

## Classic Chat

The monthly e-magazine of Amigos del Coches Clasicos



Two unusual and attractive cars have joined our 'fleet' in just one week during January.

For more details see page 4

Above -  
Triumph  
Mayflower  
1953.

Right -  
Hillman Minx  
convertible  
1962.



**STOP PRESS....STOP PRESS....STOP PRESS....STOP PRESS....STOP PRESS....**

**NEW WEB SITE UP AND RUNNING.....WENDY WRITES FIRST BLOG...  
PLUS MORE STUFF....SEE PAGE 11**

## Editorial

Well, I scarcely know where to begin, so much is going on! The AGM was 'buzzy' affair with thanks being given to the outgoing committee, by members, for their work over the last 12 months and new faces joining a 're-shuffled' line-up.

The appointment of a Membership Secretary (previously combined with Treasurer) and a dedicated Blogger (to assist our Webmaster) prepares us for future growth and shows how modern we are. Have you visited the website lately? Thanks to Ray Perkins for a great job!

Then, there has been an enthusiastic take up on the equipment loan idea, with more tools going on the board, see page 8.

Also, we start another initiative and even before launch, members offered to become involved. See page 8.

Combined with all this, we have more new members joining us this month and two great cars joining our fleet. How lucky are we?

Paul

## Committee Members

President:	David Fox 950412165 <a href="mailto:davidfox55@yahoo.co.uk">davidfox55@yahoo.co.uk</a>
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## QUICK QUIZ

Answers on page 11

1. When, was the first purpose built radio available for motor cars and what was the make?
2. When was the record player first available in cars?
3. When was the 8 track first available in cars?
4. When was the cd player first available in cars?

## Welcome to new members:

Keith and Joyce Mottersheads  
Vince Moran  
John Kent

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

## In this issue

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

## LAST MONTHS 'GUESS THE CLUB MEMBER'

January's mystery member photograph lived up to my hopes and caused much head scratching and almost a frenzy of emails!



Thanks to everyone who had a go (you know you can have as many tries as you wish), but this month's winner is Paul Rhodes who correctly guessed the young man is Phil Wood. Well done Paul.

## TALES FROM THE MOTOR TRADE

By Paul Gough

### My claim to fame.

I haven't met many famous people, but this changed when I was working in a dealership near Clacton on Sea. Opposite the garage was a large boarding house (this was many years ago) where the 'turns' stayed while performing in the towns' theatres.

One day a Rolls Royce glided onto the forecourt and out climbed Dick Emery. He was quite short, softly spoken, not at all like the person on the t.v., but with his characteristic grin!

As I remember, he wanted a minor job done on his car (oil level checks I think) and a wash and vacuum. Later, he came to collect the car and we walked to the wash bay where the car was being finished. A group of staff soon gathered round and I could see Mr Emery suddenly go into character and start to entertain his small audience. As I moved the car to the forecourt to wait for him, I could hear gales of laughter in the wash bay!



Continued opposite

## Tales from the Motor Trade continued.

While I waited I thought about the free tickets and good tip which might come my way.

At last, our special customer minced up smiling broadly, said "Thank you Honky Tonk", got into the car, gave me two shillings and disappeared up the road! A nice chap.

## TECH TIPS

### Distributors ( 2 )

There many designs of distributor and so from here on we have to generalise a bit! But the principle's the same.

Rotor arms are usually bakelite or some form of plastic and some have a resistor included. Check the arm for signs of spark tracking, erosion and cracks around the resistor. The resistance can be checked with an ohm meter against manufacturer's spec.

Check too the contact for looseness.



There are many types of rotor arm: some are secured by screws and have advance weights underneath, some even have a speed limiter

Before removing the rotor arm (usually by gently pulling it upwards) give the arm a gentle twist in the direction of rotation, and then let it go.

You should feel a spring resistance and when you release the arm, it should flick back. This confirms that the upper and lower distributor shafts are free and the mechanical advance weights are able to do their job. Under the rotor arm you will see a felt pad, a screw head or a circlip – a couple of drops of oil here will keep the shafts lubricated.

