



Dear SP Owner,

4th June 2022

The June Newsletter

We, a merry group of SPs owners and their like-minded friends, went to Spa and had a great time. All we can do is share the atmosphere and the energy from this most majestic of race circuits set in beautiful rolling Belgium countryside. We spent three days at the track, you can sit back, relax and enjoy that atmosphere in 16 minutes [BY CLICKING HERE](#).

How clean is your engine? Dave Pooley took his 1960 SP for its annual MoT test at his usual garage and was somewhat taken aback when the new young tester insisted that the SP was given an emissions test. Dave politely pointed out its historic status, thereby thus, excluded. However, the young man said it's coming up on the computer as a 1980 model and needs to have an emissions test! It appears that Dave's SP after languishing discarded for a number of years was re-registered in 1980, leading to the confusion. Anyway the young man stuck his probes up each exhaust and lo and behold the SP was given a clean bill of health. Mind you, I think that most of it is down to Dave making the SP breath a whole load better through his re-configured SU air and rocker cover filters.

The personal Aston Martin DB5 of the late Sean Connery is heading for auction in August, with a guide of about £1.4m, however, I am sure it will more than clear £2m plus :-
<https://supercarblondie.com/james-bond-aston-martin-db5-sean-connery-auction/>

Fancy the weekend of **11th & 12th** of this month down in the West Country, if so go to Castle Coombe race circuit and watch some heady saloon car racing and more..... <https://castlecombecircuit.co.uk/race-days>

A special request, and I know it's a long shot, from the son of a 1960s SP owner, does your SP have the name Margaret Durrant from Watford Herts in its history file/log book? No idea of registration number.

Ken Anderson out in Massachusetts auctioned his SP, which he has owned since 1972, via the Bring-a-Trailer website. The bidding was somewhat frenzied towards its closing time and the site allowed the time to run on by 12 minutes due to getting bids logged. Recently, I have alluded to heightened interest in a number of stateside SPs being snapped up. It appears perhaps a much favourable article in the May edition of the American publication *Hemmings Motor News* highlighting Steven Busch's SP might be the reason for the recent activity. My thanks to Dave Reeve in Florida for sending me a copy. The monthly magazine is thicker than many telephone directories and a mine of information.

The **19th edition** of pasSPort the global SP owners' handbook has been posted to UK and continental European owners, the rest of the world will get theirs shortly, as the bulk of parcels are on their way to the designated country 'agents' for onward posting.

Last month's newsletter brought forth much nostalgia over the cost of fuel, many saying.. I too remember filling up the Dart for less than 5 bob a gallon! Seems many of us have owned SPs for years.

I received the following interesting snippet concerning the logistics of the EV, which seem not to have been taken into account during the headlong rush to go carbon neutral: **ICSC-Canada** board member, New Zealand-based consulting engineer, **Bryan Leyland** describes why installing electric car charging stations in a city is impractical:

*"If you've got cars coming into a petrol station, they would stay for an average of five minutes. If you've got cars coming into an electric charging station, they would be at least 30 minutes, possibly an hour, but let's say it's just 30 minutes. So that's **six times the surface area to park the cars while they're being charged**. So, multiply every petrol station in a town/city by six, where are you going to find the place to put them?"*

In order to match the 2,000 cars that a typical petrol station can service in a busy 12 hour period, an EV charging station would require 600 50-watt chargers at an estimated cost of £20 million, plus a supply of 30 megawatts of power from the grid.

That is enough to power 20,000 homes! (no wonder planned power cuts this winter are on their way)

No one thinks about the fact that it can take 30 minutes to 8 hours to recharge a vehicle between empty or just topping up. The average used EV will need a new battery before an owner can sell it, pricing them well above used internal combustion cars. The average age of a car on the road is 12 years. So a 12-year-old EV will be on its third battery. A Tesla battery typically costs £8,000 so there will not be many 12-year-old EVs on the road. Oh, and don't forget the additional £2,000 labour cost to remove the old battery and re-fit the new one!

And finally.....

.....some of the SPs overlooking Eau Rouge and a start finish straight. (there are two)



Yours Sincerely,

Laurence & Ann

Thought for the day: A Politician is a person who can tell you to go to hell in such a way that you actually look forward to the trip!