

Classic Chat

The monthly e-magazine of Amigos de los Coches Clasicos



The wonderfully eccentric Ford Edsel and the hugely successful Cortina may share the 'Blue Oval' logo, but the connection between them runs deep.

See page 9 for the full story behind these two history making cars



DON'T MISS OUT

We will be offering to test the coolant / antifreeze strength on members' cars after the next club meeting, on Thursday 5th May. See page 4 for more information

Editorial

This month, thanks to contributions from members, we have another 'bumper' offering for you to enjoy, in fact our largest ever **Classic Chat**.

Peter Underdown writes in with a reminder of the 'rule of nine' and Barry Dennis reassures us that all is going well with Ruby (seen out for the first time at Mazarron).

Also, we welcome a new scribe, Syd Spanner, who tells of adventures when he was younger....much younger. Yes, he is real and a member. Perhaps we should have a competition to guess who he is?

All seems to be going well with the move in placing **Classic Chat** on the website. It has the added benefit for new members who can easily look back at previous issues.

Don't forget to check out the Share Board as some new items have been added and also of course keep an eye on the Calendar of Events.

So, put the kettle on and enjoy.

Paul

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QUICK QUIZ

Answers on page 20

1. In what year did car insurance become mandatory in the UK?
2. What was David Beckham's first car?
3. What Hillman car was launched in the 1970s to compete with the Ford Escort?
4. When was the London Congestion Charge introduced?

Welcome to new members:

Ken Brayley

We hope your membership will be a long and happy one.

A sample of what's in this issue

- | | | | |
|---------------------------------|--------|------------------------------|---------|
| * Time to dwell on distributors | page 3 | * Feature article, Roy Brown | page 9 |
| * 'H' is for Humber Hawk | page 7 | * Ruby returns to health | page 11 |
| * Syd gets 'stuck' in | Page 8 | * Our doings | page 15 |

Magazine editor Paul Gough. Last date for copy 12th of each month. 'Stop Press' date 13th of each month. Target issue date 14th/15th of each month.

LAST MONTHS 'GUESS THE CLUB MEMBER'

Well, I win again this month as no one managed to guess March's mystery member, our very own Judy Longhurst.

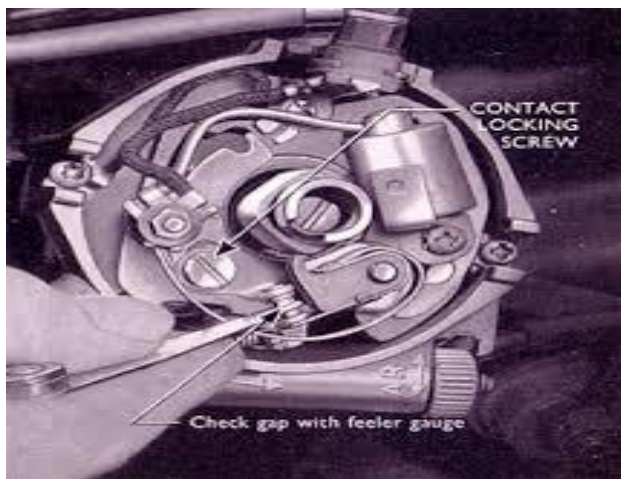


Have a try at this month's Guess the Club Member.

TECH TIPS

Distributors (4)

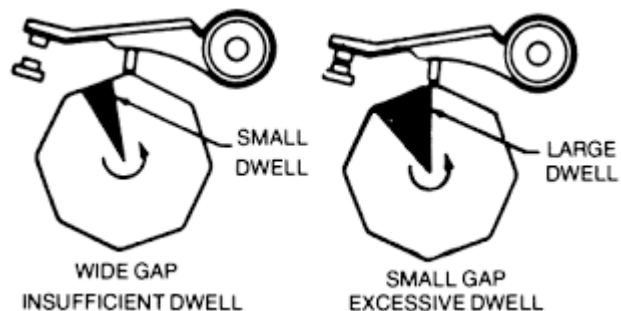
The traditional way of setting the contact breaker gaps is with a 'feeler' blade. The method is to turn the engine until the heel of the contact breaker is on the peak of the cam lobe and then set the gap according to the manufacturers spec. Typical gaps are 0.015 thou for Lucas and 0.025 thou for Motorcraft.



