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OCTOBER 2022 | EDITION 369

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Upcoming Events...

OCTOBER

Wed 19th October - *Club Night – Noggin and natter.*

NOVEMBER

Weds 16th November - *Club Night – Noggin and Natter.*

DECEMBER

No confirmed activities/dates at this time.

JANUARY 2023

Weds 18th January - *Club Night – Chairman's Quiz Night.*

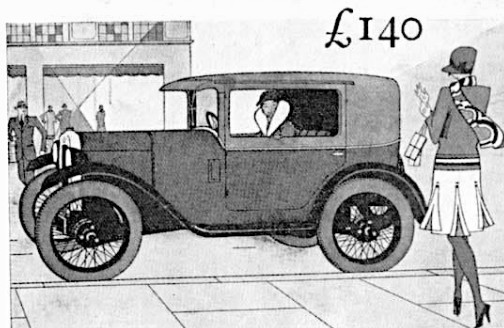
FEBRUARY 2023

Weds 15th February - *H&HCVC Annual General Meeting.*

MARCH 2023

Weds 15th March - *Club Night – Rocker Box Racing.*

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EDITORIAL

Keith Yates

The last time I wrote this piece I was mostly reminding readers of every-day matters associated with our club and, I have no doubt, other editors of other club magazines would have been doing something very similar. The Club Show, on the 4th September, was certainly important but none of us could have ever imagined that within a few days of that event the history of the United Kingdom would see momentous changes. It has also been a period of immense importance and perhaps a once in a lifetime opportunity to witness history in the making. We all knew that our then Prime Minister would be leaving Number 10 and that we would have a new incumbent on the 5th – Prime Ministers come and go, arriving with promises and usually leaving in failure. To lose a much respected and devoted Queen and to gain a new King in the same week however, well, as I say, that is certainly historic and an undoubted shock to the Nation. Many words have been spoken and written in honour of and also in memory of Her Majesty Queen Elizabeth II but, on behalf of all members, my thanks to Jane Harrop for her words and simple message that was posted on the Club's website. And now, in no particular order,

some other business and matters arising.

Keen eyed readers will note that this October's edition of your favourite club magazine contains a number of pieces from a number of contributors. My thanks to all of them for their interesting/entertaining views/stories.

I'm very pleased to welcome two new members to the H&HCVC. Andrea Vogler has a 1992 Mazda MX5 – a Mk1 then – so that'll be another good addition to the rest of us MX5 owners and, indeed, past owners too. We'll overcome and conquer the ubiquitous MGB crowd one day!! We also have Barrie Rayner and his Dax Cosworth – I think, talking to Barrie at the Club Show, he also has an original Ford Focus ST 5cyl. If you don't know what a Dax is, well, check it out next time Barrie turns up to a club event or take a look at the Club Show photos elsewhere in this edition; all I'm saying is that it's a fabulous car, a credit to Barrie and, yes, I need to say this too, I covet it!! A number of members have been puzzled by and/or questioned the amount they have been asked to pay to renew their club subscription – "why am I being asked to pay only two and tuppence ha'penny?" is a

Taking pride of place on the front of this month's edition is Ed Burke's military spec and superbly restored 1977 Forward Control Land Rover. The restoration (still ongoing according to Ed) is of a standard

that has managed to retain that well maintained military equipment feel to it – an achievement that is very difficult to attain and maintain. Read about this Land Rover's fascinating story in Ed's own words.

common question. The reason is that the smaller amount will take you, the member, through to the end of 2022. At the start of 2023, effectively from the 1st January, you will be asked to renew again and for the full year (to 31st December). So, all members' subscriptions will be valid for a full calendar year. It is also worth noting that, unlike some clubs, your subscription includes your wife, husband, partner, kids and probably grand-kids and pets too; basically, a family subscription.

Once again and as for the 2021 Club Show, the 2022 weather was very kind to us – always a big bonus!! We had a very good turnout and a show of what was a broad spectrum of some great vehicles. Well done to everybody and hope to see you all next year.

In this edition you, the reader, will hopefully note (and read!!) the piece on the centenary of the Austin 7.

