



Dear SP Owner,

7th July 2022

The July Newsletter

Daimlers are very much in the news with a continental cousin being the talk of the classic car movement where recently a secret auction bid of £115m, without doubt a world record for any vehicle, secured one of the two sleek (Daimler-Benz) Mercedes 300 SLR 'Gullwing' coupes. Both of which had been sent to these shores for a body-off restoration some 25 years ago.

<https://monochrome-watches.com/the-mercedes-300-slr-uhlenhaut-coupe-is-now-the-most-expensive-car-ever-sold/>

Whilst at the other end of the scale the ex-Lord Beaverbook's 1952 DE27 monolithic limousine, with its massive eight cylinder engine, sold for less than £12,000, how the mighty have fallen. No doubt doing about 9 miles to the gallon didn't help. But what the heck, such an imposing motorcar. I do recall this giant doing various rallies here in Essex.

<https://www.brightwells.com/timed-sale/5241/lot/577534>

.....and in between Brenda Lanchester sold her original 'A' spec SP of 50 years standing. Brenda had lavished much care and attention on the car during her extended ownership.

<https://www.reemandansie.com/auction/lot/lot-6---1960-daimler-dart-sp250-sports-convertible--registration-yxt829---one-lady-owner-for-50-years-/?lot=123911&so=0&st=&sto=0&au=175&ef=&et=&ic=False&sd=1&pp=96&pn=1&g=1>

Having journeyed over to the SPA Classic in mid-May, a number of SPs had a more leisurely tour up in Norfolk in the last week of June. We base ourselves at an hotel not too far from the Lotus factory, on the way up a few of us took lunch at the Bird in Hand pub just around the corner, a shine to Colin Chapman and the Lotus marque, it is owed by a former Lotus mechanic. The relaxed jaunt as is traditional has a detailed route book through the byways of the county being planned as usual by Alan Mason and Tony Cartwright, along this year with Alan brother's Trevor. We that is Ann & myself missed a vital turning as we were reminiscing about Norfolk which made us last to arrive at the coffee stop and most embarrassing, Tony Wilks was following us!

At dinner that night I had invited one of the original Met Police SP drivers to join us, together with his wife. They live in retirement some 5 miles from the hotel, I had met them both before the onset of Covid and a few months ago emailed and asked if they would care to join us.

A note in from our guests.....

"In answer to your query on my experience in driving the Dart and the necessary qualifications, first in the Met police we had a very highly rated driving school at Hendon recognised literally around the world that ran several courses ranging from complete novice to experienced and designated from class 5 to advanced 1. Class 1 were obviously the user of the Dart and after a familiarisation check the primary use was to catch motorists that abused the speed limits in areas where there were serious complaints and accident hot spots.

Obviously the Dart was an ideal car for the purpose being fast and not intrusive as a normal police vehicle at this point I would point out that although fast we did feel that the only thing we did feel was it lacked a servo it took a lot of pressure to stop quick and you had to have your wits about you, notwithstanding that it did strike some terror into the Go fast Element and proved a very excellent deterrent.

I obviously had the class 1 standard to drive the Dart together with most of my colleagues at the traffic garage I was stationed being Rigg approach off Lea Bridge Road (East London) we covered all of J division including Woodford, Waltham Forest, Loughton, Ilford. Out nearly to Epping. So there was plenty of area covered by fast roads where the Dart could prove its worth.

The Dart caused plenty of controversy with the motoring public mainly expressing unfair use of the type of vehicle used.

The use of the Dart as I have said raised complaints and even in those days of the 60s these were recognised by the upper element, so to please the public we drivers were obliged to wear special white gauntlets or sleeves to somewhat be more obvious but to be honest I do not think that dressing us up like Christmas trees proved much of a deterrent.

In conclusion at the time the Dart was ahead of its time and very affective, a pleasure to drive and be associated with, and so it is very pleasing to know that it still after all these years still revered by you all and all who still own one.

Long may you all prosper and keep the marque alive with fond affection. Jill and Ernie Small”

Ernie is a sprightly 91 years young and entertained us with many anecdotes, I did offer him a drive in my SP, “is it an automatic?” “No I am afraid not I replied” “Oh well we will leave it to another time” after which he drove off with confidence and style in his automatic Honda befitting a Met class 1 driver.

And finally.....

Did Reliant sneak a preview for their Scimitar GTE?



Allan
now owed
Surrey

Later restored by
Lupton to an
conventional SP and
by Pez Newton in

Yours Sincerely,

Laurence & Ann

Thought for the day: Remember, every problem has a solution