

WELCOME TO THE APRIL NEWS LETTER.

HELLO ONCE AGAIN EVERYONE.

(CONT'D), AS DISCUSSED IN MARCH THE COMMITTEE CONTINUE TO UNDERTAKE REVIEWS LOOKING AT RECOMMENDATIONS REGARDING THE SAFEGUARDING OF OUR MEETINGS. AS A COMMITTEE WE HAVE A DUTY OF CARE TO ALL MEMBERS AND VISITORS, ADDITIONALLY MEMBERS HAVE A DUTY OF CARE TO EACH OTHER.

WE HAVE ATTEMPTED TO KEEP UP TO DATE RE-COVID REGULATIONS. AS A RESULT ALAN (OUR MEMBERSHIP SECRETARY) WILL CONTINUE TO UNDERTAKE THE NON-INVASIVE TEMPERATURE TESTING TO ALL WHO ATTEND OUR MONTHLY GATHERINGS.

ADDITIONAL INFORMATION REGARDING THIS NEW RULE CAN BE FOUND ON THE CLUB WEB-PAGE. THE SITUATION WILL BE REVIEWED PERIODICALLY DEPENDENT UPON UPDATED COVID RESTRICTIONS.

WE PARTICULARLY WELCOME ALL OUR NEW MEMBERS TO THE CLUB AND HOPE YOU ENJOY YOUR TIME WITH US!!!!

CLUB EVENTS

ONCE AGAIN NO RUN(S) OR EVENTS HAVE BEEN PLANNED FOR THE COMING MONTHS CURRENTLY, DESPITE CHAS'S PLEA AT OUR AGM FOR MEMBERS TO GIVE SOME THOUGHT ON HOW THEY COULD UNDERTAKE TO ORGANISE A RUN AND LUNCHEON. WE NOW HOPE THE OUTINGS CALENDAR WILL FILL UP QUICKLY, WITH THE INPUT FROM OUR MEMBERS.

MALCOLM REMINDED ALL MEMBERS THERE IS A BOOK IDENTIFYING AROUND 20 RUNS WHICH CAN BE FOUND ON THE CLUB WEBSITE. HOPEFULLY THIS SHOULD MAKE IT A SIMPLER EXERCISE FOR MEMBERS TO PICK UP THE REINS AND SUBSEQUENTLY ORGANISE A CLUB RUN FOR THE BENEFIT OF MEMBERS.

AS A REMINDER, MALCOLM WILL ONCE AGAIN BE ORGANISING THIS YEAR'S 3 NIGHT 4 DAY AWAY TRIP. PRELIMINARY DETAILS CAN BE FOUND BELOW. GET YOUR BOOKING IN EARLY AS THESE TRIPS ARE PROVING SUCCESSFUL WITH MEMBERS AND THE LIMITED NUMBER OF PLACES BEING SNAPPED UP FAST.

I WAIT FOR MALCOLM TO INFORM ME WHEN THE OUTING IS FULLY BOOKED, THEN I WILL REMOVE THIS POSTING.

DETAILS BELOW.

SEPTEMBER 2022. LOOKING AT CAZORLA NATONAL PARK. TRAVELLING VIA BAZA, POZO ALCON - 2 3 HOURS AWAY. THE COST TO BE ASCERTAINED, BUT SHOULD BE APPROX E 80 PER NIGHT PER TWIN ROOM, AND HALF BOARD (BED BREAKFAST AND EVENING MEAL). SO, FOR 3 NIGHTS. PRICED AT EUROS 275 PER COUPLE.

IF YOU ARE INTERESTED, PLEASE GET IN TOUCH WITH MALCOLM AS HE REQUIRES PRELIMINARY NUMBERS. HE PREFERS CONTACT TO BE MADE VIA EMAIL.

I STILL REQUEST ANY INTERESTING ITEMS YOU MAY HAVE SUITABLE TO PRINT IN THE NEWSLETTER. I DO RECEIVE ITEMS FROM MEMBERS BUT NOT MANY, SO PLEASE GET YOUR THINKING CAPS ON.

ITEMS FOR SALE.

WE HAVE ONE ITEM LISTED BELOW. (REPEAT)

IF YOU HAVE A VEHICLE FOR SALE OR KNOW OF ONE THAT MIGHT BE OF INTEREST TO OUR MEMBERS PLEASE LET ME KNOW.

INFO FROM BILL:-

ANDY GRAVES IS SELLING HIS BEAUTIFUL TRIUMPH TR6 AS HE HAS MOVED BACK TO THE UK DUE TO HIS WIFE'S HEALTH NOT BEING SO GOOD. HE WANTS TO SELL HIS VEHICLE HERE IN SPAIN. IT IS SPANISH REGISTERED.

