

Classic Chat

The monthly e-magazine of Amigos de los Coches Clasicos



Read all about it inside!

Editorial

It's important to keep new ideas coming through to keep our club attractive and worthwhile. The club's 'features and benefits' are the key to gaining new members and retaining existing amigos.

So, any ideas put forward are always discussed by the committee and taken up, if at all possible.

Take for example, Robbie's suggestion that the club provide water on the table for our monthly meetings. A good idea, which we plan to adopt.

Also, a while back, Keith Lakin suggested that car grille badges might be an attractive idea and so we are obtaining some prices and looking into this.

Bill and Ray came up with the idea of listing manuals, which members have and may wish to loan out. This is a brilliant idea and forms our third initiative this year – you will find the Club Technical Library on page 14. If you have any publications to share, let me know.

Sometimes, of course, suggestions may not be appropriate or possible, but we will always consider them and report back.

Paul

Committee Members

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Welcome to new members:

Roger Keighley

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

A sample of what's in this issue

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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.

TECH TIPS

Distributors (7)

Checking ignition advance.

This month, for the final article on distributors, we look at checking ignition advance. Some of Rudyard Kipling's six wise men will help us out with the 'techie' bits first.

WHAT?

Advancing the ignition means simply making the spark at the plug occur earlier in the compression stroke (i.e. as the piston moves up the cylinder).

WHY?

When the spark ignites the air/fuel mixture, combustion increases pressure in the cylinder and we need to make sure this pressure is at its greatest just as the piston 'rocks' over t.d.c (top dead centre) on the start of the power stroke, so forcing the piston down with maximum force.

Simply put, as the engine speed increase, the piston travels faster and we need to start the combustion earlier – hence advancing the ignition.

HOW?

The distributor does this for us automatically, using mechanical advance, vacuum advance or both. In previous months we have talked about doing simple visual checks on these systems.

WHEN?

Mechanical advance uses centrifugal weights in the distributor (sensitive to engine speed) and vacuum advance uses a canister connected to the carburettor or manifold, which is sensitive to engine load.

For example when cruising we have high engine speed (mechanical advance operating) and a weak mixture/high vacuum - this causes the vacuum advance to operate since a weak mixture takes longer to burn and pressure to build. Still with us?

Now, we will leave Rudyard's men and look at how to check accurately that the advance mechanisms are working correctly.

For this we need a multifunction timing light, which you may remember, we used last month to check the basic ignition timing.

TECH TIPS continued,

Getting started.

Firstly, find out the ignition advance settings for your vehicle. This will be stated as so many degrees advance at a certain r.p.m.

Next, set your basic ignition advance, as we talked about last month. We assume, for the sake of this article, the distributor has both mechanical and vacuum advance. If not, just do the 'bit' which applies.

We will check **mechanical advance** first.

Disconnect the vacuum advance pipe and plug the end. Increase the engine speed to the stated r.p.m (say 2000 r.p.m) and using the adjuster on the timing light, re align the timing mark to the t.d.c position. The timing light meter will now show the mechanical advance applied, say 16 degrees.

The timing mark should remain steady. If it flicks back and forth it is possible that the centrifugal weight springs are loose. If the reading is outside specification, the springs could be weak or broken. If there is little or no mechanical advance, it could be the upper shaft is seized (see previous articles).

Now for the **vacuum advance**.

Re connect the vacuum advance pipe. Again, increase the engine speed to the stated r.p.m (say 2000 r.p.m) and using the adjuster on the timing light, re align the timing mark to the t.d.c position. The timing light meter will now show the total advance applied, say 28 degrees. By subtracting the mechanical advance from the total, we arrive at the vacuum advance, in this case, 12 degrees. If the figure for vacuum advance is below specification, check for leaking pipes and faulty canister.

N.B. Some vehicles require vacuum advance to be checked, not by the above "r.p.m" method but with the use of a vacuum pump attached to the vacuum advance canister.

So, there you have it. A very simple look at our friend the distributor, which in effect is quite a complicated bit of kit. It sits, quietly working away all the time, and with routine care and maintenance, will do so for many thousands of miles!

