



### Editorial

In spite of the newsletters now being bi-monthly, circumstances dictate that club news remains rather thin. As a result, and I'm probably flogging a dead twin-cam engine here, I thought I would revisit the subject of the last editorial, that of members' input.

I was purposefully probing the limits of provocation in that editorial, but even that failed to prompt any reply bar two, very polite, responses. I also checked on what had been suggested for members' input into the newsletter in the past, more recently this was what is your 'Lotus story' (prompted by Richard C's article on the matter) and 'your favourite drive'. Neither prompted any response whatsoever.

We must all have some sort of Lotus story, why else would we be members of NKLG? It may just be that you or your significant other liked something about Lotus, or it could be a fascinating web of coincidences and chance encounters that got you here, and most of us must, at least once in our lives, have climbed out of the car and thought 'that was a good drive, I'll do that again!' Even if you didn't get around to driving it again, share the experience, others may want to give it a try.

I am not suggesting that everyone should contribute something to the newsletter or organise an event every month, that would be equally unmanageable, just an occasional contribution, which we do indeed get from time to time, spread more widely across the membership. Those members of the Steering Group and others who contribute to the Group's activities all do so because they want to, and they want to do it for others. Thinking this through, it occurred to me that this is a little like bringing up a family. You do things for others because you want to, but it's a balancing act. In the offspring's teenage years, the 'I'll leave it all to someone else' attitude becomes a little more prominent to the point that the parent starts to resent doing anything for them at all.

I am hopeful (as ever!) that this will have encouraged some members to consider whether they have any thoughts, stories or ideas they could contribute. If nothing else, I may at least have briefly made some of you feel like a teenager again, and there's not many clubs that can offer you that!

Roger R

### Mick White-Miller.

Sadly, we have to report that NKLG stalwart Mick White-Miller died on 17th May. Regular members at the monthly meets and summer events will probably know that Mick had been ill for a long time and will also remember him as a big supporter of the Group, still attending our monthly meets when it was clearly becoming very difficult for him. You will also know that he faced his difficulties with the most incredible level of fortitude and the most positive and inspiring attitude.

Members who knew Mick will also remember him as a big Lotus enthusiast who was great company, always ready for fun and always ready to help and make friends with anyone. He will be missed by the Group. Please spare a thought for Linda, with the hope that she won't be lost to the Group and that she will continue to feel welcome when we meet again.

## 2020 Subscriptions.

With Group activities for the year so far being non-existent, with little prospect of that changing in the near future, the Steering Group is of the opinion that **subscriptions for the year should be suspended**. As reported at the AGM, the Group's financial position is currently robust, so this action can be comfortably accommodated.

### Local Boy who Made Good!

Although the newsletter has now been extended to Bi Monthly and Covid-19 is still with us, this has given me time to re-read some old books and even look at previous recorded television programs now that all my DIY jobs have been finished.

One recorded program that did catch my eye was of the late John Surtees in conversation with the celebrity chef and motor bike enthusiast Paul Hollywood. The program started with Paul arriving at John's Edenbridge home on a Ducati motorbike and then viewing/discussing John's extensive collection of bikes and cars. John explained, having built his own bikes how he first started racing, and how his racing career progressed, culminating in becoming World Champion on both two and four wheels.

John came across as being a technically competent engineer and must have been a very competitive and determined person. Paul Hollywood, following some extensive tuition on the Isle of Man TT course from multiple TT winner John McGuinness, Paul was allowed to ride John Surtees world championship winning MV Augusta on the Brands Hatch short circuit with John Surtees watching closely. Overall a very informative and enjoyable program and worth watching if you can find a copy.

Those NKLG members with good memories may also remember a number of us attending the May 2014 Edenbridge car parade/show where John Surtees led the parade in his 1964 World Championship winning Ferrari 158 (1500 cc - V8), through the high street towards the show ground followed at a discrete distance by the attending NKLG members in their Lotus.

Why should any of this be of any real interest to NKLG members you may be asking but read on!