THE CAR IS IN EXCELLENT CONDITION ALL ROUND AND CURRENTLY RESIDES WITH BILL UNTIL IT IS SOLD.

IT IS AN AMERICAN SPEC CAR SO IS LEFT HAND DRIVE. IT HAS JUST PASSED ITS ITV AND IS READY TO GO TO A NEW OWNER.

THERE ARE SOME NEW AND USED SPARES WITH THE CAR AS WELL AS SOME HISTORY AND A WORKSHOP MANUAL.

ANDY IS LOOKING FOR 20000 EUROS OR NEAR TO IT. THIS CAR IS WORTH THAT KIND OF MONEY AS IT WILL BE HARD TO FIND ANOTHER AS GOOD AS THIS ONE.

PICTURES BELOW:-



TOPICAL ITEMS.

THE DGM ARE LOOKING TO UPDATE BREAKDOWN SIGNALLING FROM THE USE OF A TRIANGLE TO A FLASHING WARNING LIGHT, WHICH CAN BE SEEN FROM A GREATER DISTANCE.

CAR SOS HAS RETURNED ON THURSDAY EVENINGS ON NATIONAL GEOGRAPHICAL CHANNEL.

MAYBE NOT CLASSIC NEWS BUT OF MOTORING INTEREST

ITEM FOR PETROL HEADS AND F1 FANS.

EX- M-SCHUMACHER MERCEDES FLOPS AT AUCTION



A MERCEDES USED BY MICHAEL SCHUMACHER AS A COMPANY CAR WENT UNDER AUCTION, BUT ATTRACTED A MUCH LOWER PRICE THAN ANTICIPATED.

THE C63 AMG ESTATE WAS HANDED TO THE GERMAN UPON HIS RETURN TO FORMULA 1 WITH THE MERCEDES TEAM, AND THE CAR WAS ESTIMATED TO BE SOLD FOR UP TO \$110,000 AT BONHAMS' RECENT ***LES GRANDES MARQUES DU MONDE*** ['THE WORLD'S LEADING BRANDS'] AUCTION IN PARIS. THE AUCTION HOUSE HAD ANTICIPATED A \$200,000 SELLING PRICE.

TOURING CAR PROGRAMMES FROM RECENT HISTORY, 28 YEARS AGO:-

SOMETIMES A NEW RACING CAR IS LAUNCHED AND WHEN YOU SEE IT HIT THE TRACK FOR THE FIRST TIME, IT JUST LOOKS RIGHT; LIKE IT WAS DESIGNED WITH THE END GOAL OF BEING A SUCCESSFUL RACER.

THEN, AT THE OTHER END OF THE SCALE, THERE ARE CARS THAT COME ALONG AND LEAVE YOU TO WONDER IF WHAT YOU'RE SEEING IN FRONT OF YOU IS THE RESULT OF SOMEONE NOT REALLY TAKING THINGS SERIOUSLY...

WITH THAT IN MIND, AND GIVEN THE CURRENT DOWNTIME IN THE RACING WORLD, WE THOUGHT WE'D COLLATE A FEW RACING PROGRAMMES FROM THE NOT TOO DISTANT PAST THAT EITHER SURPRISED WHEN THEY CAME TO FRUITION, OR THAT PROMISED MORE THAN THEY WOULD ULTIMATELY DELIVER...

VOLVO 850 ESTATE:



ONE OF THE MOST ICONIC VEHICLES OF THE BRITISH TOURING CAR CHAMPIONSHIP'S SUPER TOURING ERA – EVEN IF IT'S A CAR THAT IS FAR FROM BEING THE MOST SUCCESSFUL.

WHEN VOLVO ELECTED TO ENTER THE BTCC IN 1994, IT SPRUNG A HUGE SURPRISE WHEN TOM WALKINSHAW RACING – THE TEAM ENTRUSTED WITH

THE PROGRAMME – ROLLED UP WITH A PAIR OF 850 ESTATES, HAVING MANAGED TO KEEP THE PLANS TO RUN THE CAR LARGELY UNDER WRAPS.

FAMOUSLY, LEAD DRIVER RICKARD RYDELL WASN'T EVEN AWARE HE'D BE RACING AN ESTATE CAR WHEN HE SIGNED UP TO THE PROGRAMME...

