



Dear SP Owner,

1<sup>st</sup> April 2020

## **The next meeting is ??**

The Coronavirus pandemic has wiped the slate clean of all the forthcoming springtime and summertime classic car shows. It certainly has headed us into self-isolation in our garages. No doubt like me you have taken the SP out of the garage a few times and dusted and polished it to within an 'inch of its gelcoat'!

I was most pleased to read that many of the motorcar manufacturers are helping to produce the life support machines that are urgently needed to fight this pandemic. Over here, besides Ford with its extensive Research and Development facilities based at Dunton, many of the F1 teams are doing likewise by re-designing these ventilators in a more efficient way. They will be making a minimum of 1000 such machines per week.

However, despite all the gloom and doom, the internet is the saviour to keeping all in touch. Dallas Stoodley based in NSW Australia is doing an excellent job with hosting the SP Facebook page. This is a major 'tool' to keeping everyone united and holding 'virtual rallies' if you are not on Facebook drop Dallas an email and she will enrol you. [stoodleyfamily@yahoo.com.au](mailto:stoodleyfamily@yahoo.com.au)

Another way to keep in touch is via the SP250 webpage: feed its forum page with your queries, and needs for spares or sales of parts to help other owners. <https://daimlersp250dartownersclub.com/> Stewart Amos keeps an ever-watchful eye and is able to respond most promptly.

The latest edition of pasSPort should have hit your doormat by now – it is the 17<sup>th</sup> such edition and this too will help unite the SP community closer in these trying times. Just scroll through its pages and you will perhaps find a neighbour wherever you live. Thanks to all that helped fund the publication.

Robert Grinter has needed to temporarily close his restoration business for the time being. He is, however, available to answer any queries you have on his mobile 07939 222 327 | email [robert@robertgrinter.co.uk](mailto:robert@robertgrinter.co.uk) | website [www.robertgrinter.co.uk](http://www.robertgrinter.co.uk). He is still selling parts, such as rear suspension improvement kits. These can be couriered or posted.

Whilst, over in the USA, there is John Carey based in New England 978-356-4745 or email [daimlerusa@yahoo.com](mailto:daimlerusa@yahoo.com) John has many spare parts from chassis to bodies in his yard, he can stumble over almost any part in his warehouse/shop.

I am sure you may have Barry Thorne's contact details already – but just in case not it's 07885 882416 or [barry@sp250.com](mailto:barry@sp250.com)

And if confined to your garage doing your trim there is Graham Watkins and his family on 02476 325 928 or [info@gbclassictrim.com](mailto:info@gbclassictrim.com)

I am a member of the SAHB (Society of Automotive Historians in Britain), and its US counterpart society has kindly opened its archives to fellow 'petrol heads'. You are able to research their general records. There is much to while away any spare time. However, in the beginning, short track about halfway down the page to Jay Leno's garage and Daimler to hear Jay wax lyrical about his SP.

<https://autohistory.org/links-to-online-automotive-history-resources>. Then, when able, research through its many connections to libraries or whatever you wish.

Finally, there seems to be a brighter future on the horizon for Aston Martin - this much troubled iconic sports car maker, with the involvement of Canadian billionaire Lawrence Stroll who has taken over as Chairman. Stroll leads a consortium of industrialists such as Anthony Bamford (JCB). Stroll has announced Aston's return to F1 racing in 2021 by renaming his own F1 'Turning Point' Grand Prix team 'Aston Martin'. The origins of this team hark back to the Jordan Grand Prix set up in the 1990s. Mind you, the new race team should not need to pay to practice as Lawrence Stroll owns Mont Tremblant racing circuit in Quebec and it is also on the F1 scene.

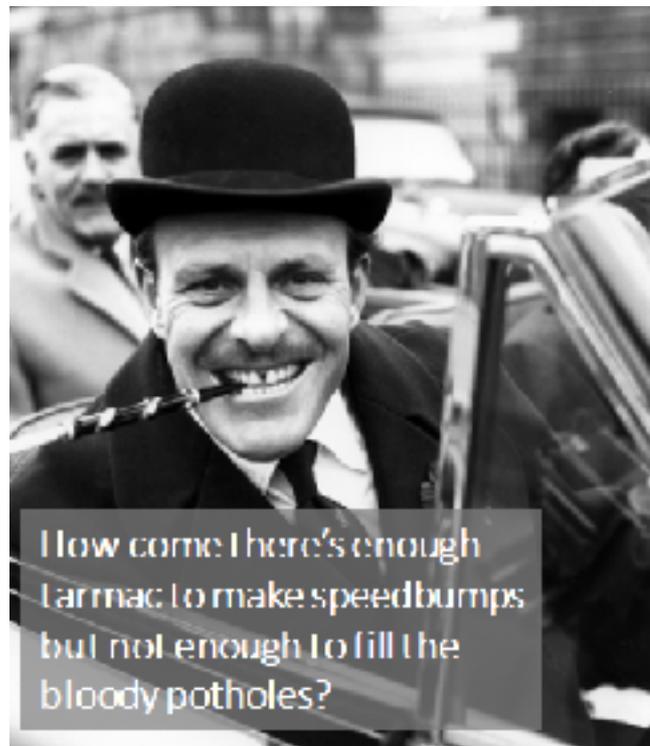
As I wrote earlier, with so many classic motoring events being postponed from the opening months and being moved to the later part of the year, the calendar is getting somewhat squeezed. However, The Revival is still on: 11 - 13 September - <https://www.goodwood.com/motorsport/goodwood-revival/> as is Kop Hill on the 19 & 20 September <https://www.kophillclimb.org.uk/kop-hill-2020/> and the NEC Classic Car Show in November more on this later.

After my last newsletter when I expressed caution over E10, I feel I must share a note of optimism from an eminent doctor of thermo-dynamic engineering.

“Whilst the link re E10 fuel and your comments in the last (March) newsletter are fundamentally correct, I feel obliged to point out that E10 issues are not as scary as implied. Remember that the Model T and other vehicles of that era were designed to run on both petroleum and ethanol - reverting to ethanol fuel should not be seen as a retrograde step or a frightening prospect for any owner of internal combustion vehicles. Yes, there was a period from the late 60s to 2002 when there appeared a preponderance of plastic components and seals in fuelling systems that reacted badly to the corrosive nature of ethanol, but replacing such items with hardier items should not be perceived as an horrific development. No worse, indeed, than recently replacing exhaust valve seats with hardened items once lead was removed from fuel.”

*And finally.....*

none other than Terry Thomas the ultimate 'Gentleman cad' on words of wisdom!



*Yours sincerely,*

**Laurence and Ann**

Thought for the day: A pessimist is one who looks both ways before crossing a one-way street