Note: some distributors do not have mechanical advance and so the above would not apply.

Finally, hold the top of the shaft and rock it to check for 'play' – this can cause gouging of the distributor cap contacts and problems with ignition timing. If movement is detected the distributor may need removal and a strip down for inspection.

Next time contacts and base plates.

### MONTHLY CLUB MEETING

This month's club meeting was combined with our AGM for 2016.

It was a well attended gathering of 41 folks including Keith and Joyce Mottersheads, who joined on the day, and Ken and Maureen Oliver who will be joining us shortly. We were able to give them our usual friendly club welcome.

The club provided refreshments and following the formal business of the AGM, we relaxed and enjoyed a quiz organised by Paul and Wendy Rhodes.

Although demanding on the brain cells, a good score was achieved by this month's winners, Duncan Burr and John Cooper, who excitedly sorted through the wonderful prizes on offer (not).

Thanks to Ray and Jean for organising the room and refreshments.

### DATES FOR YOUR DIARY - 2016

**February:**

**Sunday 21st – Monthly Run Out**

**March:**

**Thursday 1<sup>st</sup> – Club Meeting**

**Wednesday 9<sup>th</sup> – Monthly Run Out**

**Wednesday 23<sup>rd</sup> Social Lunch**

### Cover Story

The Triumph Mayflower is jointly owned by Arthur Buckey and John Kent. Clearly a car which will be greatly enjoyed since John's father owned one, John has restored a Mayflower in the past and Arthur has also owned a Mayflower. Meant to be!

Karen Underdown always wanted a 60s / 70s classic convertible: it had to be a four seater with a column change and with 'a bit go' for long distances.

Karen said "After lots of searching, the Minx turned up and ticked all the boxes, except the column change. She's lovely!"

### Photo from the past – Guess the Club Member



So, you thought last month's picture was difficult! I'll really have you guessing this time.

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

## ANNUAL GENERAL MEETING 2016

The club's Annual General Meeting (AGM) was held on Thursday 4th February 2016 and combined with our usual club meeting.

The meeting followed the previously circulated agenda, and, following reports presented by the outgoing committee, a new committee was adopted by the club members.

The posts in the new committee reflect the growth in membership and will bring new ideas, and prepare for the future of the club.

We welcome Alan Foreman and Wendy Rhodes to the club committee. Details of the new committee are shown below. Contact details are to be found on page 2.

### COMMITTEE POSITIONS

**President:** David Fox.

**Vice President:** Chas Longhurst.

**Secretary:** Sue Fox.

**Treasurer:** Malcolm Smallwood. **Membership Secretary:** Alan Foreman.

**Webmaster:** Ray Perkins.

**Regalia Controller:** Ray Perkins. **Event Co-ordinator:** Chas Longhurst.

**Magazine Editor:** Paul Gough.

**Blogger:** Wendy Rhodes

The roles of **Press Officer**, **Club Printer** and **Systems Controller** are combined with that of Magazine Editor.

## OUT AND ABOUT

Peter and Karen Underdown and Mel and yours truly decided to join in on the Spanish classic car and motor bike / scooter meeting at Totana on Sunday 31<sup>st</sup> January. It was a well supported event and after a good run out we had lunch at a picnic site close to Maria in the National Park.



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

### F is for Datsun Fairlady

The Datsun Sport, or *Fairlady* as it was known in Japan and Austria was a roadster produced between 1959 to 1970 and was aimed to compete directly with British and Italian sports cars of the time.

Originally produced with a fibreglass body (later steel) and a 36bhp engine, the car was developed continuously leading to the final version with a 2 litre, 133bhp ohc engine and a 5 speed manual gear box.

The name 'Fairlady' alluded to the musical 'My Fair Lady' on Broadway and the car was well received in the US; indeed Paul Newman started his racing career in such a car.

The Fairlady was succeeded by the Datsun Z series.



