



Dear SP Owner,

29<sup>th</sup> April 2020

## **The next meeting is ?? This is the May Newsletter**

I keep reading the current 'new' phrase 'Social Distancing' has entered our vocabulary. I can assure it's not new whatsoever, as my first girlfriend often used this phrase to good effect many years ago!

It is ironic that fuel prices are low and we are restricted to essential travel, be it a place of work, the local shops and suchlike. However, there is an enterprising owner whose local shop is a couple of miles away, however, the return journey is some 18 miles! I blame the sat nav!

I hope that we will be out of lock down by late summer, as Mike Gallagher has once again organised a club stand at Kop Hill <https://www.kophillclimb.org.uk/kop-hill-2020/> over the weekend 19/20 September. The organisers have stated if cancelled all monies will be refunded. Stewart Amos championing at the bit to give his SP a decent outing had already booked a run up the hill as soon as the 'lists' were open.

I do hope you enjoyed the *ad hoc* newsletter, I sent out with a complimentary copy of *DART TALK*. This is the only SP dedicated magazine created by the New Zealand SP250 Club – and I hope you have signed up for membership. Just as an incentive – if you need body parts, the club has a full set of moulds for the SP.

## **Race Car Driver Leaves Hospital**

BALTIMORE, Nov. 25 (Special). — Dave Frazer, a Baltimore sports car race driver injured two weeks ago at Upper Marlboro, was discharged from Union Memorial Hospital here yesterday.

Frazer suffered head injuries when his Daimler left the hairpin turn during the novice race November 12 at Marlboro Motor Raceway. He was in "uncertain" condition for several days.

Allen Miller, a recent convert to SP ownership has been trawling through a number of search engines looking at snippets and statistics of the SP in North America. This so that he could better understand the background to his purchase. Amongst the many he came upon was this 'cutting' from the Washington (DC) *Evening Star* dated Saturday 25 Nov 1961. To Allen it was just a snippet; however, it is a monumental historical artefact to lifelong SP enthusiast David Frazer. David was a contemporary race driver and friend of Duncan Black (Black & Decker), in fact their cars were sequentially numbered. David's being chassis no: 100032 whilst Duncan's was 100033 both coming off the production line together in late October 1959. What is most remarkable is that David still owns his SP and now lives in Edwardsburg, Michigan – making David's a 'one owner from new SP' – some 60 years. Now that will take some beating.

Although the SP at the 1959 New York Motor Show was voted the ugliest car, nonetheless, it had a great following in the 'states with the racing community with the likes of David Frazer, 100032; Duncan Black 100033 and another well-known race driver Joe Dockman 100039 whose own race

car now sits in the Simeone Race Car Museum in Philadelphia. All these greats of the track saw through the outer skin of the 'ugly duckling' to the Swan hemi-head underneath.

Whilst, over in Australia it was the Geohegan Brothers, Leo and Iain, who raised the SP flag at the famous Bathurst epic race in September 1961. This Classic, known as the 'forgotten' race as it somehow slipped off the radar for many years. Nevertheless, we see an excellent write up of the SP in the following 'Aussie' article. The featured SP belongs to Domenica Ashworth; it was Keith, Domenica's late husband who restored the car to its current glory. <https://www.youtube.com/watch?v=lfalpkgiaL0&feature=youtu.be>

There is still a growing debate over the use of EVs, its battery production and life expectancy. Many engineers are stressing that it's unwise to drive more than 100 miles before a full charge and most unwise to do a quick charge as this will damage the battery. The batteries' ingredients being rare earth minerals, cobalt

and lithium, both these rare earth minerals are causing the greater destruction to the environment. The many pro-activates of the EV do not factor into account this devastation - the destruction of the natural habitat and also by the vast earth stripping machines necessary that claw into the ground to unlock those same elements.

Engineers are always on the search for more practicable ways to power a vehicle such as Koenigsegg :- <https://www.roadandtrack.com/new-cars/car-technology/a31451281/koenigsegg-gemera-engine-specs-analysis/>

However, I still feel that the diesel engine has a great deal to offer, engineers have work to improve the lean burn engines. One only needs to study how many trucks that pound our motorways emit smoke and how few fail emissions at a VOSA testing station.

Over the years there has been much talk concerning tyre size for the SP, whether we fit 185/15s or 175x15 no doubt the debate will go on. However, the following clip is a useful advert for the tyre makers how the hell he does this is amazing: - <https://www.youtube.com/watch?v=9-vXnBR9HGY> don't try this at home with the SP.

**Wanted:** Soft top frame for USA member. A pair of America style front over-riders for XHP 438 the first and only DART now in the JDHT collection. These being fitted to North American SPs and the first few UK cars.

*And finally.....*

## Can anyone explain this?



*Yours sincerely,*

**Laurence and Ann**

Thought for the day: The oft-used phrase 'Beauty lies in the eyes of the beholder' reminds me that it's only *Auctioneers that appreciate all forms of art!*