

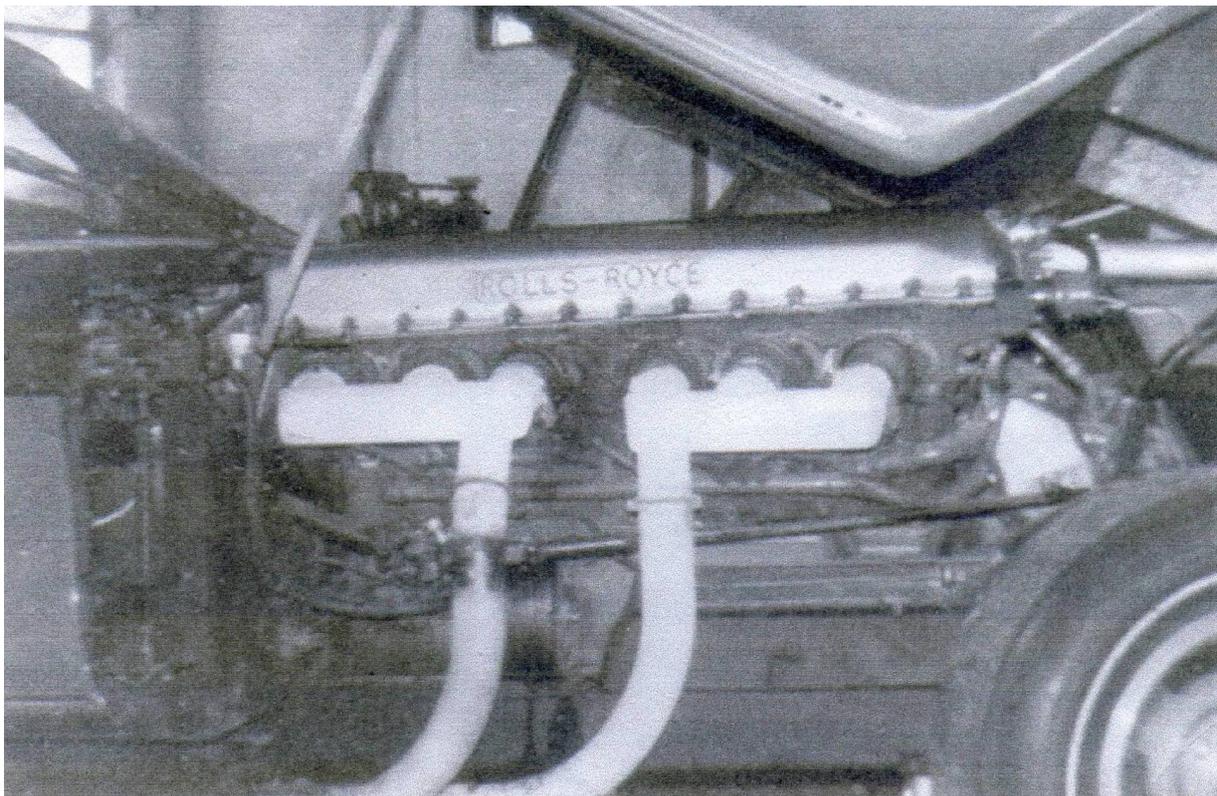
“The Beast” at the Clock Garage

By Sue Short, Bill Morton, Cliff Baker and Keith Penrose plus additional information gathered from Wikipedia.

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Sid and Ethel Short moved to Pratts Bottom in 1967; their sons James and John were very interested in cars, as were all their friends. Keith Penrose remembers cycling over to see John and hearing about the car with a Rolls Royce engine at the Clock garage. After much discussion it was thought that the engine may have originally come out of a tank (so a tank variant). Rolls Royce engines were fitted into the Spitfires and Hurricanes; the aircraft version would have been in a higher state of tune for absolute performance.

‘One example of how to get a quart into a pint pot, this Rolls Royce Aeronautical engine was fitted into a car and ran. Rolls Royce did not approve’ Bill Morton



Photograph taken by Bill Morton

Cliff Baker, another of John's friends, has sent me the following information:

Although John Dodd was based in Epsom, his car was frequently seen at the Clock garage.

As regards the Rolls Royce engine car, this chassis was built with the Rolls Royce Meteor engine as used in tanks, this was a 27 litre engine like the Spitfire used but didn't have the supercharger, and this was the main reason it was a lot less powerful.

John Dodd, who specialised in rebuilding automatic gear boxes bought the rolling chassis and had a fibreglass body made for it, I believe this was done at Shortlands behind the Fibreglass repairs (no longer there). The windscreen came from a Jensen FF and they made the mould and had to break the screen, then they had to buy another windscreen to actually fit in the body shell.

The car caught fire and the original fastback body was destroyed, it was bit like a Ford Capri. A new body was made for it and this time it was an estate. John Dodd always claimed it was incredibly fast; he was taken to court by Rolls Royce as he had fitted a Rolls Royce grille; the result was a lot of publicity and he had to change the front end accordingly.

The following information was gathered from Wikipedia

It is said that in the 1960s Paul Jameson put a Merlin engine (some say it was actually a Rover built Rolls Royce Meteor, which was a detuned Merlin without superchargers and with steel components replacing aluminium ones) into a chassis he had built himself. He did not get around to building a body, and sold the car to Epsom automatic transmission specialist John Dodd, who fitted a fibreglass body based on the shape of the Ford Capri and named the machine 'The Beast'....

.... 'The Beast' is alive and well in Marbella, Spain and is still owned by Dodd."

The engine capacity is 27,000cc

If you have any photographs of 'The Beast' or old photographs of the Clock garage and would be happy to have them put on Pratts Bottom website, please send them to the Pratts Bottom webmaster or to Sue Short.