

Somerset Automobile Club

Chairmans' Chat

June 2025



Ladies and Gentlemen,

Following the election of David Franklin as our new President, it was opportune that we were able to formally recognise the occasion at our Tea Party, held at the Walton Park Hotel. However, the best laid plans are sometimes frustrated, especially on this occasion when, to my huge embarrassment, I regrettably failed to take the Chain of Office to the hotel!

By good fortune, Cheryl Stone allowed her elegant long necklace to be used as a substitute and with good humour 'all around' Janis was able to formally induct David into his very well-deserved new appointment.



David concluded the ceremony with a few most appropriate comments, especially thanking those who have supported him in his motor sport successes, especially Deb (of course) and Graham and also those who proposed his election as our new President.

Without doubt we all understand that 'Biggles' would have been delighted that Janis agreed to make the presentation.

P.S: On my return home the 'Chain' was safely on our kitchen table. David will receive it again at Hauser and Wirth in Bruton following at our Social Run on 18th June.

Thirty-four attendees very much enjoyed The Tea Party. The Walton Bay Hotel dining room provides an excellent view of the Channel – especially when the tide allows shipping as a backdrop.

We ended with well-deserved applause and thanks to Dave Blatchford who smoothly organised the party.

A photographic record can be seen below.

It was also appropriate that we were able to formally record the passing in recent weeks of Trevor Parker and John Jones, both former committee members thereby sending condolences to their families. The SAC was represented at their funerals respectively by Harry Crowther and me.

Future Events:

- **Wednesday 18th June: Social Run and Lunch**

This event has been organised by John Clay and Edward Kirkland with no doubt, help and guidance from Jill and Easter.

John writes:

'The day will start with coffee at New Manor Farm, Sutton Wick, BS40 6HP. Suggested arrival time from 10.30 am onwards. This will be followed by a scenic drive of approximately 25 miles, through the lanes of Somerset, which should take just over an hour.

Our destination is Hauser & Wirth, Durslade Farm, Bruton, BA10 0NL where we will enjoy an authentic Italian lunch at Da Costa Restaurant, table booked for 1.00 pm. Menu details and price are shown below.

Main Course:

Farm Shop venison sausage with creamy polenta & salsa verde

Bigoli with seasonal ragu & parmesan (Bolognese & pasta)

Roundhill courgette and pea risotto, cacao ricotta

Smoked potatoes & salsa verde (for the table)

Dessert:

Limoncello posset with almond biscotti

Seasonal pannacotta

Westcombe cheddar with quince & rye crackers

The cost for 2 courses is £28 per person.

Drinks and other extras will incur an additional charge.

After lunch we can enjoy a stroll through the Prairie Garden created by the world-famous landscape designer Piet Oudolf. Entrance to the garden is free. In addition, we are hoping to arrange a tour of the Art Gallery. Also available on site is a Farm Shop which is well stocked with local produce.

If you wish to join us for what should prove to be an interesting day, please contact John Clay on the email address:

johnjillclay@gmail.com

It would be helpful if you could do this as soon as possible as numbers have to be confirmed with the restaurant in advance, no later than Sunday 1st June

Payment should be made in the usual way into the SAC Bank Account:

Sort Code: 30-00-01 Account No: 00577513

See: Hauser and Wirth: <https://www.hauserwirth.com/locations/10068-hauser-wirth-somerset/>

Hope to see you there!

- **Thursday 7th August: Social Picnic or Lunch.**

While final details are not yet agreed, the proposal, from Dave Blatchford, is that we visit Hartham Park Estate situated 1 mile north of Corsham, Wilts. See: <https://www.harthamparkestate.co.uk/>. The venue offers 50 acres of extensive grounds with attractive gardens that surround the substantial, attractive, 18th century Georgian House. The venue, which includes a restaurant, is a favoured gathering place for groups of motoring enthusiasts. It offers a flexible opportunity for either a picnic or lunch.

Given that inclement or unsuitable weather has caused uncertainties regarding picnics in recent years this venue offers the option of either dining in their restaurant or, should the weather be favourable, we could take a picnic.

It is proposed that we gather for lunch and should a picnic not be a sensible choice then, with a prior decision made in 'good time' we will dine in the restaurant for a 'straight forward' Fish and Chip or Ham Egg and Chip (or alternative to your choice) type lunch.

More definitive details next month.

Please make a note of the date in your diary.