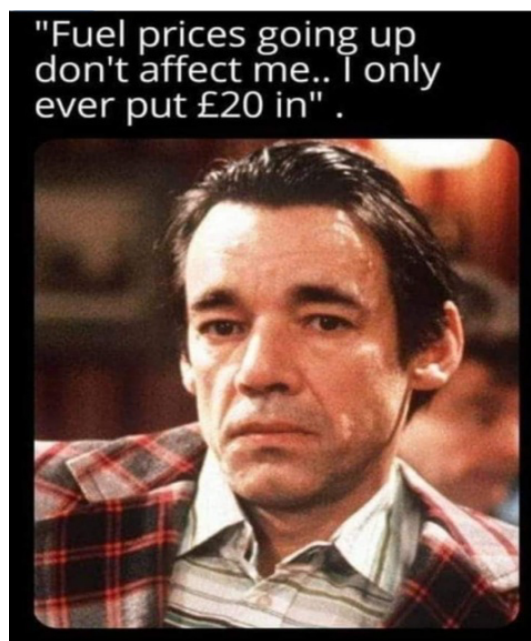
COMPARED TO THE CARS THAT ARE SEEN ON TRACK TODAY, THE 850 ESTATE APPEARED TO BE FAR FROM THE MOST AERODYNAMIC MACHINE – ALTHOUGH IT WAS ACTUALLY SLIGHTLY **MORE** AERODYNAMIC THAN THE SALOON VARIANT, WHICH WOULD EVENTUALLY COME IN TO REPLACE IT.

ONE THING THE CAR DID HAVE HOWEVER WAS A MAJOR USP AS THE ONLY ESTATE ON THE GRID, WHICH ENSURED THAT VOLVO WOULD GARNER PLENTY OF ATTENTION ACROSS THE SEASON.

WITH ONLY LIMITED TESTING, THE TEAM FACED AN UPHILL STRUGGLE TO FIGHT TOWARDS THE FRONT OF THE GRID, ALTHOUGH RYDELL DID MANAGE TO QUALIFY THIRD AT SNETTERTON AND PICKED UP TOP SIX FINISHES AT BOTH OULTON PARK AND KNOCKHILL.

COME THE FOLLOWING SEASON, TWR SWITCHED TO THE 850 SALOON WHICH WOULD SOON BE WINNING RACES WITH BOTH RYDELL AND NEW TEAM-MATE TIM HARVEY AND VOLVO WOULD ULTIMATELY LIFT THE TITLE WITH RYDELL IN THE S40 IN 1998. HOWEVER, IS IT THE 850 ESTATE THAT WOULD BECOME AN UNLIKELY PIN-UP FOR A GOLDEN ERA OF TOURING CAR RACING.

THANKS TO CHAS FOR THE FOLLOWING:-



**ARE YOU SWEATING
WHILST PUTTING
PETROL IN YOUR CAR
FEELING SICK WHEN
PAYING FOR IT, YOU
YOU HAVE GOT THE
CAROWNERVIRUS**

Wife: "The car is not starting.
The dashboard shows the sign
of a person sitting on the toilet."

Husband: "What?? Send me a
picture."



THANKS TO NOEL FOR THE FOLLOWING:-



PICTURE OF THE NEW HIGHLY SENSITIVE AND OBVIOUSLY MOBILE SPEED
DETECTORS CURRENTLY IN OPERATION BY THE GUARDIA TRAFICO. NOTE THE
CAMERA IS ON AN UNMARKED CAR. BE CAREFUL, WATCH YOUR SPEED..

FORD GT ALAN MANN EDITION RECALLS BRIT-BUILT 1960s PROTOTYPE

FINAL GT SPECIAL EDITION CELEBRATES THE SURREY-BORN RACING OUTFIT WHOSE CAR WAS INFLUENTIAL IN A FAMOUS LE MANS VICTORY



FORD HAS REVEALED A NEW LIMITED EDITION OF ITS GT SUPERCAR THAT CELEBRATES THE HISTORIC SUCCESS OF ITS ORIGINAL GT40 RACER AT LE MANS.

FINISHING UP THE FINAL YEAR OF FORD GT PRODUCTION, THE GT ALAN MANN HERITAGE EDITION HARKS BACK TO THE 1965 FORD AM GT-1 PROTOTYPE, A LIGHTWEIGHT VERSION OF THE GT40 DEVELOPED BY THE SURREY-BASED ALAN MANN RACING OUTFIT.

FINISHED IN 'ALAN MANN RED' WITH GOLD STRIPES, THE GT RECALLS THE LIVERY OF THE 1960s RACER. FROZEN WHITE ACCENT STRIPES FURTHER REPLICATE THE LOOK OF THE LIGHTWEIGHT RACER, WHILE THE NUMBER 16 – THE NUMBER AM GT-1 RACED WITH IN PERIOD – APPEARS ON THE DOORS, BONNET AND UNDERSIDE OF THE REAR WING.