There are shortcomings with this method, though. A feeler blade cannot be used if the contacts are burnt and wear between the lobes is difficult to cater for.

Tech Tips continued

A preferable way to set the gap is with a meter which measures the 'dwell' angle. This is the number of degrees through which the distributor shaft turns when the contacts are closed.



Setting the dwell, in effect, sets the gap but far more accurately and minor wear between the lobes is averaged out. A dwell of 60 degrees is 0.015 thou and 40 degrees corresponds to 0.025 thou.

Ok, so you need a meter but these are inexpensive and usually include a rev counter and low scale volt meter.

To check the dwell, run the engine to normal temperature and allow to idle. Connect the meter according to its instructions – between the distributor side of the coil and earth. The meter will now read the dwell angle. If the angle is incorrect, stop the engine and reset the contact breaker gap, or if you have an assistant it is possible to set the dwell with the engine cranking (distributor cap and rotor arm removed of course).

With the dwell reading correctly, increase the engine speed slowly to about 1000 rpm; the reading should remain constant, plus or minus 2 or 3 degrees.

Then increase the engine speed quickly to about 1500rpm, then allow to return to idle. Again the dwell should remain constant within 2 or 3 degrees during this test.

If the dwell reading in either test varies it could be that the distributor shaft bearings are worn or the base plate is worn, respectively.

Next time: using a voltmeter to check for volt drop in the low tension circuit and a look at the meters talked about so far...cor, that sounds good, dunnit?

MONTHLY CLUB MEETING

It was indeed a noisy meeting when 33 folks packed our increasingly over stretched room. There was a good selection of classics in the car park too!

We welcomed guests Phil and Dorothy McKiernon and Ken Brayley, who joined on the day.

Ray told us about our supplier of club clothing and suggested that members look at the website www.roly.eu and see if anything took their fancy. Please make any orders through Ray Perkins as the club badge can be applied to most things.

Wendy needs your help! Please get your pens out and write something for our website blog. Come on, there's tips and interesting information out there aplenty to share with everyone. Don't be shy contact, Wendy Rhodes!

Barry Dennis provided us with a very technical quiz, which teased and surprised. Bill had the choice of a fabulous prize this month for his score and also dropped himself in the cart for next month's quiz. Thanks, Baz.

Next month, after the meeting we will be offering to **check the coolant/antifreeze strength** in members' cars. It's easy to forget, living in a hot climate, that this mixture also protects the cooling system and reduces corrosion, especially with aluminium components. It will only take a moment and put your mind at ease.

See Paul Gough after the meeting.

DATES FOR YOUR DIARY - 2016

April:

Wednesday 20th Monthly Run Out
(See page 6)

May:

Thursday 5th May Club Meeting

More one liners from Chas Longhurst

- I changed my iPod's name to Titanic. It's syncing now.
- Jokes about German sausage are the wurst.
- I know a guy who's addicted to brake fluid, but he says he can stop any time.
- I stayed up all night to see where the sun went, and then it dawned on me.
- This girl said she recognized me from the vegetarian club, but I'd never met herbivore.
- When chemists die, they barium.

QUOTE OF THE MONTH

"There's little quite as arousing as a fully stamped service book"

Alex Goodwill.

(Practical Classics Spring 2016).

In April 2015

In April 2015 we enjoyed a run to Orca and en route stopped off at some hot springs where one member took an impromptu dip!

In summer 2014

The SMMT revealed that the best selling car of all time, in the UK, was the Ford Fiesta.

Photo from the past Guess the Club Member.



This will be the last GCM for a while, so why not have a go to guess who it is?

As a clue, a picture of our mystery member appeared recently in *Classic Chat*.