The accompanying photos show members David & Ruth Howard's Austin 7 Ruby cars (yes, I already know that the Ruby isn't strictly 100yrs old in 2022 so don't bother to bend my ear about it) both of whom are dedicated to their cars and actually attended the official Austin 7 centenary celebration. Whilst I'm on this subject, sort of, I'd like to commend David & Ruth. They, like Ju-

dith, Rupert and I did, attended the Poynton Show with their 1935 Ruby (KSJ507). I was gladdened to see the couple both enthusiastically inviting young people to sit inside their car and to take photos of each other. Now, I'm not advocating that we all have queues of punters scrabbling about in our precious cars etc but I really do think that we should make every effort to interest and involve people (particularly younger people) in our vehicles. We are custodians and if the next generation isn't interested, involved or inspired in old(er) vehicles then to whom are we going to pass them on? So, David & Ruth, well done to you both and keep on enjoying your lovely little cars.

Club Night on 21st September was scheduled to have been a 'tabletop treasure hunt' until Mike discovered that he didn't have suitable maps (oh dear!!). Anyway, Mike Kelly kindly volunteered to step into the empty breach and brought forward his talk, previously scheduled for 19th October (keep up now!!), about electric cars and, more specifically, converting from petrol to electric power. It's fair to say that there was significant scepticism in the room and whilst I don't think there were any 'hallelujah brother, I've seen the light' moments, I have to say that Mike's very enthusiastic talk on the pluses, negatives

and pitfalls of his Austin 7 (and planned Austin 10) conversion was extremely interesting. So, if you're doing your fast thing in the outside lane of the M6 and see an Austin 7 flashing its lights behind you, well, that might just be Mike in his latest, Superfast EV 7 conversion – I'd pay good money to see that!!

At the last count I believe about 50% of members receive a paper copy of this magazine and therefore, about 50% of members will be sent an e-copy via email. I presently have sev-

eral spare paper copies of the June through September 2022 magazines – and probably October too when it's published. So, if you'd like a paper copy of your favourite magazine then contact me via phone or email or just have a word at forthcoming events – once they're gone, they're gone! Finally, and again on behalf of the Editorial Team, it is hoped that you enjoy reading this month's magazine and fingers etc crossed for some fine Autumn weather and lots of enjoyable, trouble free 'classic' motoring.

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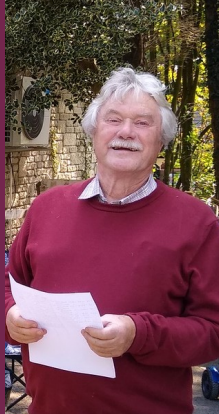


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HALL OF FAME AWARD RECIPIENTS

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2015 - Ray Etchells
2016 - Fred Dean
2020 - David Bowden
2022 - Jane Harrop

The front cover picture for this issue shows the FC Land Rover belonging to Ed Burke. It is a Land Rover vehicle commissioned by the military for specific military service and which was used in the Falkland Islands during the conflict some Forty years ago. There is a lot more information about this unusual vehicle later in this issue.

I thought an update is necessary regarding our status as a limited company. On the downside, a long and lengthy procedure with Companies House was required to instigate matters. Our accounts must be checked and verified by our accountant, David Rainsbury, let alone several procedures required by our banker but the benefits to our membership is great. If a claim is made against the Club which is not covered by our Insurance and if there are insufficient funds in our account to cover same then without limited company status (many clubs are without this) the make-up cost is to be met, firstly by the Committee and then by the members. However, un-

der such circumstances as a limited company the individual liability required from each of us is only one pound per member. And so, you can see the worthiness of limited liability. On the same subject your details are held on Computer which includes name, address, telephone numbers and vehicle details but these are only used individually by Committee members for the purposes of magazine distribution and notification of forthcoming events. It is important that you ensure these details are correct. Whilst about club matters, please be notified that the annual AGM will be held at the February 2023 meeting on Wednesday 15th February next year.

And so, the great electric vehicle debate continues. I note that both the RAC and AA have issued statements to the effect that the cost of re-charging these vehicles at service stations and at home is not much different than the equivalent cost per mile of petrol driven vehicles. However, at present the owners of TES-LA vehicles and maybe others to

boot can get their vehicles recharged at no cost by visiting the local dealerships but for how long I wonder.