#### Specification (final version shown)

Engine: 2 litre, 4cylinder sohc

G/box: five speed manual

Length: 12ft 11ins

Width: 5ft

Produced: 1959 - 1970, 40,000 units approx



This 1967 example is for sale in France with a price of £8400.



#### Behind the badge

Between 1910 and 1920 the Kwaishinsha Motor Car Works produced a car called the 'DAT', drawn from the names of the company founders.

In the 1920's the company was renamed the DAT Motor Company and produced a small car called the 'Datson', literally meaning son of DAT.

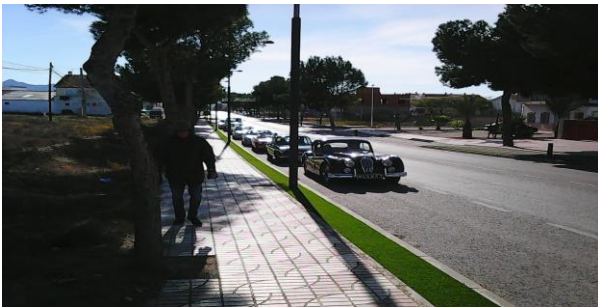
Later, Nissan merged with DAT and renamed both company and car 'Datsun' because 'son' also means 'loss' in Japanese.

The name Datsun was phased out in 1986, to re immerge in 2000 for some markets



## January's Run Out

Sunday 17<sup>th</sup> January saw us gathering at the Bar Las Vegas, Huercal Overa, for our monthly run, organised by David and Sue. It wasn't long before 12 cars of all kinds started off for the first part of the run, after a chance to regroup just outside Huercal Overa.



Then on through Santa Maria de Nieva to Velez Rubio, where we were joined by John and Debbie in their NG at our coffee stop at Bar Ganimedes.



The final section of the run took us on to Velez Blanco and out through fabulous countryside, with good driving roads, to Topares, where we piled into the noisy but very friendly Restaurant Corralillo.



Another fantastic day out together, much enjoyed by everyone. Thanks David and Sue.

## NEW FOR 2016 (2)

Often, when confronted with a problem, it's really neat if you can "Phone a Friend". Perhaps someone may have some advice to offer.

So, this month we launch another new initiative: **ASK AN AMIGO**. 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.

Perhaps you have owned a particular vehicle in the past and are familiar with it. Maybe you have experience in a particular field, for example vehicle electrics, or a make of vehicle. Don't worry; you are not committing yourself to undertake any work, unless you wish to. It's help and advice only.

Yes? Okay, great. Just email me (Paul – [prgoughxj6@gmail.com](mailto:prgoughxj6@gmail.com)) or chat with me at a meeting and I will include your offer in **ASK AN AMIGO**, which will be included in every *Classic Chat*. Thanks in advance – it will be really great to build up a panel of advisors.

Any advice given is without liability. (*Amigos del Coches Clasicos is not liable for any loss, damage or other outcomes resulting from advice given*).

### ASK AN AMIGO

ADVISOR	EMAIL	KNOWLEDGE AREA
Bill Geldeard	<a href="mailto:wgeldeard@yahoo.com">wgeldeard@yahoo.com</a>	Jaguars. All pre and post war classic British sports and saloon cars.
Paul Gough	<a href="mailto:prgoughxj6@gmail.com">prgoughxj6@gmail.com</a>	Ford (UK) saloons and light vans 50's, 60' 70's.
Paul Rhodes	<a href="mailto:paulrhodes1932@gmail.com">paulrhodes1932@gmail.com</a>	Body and paintwork.

### THE SHARE BOARD

More offers of equipment loan have come in following the launch of our new scheme. Thanks especially to Bill Geldeard who is offering loan of some workshop tools, subject to his work commitments. Members can contact Bill and he will be pleased to help if he can.

