

Classic Chat

The monthly e-magazine of Amigos de los Coches Clasicos

J is for Jowett Jupiter



This month we arrive at 'J' in our A to Z of classic cars with a difference. See page 8 for the feature



OUT AND ABOUT – see page 8

Editorial

I've mentioned it before, but it's important. The only way we can ensure classic cars continue to be saved, restored and used in the future, is by encouraging young people to become involved in our hobby.

Recently, through our website, a request was made for information about where to see classic cars in this area.

The enquiry was made by a gentleman who's grandchild (mad keen on classics) was here on holiday in June. Although we didn't have a convenient event of our own, we were able to provide details of Spanish events, which could be of interest.

It's only a drop in the ocean, but the fact we could support an interest in a teenager, for our cars, is not to be 'sniffed' at. Who knows, he may go on to build a great collection of classics!

Paul

Committee Members

President:	David Fox 950412165 davidfox55@yahoo.co.uk
Vice President:	Chas Longhurst 950066046 chaslonghurst@gmail.com
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Blogger:	Wendy Rhodes wendyrhodes1@msn.com

Welcome to new members:

Andy & Julie Durrant, Alan & Gillian O'Brien, John Thacker

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 (6) Ignition timing

Whenever we interfere with the contact breakers it is important to check the ignition timing afterwards. Why? I hear you ask.

Well, in simple terms, the job of the contact breaker is to switch the ignition coil 'on and off'. This causes a high voltage spark to be produced, which is then *distributed* to the appropriate spark plug by the distributor.

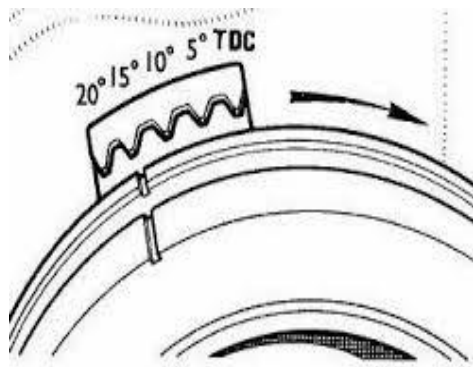
Checking the ignition timing (i.e. when the spark *ignites* the petrol air vapour in the cylinder) can be tricky, but it is important the spark arrives at each sparking plug at the right moment (or *time*) on the compression stroke and altering the contact breaker gap directly effects this.

Firstly, you need to know the ignition settings for your particular vehicle and understand the timing marks on the engine.

Every engine is different, but here are two common formats:

Single mark on the crankshaft pulley and indexed pointers on the engine.

Fig. 1



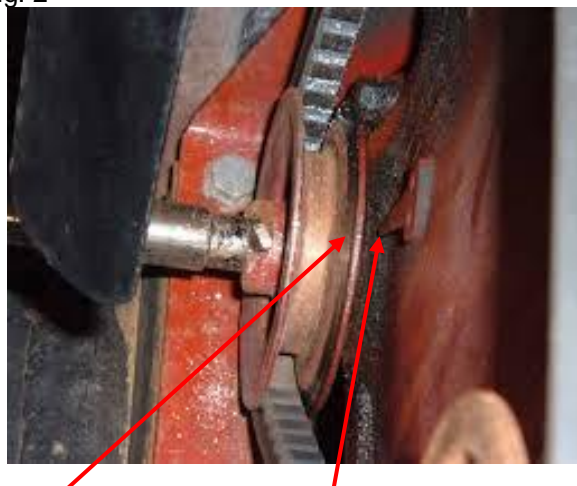
This engine's ignition timing is set to 15 degrees before the piston arrives at the top of the compression stroke (before top dead centre – btdc).

Another type of design looks more simple but is not so easy in practice.

Continued,

Single mark on the crankshaft pulley and single pointer on the engine.

Fig. 2



Crankshaft mark

tdc pointer

This engine has one pointer on the engine (tdc) and one mark on the crankshaft pulley, which in the picture are aligned.

The easiest and most accurate method of setting the ignition timing (in my view) is with a multifunction stroboscopic timing light.

The action of the strobe light 'freezes' the rotating crankshaft pulley, at the exact moment the spark occurs at the sparking plug, so that the position of the mark can be seen.

The example below, includes a rev counter, dwell meter and 'manual advance' meter, and is a very



useful tool when servicing engines.

Continued on page 4

TECH TIPS, continued

Still with me? Good show!

So now we will look at setting the basic ignition timing using a multifunction timing light.

Firstly, be sure you know the setting for your engine and connect the timing light as per its instructions. Each light is different and so I use mine as a guide.

Tip: clean the crankshaft mark and pointer and paint white – they will be easier to see.

For Fig 1.

1. Start the engine, allow to warm up, disconnect the vacuum advance pipe and plug (where fitted) and check the idle speed.

2. Select 'light' on the timing light. Shine the strobe light at the crankshaft pulley and you will see the mark 'frozen'.

3. If required, slacken the distributor clamp and move the distributor body so that the mark aligns with the correct pointer. Tighten the clamp and recheck. Alternatively, you can use the small advance / retard adjusting wheel on the distributor, where fitted. Check the idle speed.