- **Tuesday 9th September: RNLI Training College, Poole.**

This visit has been highly recommended by those who have already enjoyed the experience.

See: <https://rnli.org/rnli-college/whats-on>.

Starting at 2.00pm, we will be shown how volunteer crew members and lifeguards are trained with a 90-minute RNLI College Discovery Tour. Experience what it's like to be onboard a lifeboat in an exciting simulator, get a behind-the-scenes look at our training facilities, and learn about what's involved in becoming a RNLI lifesaver.

Given that the cost/tour is £7.50/head it is our intention to book a coach trip. Limited to 25 attendees.

- **Wednesday 15th October: The 'Avalon Amble' Social Run and Lunch.**

Starting at the Lillipool Cafe in Shiphэм and finishing at the Brean Country Club. This event will be organised by Mike and Julie Sanders who have already started serious planning for our Autumn Social Run and Lunch.

- **Sunday 23rd November: Autumn Lunch.**

Once again a booking has been made for a return to The Batch Country Hotel, Lympshэм. This is our traditional start to the Christmas Festive Season.

- **Wroughton Science Park visit.**

It is pleasing to report that Phil has made good progress with the staff at Wroughton. Hopefully that will result in an opportunity for a guided visit at a date to be decided.

Past events:

Thursday 6th March. Visit to the Royal Navy Fleet Air Arm Museum.

A report by Jim Lott.

The visit started with coffee and a safety briefing, before being split into two groups for the tour.

Our tour started in Hall 4 under the biggest exhibit in the museum, Concorde 002, the British Prototype Aircraft. It flew test flights for over 4 years and any modifications required were put into the next prototype aircraft, 101 and 102. Concorde 101 is housed at Duxford. 002 was flown to Yeovilton in July 1976 by Brian Trubshaw and the aircraft was taxied to its current position and the building erected around it. 002 is owned by the Science Museum and housed at Yeovilton because they had nowhere else to keep it at the time.

Also in the same hall is the prototype Fairy Delta 2 which was developed specifically to fly at faster than 1000mph and a lot of the technology developed for the Delta 2 including the wing design helped develop the wing design for Concorde.

The prototype Harrier, Hawker Siddeley P1127 'Kestrel' is housed in the same building along with the latest Harrier GR9A nicknamed 'Dirty Harry' and a Sea Harrier on the simulated 'Ski Jump' an aid for take-off from a ship.

The tour then moved to the next hall where there is a Sopwith Baby armed with Le Prieur rockets to bring down Zeppelin Airships. One of my favourite aircraft is also on display there, a Supermarine Walrus. This is a sea plane, with a boat like front to the fuselage as was one of the first Airfix Models that I had as a child. The Walrus has a single pusher engine mounted high above the fuselage between the Biplane wings.

Next, we came to the Helicopters with a very early Westland Dragonfly and a more modern Westland Wessex. The difference between the two is quite stark. The Dragonfly looks very small and fragile, whereas the Wessex is very large and looks strong.

In the upstairs area is another favourite, a Fairey Swordfish, affectionately known as a 'string bag', due to the wires and cables providing the strength and bracing between the bi-plane wings. They were used as Torpedo launchers and had a pivotal role in destroying several Italian ships at Taranto in 1940 and the sinking of the Bismarck later.

The Fairy Fulmar. A two seat light bomber, carrier based and used at Taranto and shadowing the Bismarck.

Grumman F4F-4 Martlet, later renamed Wildcat, was a single seat, carrier-based fighter aircraft. Over 1000 were in service with the Fleet Air Arm and operated in all theatres of the 2nd world war including Norway, The Mediterranean, North Africa and the far east.

Chance-Vought Corsair (KD431) is believed to be the most original example of a Corsair in the world. This single seat fighter bomber was built in the US and supplied to the Royal Navy under the lend-lease agreement during the Second World War and travelled to the UK as deck cargo on board a ship.

The Hellcat was the most successful naval fighter of the Second World War and were credited with shooting down 52 enemy aircraft during 18 sorties. This Hellcat never saw action as it arrived in the UK just as the war ended. It was marked as the 'Captain's Hellcat' and used as a communications and ferry aircraft by the Captain of RNAS Lossiemouth before becoming its gate guardian until 1970.

Sea Vampire. This aircraft made the first ever jet powered landing on an aircraft carrier in December 1945. Designed by De Havilland, its fuselage is constructed of wood, like the Mosquito aircraft, also built by De Havilland.