A slight change to evening events has been required. Mike Coffey has said that organising an evening run during the week isn't possible at present because the dark evenings are upon us. Keep an eye up as to what is happening on the agenda sheet, please.

We are currently having problems with the termination point for our annual Peaks and Dales Charity run at Buxton. This is due to all sorts of restrictions being imposed upon us compared to previous years. Fear ye not though, Mike has been in touch with the powers that be regarding Bakewell where a specially designated car park will be made available for us on a market day next year. Personally, I feel that Bakewell has a lot more to offer than Buxton so the plan will be something to look forward to.

I must thank those members that attended the Poynton Show. The sun shone all day for us and there were lots to see and do. I was however, upset to find that two other invited clubs were able to park their vehicles in front of ours and both were completely oblivious to the required procedure for entering the show ring. We have supported this event for many a year both in terms of attendance and financially and I have made noises to the organisers

and words will be said at the proposed meeting of October 10th this year. On the subject of shows, it is proposed that our annual show at Brookside Garden Centre will take place next year around the same date as this year, I will keep you all informed of the date.

Something I have mentioned previously is changes to the highway code. These seem to frequently happen at the start of the year and no one from DVLA automatically tells us about them. One would think that with their database of drivers they could periodically tell us about them, but no. I urge you all therefore to make yourself aware of these changes and avoid getting done.

In conclusion I note that the current trend of having postage stamps with a bar code attached is to be the norm. If you have any of the previous issue of stamps, I believe that they will become useless by the end of this year, so get them used quick.

And so, it's goodbye from me for now. See you at the next meeting and yes, I will be there; holidays all done for this year

Steve Diwall.



LAND ROVER 101 FORWARD CONTROL (1 TON)

Ed Burke

69 FL 55 General Service (for the use of). Commonly known as the Jeep recovery vehicle.

Year of manufacture – 1977

Engine – Rover V8 3500cc low compression (8.5 to 1).

Transmission – 4 speed, permanent 4 wheel drive with centre differential lock.

Axles – Salisbury with (unique to Land Rovers) 6 stud wheel fixings.

Recovery Crane – Dixon Bate Tuck-away 'R'. Probably fitted for the Royal Corps of Transport by the REME (?) or a recovery garage after demob.

Designed as a Gun Tractor to tow the L118 Light Field gun, these vehicles are unusual in that they were not offered for sale outside of military circles. The nearest civilian Land Rover model was the Range Rover "classic" which uses the same engine and gearbox.

Claim to Fame

In 1982 it sailed with the British task force, which had been assembled by the then Prime Minister, Margaret Thatcher, to free the Falkland Islands after their invasion by Argentina.

It was assigned to the ill-fated 1st

Battalion Welsh Guards, from the Royal Corps of Transport, on the 6/5/1982 and sailed from Southampton on the 09/5/1982, on either the MS Baltic RO-RO Ferry or the MS Nordic RO-RO Ferry which accompanied the Welsh Guards who sailed on the SS QE2 troop ship to South Georgia. The Guards were then transferred to the Troop ship SS Canberra and the 101, with its gun or limber, followed via the MV Norland Ro-Ro ferry to San Carlos Water (bomb alley) where it was transferred to either the RFA Sir Tristram or RFA Sir Lancelot for landing. Both were bombed and damaged with Sir Tristram being abandoned. During that time the Welsh Guards were on the RFA Sir Galahad awaiting landing. It was hit by three bombs and was destroyed, killing many of the guards and wounding a large number in the ensuing fireball, the most famous being Simon Weston.

After the war ended, it was assigned to the 1st Battalion Scots Guards on the 31/1/1984, then back to the Welsh Guards in February 1988 and was finally demobbed at ADT Bridgewater on the 9/12/1996.

It has been undergoing a rolling restoration for a number of years, which has still not been completed to date, saving as many of the original parts as possible.