First correct answer emailed in will earn the lucky winner one of our fabulous prizes at May's meeting.

FOR SALE

MAZDA MX5. 62500 miles, reg'd 2002, immaculate inside, outside, under bonnet and in the boot, new Mohair hood and stainless steel exhaust system, new cambelt and pulleys with all new ancillary belts, new battery, ITV due in November, I will pay the owner transfer fees. Price: £6000 ono

Please call me on 634135214 and I will give all the details and discuss the price on which I may be flexible. Chris Gale.

Chris Gale is a fellow enthusiast, belonging to a Classic Car Group in Mazarron. (Non member advert)



Around the Web

FBHVC Survey

The Federation of British Historic Vehicle Clubs is aiming to make the National Historic Vehicle Survey 2016 the largest and most comprehensive of its type and to achieve this they need your support.

Please have a look at www.snapsurveys.com/wh/s.asp?k=145771757465

WHAT CLASSIC CAR SHOULD I DRIVE?

It's a US site and just a bit of fun, but try this quiz: <http://brainfall.com/quizzes/which-classic-car-should-you-drive/result/cdl5q9/>

Mine was a 1963 Corvette Stingray....how wrong can it be?

KEEP YOUR EYE ON THE TRAFICO SITE

n32.es for information regarding the roads and driving in Spain.

LETTERS TO THE EDITOR

Peter Underdown reminds us of 'rule of nine' when adjusting valve clearances:

"It's the old rule of 9 which works on most old 4 cylinder 8 valve engines when checking valve clearances.

With No.1 valve being at the front of the engine and No. 8 being the furthest away.

So, with No 1 fully down (valve open) adjust No 8; $1+8=9$

No 2 fully down adjust No. 7; $2+7=9$, and so on until all 8 valves are adjusted making sure you set the correct gap for each valve being either exhaust or inlet as per the manufacturer's specifications. Don't forget to check if the valves are adjusted hot or cold."

Peter Underdown

FUTURE EVENTS

April's Monthly Run Out

On Wednesday 20th April, we are treated to another event organised for us by Peter and Karen.

Programme

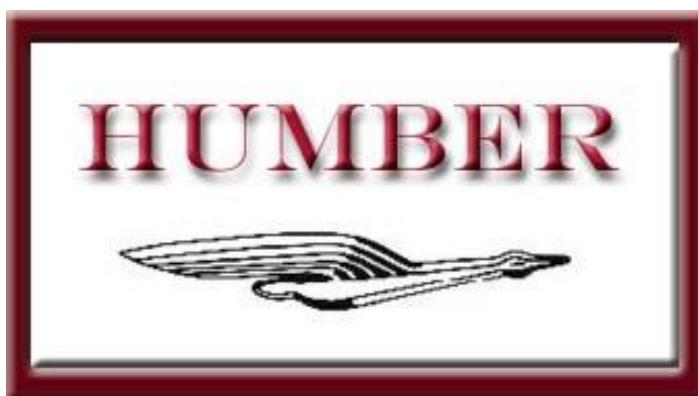
Meet at the Restaurante Kalevala at 10.30am.

Depart 11.00am for scenic drive via Los Molinos and Vera, with coffee stop en route.


Then on to Mojacar via the coast road for lunch at the Irish Rover.

For more information, see email of 23rd March 2016.

email: goatshedgarage@yahoo.com



Drive the impressive
HUMBER HAWK



More Power - More Room - More M.P.G. - and Greater Safety!