Classic car insurance – my experience

by Paul Gough.

Members may remember that, last year, we invited two local companies to give presentations on insurance policies for cars and classic cars. The companies were Ibex and Kevin Lewis, both of Albox.

As a result of the talks, I have insured three of my cars with Kevin. In comparison with my previous insurers, Ibex, the following savings were made, on a like for like basis.

Triumph Herald- TP fire and theft, saving 127 e
Kia Magentis – TP fire and theft, saving 88 e
Lada Niva- TP fire and theft, saving 134 e

Liberty Seguros also sent me a card for 20 euros of petrol on them!

So, I would recommend asking Kevin for a quote. There are discounts for club members (take along your membership receipt) and Kevin is a friend of our club having introduced many new members to us.

I write this of course, as an individual and not as a club official.

Kevin Lewis 669 075 117 / 642 210 914 (Janet)

AROUND THE WEB

This looks a neat idea...bit pricey perhaps

<http://thegadgetflow.com/portfolio/brush-hero-wheel-brush/>

MONTHLY CLUB MEETING

Well, it was 'back to the future this month', as due to a double booking, we returned to our usual enclosure.

With over 24 folks attending it was a noisy, enjoyable time, full of the usual banter, mickey-taking and laughter.

We welcomed new members who attended for the first time and guest Richard Keighley, who joined at the end of the meeting.

We shared sad news. Member Arthur Buckey, who joined in May last year, passed away suddenly while travelling back to the UK. All present wished to express their condolences to Arthur's friends and family.

We also remembered Maureen Oliver who is in hospital in the UK and all hoped she is feeling better soon.

On a lighter note Paul Gough gave a Product Review talk on Krafft black silicon sealer and how it could be used for simple plastic, rubber and vinyl trim repairs. Examples were passed around.

Also, we talked about the cost and design of enamel car badges, which are being investigated currently.

As is our custom, we rounded off with an excellent quiz, courtesy of John Cooper.

If you would like to give a talk to the group, please get in touch with Chas or Paul G.

See you next month.

ARTHUR BUCKEY

We sadly report the sudden death of member Arthur Buckey. Arthur died unexpectedly, while returning to the UK. Although Arthur had been a member only since May 2015, he attended meetings and events when his schedule and health would allow. Soon after joining, Arthur purchased and shipped out a TVR and was in the process of a 'body off' restoration. With classic car friend John Kent, 'Art' also recently acquired a Triumph Mayflower, of which he was particularly fond and mentioned to me how he was looking forward to bringing the car on runs once insurance problems were resolved. Arthur will be remembered as a friendly approachable fellow, with always a smile and time for a chat. The club wishes to pass on its condolences to Arthur's friends and family and of course, John Kent.

Paul Gough

**UPDATES
IN BOLD**

FUTURE EVENTS

with Chas Longhurst.

Look at what's in store!

COOL BBQ Wednesday 10th August 2016

In the cool of the evening let's get together for a BBQ! The venue is Bar / Restaurante El Amendo, near Sorbas.

Pre booking is required for this event. Tickets are 13.50 Euros. Payment and booking can be made at the club meeting on 7th July. If you make a reservation, and agree to pay on the night, a "No Show" charge of 10 Euros will be incurred. **See emails dated 25th May and 3rd July for more details.**

The event starts at 6.00 pm, with plentiful food, being served at around 8.00pm. Food will only be served to known numbers and on the presentation of a ticket. Closing date 2nd August to reserve a place in the queue.

Your organiser for this event is: Chas Longhurst
Email: chaslonghurst@gmail.com Tel: 684215018

THE SALIENTE RUN Thursday 22nd September 2016

The third run to the Saliente Monastery, high in the Sierra Las Estancias, is always popular so don't miss out. After a run, with a coffee break, we arrive at the monastery for lunch in the restaurant. Enjoy the fantastic views!

More details during the summer.