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MG CATCH UP

Graham Scattergood

Hi Gang,

Well, the month kicked off in fine style with our annual Club Show at Brookside Garden Centre. A reasonable turn out of MG's was in evidence in spite of the gloomy weather forecast, which turned out to be somewhat unfounded as the weather turned out to be better than was envisaged. If this was the reason for a lower than normal turnout than in previous years then I am not sure but there was more than enough cars present to make it a successful day. Congratulations to all the prize winners and a big thanks to everybody involved in the running of the show and all who came along. It was especially pleasing to see Phil Lowery at the show on his new mode of transport and managing to get out again. We wish him and Diane all the best in his recovery. I was also informed of another of our valued members and MG-ite, namely Richard Lomas who has also suffered a stroke. We wish him and Elaine all the best in his recovery also.

Next up and on a sombre note, we then had the announcement that Queen Elizabeth had passed away and we now had a new King, King Charles 111. With her passing we were to have an unprecedented state funeral. Royalists, Monarchists or Republicans everybody, I am

sure, cannot have ever seen such a historic spectacle before.

Next up was a late change with Mike Kelly taking up the baton to provide us with an 'electrifying' and 'illuminating' talk at our monthly gathering. Again, numbers were disappointing but those that didn't come along missed a very interesting evening.

Mike laid bare the facts, figures and vagaries of everything involved in carrying out a conversion of a classic car to electric power. Based on his own experiences, the whole presentation was delivered in his usual sententious manner and he tried to answer as many questions as possible. As you can imagine, not everything, when doing this sort of conversion, was straight forward and whilst he is enamoured with the outcome from a mechanical and electronic point of view it was and is something of a minefield of bureaucratic dogma as far as the DVLA are concerned. We have been warned if any of us fancy having a go in the future. Thanks Mike.

MGB 60 at Gaydon was next up but you will have to wait until next month's magazine to see what Ian Freeman and Peter Bagnall thought about it and hopefully see a selection of photos from the event.

That's all for now folks! Toodle Pip.

Austin Seven

The Centenary



Keith Yates

The Austin Seven is now, officially, 100yrs old. Celebrations, gatherings and rallies have marked 2022 as the 100th anniversary of this famous British car, a car that it could be easily argued greatly helped to revolutionized motoring, not just in this country but wherever it was built and/or sold. Up to the outbreak of the First World War, the Austin Motor Co had been mostly known for building larger cars. After the war the company got into financial difficulties and by 1920 it was in receivership. In that same year and in an effort to turn around the company's fortunes, Herbert Austin (the man whose name was over the door) decided to start work on a small car that would be affordable and help to get Britain in tune with motor car ownership. This departure from tradition met with considerable opposition from the company's creditors and, indeed, its directors – a case of short-sightedness and 'just stick with what we know'. Austin however, believed he was right and decided to carry on and to fund the project with his own money and using his own home as a design/workshop. This self-belief and foresight looked even more promising when the Government introduced the 'Horsepower Tax' in 1921. Small cars were clearly going to benefit and the less affluent would be looking to buy them. To assist him with his project and to

produce detailed blueprints and drawings, Austin headhunted and employed a young designer/draughtsman from the Longbridge factory; Stanley Edge. It was Edge that finally convinced Austin to use a small 4cyl, 696cc engine that gave an RAC rating of just over 7hp. Edge also designed the 3speed gearbox whilst Austin concentrated on styling and the body type(s) that would be mated to an all-new A-frame chassis. Everything was brought together and, after the completion of three prototypes, the car was introduced to the public in 1922. As Herbert Austin had sunk a lot of his own money into the Austin 7 project, he had also patented the innovative designs under his own name. This meant that the Austin Motor Co, after finally concluding that Austin had been right all along and that the new small car should be put into production, had to pay Austin a two guinea (£2.10) royalty on every car sold.

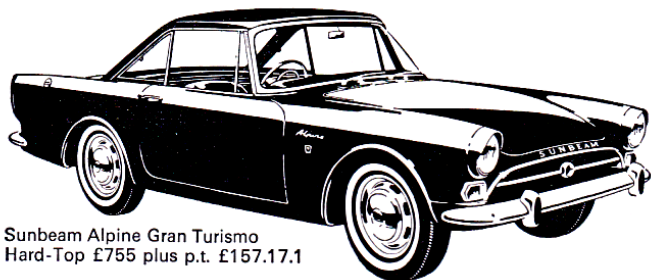
In the first year of actual production (1923), circa 2500 Austin 7s had been made. This was something of a slow-burn start but once the British public took to the car (known as the Baby Austin or Big Car in Miniature) it started to sell well and totally turned around the finances of the Austin Motor Co. By 1939, when production ceased, circa 290,000 Austin 7 cars and vans had been produced.

