

Lightest Clan ever

Dave Weedon, Chipping Campden, Gloucestershire

I received my copy of July's *Impressions* today and note you are asking for more information on the Jade Clan pictured on the rear cover.

This was the carbon/aramid/epoxy shell Dave Excell and I built for Denis Jones to race. It was made using my Irish Clan mould set by vacuum bag process, section by section, with an Airex foam core between predominantly carbon skins in

epoxy resin. It was cured under vacuum using Formula One tyre blankets and post-cured in a greenhouse during summer (very scientific!).

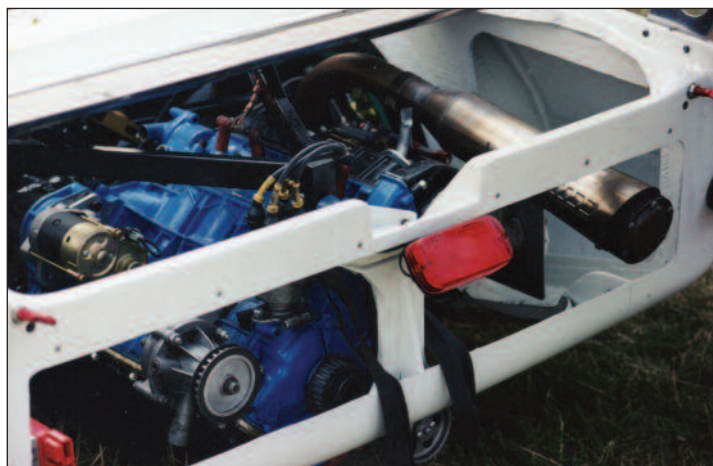
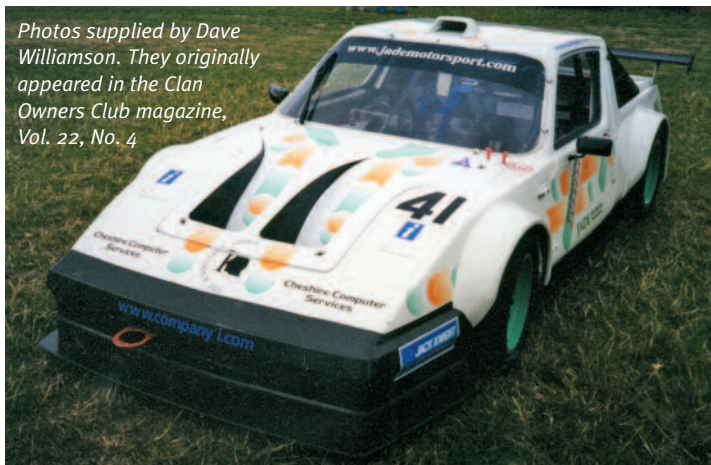
Total manufacturing time is difficult to estimate but it was part-time over six months for shell, bonnet, boot and doors – probably 300 man-hours. Cost at the time was around £7,000 and the bodyshell weighed just 51 kgs as removed from the mould. It was immensely stiff, noticeably twisting the moulds as it released whereas a fibreglass shell flexes before the moulds do.

It went to Jade Motorsport (then at Wrotham in Kent) to be fitted out. Being unfamiliar with advanced composite monocoques, they cut much of the floor and suspension points out to fit a tubular steel chassis, just bolting the whole lot to the top half of the shell. We were not consulted before this happened otherwise we would just have made a top body skin to cover their steel

tube chassis.

The car was fitted out with a lot of single-seater technology using centre lock wheels, multiple wishbones, exotic steering, damper and spring systems, etc and ran with a variety of Jack Knight transaxles bolted to 1,200 cc Imp race engines.

Photos supplied by Dave Williamson. They originally appeared in the Clan Owners Club magazine, Vol. 22, No. 4



Denis competed in a number of race formulae for a few years but then mothballed the car due to work commitments and personal reasons. I believe the car is currently stored in a garage in Surrey and I have quite a few wheels, transaxles, engines and other parts from it still stored here with me. I don't know what he intends to do with the whole project in the future; he called in on me perhaps nine months ago but he was undecided then. He also owns Stan Share's old race Clan (RC001) and RC002.



Thanks also to Steve Mundy who adds, "I was hillclimbing my Clan in the late 80's early 90's and Dennis [Jones] was running a Chrysler Sunbeam prototype that had a BRM engine in it (before they switched to the Lotus twin-cam engine and it then became the Lotus Sunbeam we all know) and showed a lot of interest in Clans. He asked lots of questions and then got in touch with Dave [Weedon] who eventually built the lightest Clan that's been built to date. Dennis had further work carried out on it by Jade. This car was initially powered by engines built by Ray at Hartwells." GP