Hawker Sea Fury. First flown in November 1951, it was transported to the far east in 1952 where it joined 802 squadron embarked on HMS Ocean (aircraft carrier). It also saw service with 810 squadron before being delivered to the museum in 1962.

Sea Vixen (XS590) is the naval version of the De Havilland DH 110 and first flew in the early 1960s and was delivered to the Royal Navy in March that year. She served with 892 and 899 Naval Air Squadrons throughout her career. The airframe retired to RNAS Yeovilton where she was presented to the Fleet Air Arm Museum in 1970.

Supermarine Seafire the naval version of the Supermarine Spitfire. It was developed to provide high performance, carrier-based fighter aircraft for the Royal Navy for the second world war. The Seafire had the speed and agility of a Spitfire but was adapted to operate from aircraft carriers with folding wings (to save space) catapult attachment (to aid take off from a short flight deck) and an arrester hook (to quickly stop the aircraft upon landing). This is one of only 2 Seafires remaining.

Westland Wyvern, the only turboprop aircraft to have flown in combat by the Royal Navy, seeing action in the Suez crisis of 1956. It was designed for a piston engine originally but advanced to a turbine engine driven propeller by the time it was operational in 1953. The museum's aircraft is a piston engine prototype and was the last aeroplane to be built by Westlands in Yeovil, before they concentrated on Helicopters.

Blackburn Buccaneer was developed to be the Royal Navy's Carrier-based, nuclear strike aircraft. It was the world's first aircraft specifically designed to fly fast and low – under the radar and just above the waves – carrying a nuclear bomb or conventional weapon.

Here is a selection of photos taken by Jim.

Please note how 'large' these Aircraft Carrier based planes are.



Blackburn Buccaneer



British Aerospace Harrier GR9



Supermarine Walrus



Grumman Hellcat



Grumman Martlet



Chance Vought Corsair



Supermarine Seafire



Westland Wyvern



Westland Wessex



De Havilland Sea Vampire

Wednesday 2nd April. 2025 AGM held at The Batch Country Hotel, Lympsham.

The AGM was reported in our May Bulletin. The minutes will be published after they are reviewed and approved at the forthcoming June Executive Committee meeting.

By courtesy of Jim Lott, here are a few photos of the occasion.



Tea Party Photos. Courtesy of Roy Bird and Harry Crowther.



David's acceptance speech.



And here are a few of the cars seen in the Car Park



Members Cars: Hugh Woodward writes about his delightful Alfa Romeo 4C



Hugh writes:

The Alfa Romeo 4C is a mid engined sports car which was unveiled at the Geneva Motor Show in 2013. The production was built between 2013 & 2019 at the Maserati factory in Modena. A 2-door coupe & Roadster. The Car is rear engined, rear wheel drive with a 1.75 litre Turbocharged engine developing 240 bhp. Dual Dry Clutch 6speed transmission.

The chassis is composed of carbon fibre tub hence the light weight of the car being 940kg.

Brembo Brakes & Ventilated Discs also fitted.

No power steering to save weight.

Performance: 0 - 62mph 4.5 seconds. Top Speed 160 claimed although I have so far only reached 130!!

The No of 4C's in the UK is about 450 so pretty rare.

I have owned mine since 2020, 1st registered 2016.

I use it as a fun car, beautiful in design, fun to drive & I love it.

Normal driving gives a very reasonable 35/40 mpg.

If you Google:

The Making of the Alfa Romeo 4C you can watch the car being made, a very interesting 13-minute clip.

See: https://www.youtube.com/watch?v=U9e_6D94Dro



HGV Restrictions on M48 Severn Bridge.

Deterioration, due to corrosion and strength reduction, found in the carriageway support cables have resulted in a maximum weight restriction of 7.5 tonnes being imposed from May 27th.

When the bridge was initially opened in 1966 the heaviest lorry weighed 22 tonnes whereas 44tonnes is now commonplace.

On average 32,000 vehicles cross the bridge every day of which 10% exceed 7.5 tonnes.

The restriction may last upto 18 months albeit in the interim a number of HGV's /day may be allowed but restricted in numbers.



Curiosity. Re-creating Nostalgia.