The Austin 7 was also licensed out

(or just copied!) by other car manufacturers. These included Nissan and perhaps most interestingly, BMW where it was called the BMW Dixi. How very ironic then that BMW car production mostly commenced

with a licensed Austin 7 when, about 70-75yrs later, it was BMW that pulled the plug on the BMW/Rover link-up and effectively signed the death warrant of Longbridge as a motor car manufacturing plant.

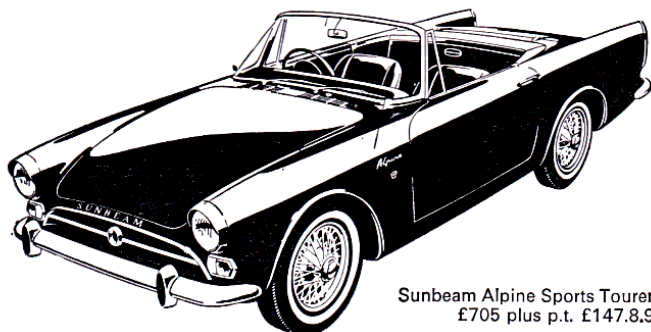




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HOW TO BE A GOOD CLUB MEMBER!?

John Walker

I recently came across a list of fifteen things that you should do to be a good club member. This was originally written by W.H. Charnock and appeared in the Bentley Drivers Club Review of 1948. The list below is loosely based on it and is very much tongue in cheek. Is it still as funny today as it was funny over 70 years ago!?

- 1) Do not come to the meetings.**
- 2) But, if you do, come late.**
- 3) If the weather does not suit you, don't even think of coming.**
- 4) If you do attend a meeting, remember to moan about the Committee and other members.**
- 5) Never accept an office. It's easier to criticise than to do things.**
- 6) Nevertheless, be offended if you are not appointed to the Committee, but if you are appointed, don't attend the Committee's meetings.**
- 7) If asked by the Chairman to give your opinion regarding some important matter, tell him you have nothing to say, but after the meeting tell everyone how things ought to be done.**
- 8) Do nothing more than is absolutely necessary, but when other members roll up their sleeves and willingly and unselfishly use their ability to help matters along, howl that the Club is being run by a clique.**
- 9) Hold back your dues as long as possible – or better still forget to pay at all.**
- 10) Don't bother about getting new members to join the club, let the Secretary do that.**
- 11) When a banquet is given, tell everybody that the money is being wasted on blowouts which make a big noise and accomplish nothing.**
- 12) When the Club puts on an event, say that the Club is dead and needs a tin can tied to it.**
- 13) If asked to take part in a Club event or sit at the speaker's table, modestly refuse.**
- 14) If you are not asked, resign from the Club.**
- 15) Never tell the Club how it can help you, but if it doesn't help you resign from the Club.**

A Night To Remember

An article by Andy Robinson that first appearing in the April 2009 edition of the H&HCVC magazine. A story that could perhaps define the meaning of the term 'a motoring enthusiast'. (Ed)

Back in 1969 an article appeared in the Droylsden Reporter asking if anyone was interested in starting a motor club in the area. A group of us, all local enthusiasts, met up in a pub and the Droylsden and District Motor Club was born. The Club lasted for several years until stringent safety regulations made it unviable for working class enthusiasts and sadly the club folded.

We held regular club meetings with quizzes, treasure hunts, driving tests, rocket rallies, auto cross and navigational rallies. One or two of the more enthusiastic members also entered bigger events held by other local clubs.

On one occasion the Motoring News advertised for entrants for the 'Regent Trophy Rally' starting at Stockton-on-Tees. A friend, Roger, and I decided to enter.

I was driving a bog standard Mini at the time – its only modification was 4 ½" J wheels and black plastic padded rally seat covers. I had been given a pair of Cibie Oscar spot lamps as a Christmas present and one of the lads at the club fashioned a lamp bar for them. The 'tuning'

before the rally consisted of pouring some Redex down the carb to clear it out, cleaning the plugs and tying a plastic bag over the distributor (money was very tight in those days!). With all this preparation how could we not fail to win??

