare & Firkin Pub, Mississauga, at 7:30pm. Calendar updates to Roger Barker 416 621 9068, rogerfbarker@hotmail.com



LETTERS TO THE EDITOR

eddenden@pathcom.com 416 463 5679

Eclat Bumpers Needed

Hello,

I have not been out to a Lotus Club meeting for some years now but was involved back when we met at the Tranzac Club. I've been in Nova Scotia the past few years.

Anyway, I am in Toronto again and I dearly need to find a front or front and rear bumpers for my Lotus Eclat. 1977. If you know of anyone who wishes to part out such a car, kindly contact me. Other than the bumpers, the car is in fine shape. (Still needs a paint job.) I plan to have it in Bronte Creek Park in September.

Thanks and cheers,

Vince Mulder. Tel: 416-759-9110.

HELP WANTED: Repairing Elan brake servos

Hello,

I have a 1969 S4 Elan and I need my brake servo repaired or replaced. I wondered if any members could help with the name of any company in NA that repairs servos?

Regards, Keith Marshall, kimmarshall@cogeco.ca

WANTED: Drawings for a Lotus 23 and Formula Ford rolling chassis

To all,

I am looking for technical drawings for a Lotus 23 for a project I have in mind. I'm also trying to track down a chassis for the same project. Would you know of anyone that may have an old Formula Ford (or 2000) rolling chassis for sale? I am mostly interested in the rear uprights and other suspension bits. I can't seem to find a donor car that is easily modified to the twin wishbone uprights that the 23 uses.

Jan Szott, jan@szott.com



LAST CHANCE... Road & Track magazines, 1950 to 1987 Complete!

No charge. Just take away. Eileen has been after me for years to get rid of the bloody things. She wants her basement back. Going to recycling if no takers.

Bonus: **Thoroughbred & Classic Cars magazines 1974-1989.**

For more information call Aileen Sutherland 416 497 5956

These were Hugh Sutherland's magazines. He asked me to post this ad in the newsletter.

I'd take them but I took Hugh's Motorsport 1950-1989... Editor

FOR SALE: Lotus Seven Parts

English Ford engine, low miles. English Ford tranny - condition unknown. Spare block with head and innards. Carb scoop for the bonnet. Weber downdraft carb. Intake manifold for above. Grill. Rad expansion tank. Electric rad fans. Gas tank cover/boot floor. Headers. Muffler. Exhaust pipes. Suspension A arms. Box of pistons etc. Brake pads. Lotus 7 frame blue prints. Lotus S7 B.C. Registration papers.

All this for \$1200. Downsizing and it all has to go.

Richard, 604 278 8126 (British Columbia)