You may recall that in 2019 I published an article featuring the Citroen H Type van recalling that the 'Traction Avant' Citroen H type van was produced between 1947 and 1981. Total production reached 473,00. It featured a unitary construction body with corrugated panels which were inspired by the pre-WW2 Junkers 52 Tri motor transport aircraft.

Powered by a 1900 cc 4-cylinder petrol engine, shared with other Citroen models, and equipped with a 3-speed gearbox, it achieved a maximum speed of 100 km/h. Fully independent suspension was installed which gave exceptional handling qualities.

The photo, below, of a Citroen H type van was taken in the village of Saint Saturnin, Auvergne, Puy de Dôme being north of Clermont Ferrand in 2018.



The 'H' type has become an iconic reminder of French design of the period and as such it has a strong nostalgic following. Many surviving vans, as evidenced by this example, are being restored and cherished by enthusiastic owners.

That enthusiasm has been recognised by the designers and vehicle stylists Fabrizio Caselani and David Obendorfer, trading as Caseloni Carrosserie Srl of Cremona, who, in conjunction with the Italian FC Automobili company, have produced a full kit of body styling panels formed in glass fibre that transforms a current Citroen Relay van into a modern interpretation of an H Type 'look alike'. Six versions are available to suit various donor vehicle configurations which are: panel van, passenger van, chassis cab, food truck and motorhome.

Typically, a kit for a panel van (below) costs 21,000 euros and a cab version only 12,000 euros both excluding VAT. Fitting is extra.



The Caselani Carrosserie also manufacturers similarly styled body panels for 2 further current Citroen vans and the new AMI 4 wheeled electric 'Quadricycle' which can be driven on the highway, in France, by 14-year-olds.

The transformation can be seen here:



The Citroen AMI is available in the UK from £7,700 on the road. The Caselani body styling kit costs an additional 7,900 euros.

The new Morgan Super Sport.

When visiting Malvern on Tuesday 11th March I decided to purchase a light lunch in the café at the Morgan Car Company showroom.

It transpired that was the date for the Press launch of the new Morgan Super Sport model. Regrettably access to the cafe was unavailable but it was possible to view the car.



Being instantly recognisable as a 'Morgan' the Super Sport is built on an improved version of the bonded Alloy Chassis, (by providing 10% increase in torsional rigidity), that was introduced in 2019.

Powered by an in-line, 6-cylinder twin turbo BMW engine that produces 335 bhp at 5,500rpm the Super Sport can achieve 0-62mph in only 3.9 seconds given that the kerbside weight of the car is only 1170 kgs. It is equipped with an 8-speed automatic gearbox.

While the options available are extensive, the basic 'on the road cost' is £105,500. From the Morgan advertising there can be no doubt that this model was focussed on the US market – pre-Trump tariffs!

For more information see: <https://morgan-motor.com/models/supersport/#engineeringtab>

The Morris Minor.

I was fascinated by the phrase '**Twice as Fast**' and '**0-60mph in 28 secs**' referring to the introduction of the Morris Minor 1000 in 1956. The claims related to the relative performance of the preceding Morris Minor series 2.

While it is difficult to read the text it would appear that the purchase price of the Morris 1000 was £359 including purchase tax.

In 1941, Miles Thomas, Deputy Chairman of the Nuffield Organisation, instigated design studies for a three-saloon car product range for the post WW2 period which resulted in:

- Small: the Minor. Initially with a 4cylinder 918cc side valve engine
- Medium: the Oxford, powered by a 4-cylinder 1467cc side valve
- Large: Morris Six fitted with a 2215cc straight 6 overhead camshaft engine with a single SU carburettor.

The side valve engines were pre-war designs, however, the straight six was a new post war design influenced by the Wolseley design office.

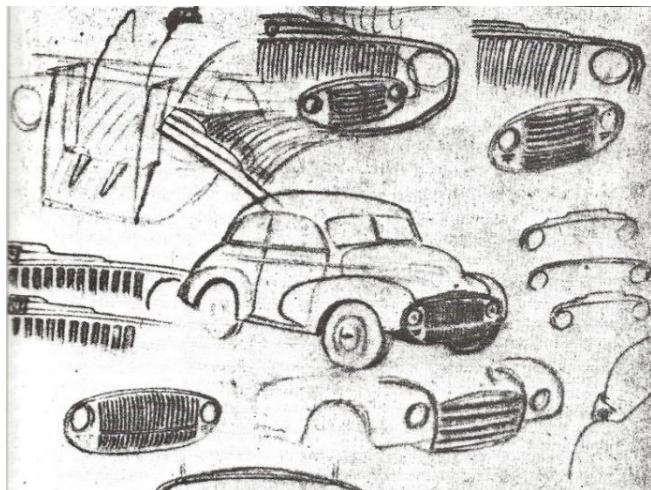
The Morris Six and the Wolseley 6/80 shared the same monocoque body. However, the Wolseley was fitted with twin SU carburettors that was befitting of the marque. The monocoque body of these two cars was identical to the Oxford from aft of the windscreen but incorporated a longer bonnet and wheelbase that accommodated the 6-cylinder engine.