The night of the rally came, Roger had splashed out on the appropriate Ordinance Survey (OS) maps and we also bought a map light. We set off in the afternoon, arriving at Stockton in good time for scrutineering. We were told that we could not use the spot lamps as they were mounted too high. So, we took them off the bracket and turned them upside down – brilliant!!

We then joined the other 75 entrants at the start – what a shock – there were cars with service crews, matching racing overalls, roll cages, sump guards and cars covered in sponsorship decals!!

The rally started at midnight. We set off at Number 67 and were doing OK until we notice that the ignition light started to flicker but we kept going. We came to a steep hill on the Moors and several other competitors were strewn over the road unable to make it up the hill because of the ice on the road. I told Roger to get out of the car, sits on the bonnet and I would reverse up the hill. We were successful and carried on.

At the halfway halt we were still doing OK. We were about 30th overall and 3^d in class. The ignition light

was flickering slightly more but everything seemed OK.

During the second half of the rally, Roger said there was a time control (TC) in about 2 miles but round the next bend we saw a Land Rover with a guy waving a torch. We thought this must be the TC so we pulled up only to find it was an irate local farmer waving a shotgun at us – the noise from the rally cars had disturbed his night's sleep! We shot off down the road, wheel spinning, for about half a mile; it's surprising how fast a Mini will go with a shotgun pointing at you!!

Things then got worse. The ignition light came on fully, the lights dimmed, then died and about four miles further on so did the engine. Pitch black on the Moors with only a torch and the smallest of toolkits, we diagnosed that the brushes in the dynamo were goosed. We could do nothing.

After what seemed an age, headlights appeared in the distance. A car stopped. It was a fellow competitor in a Lotus Cortina. He had run out of time and was heading home. He asked us where we were from and we said, "just outside Manchester". Miraculously he said he was from Bury and kindly offered to tow

us home. He had a tow rope about 10ft long so, by the time it was tied to both cars, the gap was about 6ft. What followed was to be the drive of our lives. No lights, no wipers, no horn, no heater, pouring rain and spray, being towed by a Lotus Cortina down the A1 at 50-60mph and wearing plastic bags over our hands to wipe the windscreen through the side windows. It was HELL!! Talk about white knuckle rides!!

We got as far as Huddersfield and there we saw an all-night transport cafe and pulled in. We had the biggest mug of hot tea and the nicest bacon butty we have ever tasted; we cleaned a bit of muck off ourselves and the windscreen and continued back to our house. The lads in the Lotus Cortina would not hear of any recompense, made sure we were OK and then set off back to Bury. Next morning, I put the battery on charge and then went to the local motor accessory shop and bought a set of brushes for the dynamo for 7/6d (32 ½ p).

A night to remember indeed but it has never put us off motoring; we're still good friends but now enthusiastic spectators.

CLOSING DATE—30th SEPTEMBER 1964

CRYPTOGRAM

Win at least £5 by seeing how many words, containing three or more letters, you can make from the cryptogram.

S U P P O R T E C O S S E N O W

In any one word submitted, you may use any of the letters, up to as many times as they appear in the cryptogram. All the words listed must appear in the Oxford English Dictionary.

Put your words on a sheet of paper (or two sheets of paper!), attach a 5s. entry fee and send it off to "Cryptogram", 7 Merchiston Mews, Edinburgh 10.

Anyone can enter, provided 5s. accompanies each entry! Half the entry fees will be distributed as prize money, the other half going to Ecurie Ecosse. In no case will the first prize be less than £5.

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Note: On your entry, please remember to mark, in block capitals please, Name, Address, Number of words on list.

Dep. Ed.: The above advert is taken from the *Ecurie Ecosse: News from the Mews* journal, July 1964. We will fulfil the same reward of £5, only if entries are sent by carrier pigeon directly to the Editor, and there will be no accounting for any currency inflation between 1964 and 2022.

