



**a SP<sup>250</sup>ire**

The newsletter for SP250 enthusiasts



[laurence@SP250.net](mailto:laurence@SP250.net)

February 2026 | Edition

Dear All,

Such dismal weather here, which is not conducive to driving the SP, so I will let loose on EVs.....

Our government has been caught somewhat short and on the backfoot by their European allies over the EV market, in that the European's have carried out a dramatic U-turn over the hastily introduction of EVs. This no doubt instigated by the heavy lobbying of their car manufacturers. In truth these manufacturers have great cause to fear the Chinese 'junks' (such a profound word, knew it would come in handy at some stage) as they dump, their subsidised vehicles over here. These EVs are heavily subsidise firstly at source, and then by our government who hand out an average of £9,000 a vehicle to try achieve an impossible fantasy.

It is only by these obscene subsidises, which is OUR money, is there any momentum in EV sales, in fact the major user of EVs are government agencies themselves and even here the Ministry of Defence has been given over to placing dashboard notices in their cars that no conversation concerning any military activities is discussed, due to fear that the Chinese are eavesdropping on conversations by use of modern inbuilt car technology . Talk about Walls having ears!

It seems we are somewhat behind the ball, whilst the rest of the world delay the EV mandate, this government is putting technology before reality and killing off what is left of the UK car manufacturing. Remember, the last person who tried turning the tide was King Cnut *aka King Canute* and that ended in failure, he got wet feet!

I have heard that Ford, the once foremost UK car manufacturer, seduced to moving their vehicle manufacturing to the continent that failed miserably, are trying to 'give' their manufacturing plant away!

Back to basics and the SP, Alan Mason has been most energetic organising the Spa Classic trip and has been able to secure reserved dinning on the Saturday in the restaurant overlooking the Circuit. If you care to join us on **22<sup>nd</sup> – 24<sup>th</sup> May**. Do contact Alan [soaring.ace@btinternet.com](mailto:soaring.ace@btinternet.com) to gain further information and see if he can squeeze you in on the trip.

This was spotted on eBay by an owner.....

[https://www.ebay.co.uk/itm/157639557179?mkcid=16&mkevt=1&mkrid=711-127632-2357-0&sspo=W\\_Pbq2qATF2&ssrc=4429486&ssuid=AMowFHyxRjC&stype=1&var=&widget\\_ver=artemis&media=EMAIL](https://www.ebay.co.uk/itm/157639557179?mkcid=16&mkevt=1&mkrid=711-127632-2357-0&sspo=W_Pbq2qATF2&ssrc=4429486&ssuid=AMowFHyxRjC&stype=1&var=&widget_ver=artemis&media=EMAIL)



Flattery gets you noticed, the model on the left, and on the right the fastback SP, chassis no: 104453 designed and crafted by former Hooper employee Stan Brown, many years ago in Australia – do like the original though as the model has that Spitfire GT6 look to it.

It seems yet more owners are suffering with cylinder head gasket failures caused by ill-fitting single sheet steel gaskets, no doubt caused by their being manufactured overseas. In my view better to replace with composite gaskets as these will take up any imperfections in the 'heads themselves and then do a re-torqued after 500 miles whilst resetting valve clearances, as recommended in the handbook. (belt and braces)

Just for good measure the coolant is a 50/50 mixture of Bluecol and de-ironised water, do remember we have a mixture of aluminium heads coupled with an iron block, not ideal marriage partners.

Mark Gilbert has brought my attention to a couple of articles recently in the Motoring Press; *Classic Car Buyer* dated 14<sup>th</sup> January under the aspect of 'One to Buy' quoting – "it's still regarded by many as one of the most engaging sports cars of its era". The one on offer was priced at £31995. I agree been engaged to mine for 53 years or so. And another article in *Classics World* – Best Buys of 2026 a definitive guide to the SP etc.

John Abel and his team are taking copious notes as they dismantled the ex-Trevor Crisp racing SP 1902 HP. They have found some interesting aspects concerning chassis and axle layout which John has said he will share at a later date. They are photo documenting all so as to help their racing aspects down the road. John is collating all stories of SP racing and to that end please email him through this link :- <http://www.racing-sp250.co.uk/Duncan-Black.html> look at the SP racers on the top bar to ensure any further information can be added - I will get John to amend *Austrilla* to Australia. Perhaps John was thinking of that tiny country sandwiched between Germany and Hungary and not that great landmass in the southern hemisphere the size of the USA!

This year the DLOC National Rally **24<sup>th</sup> – 28<sup>th</sup> June** is being held at Coombe Abbey Hotel, Coventry CV3 2AB. Mark Keshaw and his team are working flat out to ensure an eventful time. For costings and bookings etc see the DLOC rally web site: - <https://www.dloc.org.uk/rally-2026>

*And finally.....*

*How low can you go.....and you thought the GT 40 was low! The Heron Daimer. Designed and built by the Barker Bros, supported by an SP in the background ( sent in by Robin Read)*



Note it was fitted with eight Amal carburetters and no doubt an issue to tune

*Yours sincerely*

*Laurence & Ann*

**Thought for the day:** A married man should forget his mistakes. There's no use in two people remembering the same thing! (wise counsel indeed - LCJ)