



# CASE STUDY

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Pro-Drifter Blown Away  
by SPAL Fans

For Pro-Drifter Stuart Egdell, SPAL has always been the 'go-to' for automotive cooling and best-in-class electric fans, well-known for delivering the quality and value required of this demanding sport.

*Having started out using SPAL brushed fans to meet the demands of his chosen format of drift racing, Stuart didn't understand just how much better engine cooling could get until he discovered SPAL brushless fan technology.*

*We caught up with Stuart to find out more about why he specifies – and always recommends – SPAL products.*

## How did you originally get into the sport of drift racing?

I got into drifting 17 years ago through Terry Grant the famous stunt driver known for his world records in 'loop the loop' and the longest stretch on two wheels in a Land Rover at Goodwood.

I met him in Cyprus at a car show. At the time I had a Subaru Impreza. We got chatting and I ended up lending Terry my car for the show weekend - he was doing demos in it and that's where the friendship began.

When I moved back to UK, I supported Terry at Santa Pod with wheel changes and pit stops, and it was there I really got drawn into the world of drifting.

I got my first rear wheel drive car and learnt the ropes at 'Drift What Ya Brung' an event that took place most weeks during the off-season, from November to March. I was able to practice in different locations at Santa Pod; all the while perfecting the essential drift techniques and discovering the sheer fun and enjoyment of drift racing.

## Competing in the BDC

To compete in the British Drift Championship, I bought a well specified 180 SX with a welded roll cage installed by my father-in-law, who was an expert fabricator. To qualify for the BDC I then had to attend a Licensing Day at Silverstone, and having achieved that I competed every year I could, until 2021 when sadly the BDC closed its doors.

## When did you first meet the SPAL UK team?

After 15 years of BDC I was attending all the car shows and continued to do demos and passenger rides at Santa Pod. Then in January 2023 I was at Autosport International showing my newly built car, and the team at SPAL UK came along to my stand.

We got talking about cooling and I explained I had always had SPAL fans on the radiator and oil cooler and was looking to upgrade the cooling set up with more brushless fans. That is when my collaboration with SPAL started.





## What's your assessment of SPAL brushless fans?

From the first outing with brushless fans on board I was blown away by how powerful they are, handling serious intake temperatures to the intercooler.

In drift racing engine cooling is very important since there is no forward air flow because you are always moving sideways. So, the temperatures pick up instantly, but the difference in air temperature with the fans was amazing.



On the track going full throttle at the top 4th gear and travelling at 100mph around the corners, the ECV comes on and the brushless units start running. Immediately I could see there was no massive increase nor continuation of temperatures rising.

Previously, if I was flat out on a warm summer day, I could easily expect to see the gauge at 45° then off the corner see it rise to 60-70° but this is not a worry as brushless automatically maintains the operating temperature at a safe level.

## World Beating Cooling

SPAL fans really proved themselves when I raced in France, where it was very warm and I could see the fans coming on early to tackle the residual heat with airflow.

It was the end of September 2023 and I was at Croix En Ternois on the 50th anniversary of the circuit. At the same time there was a heatwave in UK. That Saturday it was 45° ambient temperature and unbearably hot. I was the only car able to do 20-30 minutes demos and ultimately the only one out on the track. Some of the cars were overheating because the airflow was nil and the oil coolers were in trouble. In contrast, with SPAL fan units I was able to run lap after lap and I didn't struggle at all!

Pretty amazing to think that I used SPAL brushed on my first modified race car a Renault 5 and for 23 years I have competed with SPAL fans on board. At my first introduction to brushless I was blown away by how powerful they are. Now I'd never use anything else!

## Keeping Pace with Technology

Brushless also responds to changing technologies in the industry. For 99% of drift cars, the days of fuses, plugs and relays have all but gone. Now racers are opting for full control of their systems via hardwire PWM linked up to the ECU. With brushless fans in the mix, they can operate at different speeds and pulse on and off which is a massive added benefit.

My plans now are to work with SPAL to change my cooling set up from a brushless fan on the intercooler and smaller brushed on oil cooler to two brushless units to move even more air.

With drift cars the radiator runs in the boot and I am looking to shift it further forward to increase safety from damage.

To introduce even more thermal management efficiency into my car I am keeping an eye on the development of the new electric coolant pumps and waiting for the launch of the 12V version - that would really be the icing on the cake!



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