Your organiser for this event is: Paul Gough.
Email: prgoughxj6@gmail.com Tel: 694429029

CLUB CLASSIC CAR DISPLAY at the LA ALFOQUIA COMMUNITY FAIR AND SHOW Saturday 22nd October 2016

Our chance to show off our cars and publicise the club.....and support a charity event at the same time.

Lots more information during the summer, BUT, search your wardrobes and come dressed in period outfits to suit the age of your car! There is a prize for the best dressed person. More information during the summer.

Your organising team leader for this event is Paul Gough
Email: prgoughxj6@gmail.com Tel: 694429029

CLUB CHRISTMAS RUN AND LUNCH. Wednesday 14th December 2016

This year's Christmas lunch will be held at Hostal Rural, Turre, preceded by a run.

More details in due course.

Your organiser for this event is: Malcolm Smallwood.
Email: mppsmallwood46@gmail.com Tel: 950475719

Thoughts on life from Chas Longhurst

- Once you're in heaven, do you get stuck wearing the clothes you were buried in for eternity?
- Why does a round pizza come in a square box?
- What disease did cured ham actually have?
- How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?
- Why is it that people say they 'slept like a baby' when babies wake up like every two hours?
- Why do doctors leave the room while you change? They're going to see you naked anyway...
- Why, Why, Why do we press harder on a remote control when we know the batteries are getting dead?
- Is there ever a day that sofas are not on sale?

A nostalgic look at our first cars

Paul Gough shares his memories of his first car. Why not tell us about yours?

I was lucky. I passed my driving test first time. Mind you, passing the test was a much easier thing when I was seventeen, even though the handbrake had moved inside the car by then! I clearly remember having driving lessons in a side valve Morris Minor and taking the test in my father's Ford Anglia 100E. All that remained was to buy a car of my own.

How to finance it, though? Well, I thought, I have my Lambretta 150 to sell, and a few pounds saved, and a small loan (to be paid back before Christmas !) from father, so that should do it. Working in a Ford Main Dealer would suggest buying a Ford, but the examples in my price range were old fashioned, slow and three speed.

Enter the Austin A35. Four door, four speed, overhead valve and not in bad nick either. I think it was £100, but not sure now. The car is firmly in my memory (unlike most things these days): 1959, in Spruce Green with 36,000 ish miles on the clock and one owner. What a find. Wish I still had it.

Anyway, I loved that car and kept it for over 5 years during which time I fitted front Sprite discs (you can just make out the Healy Sprite wheels), twin carbs and a 'flowed' cylinder head. Oh, I also fitted a 'farty' Servais exhaust.

Not that the car was ever driven hard or fast, but you would expect that of me, even if I was 17 years old. I can hear father saying "Don't thrash it son and it will go on for ever" Like father – like son.

Oh, the small yellow thing in the centre of the grille is a tiger's head which was illuminated with the side lights. Remember Esso petrol and the 'Tiger in your tank' campaign? Sad, or what?



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

K is for Kaiser "Henry J"

Perhaps naming cars after owner's sons, for example the Ford Edsel, and even after the owners' themselves is self indulgent, but it also seems to spell doom.

Henry Kaiser's corporation did very nicely thank you out of war work in the US and it was this wealth that funded Henry Kaiser's dream to produce a small cheap car for the ordinary American.

With backing from the government, the brief was for a car which could seat 5 people, cruise at 50mph and priced at around 1300 dollars (£350 approx) and be available in September 1950.

Economy in design and production was the watchword. The new car was available at first with only two doors; there was no opening boot lid (like the Standard 8), no glove box or passenger sun visor.

The 'Henry J' certainly was, by American standards, an economy compact.

Initially powered by a Willys four cylinder side valve and later a 6 cylinder, sales in the first year were nearly 82,000 but as each year past sales declined. Attempts to make the car more attractive by face lifts and more accessories (an opening boot lid was soon 'standard') had little effect, and even having the car rebadged as 'Allstate' and sold through the department store chain Sears, failed to improve matters materially. The inevitable end came in 1954, after amalgamation with Willys, when production of the Henry J closed.

What went wrong? No market research! Henry Kaiser failed to appreciate that Americans at that time wanted bigger, glitzy cars, which looked expensive. Other companies offered compacts and larger cars for not much more, and they were better equipped than the Henry.

