



Dear SP Owner,

4<sup>th</sup> January 2022

## **The January Newsletter**

We have arrived into a New Year and I wish all of you a most healthy, happy and carefree New Year.

It is at this time year when we, here in the northern hemisphere, contemplate our annual motoring activities, however, first we must fully service the car in preparedness for the coming season. Change all the oils, a general grease over and a change of both brake and clutch fluids if needed. High on the to-do list must be an overhaul of the distributor, making sure a free movement of its base plate; that the vacuum unit itself is functioning correctly (no air leaks etc) and moreover, the plug leads are fit for purpose. As a general rule, the old style Bakelite plug extensions tend with age to break down and short to the sidewall of the plug tubes thereby causing mysterious misfires. It's much better to fit leads using modern components which are now available from either Barry Thorne [barry@SP250.com](mailto:barry@SP250.com) or Robert Grinter [Robert@robertgrinter.co.uk](mailto:Robert@robertgrinter.co.uk)

Remember too that the carburettors will need a thorough service and ensure that if using any ethanol fuels replace any fuel lines with those that are ethanol compliant. As a further measure, it is wise to place an additional in-line fuel filter between the tank outlet unit and the petrol pump. This will catch any dirt before it enters the pump, which could cause a failure. Remember, Esso premium plus at the moment has no ethanol content. One of the many problems still being encountered is the coil breaking down and some 2 years ago I posed the question to NGK. They recommend using their model coil U 1061 with a rating of 3.4 ohms whereas many replacement aftermarket units have a rating of less than 2 ohms, which is not ideal for the V8 where the recommended ohms rating is 3.1 to 3.4 and, therefore, fitting a non-compatible unit could leave you somewhat perplexed on the side of the road.

Now to wheels: clean and check around road stud holes, if steel wheels fitted, for any cracks, if so replace, and if wire wheels fitted check for any damaged or broken spokes and replace. Tyres: do remember tyres nowadays are date stamped, and here again replace if too old, say no more than 7 years, which, with time, passes so quickly.



Nowadays there are a number of add-ons for the use of our cars including the stability of the SP. Robert Grinter has yet again slightly modified his rear telescopic handling kit, an ideal upgrade whilst Dave Pooley has designed and manufactured an ant-roll bar kit, (pictured left) that is a worthwhile investment at £350.

This aids the front-end stability [davepooley53@gmail.com](mailto:davepooley53@gmail.com)

Or 01206 322 461 07936 180 061

In the February edition of Classic & Sports Car, under finds and discovers, is more information on the Felday 2. How it had lain for 50 plus years undisturbed until Dave Melton woke it from its slumbers, and within hours of the magazine hitting the news racks came the offer of the gearbox that was missing. Mike Walker the racing driver bought the car back in the late 1960s for its rare gearbox alone, then sold the car to Barry Thorne from whom Dave acquired it. It is on its way to being restored with hopefully both Barry and Dave can take it up a hill somewhere....

The New Year also brings out the SP calendars, so we can view the many of those owners who contribute photographs for all of us to enjoy. Last I heard Alan Mason who produces it had about 5 wall versions left. Alan's email is [soaring.ace@btinternet.com](mailto:soaring.ace@btinternet.com)

I have secured a small batch of the numbered brochures that JDHT had printed to celebrate the purchase of the only DART - XHP 438 all subsequent cars were SP250s following Dodge intervention to the name DART or SP251 if LHD. These brochures cost £25 monies going to JDHT to help fund the car. Oh and plus postage in a stiff envelope plus stamp. So please contact me [laurence@birkenshaw.org](mailto:laurence@birkenshaw.org)

The private publication *pasSport* is constantly being updated for its next edition, Glyn Overy is the publisher [glynoverly@talktalk.net](mailto:glynoverly@talktalk.net) so if you would like to have an entry by completing a form, amend any details (email address, 'phones or such like) or indeed wish to donate monies towards its publication then do please get in touch with Glyn. The last publication contained over 850 entries with more than 1,000 SPs.

The UK Government, on 16<sup>th</sup> December last, has eased the restrictions on towing a trailer. This now allows those that obtain a full driving licence since 1 December 1997 to fall into line with those that already had the towing category appended to their licence. see:- <https://www.gov.uk/guidance/new-rules-for-towing-a-trailer-or-caravan-with-a-car-from-autumn-2021> This will help the building trade and the sales of caravans, as prior to this waiver another test need to be taken to obtain the towing category.

The Christmas special edition of Classic Car buyer showcased in their £50,000 choices an SP250, and I quote "With the SP250 weighing in at just 948kg (whatever that is – LCJ) the 140 bhp unit provided very pleasing performance, with a top of over 120mph. Piloting a well-maintained example is now sheer joy, with notable smoothness of the engine being complemented by the slick four speed gearbox. I've driven a B- spec SP250 through the winding roads of rural Warwickshire, and I remember being impressed by how effortlessly it performed, as well as just how planted the car felt when pushed hard into a bend. The Daimler manages to be fun with being frenetic.... And in a world of upmarket classic roadsters, it's my (rather unpredictable) ultimate choice".

*And finally..... Stealing lyrics from Rod Stewart.....*

We are sailing, we are sailing.....



Fred is a teacher. He reluctantly agreed when his Head insisted that he give a talk on sex to the fourth form. He did not want to do it and when his wife asked what was wrong he told a tiny white lie and said that he had been asked to give a talk on sailing to the class. Two days later one of his pupils bumped into his wife. The grinning 14-year-old said what a great talk her husband had given. Fred's wife was surprised. "That's amazing," she said. "He's only done it twice. The first time he was sick and the second time his hat blew off."

Yours sincerely,

Laurence & Ann

Thought for the day: Diplomacy is the art of telling people to go to hell in such a way that they ask for directions! -WS