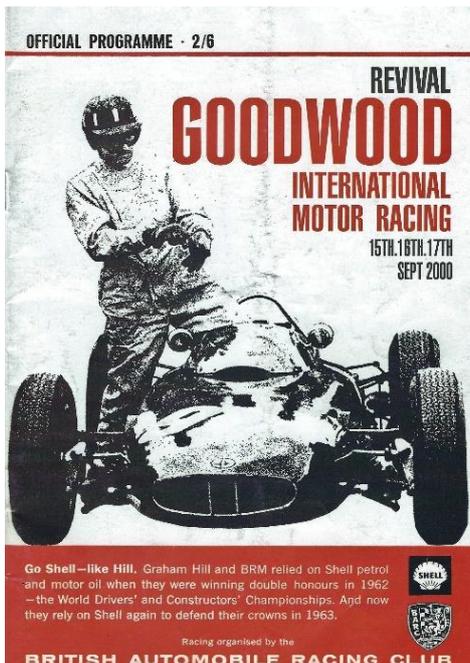
Although not a LOTUS, that occasion was a rare opportunity take a close look at and to hear this famous 1964 championship winning F1 Ferrari. Designed by Mauro Forghieri, the Ferrari 158 was the first to employ an aluminum monocoque chassis. Although shown in the above picture in its traditional Ferrari Rosso Corsa (Red), for the final last two races of that year it was repainted White/Blue and entered by the American NART team following an argument between Enzo Ferrari and the Italian Automobile Club de Italia. After Hollywood noticed some crude damage to the internal aluminum skin, John Surtees explained that he had to take a large hammer to the monocoque as he was uncomfortable and need a little more room.

Prior to the start of the parade I managed to talk to John Surtees and told him that in the late 1950's and early 1960's I had helped the official Goodwood circuit photographer E.K.P Lewis, develop and print the official race photographs. I showed him the photograph below that he had kindly autograph for me at the March 1960 Goodwood Members race meeting some 54 years previously (The date of his first car race – See text below).



John Surtees autograph - 1960

On seeing the photo, John seemed genuinely interested and agreed to autograph my copy of the September 2000 Goodwood Revival race program, a meeting in which he had been the main feature and had driven a Ferrari 250LM in the RAC TT celebration.



## FOREWORD

By JOHN SURTEES MBE



I've always been deeply involved with events at Goodwood, but this year I'm a little nervous: because I am the subject of one of the celebrations, I've been kept in the dark somewhat. All the same, I'm looking forward to sharing the Ferrari 250LM with David Piper in the Royal Automobile Club Tourist Trophy Celebration.

After all, Goodwood was the first place I tested a racing car, an Aston Martin DBR1 in '59, but then I wasn't quite ready to give up motorcycles. It was here too that I saw my first motor race - from the cockpit of Ken Tyrrell's Cooper in the 1960 Glover Trophy. I had a great dice with Jim Clark, who became a good friend and it's a happy coincidence his career is celebrated here, too.

I am a little sad I'm not driving a GTO this year as I would like to win the Tourist Trophy for Sir Anthony Bamford. Last year Willie Green and I were praying for rain - the car handles so well in the wet that we reckoned we were in with a strong chance. But I've never had much luck with GTOs in the TTI. Let's hope for better luck this year.

Actually, the Revival is the only meeting where I still compete. Charles twists my arm, but I prefer to look on it as a high-speed demonstration. I still remember when he rang me about the first Festival of Speed, asking if I'd work with him on the event. I think it's fantastic the way both events continue to tempt out little-seen machines. It's a great achievement that Goodwood's popularity has motivated young management with no memories of this era to re-evaluate their company's heritage. Long may it continue.



"He's either an absolute outsider or a famous racing driver"



John Surtees Signature - 2014

According to a Doug Nye Web article on [www.goodwood.co/grr/columnists/doug-nye-the-incredible-john-surtees/](http://www.goodwood.co/grr/columnists/doug-nye-the-incredible-john-surtees/) web site, early in 1960, although still contracted to MV, John was lapping the Goodwood circuit in a Vanwall Formula 1 car and in between wild spins, he clipped nearly two seconds off the official lap record (*on a test day - vr*).

Again, according to Doug Nye, this led to him being offered his first single seater race in March 1960 at Goodwood in a F3 Cooper entered by Ken Tyrrell. John finished a close second to Jim Clark, then a promising beginner with Team Lotus, whose boss Colin Chapman promptly hired Surtees for just four races in the 1960 Formula One season. As this information was completely new to me it deserved more research.



*Photo of Surtees chasing Jim Clark's formula junior Lotus 18 at Goodwood in March 1960 from the book "Colin Chapman – Inside the Innovator".*

**A word of warning**, some internet sites show conflicting debut dates and even years so never take the data as being absolutely correct and check eg. Some state his F1 debut being at Silverstone (a non-Grand Prix race) and others state the Monaco Grand Prix. See text below.

According to Wikipedia: - John Surtees made his non-championship **F1** debut in the **BRDC International Trophy race** at Silverstone on the 14<sup>th</sup> May 1960 (*approx, two months after his first single seater debut – vr*) which was won by Innes Ireland in a Lotus 18 with Jack Brabham in a Cooper second and Graham Hill in a BRM third. John retired his Lotus on lap 6 with an oil leak.