Alex Issigonis, a Greek born British subject, was selected, by Vic Oak, the Chief engineer, to lead the design and development of the Minor given that he had demonstrated innovative thinking and the necessary technical skills especially in the areas of suspension and monocoque body design. The project, internally named Mosquito, was treated in a clandestine manner given that it was not declared to Lord Nuffield (William Morris) the company Chairman, until the latter months of 1945.



As with all designs the development of the Mosquito/Minor passed through a series of iterations. For example, Issigonis wanted the car to be fitted with Torsion bar springing both front and rear suspension but prudent thinking on both financial and technical levels resulted in the rear having a 'conventional' leaf sprung beam axle. In addition Issigonis wanted a new flat 4-cylinder engine to be designed and made available, thereby providing a lower centre of gravity and resultant improvements in handing. It was however fitted with 'small', for the period, 14inch road wheels and rack and pinion steering also an Issigonis design.

As ever, concept sketches are always interesting and some of the early examples 'penned' by Issigonis have survived. These illustrate the 'low' grille mounted 7-inch headlight installation that proved both unattractive and provided inefficient illumination for the initial series MM. The equally unattractive split screen was selected for cost saving reasons.



Having reached the prototype stage, Issigonis decided that the styling proportions were too narrow, so, by the simple expedient of instructing that a prototype body was cut longitudinally and the two halves physically moved 4 inches apart, he reached the final body configuration. To accommodate these late changes the finalised body featured the 'fluted' crease on the bonnet and the cover plate that can be seen in the centre of the bumpers of the early cars.



Alex Issigonis



Miles Thomas

In parallel, Miles Thomas was facing scepticism from the Morris Board of Directors, being under the influence of Lord Nuffield, who had declared a personal dislike of the project. In his view the development was unnecessary given that he considered that the 1935 Morris Eight should remain in production. His description was that the styling of the Minor resembled a 'poached egg'. Funding issues also became a focus such that the flat 4 engine design was abandoned with the consequence that the initial production versions were fitted with a pre-war 918 cc side valve engine.

More significantly, was the rejection of a proposal by Miles Thomas whereby the cost of the project would be amortised over an agreed duration of the subsequent production. Such was the opposition of the Board to that proposal and of the disagreement that followed, Miles Thomas resigned in 1947. (as Sir Miles Thomas he subsequently became the Chairman of British Airways).

The Minor was launched at the London Motor Show in October 1948.

Reverting to the original headline it is interesting to compare the performance of the successive models of the Minor. Firstly, the Minor 1000 was the first of the line where the 0 to 60 mph performance was advertised and therefore it was not readily possible to check the claim as we can see from the following:

Model	Production Years	Engine	Top Speed	Acceleration
Series MM	1948-1953	918cc Side Valve	62mph	0-50mph: 24.2 secs
Series 2	1952-1956	A Series. 803cc OHV	62mph	0-50mph: 25.7 secs
Minor 1000	1956-1962	A Series. 948cc OHV	73mph	0-60mph: 25.9 secs
Minor 1000 (1.1L)	1962-1971	A Series. 1098cc OHV	74mph	0-60mph: 24.8 secs

From this we can see, given that the top speed of the MM and Series 11 models was (only) 62 mph, it was not practical to quote a 0-60mph time. Only when the '1000' model, with a top speed of 73/74mph, in both forms was produced was it possible to quote a 0-60mph acceleration time.

The widely recorded performance of the 1956 Minor 1000 noted in this chart does not align with the advertised claim.



In total 1,619,958 Morris Minors were produced. It was the first British car to reach 1 million sales, that being achieved to 1961.

The Minor was produced as 2 and 4 door Saloon, Convertible, Traveller (with external wood trim) and Van body styles.

Scammell Lorries.