4. Refit the vacuum advance pipe.

For Fig 2.

1 and 2 as per Fig 1, above.

The chances are that the marks will not be aligned.

3. Slacken the distributor clamp and move the distributor body so that the mark aligns with the tdc pointer.

4. Adjust the advance meter to read the basic ignition timing setting for your engine. Shine the light at the marks and you will see the marks have moved. Move the distributor body until the marks are again aligned. (The instrument has calculated where the crankshaft pulley mark needs to be, for you.)

5. Tighten the clamp and recheck. Alternatively, you can use the small advance / retard adjusting wheel on the distributor, where fitted. Check the idle speed.

6. Refit the vacuum advance pipe.

Although the distributor is small and is often difficult to get at, it's a clever bit of kit and is always working hard for us. Worth checking routinely, as we have seen.

continued

Next month, we cover checking the manual and vacuum advance.

MONTHLY CLUB MEETING

June's meeting saw a move to a larger back room at the Hotel Overa.

This proved a great success as we all could sit comfortably and there was more room to put up notices for all to see.

Perhaps the only down-side were a couple of pillars with which we had to contend. Even so, I think all will agree it is a good move.

We welcomed three guests, who joined on the day, and enjoyed a lively and noisy time, with Chas leading way with his usual light hearted approach.

Following the meeting there was a quiz, which was won by.....er.....John (the Quizmaster again suffered with confusion).

On a sadder note, we remembered our friends Maureen Oliver and Margaret Forman, who are not feeling so well at the moment. Members expressed their best wishes and hoped they feel better soon.

As is now the practice, the meeting minutes will be emailed out and should be with you by the time you read this, so more details there.

See you next month!

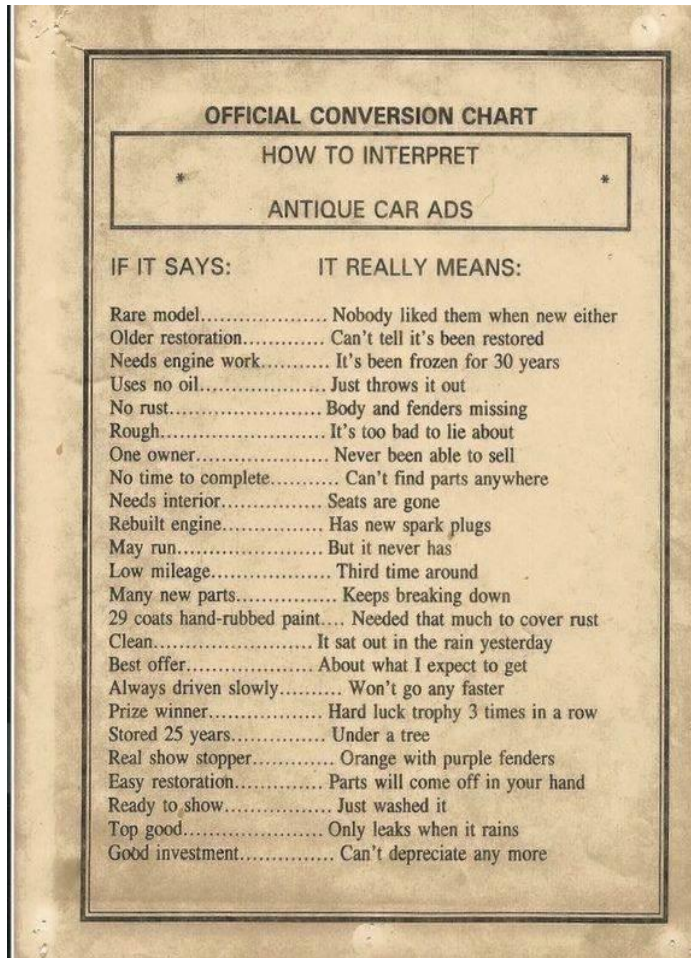
AROUND THE WEB

David Fox sent in this link with some good photos of the 1920s world speed record breaking Leyland-Thomas car, ready to race again in the Chateau Impney Hill Climb.

<http://www.kentonline.co.uk/canterbury/news/a-1920s-world-speed-record-96208/>

A GUIDE FOR CAR PURCHASE

Sent in by David Fox



FOR SALE

Hans Horst, in Aguilas, has a large number of workshop and car related items for sale.

Pictures and prices can be seen in the email from David Fox, dated 10th June. Hans is leaving for a vacation on 20th June and would appreciate expressions of interest before then.

Further details from David Fox, tel.,950412165 and 630740502.

OUT AND ABOUT

Cover picture.

Snr Logo has been spending our money again and has acquired an Auburn Speedster. Now, I know nothing about these. Is it a replica? Even so, they don't come cheap!

A wag commented it looked like someone had fitted wheels to a canoe!



Equally as attractive, in its own way, is this well presented MG 1100 seen outside AutoFex near Albox. It belongs to one of the owners and is not for sale.



Shame about the roof rack.