BLOCK AND TACKLE	Suitable for most engines up to 6 cylinders. Small selection of chains and brackets. Borrower collects. Paul Gough. Email <a href="mailto:prgoughxj6@gmail.com">prgoughxj6@gmail.com</a>
ENGINE CRANE	Mobile engine crane. David Fox. Email: <a href="mailto:davidfox55@yahoo.co.uk">davidfox55@yahoo.co.uk</a>
ENGINE STAND	Sturdy, universal engine stand. Fully mobile. Dismantles for ease of transport. Borrower collects. Paul Gough. Email <a href="mailto:prgoughxj6@mail.com">prgoughxj6@mail.com</a>
GENERAL WORKSHOP TOOLS	Available subject to workshop commitments. Ask for details. Bill Geldeard. Email <a href="mailto:wgeldeard@yahoo.com">wgeldeard@yahoo.com</a>
TIMING LIGHT	Multifunction, mains powered timing light. Peter Underdown. Email <a href="mailto:goatshedgarage@yahoo.com">goatshedgarage@yahoo.com</a>

*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 del Coches Clasicos is not liable for any loss, damage or failure to return).*



## A Story about Ruby – Barry Dennis's MGBGT. Part One

By Barry Dennis



### THE SAGA OF "RUBY"

This is the story of "RUBY" a damask red 1977 MGBGT that came into my possession in March 2015 exactly one month after my 65<sup>th</sup> birthday, and my official retirement,

Since relocating to Spain at the age of 55 and always having an interest in old cars( mainly because that's all I could afford) I had promised myself (without letting on to the better half ) a sports car at the age of sixty five when my private pension kicked in.

2015 the year had arrived what to plumb for?

Porsche Boxter too modern plus parts expensive

Jaguar out of my league.

Aston Martin as above

Austin Healey Sprite, possibly

MGB GT or roadster, by now the intention had leaked out and I was told in no uncertain terms NO OPEN TOP, the hair gets blown around too much (not that I suffer that problem) so GT it was.

Next where to buy? UK or Spain? The prices are definitely cheaper in the UK and there is more choice, but the cost of transportation has to be factored in as well as matriculation and the cost of headlights etc. etc.

MILANUNCIOS was about the only site I could find that had a section for classic cars, quite a few expensive Bs for sale 10,000euros plus but not many in my price range (well none to be precise) plus the fact was most of them were miles away.

After about three weeks of searching one cropped up, not only in the range of my pocket but within three hours' drive in Valencia. 1977 MGBGT rubber bumper converted to chrome, Spanish (Historic)

Continued from page 9

registration, leather seats, new chrome, new glass etc., etc. . . Restored in 2010 at a cost of £3,500 shipped to Spain in 2012 on paper it looked just right!

Emails dispatched and a date set to go and see.

Off we went, complete with overalls, torch, trolley jack, hammer, magnet and anything else I thought might be useful.

There she sat gleaming in the sunshine, started first turn of the key, ticked over at about 900rpm the engine sounded great, 28000 recorded miles. Test drive was fine everything worked as it should lights, horn, heater, all gears worked with no noise from gearbox or back axle and the overdrive clicked in as it should.

Switch off, overalls on to take a look at the underside, tapped around with the mallet all seemed sound, checked all panels with magnet no signs of filler. Inside, took up the only carpet not glued in place to check the floor panels a few small repairs but that's to be expected on a 38 year old car.

The car came with a comprehensive service history that went back to the early eighties (about two inches thick) lots of old MOTs receipts for parts purchased and work carried out. All seemed good, settle on a price and arrange a pick-up date.

Attempting a long journey (250 miles) in an untried and unknown car is something I don't relish, but after checking oil, coolant, wash fluid, fan belt, tyre pressures, lights etc. I couldn't think what else would fail. I had travelled up to collect the car with my next door neighbour Chris he was to follow me home in my VW which was loaded with the spares we might require en- route. But all my fears were unfounded and we cruised home without a hitch, apart from the fuel gauge only reading  $\frac{1}{2}$  when the tank was full turned out to be an uncalibrated sender unit that was easily rectified.