Another web site indicated that John's **F1 Grand Prix debut** was in Monaco on the 29<sup>th</sup> May 1960 but unfortunately his Lotus 18 retired after seventeen laps with transmission failure whilst team leader Innes Ireland was classified 9<sup>th</sup> but finished 44 laps down. Alan Stacy in another Lotus 18 retired after 23 laps.

John's entry in the British F1 Grand Prix on 4<sup>th</sup> July 1960 resulted in a second place behind Jack Brabham driving his Cooper with the official Lotus Team leader Innes Ireland coming third. Interestingly, the future World Champion Jim Clark was in that race in his Lotus and finished up sixteenth but seven laps down, possibly due to technical problems but the internet does not say.

The 14<sup>th</sup> August 1960 race on the Circuito da Boavista Oporto circuit was not as successful as Silverstone and John retired yet again with a radiator problem. However, the race winner was Jack Brabham with Bruce McLaren second, both in Coopers and Jim Clark third in a Lotus 18.

John's last race that year in a Lotus was the USA Grand Prix on 20<sup>th</sup> November 1960 (Riverside) where his car yet again retired. That appears to be the last time John Surtees drove a Lotus F1 racing car as far as I can tell.

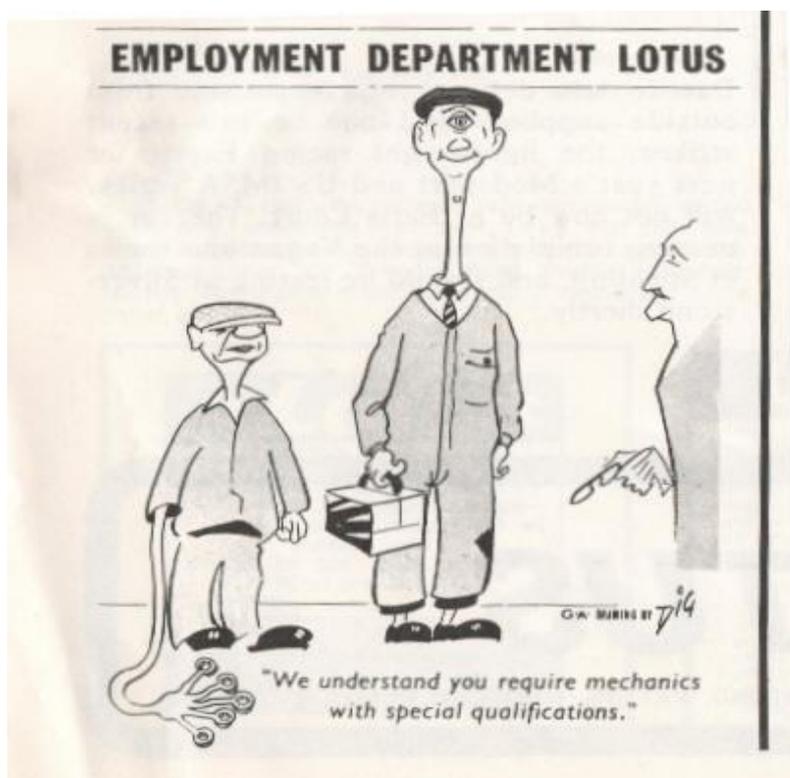
Grandprixhistory.Org states: - He stopped racing motorcycles and considered several Formula One offers, including one from Chapman to partner Clark replacing Innes Ireland at Team Lotus with Surtees as number one. Instead, Surtees not wanting to be part of a three into two with Ireland opted to drive a Cooper in 1961 and a Lola in 1962.

John died of respiratory failure in March 2017 at the age of 83 and is buried next to his son Henry (who was killed in a F2 race at Brands Hatch July 2009) at St Peter and St Paul's Church in Lingfield, Surrey. So, rather un-expectantly there is a link between John Surtees, Lotus and NKLG members.

Vaughn R

### Lotus Mechanics Needed

Richard L came across this cartoon after finishing a number of awkward and fiddly jobs during his Elan restoration and thought this cartoon was appropriate.



### Contacts

Regalia & Clothing: [www.arktrading.com](http://www.arktrading.com)

Meetings: 2<sup>nd</sup> Wednesday each month, The Moody Mare, Seven Mile Lane, ME18 5QY

Web Site: [www.NorthkentLotusgroup.org](http://www.NorthkentLotusgroup.org)

**Note: Due to the corona virus, monthly meetings are currently suspended.**

### North Kent Lotus Group

NKLG & significant motoring events 2020

Note: Events in black text will have some formal NKLG arrangement.

## **Group Activities**

Due to the current Coronavirus 19 restrictions some activities will need to be arranged as and when circumstances permit.