Having said that, it was not an unattractive car and rugged too, proved by doing well in the 1952 Monte Carlo Rally. Henry J Kaiser's entry into the car manufacturing industry is said to have caused losses of 100 million dollars in ten years.

Hard to find an original example, but I located one in the US, fully restored at 20,000 US dollars.

Specification

Engine: 2200cc, side valve four cylinder and 2600cc 'F'head six cylinder.

G/box: 3 speed, synchromesh on 2, 3.

Suspension: independent front with coil springs, rear; live axle, with semi elliptic leaf springs.

Produced: 1950 to 1954

Total production: 117,300 (inc Allstates approx).

Cost new: \$1300

Behind the badge

The company was founded in 1945 as a partnership between Henry Kaiser and Joseph Frazer. Initially, cars produced (large saloons and sports convertibles) bore the names of Kaiser and Frazer, but business differences caused Frazer to leave the company in 1951 and his name disappeared from products in '52 after body shells were used.

In 1952 the corporation was re named Kaiser Motors. In 1953 Kaiser bought Willys-Overland, becoming Kaiser-Willys and continued making products bearing the Kaiser name until 1955 when the name Kaiser, on vehicles, disappeared.

In 1963 the company was renamed Kaiser Jeep and later, in 1970, the company was sold to American Motors.

The logo features a buffalo symbolising the 'Western spirit', so admired by Kaiser.



**THIS MONTHS JOKE CONTRIBUTION
FROM STEVE HOLGATE**

My wife told me: 'Sex is better on holiday.' That wasn't a very nice postcard to receive.

British scientists have demonstrated that cigarettes can harm your children. Fair enough, use an ashtray.

My parents are from Glasgow which means they're incredibly hard, but I was never smacked as a child. Well, maybe one or two grams to get me to sleep at night.

My name is Fin, which means it's very hard for me to end emails without sounding pretentious.

I got an odd-job man in. He was useless. Gave him a list of eight things to do and he only did numbers one, three, five and seven.

I needed a password eight characters long so I picked Snow White and the Seven Dwarfs.

If I discovered a new animal I'd call it a Quorn to mess with vegetarians.

I've decided to sell my Hoover... well, it was just collecting dust.

My dad said, always leave them wanting more. Ironically, that's how he lost his job in disaster relief.

I could tell my parents hated me, my bath toys were a toaster and a radio.

I hate Russian dolls; they're so full of themselves.

I asked my North Korean friend how it was there, he said he couldn't complain.

My wife told me to stop impersonating a flamingo. I had to put my foot down.

Throwing acid is wrong, in some people's eyes.

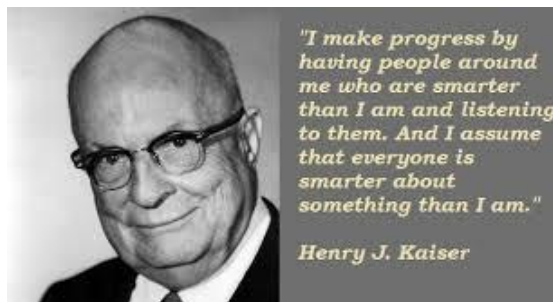
The first time I got a universal remote control, I thought to myself "This changes everything."

I saw a sign that said "watch for children" and I thought, "That sounds like a fair trade."

K, is for "Henry J" continued



An attractive side view – Henry J Deluxe



Kaiser Henry J

Classic Radios

"It's not what you know, but who you know" This is a saying which has much truth in it. In the club we have lots of 'what' but getting to know the 'who' in a new country, takes time.

So it was pleasing to meet Seth Pittham of Zeta Services, in Zurgena recently. Seth is an expert in all things tv and radio, including car radios. He has a real enthusiasm for anything old and classic and is an interesting fellow to talk with.

Seth has a number of classic car radios for sale which may be of interest and was kind enough to offer them for sale to the club.