So now she sat in pride of place in the garage next to DORIS 1968 Massey Ferguson 135 tractor next, lots of trips out with the ACC.

It's all going so well, isn't it? Don't miss Part 2 next month!



**STOP PRESS.....STOP PRESS.....**

The [new website](#) is up and running, with lots of new features and more to come.

- *Read* Wendy's first blog – great story! (Wendy wants your stories too!)
- *Refer* to back issues of *Classic Chat* (Password 'members')
- *Look* at our cars – have you sent in a photo of yours yet?
- Ray needs more content, please see his email of 11<sup>th</sup> Feb

[Gentlemen](#). Do you suffer from the 'old' problem? No, no, not *that*. Rust man, rust.

Well, Barry Dennis has located a rust converter at Lopez, El Real Poligino, Antas.

The product is XylazelMetal....Transformador de Oxido. Big tins too. Thanks, Baz.

[Bill and Sylvia Geldeard](#) have changed their telephone number to: 950099934.

[New Members](#). Remember, if you don't have a car over 25 years old, join in with events anyway – just tag along at the end of the line of classics.

[We are starting](#) to plan for the La Alfoquia Show, oh yes! This year there will be something completely new in which everyone can take part. And a special prize category. See next month's *Classic Chat* for more details.

**STOP PRESS.....STOP PRESS.....STOP PRESS.....**

### CALENDAR OF EVENTS 2016

DATE	DAY	EVENT	ORGANISED BY	TEL No	COMMENTS	MORE INFO
7 <sup>th</sup> January	Thursday	Club meeting	David Fox	663738498		Completed
17 <sup>th</sup> January	Sunday	Monthly run out	David & Sue Fox	663738498		Completed
4 <sup>th</sup> February	Thursday	Club meeting and AGM	David Fox	663738498		Completed
21 <sup>st</sup> February	Sunday	Monthly run out	Ray & Sybil Perkins	646691813		
3 <sup>rd</sup> March	Thursday	Club meeting	David Fox	663738498		
9 <sup>th</sup> March	Wednesday	Monthly run out	Peter & Karen Underdown	950167156	See the almond blossom! Sierra Las Estancias	
23 <sup>rd</sup> March	Wednesday	Social Lunch	Trevor & Paula Doyle	682546142	Inc 'mini run'	See email 4.2.16
7 <sup>th</sup> April	Thursday	Club meeting	David Fox	663738498		
10 <sup>th</sup> April	Sunday	Monthly run out	Joel & Florence Darget	661825274	Circular tour from Los Gallardos	
5 <sup>th</sup> May	Thursday	Club meeting	David Fox	663738498		
tba May		Monthly run out	John & Debbie Valentine		Galera way	Dates to be confirmed
2 <sup>nd</sup> June	Thursday	Club meeting	David Fox	663738498		
4 <sup>th</sup> and 5 <sup>th</sup> June	Saturday and Sunday	Monthly run out	Malcolm & Jean Smallwood	607719691	2 night away event. Baza Lakes area	See email 30.1.16
7 <sup>th</sup> July	Thursday	Club meeting	David Fox	663738498		
July		Event to be organised nearer the time depending on weather conditions				
4 <sup>th</sup> August	Thursday	Club meeting	David Fox	663738498	No run in August	
1 <sup>st</sup> September	Thursday	Club meeting	David Fox	663738498		
25 <sup>th</sup> September	Sunday	Saliente Run	Paul & Mel Gough	694429029	Lunch at monastery	
6 <sup>th</sup> October	Thursday	Club meeting	David Fox	663738498		
22 <sup>nd</sup> October	Saturday	La Alfoquia Community Fair & Show	Paul & Mel Gough	694429029	Static show at Fair	
3 <sup>rd</sup> November	Thursday	Club meeting	David Fox	663738498		
20 <sup>th</sup> November	Sunday	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. 1929, Motorola. 2. !956 made by Columbia, in a Chrysler. 3. 1965 made by Motorola, in a Ford. 4. 1987 in a Lincoln