6-seater comfort Exceptionally wide doors and a lower floor give easy access to the luxury of an interior that is richly appointed in every direction. Long one-piece stretch out in the new Hawk! The broad deep-cushioned seats are set between the sides for a smooth-quiet ride.	Greatly improved power unit High power weight ratio means the famous and new improved Humber 4-cylinder engine to deliver an even more exciting and colour-packed performance. Increased M.P.G. puts the new Hawk completely in tune with the times.
6 Extra-Safety features • One construction that combines strength with maximum strength • Panoramic vision—wide-round windscreen and rear window • Low centre of gravity and balanced Weight Distribution • Instant response — vital acceleration • Big brakes to match • Padded safety roll.	£640 plus (VAT 7.5 purchase tax) Standard body and standard equipment available in several variants. AVAILABLE ALSO AS A TOURING LIMOUSINE WITH FULLY AUTOMATIC TRANSMISSION OR OVERDRIVE (AVAILABLE AS EXTRAS)

A PRODUCT OF
ROOTES MOTORS LTD

HUMBER LTD - DIVISION OF ROOTES MOTORS LTD - LONDON SHOWROOMS & EXPORT DIVISION, ROOTES LTD - DENVERHOUSE HOUSE - PLEASANTLY - ME

The A to Z of classics.....with a difference

H is for Humber Hawk.

The 'new' Humber Hawk was announced in May 1957 and was said to have the largest unitary bodyshell produced in the UK at that time.

It was designed by Rootes in house, unlike the previous Hawks which were a product of the American Loewy Studio.

An estate car was available, with a horizontally split tailgate, and an automatic transmission was optional. A quirky design feature was the petrol filler concealed behind a rear reflector.

A Series I car without overdrive was tested by the British The Motor magazine in 1957 and had a top speed of 83.9 mph and could accelerate from 0-60 mph in 19.7 seconds. A fuel consumption of 22.5 miles per imperial gallon was recorded. The test car cost £1,261 including taxes of £421.

Improvements and styling changes were introduced progressively during the car's production run, the most noticeable being the Series IV of 1964, which had larger windows and a 'six light' side window arrangement.

There are reasonable examples advertised from £3500 to £6000 and above.

The Hawk has had many tv and film appearances including (if memory serves) the car used by Chief Det.Insp. Tom Lockhart (Raymond Francis) in No Hiding Place (1959 – 1967).

Specification (Series 1)

Engine: 2267 cc, 4 cylinder, overhead valve.

G/box: 4 speed manual column change, with overdrive option, or Borg Warner DG auto trans options.

Dimensions:

Length: 15.4ft / 4,700mm

Width: 5.8ft / 1,800mm

Height: 5.1ft / 1,560mm

Produced: Series 1: 15,539.

Total production, 1957 to 67 Series 1 to IVA 41,191 units.

Available as 4 door saloon, estate car and limo.

Behind the badge

Thomas Humber founded the Humber bicycle company in Sheffield in 1868, but it wasn't until 1899 that the first car was produced.

In 1928/29 Humber combined with Hillman, with a financial interest held by the Rootes Brothers and by 1932 was a fully owned subsidiary of Rootes. Within Rootes Group, Humber was the luxury marque, above Hillman and the sporting Sunbeam range.

Chrysler took majority control in 1967.



A STICKY TALE

By Syd Spanner

Back in the early nineties when I was working as a self-employed mobile car mechanic, tuning and servicing both cars and vans, two tales come to mind concerning Mk3 Escorts; a 1300 and an XR3i.

The first, a 1984 1300, was owned by a builder and like most of my customers I had been recommended by a family member. He rang up one evening to enquire whether I could come out and change the bonnet release cable as he said the "bonnet won't come up". I replied, "No problem", and a date was set for me to take a look.



On arrival and an initial inspection, sure enough the bonnet refused to rise. On pulling the release it didn't feel as though the cable had snapped, as he had thought, as you could hear the mechanism working at the front of the car!

I said, "You pull the release and I will try to lift the bonnet from the front".

Slowly, after lots of heaving and pulling, the bonnet came open with a loud tearing noise! The sight I was greeted with was truly unbelievable; the engine bay was full of foam, expanding foam, the type used to fill gaps in brickwork around door and windows, etc.