HMV 420 radio



Echo Hybrid radio



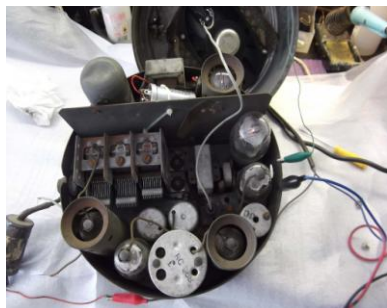
Philco radio



Radiomobile 920T radio



Radiomobile 1070x



The above is a U.S Bosch radio fitted to cars and trucks, 6v. The dash module is missing and this remote module was connected to the radio by Bowden cables.



Seth tells us, "All sets work well, except the Philco, which will be difficult to get working, but it is possible." (If not it would still look good in the right dash. PG).

"The HMV set is lovely"

Regarding prices, Seth is happy to talk about each to interested members. These are his 'babies' and so I think a good home is just as important as the price!

Seth is a classic car enthusiast, with an aim to bring a Rover P6 over. You can get in touch by:

Mobile: 34666826886 or call by his shop.

Have a look at his website:

www.zeta-services.tv

You will be amazed!

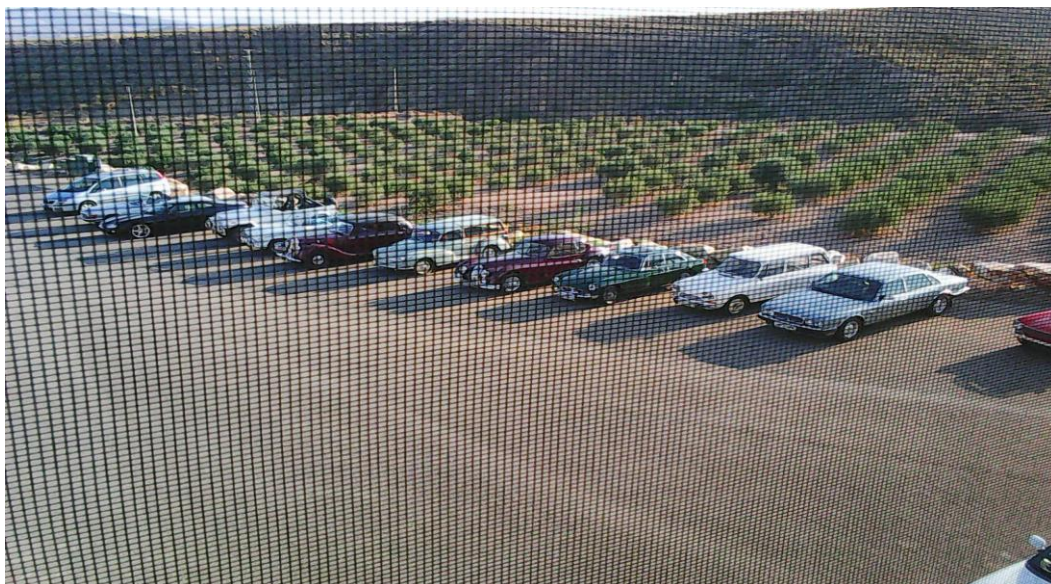
What we've been up to - July

July 14th saw the first Summertime Dinner and Mini Run. It's always an unknown when trying something new, but the event was extremely well supported with 35 members and guests attending the evening event. Members came from far and wide, including Ray and Carol all the way from Mazarron.

Meeting at the Hotel Ballabona the convoy of 13 cars set off for the short run down the Almanzora valley, via El Palaces, Zurgena and La Alfoquia followed by a short blast down the A334 to the Cucador turn and on to the dinner venue, La Vida.



Here, we were greeted by other members, whose cars joined an impressive collection of 12 classics. In fact a great representative selection of our club, from a Porche to an Ami 6; a JEEP to Jaguars.



Following a photo opportunity, members assembled in the restaurant for a welcome glass of Cava before sitting down to dine.

continued



Danny and Sharron of La Vida, together with their staff, made every effort to make the evening a success, with good service and excellent food in abundance. Certainly a venue which can be visited again, all agreed!