INSIDE, THE ALCANTARA SEATS FEATURE RED AND GOLD STITCHING, CARRYING THE LIVERY THROUGH TO THE INTERIOR, ALONG WITH GOLD AND RED TRIM DETAILS THROUGHOUT. LARGE AMOUNTS OF CARBONFIBRE ARE ON SHOW, WHILE THE INSTRUMENT PANEL FEATURES AN EBONY LEATHER FINISH.

MECHANICALLY, THE GT IS UNCHANGED, WITH ITS 647BHP TURBOCHARGED V6 PROPELLING IT FROM REST TO 62MPH IN JUST 2.8SEC AND ON TO A TOP SPEED OF 216MPH.

PRICES AND PRODUCTION NUMBERS HAVEN'T BEEN REVEALED, ALTHOUGH THE CAR IS AVAILABLE NOW FOR APPROVED FORD GT CUSTOMERS, WITH DELIVERIES DUE TO TAKE PLACE BY THE END OF MARCH.

THE NEW FORD GT IS TECHNICALLY WONDERFUL, BRILLIANT TO DRIVE, AND TO BE ADMIRER BECAUSE IT'S A £420,000 SUPERCAR FROM THE PEOPLE WHO USUALLY BRING YOU FIESTAS. ALTHOUGH THE 4.7-LITRE AM GT-1 PROTOTYPE NEVER ENJOYED COMPETITION SUCCESS, ITS RESULTS FROM TIME TRIALS AT LE MANS HELPED FORD DECIDE TO RUN THE HEAVIER BUT MORE POWERFUL 7.0-LITRE GT40 Mk2 FOR THE 1966 SEASON, WHICH ULTIMATELY LED TO THE BRAND TAKING A FAMOUS 1-2-3 FINISH AT LE MANS.

THE BOURNE SUPREMACY: *BRM'S LOTUS ELAN*.

(NEXT MONTH MY THOUGHTS ARE INCLUDE AN ARTICLE ON THE HISTORY OF A COUPLE OF TRIUMPH MODELS. IF YOU WOULD LIKE ME TO INCLUDE ANOTHER MARQUE(S) OF INTEREST, PLEASE DROP ME A LINE).



FOR ALL THE ELAN'S SPORTING PROWESS, IT WAS NEVER CONCEIVED AS A COMPETITION CAR – BUT THE REST OF THE WORLD SAW ITS POTENTIAL.

FROM THE MOMENT OF ITS ARRIVAL, ELANS WERE CAMPAIGNED IN EVERYTHING FROM CLUB SPRINTS AND HILLCLIMBS TO AUTOCROSS EVENTS, AND THERE WAS A BURGEONING AFTERMARKET FOR MAKING THE CAR GO FASTER.

LOTUS ITSELF EVENTUALLY RESPONDED WITH THE 26R, BUT THAT DIDN'T STOP THEN FORMULA ONE AND SPORTS CAR RACER MIKE SPENCE, A RECENT ARRIVAL AT BRM FOLLOWING GRAHAM HILL'S DEPARTURE FOR TEAM LOTUS, FROM SMELLING AN OPPORTUNITY.

THE BRM CYLINDER HEAD GAVE 130BHP OR 140BHP, DEPENDING ON THE CAMSHAFTS

A RELATIVELY NEW LOTUS DEALER AND FORMER CHESHUNT WORKS DRIVER, SPENCE WAS IDEALLY PLACED TO ORCHESTRATE THE MARRIAGE OF FACTORY ELANS AND BRM-TUNED ENGINES, DESPITE SUFFERING A TORRID SEASON BEHIND THE WHEEL OF A BRM-ENGINED LOTUS 25.

WHEN IT CAME TO ROAD CARS, THE BOURNE-BASED TEAM HAD A SURPRISING WEALTH OF EXPERIENCE AND STRONG TIES WITH LOTUS, HAVING SUPPLIED ENGINES FOR BOTH THE 26R AND TYPE 47 PROGRAMMES, AS WELL AS BUILDING CUSTOMER RACE UNITS.

AND THE ELAN'S AVAILABILITY IN KIT FORM, WITH THE BODY ARRIVING ON ONE PALLET AND THE ENGINE ON ANOTHER, MADE IT WELL SUITED TO MODIFICATION.

THE PLAN HATCHED BY SPENCE AND ENGINEER TONY RUDD WAS SIMPLE: BUY UNPAINTED CARS IN KIT FORM, SHIP THE ENGINES UP TO LINCOLNSHIRE AND GIVE THEM THE GO-FASTER TREATMENT. THE ALREADY WARM TWIN CAM WAS THEN OFFERED IN TWO STATES OF TUNE PRODUCING EITHER 130BHP OR 140BHP.