When I asked how it got there the owner said that his wife had complained that her feet were getting wet on the passenger side when it rained. Now, the Mk3 had the battery mounted above the passenger footwall and more often than not the acid eats away at the base and allows the rain to come in. The dutiful husband had squirted TWO tins of gap filler to seal the leak. Well, he certainly achieved his objective: the leak stopped much to the gratitude of his wife, it even made the engine run a lot quieter! I was very surprised that the engine bay never caught alight due to lack of ventilation.

I left him chipping bits of foam off his engine. I said I would be back in couple of weeks to see how he was getting on.

Just goes to prove there's no crossover building and car mechanics!

ooooOooooOoooo



Designer in Focus

Roy Brown Jr (1916 – 2013)

In the third of our occasional series about designers, who have made important contributions to car development, we look at American, Roy Brown.

As the German offensive against the Soviet Union ground on during the winter of 1942 – 43, the well known fate of any German serviceman causing displeasure was a posting to the Russian Front. For one man working for the Ford Motor Company in Dearborn, USA however, the result of a perceived failure was exile to Dagenham, Essex.

Frequently, involvement in the motor industry runs through a family. So it was with Roy Abbott Brown whose father was an engineer for Chrysler. Born October 1916 in Canada, the family relocated to Detroit when Roy was a teenager. Following graduation from the Detroit Art Academy in 1937, he joined General Motors as a designer in the Cadillac division where his first project was an instrument panel for the 1939 Cadillac. In 1941 Roy was head of the Oldsmobile design studio.

Following service with the US Army, Brown joined Ford Motor Company in 1953, where he oversaw the design exercise for the 1955 Lincoln Futura. Many will recognise this model as the inspiration for the Batmobile in the mid 60s.

Around this time Ford wanted a completely original car, pitched between existing Ford models and Mercury: a car with upmarket looks and a mid range price. And so it was, that Ford appointed Roy Brown as Chief Designer with a design brief to create a “kind of dream car – something not seen before”.

The name to be given to this car was the subject of much deliberation. An advertising agency submitted 18,000 possible names; market researchers held focus groups, a poet was asked to suggest suitable names, all of which were totally unsuitable, like Utopian Turtledrop and Pluma Piluma. In the end, much to the astonishment of the marketing men, Ford senior executive Ernest Breech chose “Edsel”, after Henry Ford’s late son.

The car was indeed something not seen before; full of new features and technology. Gone were tail fins, so in vogue at the time, replaced by graceful ‘gull wing’ tail lights. Seat belts were a standard fitting and gear shifting was achieved via push buttons mounted on the steering wheel. Warning lights alerted drivers to low levels of oil and petrol. But it was the front end styling which was radical and perhaps a little awkward (see cover page).



Alas, it was this feature which was to be the car’s undoing as it was not well received by the public or the press. No warning bells were ringing in the offices of Ford senior management however. No opportunity was lost for management, including Henry Ford II, to be seen with the car in launch promotions and praise of the design was lavish. The car was given every type of exposure, perhaps it was hyped too much. There was even a TV special called ‘The Edsel Show’ with Bing Crosby and Frank Sinatra. It attracted 50 million viewers.

All this effort and investment was to no avail and, alas, despite promotions and facelifts the sales performance fell way short of expectations and indeed requirements and the Edsel ceased production after three years, in 1960. Only around 100,000 units were produced.

“Success has many fathers and failure is an orphan”, so it is said. Someone had to take the blame, certainly not Ford executives and so the spot light fell on Roy Brown, who was quietly relocated to Ford of England at Dagenham, I’m sure by way of punishment.

It must have been a relief, in a way, to leave the ‘atmosphere’ behind, and be able to concentrate on a new challenge in a completely new environment. Certainly, Roy’s creative and gifted approach to design was quickly recognised and he was appointed as Chief of Design. It would have been during this time that Brown will have worked alongside another talented colleague, Colin Neale, who we got to know in April 2015 issue of Classic Chat.

At Ford the concept of product planning and costing was well understood, while to many UK competitors such cost control was foreign with predictable and catastrophic outcomes. Indeed, Ford could not understand how BMC could produce the Mini at the sale price and make a profit. So, they bought one, dismantled it and carried out a study, which confirmed that a loss was made on each unit sold.