Meet the members



Rick and Liz Longden from Cabrera

This month we meet Richard (Rick) and Liz Longden, pictured with their XJ40. Rick and Liz live in Cabrera

More members next time when I get a chance to 'snap' you!

FOR SALE ADVERTISE HERE FOR SALE

COOLING FAN

Twelve volt, 80 watt cooling fan kit. Diameter 12 inches, never fitted. £25 ono. Peter Underdown.
Email goatshedgarage@yahoo.com



COMPETITION CORNER



On the left you see a view of a member's car. We need to know the make, model and the member's name.

To help you, the complete photograph and a photo of the owners appeared in Classic Chat this year.

The first correct answer emailed in, wins a great prize at August's meeting.

Paul Gough – prgoughxj6@gmail.com

THE THIRD SALIENTE RUN IS COMING.....LOOK OUT FOR MORE INFORMATION IN AUGUST



This year's Saliente Run is on the 22nd September 2016.

Always a favourite – look out for more information coming sooooooon!

The Saliente Runners 2015. Join us this year!

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
David Fox	davidfox55@yahoo.co.uk	MGB and MGTD rebuilds
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's 70's.
Paul Rhodes	paulrhodes1932@gmail.com	Body and paintwork.
Peter Underdown	goatshedgarage@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 COUNTDOWN HAS STARTED!



HARMONY
COMMUNITY SUPPORT

Whether you are arty/crafty, good at baking or good at growing things or just fancy a great day out there will be something for everyone - just ask those who came last year!

3rd Annual Community Fair & Show

22nd October 2016 **Renfe Complex, La Alfoquía**

Lots of classes to enter including vegetables, floristry, baking, needle & papercraft + children's classes too!

Plus Games, Raffle, Tombola, Entertainment, Craft Stalls, Refreshments and so much more

If you would like to have a stall, donate a raffle prize, lend us a helping hand - please get in touch!

Entry Forms are available from:
Total Entertainment – Albox & Arboleas
C.A.T. Services – La Alfoquía
Email: help@harmonycharity.com - Tel: 627 635 514

Doors open for entrants at 08.00
Judging at 10.30
Open to public at 11.30
Plenty to see and do throughout the day
Live Musical performances organised by Dave Sharp
Quilt Exhibition
Dog Show
Line Dancing
Amigos Classic Car Club
Bar, Hog Roast, Revels Eatery
Ice-Cream Van
Face painting & Childrens games
+ many Crafty Stalls + the Show!

ALL MONIES RAISED WILL GO TO HARMONY COMMUNITY SUPPORT

- This is our premier event to show off our club and cars, to support local charities.
- Join us for the third show (we have supported the event from Day One).
- More details at the next club meeting and via emails and in *Classic Chat*.
- Put the date in your diary, start preparing your car for display and get your period clothes out of the wardrobe!



Last year's show, soon after setting up.

CLUB TECHNICAL LIBRARY

The Technical Library lists manuals and other publications, which are offered for loan between members. If you have any, manuals, books or other reference material, which you are willing to share with fellow members, please email me on prgoughxj6@gmail.com.

Title	Year	Notes	Member	email
Alfa Romeo Alfetta	1973 – 1987		Bill Geldeard	wgeldeard@yahoo.com
Audi 100 and A6	1991 – 1997		ditto	ditto
Ford 1.6 diesel engine	1984 – 1987		ditto	ditto
Hillman Minx & Cob	1950 – 1960		ditto	ditto
JEEP Cherokee XJ	1993 – 1996		ditto	ditto
JEEP Cherokee }				
VM 2,5 diesel eng. }	1995 – 2000		ditto	ditto
Land Rover Disco TD5	1998 – 2004		ditto	ditto
MGBGT & Roadster	1962 – 1980		ditto	ditto
Morris Minor Series 2	1952 – 1970		ditto	ditto
Peugeot/Talbot }				
1.7 & 1.9 diesel eng..}	1982 – 1988		ditto	ditto
Range Rover V8	1980s		ditto	ditto
SAAB 900	1993 – 1998		ditto	ditto
Triumph Vitesse & GT6	1960 – 1970		ditto	ditto
Volvo V70 & S80 }				
petrol and diesel }	2000 – 2005		ditto	ditto
VW Beetle 1303 &S	1972 – 1975		ditto	ditto
VW Golf & Jetta diesel	1978 – 1984		ditto	ditto
VW Polo	1982 – 1990		ditto	ditto
Jaguar XK120 & Mk7	1950 – 1954		ditto	ditto
Jaguar XJ6 & XJ12	1968 - 1978		ditto	ditto