Recently, when travelling on very minor roads from Milbury Heath to Tytherington in South Gloucestershire, I was somewhat surprised to discover a roadside store yard containing a collection of derelict lorries. As you can see from the photos, the majority are of Scammell manufacture fitted with the distinctive Giovanni Michelotti designed glass fibre cab. These models, with tractor and rigid bodied lorries, were originally produced in the late 1960's and during their production life were configured with components from the British Leyland 'parts basket' and various engine suppliers such as Cummings, Gardner and Rolls-Royce. Earlier, in 1955, as a consequence of the need for rationalisation of the UK Truck manufacturers forced by strong foreign competition Scammell had become an autonomous business within British Leyland. As you can see these particular vehicles were first registered in the 1970 to 1973 period being early examples of the design.





A 'Google' survey indicates that there is a strong following for these stylish designs within the commercial vehicle restoration community so, perhaps, in due course some of these lorries may return to the road.

While in latter days, prior to the purchase of Leyland Truck business by DAF in 1986, the Scammell name became synonymous with Tank Transporters and Heavy Tractor units, the business was initially formed in the late 1800's as coachbuilders. Scammell Lorries Ltd was subsequently formed in 1922 following the successful launch, at the 1920 Commercial Vehicle Show of a 6 wheeled, 7.5 Ton lorry for which 50 orders had been received. Scammell subsequently produced a variety of designs, on occasion in small quantities.

However in 1934, having purchased the design rights from the Napier Company, it started production of the Mechanical Horse being a 3 wheeled tractor unit in 3 and 6-ton formats. Power was provided by Scammell 1125cc and 2043cc side valve engines respectively. These vehicles found favour with the Rail Industry with a consequence that 14,000 units were produced prior to being superceded by the Scarab model, an example of which was on display at the Swindon Rail Museum when we visited in March 2022. See right.

Post WW2, Scammell reverted to its traditional product range of Road lorries,

Recovery vehicles and Artillery tractors until the takeover by British Leyland in 1955, as mentioned above. In 1986, following the DAF takeover the longstanding Watford factory was closed and the Scammell name passed into history.



Here is a selection of post WW2 Scammell Trucks illustrating the diversity of designs produced



Heavy Truck Mixer



Himalayan Heavy Site Truck



Commander Military Tractor



Pioneer Tank Transporter



End of the line Leyland DAF Tilt Cab

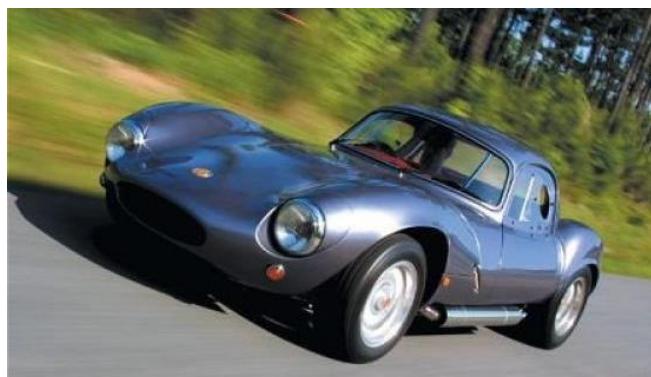


Scammell Highwayman 1966

Mystery Car

The March Mystery Car was a Ginetta G4.

The G4 was a developed version of the similar G3 which was initially produced in 1959. While both were designed for competition purposes unlike the G3, the G4, introduced in 1961, was also road legal. Ginetta G4 production spanned two periods, initially, between 1959 and 1968 followed by a revival between 1981 to 1984. As illustrated the initial body style was an 'open convertible' but in 1983 a coupe version (below) was introduced.



G4 Specification:

- Construction featured a space frame chassis with a glass fibre body.
- Front engined and rear wheel drive.
- Suspension incorporated coil springs front and initially a rear Ford live axle which was replaced by a BMC version in the 1981 to 1984 period.
- Front disc brakes and rear drums.
- Engine selection varied. Initially in the 1961-1963 period the 997cc version of the Ford 105E, 4 cylinder in line engine giving 41 bhp, with two main crankshaft bearings was fitted. Latterly and alternatively the three bearing 1340 cc giving 48 bhp version was available. For the second production batch period the five bearing Ford 116E engine of 1599cc capacity, giving 85/90 bhp was adopted.
- Claimed performance for the Coupe with the 1340cc engine was a Top speed of 120 mph and a 0-60 mph time of 8.5 seconds. Standing start ¼ mile time of 15.5 seconds.