PINNING DOWN OFFICIAL BUILD FIGURES FOR A CAR CONVERTED SO INFREQUENTLY IS A TRICKY BUSINESS, BUT IT'S SAFE TO ASSUME THAT NUMBERS DIDN'T BREAK TOO FAR INTO DOUBLE FIGURES – IF AT ALL.

DYNO RECORDS SUGGEST 21 BRM ENGINES WERE BUILT, THOUGH ONLY AROUND HALF AS MANY WERE DELIVERED AS COMPLETE CARS.

THIS ELAN'S DAYGLO ORANGE BUMPERS APE THE F1 CAR'S DISTINCTIVE MOUTH

OF THAT HANDFUL OF RARE MACHINES, IAIN STOWE'S 1968 EXAMPLE – CHASSIS 006-02 – IS A RON HICKMAN-PENNEDED TYPE 36 FIXED-HEAD COUPÉ, CONVERTED FROM THE MORE DESIRABLE SPECIAL EQUIPMENT MODEL AT A PREMIUM OF £125.

SOLD TO A GENTLEMAN IN LANCASHIRE, IT WAS CAMPAIGNED EXTENSIVELY IN HILLCLIMBS – AS MOST WERE – MAKING SUCH AN IMPRESSION ON ITS FIRST OWNER THAT HE KEPT IT UNTIL 1987. IT MUST HAVE IMPRESSED HIS NEPHEW, TOO, BECAUSE THAT'S WHO HE EVENTUALLY SOLD IT TO.

DESPITE DIMINUTIVE EXTERNAL DIMENSIONS, THE ELAN FHC FEELS SURPRISINGLY ROOMY ONCE YOU'RE IN. FROM THE OUTSIDE, IT ISN'T HARD TO SEE WHAT DREW THEM IN.

ALREADY AN APPEALING SHAPE, PARTICULARLY IN FIXED-HEAD FORM, THE MODIFIED S3 ELAN BENEFITED FROM THE STRIKING PAINT JOB OF LUSTREEN GREEN WITH DAYGLO ORANGE BUMPERS, MIMICKING THE ICONIC LIVERY OF THE F1 TEAM.

MATCHED TO THE STANDARD CAR'S PURPOSEFUL STEEL WHEELS, WOODEN DASHBOARD AND LUXURIES SUCH AS ELECTRIC WINDOWS, THE BRM OFFERED AN ENTICING BLEND OF ENGAGING PERFORMANCE AND USABILITY.

THE COUPÉ VERSION OF THE ELAN IS A BEAUTIFULLY BALANCED SHAPE, AND PREFERRED FOR COMPETITION

BUT WHEN STOWE FIRST CLAPPED EYES ON WHAT WOULD BECOME HIS CAR, IT WAS IN A CONSIDERABLE STATE OF DISREPAIR HAVING LANGUISHED, UNLOVED, FOR 20 YEARS. "THE ELAN WAS IN REMARKABLY ORIGINAL CONDITION, BUT HAD LED A HARD LIFE DURING ITS EARLY YEARS AND AN EXTENDED PERIOD IN STORAGE IN GERMANY," HE RECALLS.

"THERE WAS ACCIDENT DAMAGE TO THE REAR OF THE BOOT LID THAT HAD BEEN BADLY REPAIRED, THE BODY HAD BEEN RESPRAYED WITH AN UNATTRACTIVE COLOUR MATCH AND TO A POOR STANDARD.

"THE ENGINE WAS LEAKING COPIOUS AMOUNTS OF OIL, THE TACHOMETER WASN'T FUNCTIONAL AND THE HEATER WAS COMPLETELY BUNGED UP."

ALL THIS CLASSIC'S DETAILS HAVE BEEN LOVINGLY MAINTAINED

"A NUMBER OF PEOPLE HAD LOOKED AT THE CAR AND TURNED UP THEIR NOSES AT IT, NOT REALLY BELIEVING THAT IT WAS WHAT IT WAS SUPPOSED TO BE"

"BUT I CONTACTED LOTUS AND DID A BIT OF HOMEWORK, AS YOU DO, AND DISCOVERED THAT IT WAS COMPLETELY GENUINE".

“THE DOCUMENTS INCLUDED THINGS SUCH AS THE TEST CERTIFICATE, WHICH SHOWED THE CHANGE OF OWNERSHIP: EVERYTHING THAT YOU WANT TO MATCH OR FALL INTO PLACE. SO I DECIDED TO BUY IT.”