Bill says, "I also have other manuals & information for SU carburettors & Lucas electrics, Borg & Beck clutches, oil filter cross references etc., but I would rather make photocopies or scans of the relevant sections for any member requiring such info.

Title	Notes	Member	email
Electrical and Electronic Systems	Haynes 1990	Paul Gough	prgoughxj6@gmail.com
How to restore paintwork	Osprey, Miles Wilkins	ditto	ditto
Jaguar XJ Series 1,2,3	Haynes	ditto	ditto
Jaguar XJ40	1986 – 1994 Haynes	ditto	ditto
Jaguar XJ40	1986 – 1994 Car Mechanics	ditto	ditto
SEAT /FIAT 133	1970 – 1975 Dealer's Parts Book	ditto	ditto
Triumph Herald	1959 – 1971 Haynes	ditto	ditto
Peugeot 306	1993 – 1999 Haynes	ditto	ditto

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).

THE TOOL 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
GENERAL WORKSHOP TOOLS	Various pullers, torque wrench, calliper re-wind tool. David Fox. Email: davidfox55@yahoo.co.uk
LATHE	Phil Wood has a lathe and would be able to help with small jobs like skimming comms. Email: philmarelpinar@yahoo.co.uk
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 goatshedgarage@yahoo.com
STROMBERG MIXTURE ADJUSTERS	Allen key and holding tube for adjusting the main jet needle on Strombergs. Paul Gough. Email prgoughxj6@gmail.com
A/F AND WHITWORTH SOCKETS AND SPANNERS	Alan Foreman. Email alanforem@yahoo.com
FIVE TON TROLLEY JACK AND AXLE STANDS	Alan Foreman. Email alanforem@yahoo.com
USE OF INSPECTION PIT	New inspection pit at Alan's home. Use subject to type of job, length of work and domestic / personal commitments. Alan Foreman. Email alanforem@yahoo.com
DIAL GAUGE AND MAGNETIC MOUNTING	John Cooper. Ideal for a number of checks: run-out, backlash, clearances. Email: johncooper248@btinternet.com
FLYWHEEL PULLER	Specifically for Minis with pre-diaphragm clutch. Email: johncooper248@btinternet.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. (Amiaos de los Coches Clasicos is not liable for any loss, damage or failure to return).

Additions in **bold**

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		Completed
20 th April	Wednesday	Monthly run out	Peter & Karen Underdown	950167156	Let's go to the beach!	Completed
5 th May	Thursday	Club meeting	David Fox	663738498		Completed
18 th May	Wednesday	Monthly run out	Bill and Silvia	666277294	Includes visit to site of interest	Completed
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	Completed
7 th July	Thursday	Club meeting	David Fox	663738498		Completed
14 th July	Thursday	Summertime Dinner	Paul & Mel Gough	694429029	Includes mini-run	Completed
4 th August	Thursday	Club meeting	David Fox	663738498		
10 th August	Wednesday	Cool BBQ	Chas and Judy Longhurst	684215018	BBQ near Sorbas	See email 25.5.16
1 st September	Thursday	Club meeting	David Fox	663738498		
22 nd September	Thursday	Saliente Run	Paul & Mel Gough	694429029	Lunch at monastery	More info soon
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	See page 13
3 rd November	Thursday	Club meeting	David Fox	663738498		
16 th November	Wednesday	Monthly run out	Chas & Judy Longhurst	684215018		
14 th December	Wednesday	Xmas Lunch / Club meeting / run out	Malcolm & Jean Smallwood	950475719	Hostal Rural, Turre	More info soon

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