As Chief of Design, these planning methods were strictly followed as Brown designed the Ford Cortina, launched in 1962, a car which was to be a run a way success for Ford of England. Later, Roy oversaw the design of the Zephyr / Zodiac MkIII range, before returning to Detroit in 1966, where he became executive designer in the Lincoln Mercury division and designed Thunderbirds and Econoline vans of the 1970s, before retiring in 1974.



Ford Cortina Mk1



Roy Brown with his Edsel

So what went wrong with the Edsel? Many look to the weakening economic situation of the time, while others suggest the market segment was too overcrowded with competitors. Perhaps it was just the right car at the wrong time. Either way, today it has an enthusiastic following and is recognised as a noteworthy classic.

Roy Brown was always justifiably proud of his creation, saying that the car didn’t have a bad line on it, and drove an Edsel throughout his life, right into his 90s.

We will leave the last word to Roy. Often while out with his Edsel he would have many offers to buy it. His usual reply was “Where the hell were you in 1958?”

Roy Abbott Brown died in Ann Arbor, Michigan on 24th February 2013.

Paul Gough
April 2016

Previous articles in the series:
Gerald Palmer (Jowett Javelin etc) January 2015
Colin Neale (Ford Classic etc) April 2015

A Story about Ruby – Barry Dennis's MGBGT. The Conclusion By Barry Dennis

"RUBY" The rebuild.

Once the rot had been removed from inside the car I decided to remove the offside front wing to gain more access which exposed more rot in the area of the inner wing. To get to it the brake, clutch masters were removed along with the peddle box, wiring loom as well as the burnt section.



This shows the offside wing area with the rot cut out and the new metal going in. I decided that to give the area more strength I would use 1.5mm cold rolled steel instead of the 0.95mm of the original, made it a bit of a pig to work with as it's so tough but it aint gonna rust through in my lifetime.

A new accelerator pedal mounting had to be fabricated as the old one fell off as I tried to remove it, the new ones in place on the left of the photo.



The picture on the right shows the fabricated inner wing reinforcer that was made in three sections and seam welded on the bench and plug welded on the car and liberally painted with black antioxidant. Leaving the hole at the front end of footwell to allow access to the chassis rail I moved operations to the inside of the car.

continued,



The outer chassis rail that holds the floor panel was rotted for about 18 inches with glued repair panels these were ripped off and the corrosion cut out. A repair section was made by MARCOS metalica in Huercal Overa together with a metre of top hat section for the chassis. The repair section was 'joggled' to allow it to sit level with the original rail, gripped in position with self tapping bolts seam welded along the top section in short lengths to prevent heat distortion. Next the jacking point outrigger was replaced.



The chassis rail was also welded in place together with the gearbox crossmember mounting.

Once both the chassis rails were in attention was then focused on the floor panel. First a cardboard template was made then transferred to a large sheet of steel supplied by MARCOS (1.5mm again) made in two pieces with a joggled joint over jacking point outrigger for added strength.

The seat mounting bolts were welded in place, the two halves were welded and placed in the car to back mark the chassis rails to enable drilling for the plug welding. Once drilled the floor was removed and the inside of the rails painted, to stop the rust getting any worse the drain holes in the existing chassis were plugged and Xylazemetal transformador de oxido pumped in until full then the drain plugs removed to allow excess to drain out. This was repeated on all existing rails.

I found a recipe for home made waxoil which I thought I would give a try

continued,

2.5 litres diesel or parafin

1 kilo cheapest candles to be found (grated)

Mix together and leave for approx two weeks until candles dissolved, add 2.5 litres of engine oil stir well pump into every enclosed section you can find, as the temp rises in the summer the wax will seep into every seam and voila rust is held at bay!