SHORTLY AFTER PURCHASING THE CAR IN 2010, FOLLOWING AN EXTENDED STINT IN THE DONINGTON COLLECTION, STOWE TOOK THE DECISION TO RESTORE THE LOTUS, STARTING WITH THE BODY, WHICH WAS CAREFULLY REMOVED, SANDED BACK AND PREPARED FOR PAINT BY NEIL AND KEN MYERS BEFORE BEING SENT TO ALAN RIGARLSFORD.

NOW RUNNING SPECIALISED PAINTWORK IN READING, RIGARLSFORD HAD HEADED THE PAINT SHOP AT MIKE SPENCE LTD BACK IN 1967, AND WAS THE PERSON RESPONSIBLE FOR FINISHING THE CAR WHEN NEW.

INCREDIBLY, NEIL EVEN MANAGED TO TURN UP A 45-YEAR-OLD CAN OF THE ORIGINAL DOCKERS PAINT USED BY THE TEAM IN PERIOD, WHICH, WITH THE HELP OF DUPONT AND A VISIT TO SEE SPENCE’S H16-POWERED BRM AT DONINGTON, WAS CLOSELY MATCHED USING MODERN PAINTS.

‘FOR ALL THE ELAN’S SPORTING PROWESS, IT WAS NEVER CONCEIVED AS A COMPETITION CAR – BUT THE REST OF THE WORLD SAW ITS POTENTIAL’

THINGS DIDN’T GO QUITE SO SMOOTHLY WHEN IT CAME TO THE CHASSIS, BUT FOR ANOTHER TIMELY STROKE OF LUCK.

“THE BAD NEWS WAS THAT IT HAD ROTTED OUT AROUND THE BASE OF THE FRONT SUSPENSION,” EXPLAINS STOWE.

“FORTUNATELY, TONY HILLS OF KELVEDON LOTUS WAS ABLE TO PRODUCE, FROM THE DEPTHS OF HIS WORKSHOP, AN UNUSED LOTUS MANUFACTURED CHASSIS IN PERFECT CONDITION. I’VE STILL GOT THE ORIGINAL HANGING IN MY GARAGE!”

WITH THE NEW CHASSIS IN PLACE, THE PAINSTAKING PROCESS OF REFURBISHING AND RESTORING THE MECHANICAL COMPONENTS GOT UNDER WAY, WITH AN OVERARCHING BRIEF TO ONLY REPLACE THAT WHICH WAS ABSOLUTELY NECESSARY.

THE STRIP-DOWN PROVIDED A RARE OPPORTUNITY TO CLOSELY EXAMINE THE MODIFICATIONS THAT SPENCE AND HIS TEAM MADE TO THE CAR, WHICH INCLUDED KONI SHOCK ABSORBERS AT THE REAR, EACH OF WHICH WAS CAREFULLY CLEANED AND REFRESHED BEFORE BEING REFITTED.

A TALLER 3.55:1 DIFFERENTIAL WAS ALSO DISCOVERED IN PLACE OF THE ELAN’S FACTORY 3.54 ITEM – CONFIRMED AS AN ORIGINAL OPTION BY A HANDWRITTEN NOTE ON THE GEARBOX MOUNTING TO REMIND THE CONSTRUCTOR TO FIT THE CORRECT SPEEDOMETER GEAR WHEEL, WHILE THE

TRANSMISSION ITSELF WAS THE STANDARD CLOSE-RATIO UNIT BROUGHT IN FOR THE SERIES 3.

WORK THEN TURNED TO THE HEART OF THE MATTER: THE 1558CC BRM-TUNED TWIN CAM ENGINE. WHEN BRM RECEIVED THESE UNITS IN PERIOD, ENGINEERS SKIMMED 0.010IN FROM THE CYLINDER HEAD FACE AND A FURTHER 0.020IN FROM THE BLOCK ITSELF, WHICH PROVIDED A CLUE TO THIS CAR'S OIL LEAK. WEIGHING JUST 696KG, THE FOUR-CYLINDER ENGINE IS PLENTY POWERFUL

“AT SOME POINT IN THE CAR'S LIFE, THE TWO ALLOY WATER-PUMP PLATES HAD BEEN REPLACED,” EXPLAINS STOWE.

“WHEN THE ENGINE WAS HOT THE PLATES EXPANDED MORE THAN THE BLOCK, CAUSING A SIGNIFICANT LEAK IN FRONT OF NUMBER ONE CYLINDER. “THE STANDARD PLATES ARE DESIGNED TO BE SLIGHTLY SHORTER THAN THE BLOCK, SO HAD TO BE SKIMMED TO RECREATE THE CORRECT RELATIONSHIP.”