In total around 500 examples were produced.

As with many specialist small batch car manufacturers the stability of Ginetta can be described a 'chequered'. Founded in 1958 by the four Walklett brothers, Bob (MD), Douglas and Ivor who shared the Design and Construction and Trevor the styling. Their initial car was based on the Wolseley Hornet but the first original Ginetta was the G2, being a Lotus 7 look alike. As the company developed it was necessary to move premises in order to provide adequate facilities. So, from the initial factory in Woodbridge, Suffolk in 1962 it was moved to Witham, Essex where it remained until 1972 before moving to Sudbury, Suffolk before returning to Witham in 1974. In 1988, again with the need for larger premises the brothers moved Ginetta to Scunthorpe before selling the financially healthy business to a group of international investors in 1989.

While the Ginetta G20 and G33 models were produced under the new ownership, by 2005 the company was in severe financial difficulties and it was purchased by the current owner Laurence Tomlinson, entrepreneur and racing driver. The business was relocated to Gosforth, Leeds in 2007 where it remains today.

Since 2005 the Ginetta Company has expanded significantly and currently offers a range of specialist racing cars and supporting engineering services (engine preparation included), track days and junior racing etc. It claims to be able to attract the very best engineering talent. It has also competed at the highest level of World Endurance (Racing) Championship (WEC) such as the Le Mans 24 Hours. The Le Mans Prototype category One (LMP1) class is the highest level being dominated by major motor manufacturers and specialists such as Ginetta. The initial Ginetta entry was the GZ09 LMP1 in 2009 followed by the G60 in 2018. It has also supplied cars the less technically demanding LMP 2 and 3 Endurance racing categories.



Ginetta LMP 1 Le Mans Prototype.

Looking to expand its portfolio, in 2010 Ginetta purchased Farbio, the Somerset/Bath based small car manufacturer. Their product was a GT car, named the GTS 400, incorporating a carbon fibre body enclosing a space frame chassis GT car. Power was provided by a turbo charged Ford based 3 litre V6 engine fitted with a turbo charger, producing 410 bhp at 6,500 rpm.

The GTS 400 was introduced into the market in mid-2008, with an ambition to produce 400 examples in the following 5 years. However, Chris Marsh, of the Marcos family and the owner of Farbio, having faced difficulties in progressing the business sold out to Ginetta in 2010.

The car was rebranded as the Ginetta G60.



The Farbio GTS 400 /Ginetta G60.

Ginetta produced around 50 examples of the G60 per year from 2010 to 2015 when production was terminated.



In addition:

DARE Cars.

In 1999 Ivor and Trevor Walklett, having formed the Design and Research Engineering company (DARE), recommenced the construction of the G4 in developed form in 1999. The company continues to trade by offering 'former' Ginetta designs, under the DARE name, for which a strong demand still exists.

My thanks to Andy Rigler, David Webber and Terry Osborne for correctly identifying the Ginetta G4.

June Mystery Car.

This British designed and built competition and road car incorporated body components from a production saloon car. 'Double pints if you know the donor car'!



Answers to Dick Craddy please: craddyrichard@gmail.com

Our Website: You can contribute to the evolving content of our website by searching your photo albums and forwarding any SAC related photos to Jim. Please take the time to 'dig out' some interesting archive pictures and send them in digital form or as a print to Jim.

SAC Shop: Please don't forget that we now have a new stock of navy-blue Baseball hats in stock. Cost £10.20 each plus P&P if applicable. With summer on the horizon there are excellent for protecting sensitive heads from the sun. Application to me at craddyrichard@gmail.com please.

And finally,

With our programme for the coming year essentially settled, it is, nevertheless, opportune to call for volunteers who may contribute to the running of our club. While volunteers for committee membership will be very welcome, equally important would be an offer to organise or help organise an event. As we develop ideas for next year I will ensure that those proposals are published and hopefully you may feel able to help.

Lastly but absolutely not least I send our very best wishes to John Moore who is recovering at home following an illness.

So, until we next meet,

Best wishes,

Dick. (craddyrichard@gmail.com/01454 414842/07776 202 663)

SAC Bank Account: Bank: Lloyds, Business Account number: 00577513, Sort code: 30.00.01. Please mark your transfer with your name and the identity of the event.