The refurb wasn't planned but little in this life ever is it took about two months to do, it probably would have been quicker if I had bought in ready made panels but seeing the gauge they are made of I wasn't impressed

Would I do it again? Too true, just need to convince Brenda to allow me to live in the garage for a couple of months



CHASSIS LEG WITH G/BOX MOUNTING



FLOOR PANEL DRILLED

continued,



FINISHED INNER WING.



SILL DRILLED
IN PREPARATION
FOR "WAXOIL"



O/S INNER WING



REAR FLOOR PAN
TRIAL FIT

What we've been up to

Caravaca de la Cruz

Over the weekend 19th and 20th of March some members visited, independently, the classic car show at Caravaca organised by Classic Motor Festivals. It's in its 4th year and perhaps the dates clashed with something else as the turn out and content was not as good as previous years.

Nonetheless, there was a good run out on Saturday from the site to Caravaca and up and around the castle. Good views up there.

There were some interesting cars on show and a few stands and auto jumble tables, so all was not lost.



Members Peter, Melanie and Karen pick through bits and pieces.



An immaculate '57 Chevy Bel Air



A really clean Sunbeam, but who knows the model and year?



An auto jumble stand. Lots of SEAT bits and a Cortina Mk1 rear light bezel was unearthed.

Social Lunch, Mazarron

Wednesday 23rd March was the day for 'Let's go East' (or was it west?), organised for us by Trevor and Paula Doyle. Many members set off independently for the coffee stop / meeting place at El Pocico, east of Aguilas and eventually we all arrived, some having got lost (a small group of three lead by a certain red Triumph Herald) and subsequently rounded up by Barry and Brenda in their MG.



Coffee and chatter while waiting for all to arrive.



Sue and Andy Graves from Vera Playa



There's something dripping



So there is

Then all set off for lunch at Casa Del NoNo at Isla Plana, near Mazarron. But further adventures along the way were in store when the group became separated at the toll booths, the rear section lead by the red Herald couldn't keep up and the curse of route confusion struck again!

Ray to the rescue with his Google instructions, then Peter 'Tom Tom' Underdown lead the way to the seafront where we were re united with the others. All part of the fun.

It wasn't long before we arrived at Casa Del NoNo and made ourselves known to a local group of classic car enthusiasts who were invited to join us by Trevor and Paula.



Doreen, Sean and Melanie join our new friends
from Mazarron



Peter, Karen, Ken and Maureen settle in



In all over 36 sat down to a noisy and fine lunch, with a particularly good red wine as I recall.

Following lunch those wishing for a stroll joined Trevor and Paula for a walk along the front at the port and a nice day for it, it was too.

Some members made a short break of it, by staying over night in hotels, and the rest made our way home after another enjoyable club outing. Thanks to our organisers, Trevor and Paula for their hard work.

MEMBER TO MEMBER

ASK AN AMIGO

'Ask and Amigo' is a panel of members willing to give advice and encouragement to members with problems regarding their classic cars. Do you have experience or specialist knowledge, which you are willing to share with members in trouble? You don't necessarily have to be an 'expert', although it's great if you are. If so, email me on prgoughxj6@gmail.com.

ADVISOR	EMAIL	KNOWLEDGE AREA
Bill Geldeard	wgeldeard@yahoo.com	Jaguars. All pre and post war classic British sports and saloon cars.
Paul Gough	prgoughxj6@gmail.com	Ford (UK) saloons and light vans 50's, 60' 70's.
Paul Rhodes	paulrhodes1932@gmail.com	Body and paintwork.
Peter Underdown	goatsshedgarage@yahoo.com	General, plus hydraulics, pneumatics and electrical.

Any advice given is without liability. There is no implied obligation for panel members to undertake any work. (Amigos de los Coches Clasicos is not liable for any loss, damage or other outcomes resulting from advice given).

THE SHARE BOARD

The Share Board lists equipment offered for loan between members. If you have any tools or equipment, which you are willing to share with fellow members, please email me on prgoughxj6@gmail.com.