LIKE EVERY OTHER BRM, STOWE'S CAR WAS SEPARATED AT BIRTH FROM ITS ORIGINAL ENGINE, WHICH WAS REPLACED WITH AN ALREADY FETTLER UNIT – IN THIS CASE FITTED WITH CPL 2 CAMSHAFTS GIVING 130BHP – ALTHOUGH LATER RESEARCH SHOWED THAT THE EXCHANGE ENGINE EVENTUALLY FOUND ITS' WAY INTO ANOTHER BRM.

WITH A COMPETITION-SPEC LAA BLOCK RATHER THAN STANDARD LBA ITEM, STOWE SUSPECTS IT MAY HAVE BEEN LEFT OVER FROM THE 26R CONTRACT.

OTHER MODIFICATIONS INCLUDED UPGRATED INLET VALVES, AT 1.55IN RATHER THAN THE FACTORY 1.52IN.

DURING THE RESTORATION, STOWE TOOK THE OPPORTUNITY TO REPLACE THE VALVE SEATS WITH HARDENED VERSIONS SUITED TO RUNNING UNLEADED FUEL. THE BOTTOM END WAS ALSO GIVEN A REFRESH WITH NEW PISTON RINGS, ROD BEARINGS, MAIN BEARINGS AND CORE PLUGS. THOUGH BRM OFFERED ITS OWN STEEL CON RODS – PRICE ON APPLICATION, RATHER OMINOUSLY – STOWE'S CAR FEATURES STANDARD C-TYPE RODS. THESE WERE BALANCED AND POLISHED, ALONG WITH THE CRANKSHAFT AND FLYWHEEL WITH THE WHOLE ASSEMBLY DOUBLE-DOWELLED. SPENCE'S DEATH IN 1968 BROUGHT PRODUCTION OF THESE ELAN BRMs TO AN END.

FIRE UP THE FEISTY 'FOUR' WITH A TICKLE OF THE THROTTLE AND THE STRAIGHT PIPE CLEARS ITS THROAT READY FOR A FULL-BLOODED ASSAULT ON THE HALLOWED ASPHALT SURROUNDING BRITISH RACING MOTORS' HISTORIC HOME OF BOURNE, LINCOLNSHIRE.

IT VERY QUICKLY BECOMES CLEAR THAT THIS IS NO ORDINARY ELAN. THE TUNED TWIN CAM REALLY IS A SURPRISE PACKAGE, SOMEHOW STRADDLING

THE LINE BETWEEN GENUINELY PUNCHY PERFORMANCE OVER THE FACTORY MOTOR WHILE OFFERING TRUE USABILITY.

IT'S PERFECTLY SUITED TO A CAR THAT HAS ONE FOOT IN THE Paddock AND THE OTHER IN A PUBLIC CAR PARK – DOCILE ENOUGH AROUND TOWN, BUT LEAPING LIKE A SCALDED CAT ON THE OPEN ROAD.

IT IS A CAR THAT REVELS IN BEING DRIVEN HARD, TOO: THE DARTY STEERING RESPONDS TO EVEN THE SLIGHTEST INPUT, SO THROWING ITS MINIMAL WEIGHT AROUND AND GETTING ON THE THROTTLE EARLY INSPIRES MUCH GREATER CONFIDENCE. EVEN WITHOUT BRM'S PRICEY STEEL INTERNALS, THE TWIN CAM IS SAFE TO 7000RPM AND IT SPINS UP EAGERLY.

LIFT OFF AND YOU'RE REWARDED WITH A CHORUS OF CRACKLES AND POPS FROM THE EXHAUST THAT WOULD SEEM OBNOXIOUS COMING FROM ANYTHING ELSE, BUT JUST FEELS RIGHT IN THE TERRIER LIKE ELAN.

SOME BRM CONVERSIONS WERE FITTED WITH ULTRA-CLOSE GEAR RATIOS, BUT THE STANDARD FOUR-SPEED TRANSMISSION IN THIS CAR FEELS PERFECTLY MATCHED FOR SPRIGHTLY BACK-ROAD PERFORMANCE, NOT TO MENTION BEING A REAL PLEASURE TO USE. IT'S BEST TO DOUBLE-DECLUTCH, OR TAKE YOUR TIME IF YOU DON'T, BUT THE ACTION IS AS SWEET AS ANYTHING TO COME OUT OF THE 1960s. ONLY THE SERVO-ASSISTED BRAKES TAKE A BIT OF GETTING USED TO, WITH A SLIGHTLY UNNERVING HESITATION TO THE PEDAL THAT TRICKS YOU INTO GETTING ON THEM A BIT TOO HARD.

PULLING UP AFTER AN AFTERNOON'S SPIRITED DRIVING AND FINALLY CUTTING OFF THE ELECTRIFYING 'TWINK', YOU CAN'T HELP BUT FEEL AS IF YOU'VE BEEN LET INTO A WONDERFUL SECRET, SHARED WITH JUST A HANDFUL OF OTHER PEOPLE AROUND THE WORLD.