George Bute

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CLUB SHOW 2022





Show Winners

Pre-War Cars

Winner

Runner Up

Cars 1944 – 1959

Winner

Runner Up

Cars 1960 – 1975

Winner

Runner Up

Cars 1976 – 1990

Winner

Runner Up

Cars 1991 – Date

Winner

Runner Up

Commercial Vehicle

Winner

Runner Up

Motorbike

Winner

Runner Up

Brookside Garden Centre Trophy

Winner

High Lane Garage Trophy

Winner

H&HCVC Annual Memorial Shield

Winner

Chairman's Cup

Winner

Vehicle

1938 Standard Flying 10

1935 Ford Model C

1958 MGA

1955 Triumph TR2

1971 Jaguar E-Type S3

1963 Mini

1982 e21 BMW 316

1990 Mazda Eunos/MX5

2001 Toyota MR2

2003 MGTF

1946 Bedford

1978 Mini Pickup

1997 Piaggio Vespa Scooter

2007 Ural Dalesman Combo

1994 VW CorradoVR6

1978 Mini Pickup

N/A

N/A

Owner

Keith Smith

Eddie & Janet Partington

Neville & Pauline Oliver

Steve Divall

Peter Walvin

Deborah Bradbury

Keith & Judith Yates

Andy Robinson

Brian Holt

Ray Etchells

John Garlick

Peter & Linda Norbury

Gary Gough

Dylan

Liam McCarthy

Peter & Linda Norbury

Paul Barratt

Gill & Eric Dewsnap







DAIMLER DART SP250

The Forgotten British Sportscar?





Thomas Wardle

Firstly, I feel there is a need to put some context to this piece. For some time now Thomas has been sending correspondence to editors of motoring journals to give some of his thoughts, ideas, feedback or just a simple critique on articles etc that he's read but doesn't necessarily fully agree with. Personally, I see this as part of a long British tradition of 'letters to the Editor' and would welcome something similar in the context of this magazine. The following is mostly based on two short, interesting and thought provoking missives that Thomas sent to Classic Car Weekly and Practical Classics Magazine. So then, what are your thoughts or memories of the Daimler SP250? (Ed)

To: Editorial Classic Car weekly – August 2020

Subject: 'Britain's Greatest Sports Cars'

Having recently bought this book, in my opinion you do not do the Daimler SP250 the justice it deserves. When Sunbeam (Rootes Group) released the Tiger onto the market one of it's advertising slogans was '80mph in third and 20mph in top'. Every time I saw this advert it always brought a smile to my face. The Daimler is geared to do 70mph in second,

100mph in third and can be taken down to tick over speed in top and pull cleanly away. You state that the Sunbeam does 14 to 22 MPG, and yet the Daimler does 25 to 30 MPG. So go on, stick your neck out and say how good this car really is.

Thomas Wardle

To: Practical Classics – April 2021

Subject: Jaguar E Type's Competition

You compiled a list of British sports cars some time ago and this month there is an article on possible competitors to the E type. On both occasions you have omitted the Daimler SP250. Jaguar bought Daimler in 1960 and improved the car by bringing out the 'B spec' (Daimler rushed the release and the car was not as good as it should have been). The styling of the SP250 has always been controversial and a MkII version was designed and built, looking quite similar to the MGB. It has been reported in the past that William Lyons was "nervous" of the restyled SP250 and thought it might steal sales from the E type. This, I would suggest, is the reason the MkII SP250 was never released. How close to an E type competitor do you want to get?

When the Mark X Jaguar was in its prototype stage at least one was built using the V8 4.5 litre Daimler engine that was used in the Majestic Major limousine. This car apparently "flew". In my opinion, the reason this combination of body/engine was never released is because Jaguar would not want a Daimler (having just bought them) engined Mark X outperforming the 4.2 Jaguar. What a car that would have been. It certainly would have given the Merc's and BMWs a run for their money on the autobahns!

Thomas Wardle

Interestingly, my 1962 edition Ladybird book 'The Story of the Motor Car' shows an artist impression picture of a red Jaguar E Type S1 Coupe next to a cream coloured Daimler 'Sports' SP250. The scene is all very old-world English countryside estate with horses, members of the 'hunt' and a Cheese-cutter cap and tweed jacket attired driver of the Daimler presumably assuring the 'Master' that he doesn't have Basil Brush hiding in his boot. The Jaguar driver is nowhere to be seen – probably down the village pub having a cheeky G&T. (Ed)

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