BLOCK AND TACKLE	Suitable for most engines up to 6 cylinders. Small selection of chains and brackets. Borrower collects. Paul Gough. Email prgoughxj6@gmail.com
COLOUR TUNE KIT	Helps with mixture adjustment. Given to the club by Phil Wood. Paul Gough. Email prgoughxj6@gmail.com
ENGINE CRANE	Mobile engine crane. David Fox. Email: davidfox55@yahoo.co.uk
ENGINE STAND	Sturdy, universal engine stand. Fully mobile. Dismantles for ease of transport. Borrower collects. Paul Gough. Email prgoughxj6@mail.com
GENERAL WORKSHOP TOOLS	Available subject to workshop commitments. Ask for details. Bill Geldeard. Email wgeldeard@yahoo.com
LETTER AND NUMBER STAMPS	A full set of stamps – a must when stamping chassis / body prior to matriculation. Paul Gough. Email prgoughxj6@gmail.com
TIMING LIGHT	Multifunction, mains powered timing light. Peter Underdown. Email goatsshedgarage@yahoo.com
STROMBERG MIXTURE ADJUSTERS	Allen key and holding tube for adjusting the main jet needle on Strombergs. Paul Gough. Email prgoughxj6@gmail.com

The loan arrangements must be agreed between members concerned, one stipulation is that it must be returned in the same condition as when loaned out. (Amigos de los Coches Clasicos is not liable for any loss, damage or failure to return).

And, finally, a chance to meet some more members



Mike and Wendy Birtwistle from Mojacar



Paul and Wendy Rhodes from El Santador



David Manning from Lubrin



Sean and Doreen Mahaffey from La Perla



Classic car mates, John Kent and Arthur Buckey from Los Llanos



Peter and Karen Underdown from nr Velez Rubio

CALENDAR OF EVENTS 2016

DATE	DAY	EVENT	ORGANISED BY	TEL No	COMMENTS	MORE INFO
7 th January	Thursday	Club meeting	David Fox	663738498		Completed
17 th January	Sunday	Monthly run out	David & Sue Fox	663738498		Completed
4 th February	Thursday	Club meeting and AGM	David Fox	663738498		Completed
21 st February	Sunday	Monthly run out	Ray & Sybil Perkins	646691813		Completed
3 rd March	Thursday	Club meeting	David Fox	663738498		Completed
9 th March	Wednesday	Monthly run out	Peter & Karen Underdown	950167156	See the almond blossom! Sierra Las Estancias	Completed
23 rd March	Wednesday	Social Lunch	Trevor & Paula Doyle	682546142	Inc 'mini run'	Completed
7 th April	Thursday	Club meeting	David Fox	663738498		
20 th April	Wednesday	Monthly run out	Peter & Karen Underdown	950167156	Let's go to the beach!	Email 23.03.16 Above p.6
5 th May	Thursday	Club meeting	David Fox	663738498		
May		Event being planned				
2 nd June	Thursday	Club meeting	David Fox	663738498		
4 th and 5 th June	Saturday and Sunday	Monthly run out	Malcolm & Jean Smallwood	607719691	2 night away event. Baza Lakes area	See email 30.1.16
7 th July	Thursday	Club meeting	David Fox	663738498		
July		Event to be organised nearer the time depending on weather conditions				
4 th August	Thursday	Club meeting	David Fox	663738498	No run in August	
1 st September	Thursday	Club meeting	David Fox	663738498		
25 th September	Sunday	Saliente Run	Paul & Mel Gough	694429029	Lunch at monastery	
6 th October	Thursday	Club meeting	David Fox	663738498		
22 nd October	Saturday	La Alfoquia Community Fair & Show	Paul & Mel Gough	694429029	Static show at Fair	
3 rd November	Thursday	Club meeting	David Fox	663738498		
16 th November	Wednesday	Monthly run out	Chas & Judy Longhurst	684215018		
December		Xmas Lunch / Club meeting / run out				

NOTES Items in **bold** are changes from last month

Quick quiz answers. 1. 1930. 2. Ford Escort. 3. Hillman Avenger. 4. 2002