THAT SO FEW ELAN BRMs WERE MADE ULTIMATELY COMES DOWN TO SPENCE'S TRAGIC DEATH AT INDIANAPOLIS IN 1968, AFTER WHICH PRODUCTION CEASED.

FOR THOSE WHO DIDN'T MIND GETTING THEIR TROUSERS OILY – AND MANY WHO BOUGHT ELANS NEW DID SO IN KIT FORM TO AVOID PURCHASE TAX – THE BRM MODIFICATIONS, THOUGH HUGELY SUCCESSFUL, WEREN'T BEYOND BEING APPROXIMATED AT HOME AND IF YOU'RE CHASING PERFORMANCE TODAY, YOU WOULD GET RATHER MORE CHANGE FROM A ELAN SPRINT.



YET THIS CAR HAS A SPECIAL APPEAL, FROM ITS PURPOSEFUL STANCE TO ITS PLAYFUL NATURE. DRIPPING WITH HISTORY, IT'S A LIVING, BREATHING LINK TO THE MOST GLAMOROUS PERIOD IN MOTORSPORT.

IT'S A CAR WITH ALL THE EFFORTLESS COOL OF KATE ECCLES IN THE PITS AT MONZA, OR JACKIE STEWART IN HIS BRM P83 AT SILVERSTONE. AS EVOCATIVE AS IT IS ACCOMPLISHED, THIS MIGHT JUST BE THE PERFECT ELAN.



POST THESE SITES INTO YOUR INTERNET WINDOW TO SEE
MORE INTERESTING CLASSIC ITEMS. (SAME AS LAST MONTH IN CASE
YOU DIDN'T GET ROUND TO READING)

<https://www.autoevolution.com/news/man-drives-million-miles-in-his-volvo-gets-new-one-but-with-a-catch-181358.html>

<https://www.autoevolution.com/news/ultra-rare-1969-chevrolet-copo-camaro-zl1-looks-brand-new-racing-v8-still-screams-180732.html>

<https://www.autoevolution.com/news/man-spends-a-year-working-on-bugatti-chiron-replica-it-looks-legit-from-a-far-180639.html>

<https://www.autoevolution.com/news/chip-companies-invest-billions-into-semiconductor-facilities-to-curtail-global-demand-180780.html>

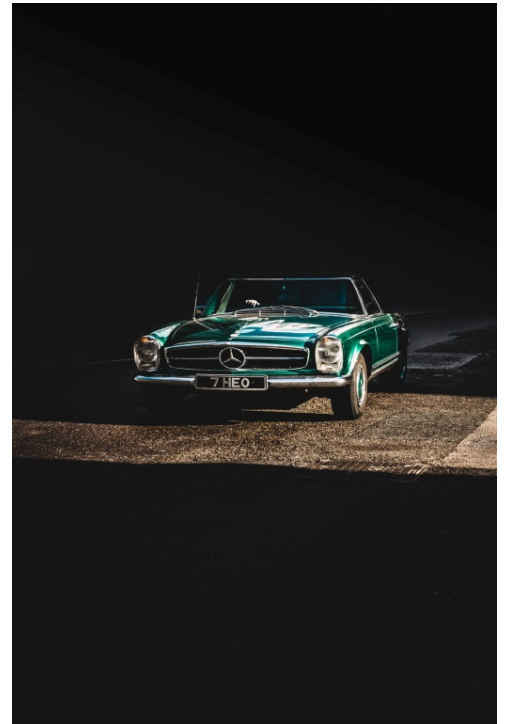
<https://www.autoevolution.com/news/you-have-no-idea-what-lives-in-your-car-so-here-s-why-you-should-clean-it-more-often-180597.html>

LAST MONTHS' PHOTO QUIZ WAS WON BY OUR CHAIRMAN *DAVID*.

A BOTTLE OF HIS FAVOURITE 'IMBIBE' IS ON THE WAY.

THIS MONTH'S FOTO QUIZ. *HAVE A GO.*





CAN YOU IDENTIFY THE CARS ABOVE FROM THEIR IMAGES.
ANSWERS DIRECTLY TO ME ON KEN.OLIVER@SKY.COM (ALL LOWER CASE).
A SMALL PRIZE IS WAITING FOR THE FIRST CORRECT ANSWERS !!!

ALL ANSWERS TO KEN.OLIVER@SKY.COM

FIRST PERSON TO ANSWER ALL WILL RECEIVE A GIFT AT THE NEXT MEETING.

*NEWSLETTER EDITOR:- KEN OLIVER.
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