STOP PRESS.....STOP PRESS.....STOP PRESS.....STOP PRESS.....STOP PRESS

Don't forget to contact David Fox if you are interested in the 'President's Birthday Run' on 22nd June 2016. For more details see email dated 10th June.

**UPDATES
IN BOLD**

FUTURE EVENTS

with Chas Longhurst.

Look at what's in store!

SUMMERTIME DINNER Thursday 14th July 2016

This is our first evening dinner and already has many bookings. We assemble at the Hotel Ballabona and after a short run arrive for dinner at the La Vida Restaurant, Cucador.

Prior payment with your menu choice is needed for this event. Payment can be made at the club meeting on 7th July (closing date). It's not possible to pay on the day for this event. See email dated April 29th for full instructions and menu.

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

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. Closing date is 25th July. If you make a reservation, and agree to pay on the night, a "No Show" charge of 10 Euros will be incurred. See email dated 25th May for full details.

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.

Ageing thoughts from Chas Longhurst

GREAT TRUTHS ABOUT GROWING OLD:

- 1) Growing old is mandatory; growing up is optional...
- 2) Forget the health food. I need all the preservatives I can get.
- 3) When you fall down, you wonder what else you can do while you're down there.
- 4) You're getting old when you get the same sensation from a rocking chair that you once got from a roller coaster.
- 5) Its frustrating when you know all the answers but nobody bothers to ask you the questions...
- 6) Time may be a great healer, but it's a lousy beautician.
- 7) Wisdom comes with age, but sometimes age comes alone.

ONE OWNER, WELL MAINTAINED, LOW MILEAGE FOR YEAR

Sent in by Bill Geldeard

This man owned & drove the same car for 82 YEARS.
Can you even imagine having the same car for 82 years?
Mr. Allen Swift (Springfield , Massachusetts) received this
1928 Rolls-Royce Piccadilly-P1 Roadster from his father,
brand new - as a graduation gift in 1928.

He drove it up until his death in 2010 ... At the age of 102.
He was the oldest living owner of a car that was purchased
new.

It was donated to a Springfield museum after his death and has
1,070,000 recorded miles. It still runs like a Swiss watch at
any speed and is in perfect cosmetic condition.

The average mileage per year over 82 years equates to 13,048
miles, about average!

That's British engineering of a bygone era. I don't think they
make them like this anymore

Rolls Royce Phantom 1, 1928.
Owner Mr Allen Swift, 1908 - 2010



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

J is for Jowett Jupiter

Following the launch of the Jowett Javelin in 1947, and its success in competition, a decision was taken by Jowett to increase its allocation of steel by producing a sports car, mainly for export.

Launched in 1949, the steel framed aluminium Jupiter body was designed by Reg Korner, while the chassis and suspension was developed jointly with ERA of Dunstable. However, the original space frame chassis, developed for a closed coupe, required strengthening for the Jupiter's drop head design.

The engine and transmission were those used in the Javelin, although the engine had a higher compression ratio.

As with the Javelin, the 'flat' four cylinder engine designed by Gerald Palmer, was mounted well forward of the front axle, driving through a four speed gearbox with column change. The radiator was mounted low behind the engine, over the gearbox. The bench seat could accommodate 3 people.

Following a class win in the 1950 Le Mans, the factory built a series of sports / racing Jupiters (R1 to R4 series) in addition to the production Mk1 and Mk1a's. In fact the Jupiter enjoyed a good deal of success in both rally and competition events.

The R4 series, three of which were built in 1953, were quite different and designed to succeed the Mk1a. They were produced, initially with steel bodies, with the intention of using plastic resin in production. However, the factory closed before production could commence.

Production ceased in 1954 with a total Jowett production of 825. However, 75 rolling chassis were sold to specialist coachbuilders, including, Abbott, Richard Mead, Ghia and Farina. This produced many other attractive takes on the original concept.

Prices for Jupiter's, in restored condition are advertised for £20 to £26,000.

Specification

Engine: 1486cc, 60 / 62 bhp. Flat four, water cooled ohv.

G/box: 4 speed, synchromesh on 2,3,4.

Suspension: independent front with torsion bars, rear; live axle, with torsion bars.

Steering: rack and pinion

Produced: 1949 to 1954

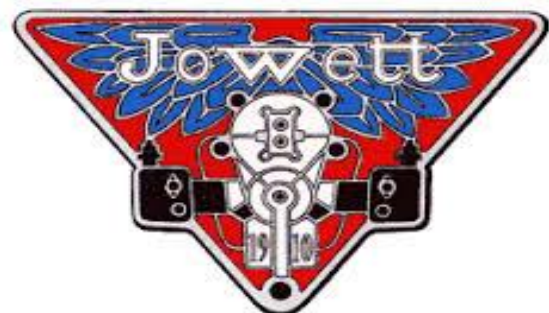
Total production: 825 (approx)

Cost new: £1393 inc tax (approx)

Behind the badge

Several logos can be seen on the company's products, but perhaps the one below best represents the company, showing the flat engine which powered Jowett's first small car offered for sale in 1910. This design of engine was used up to company's closure in 1954, in twin or four cylinder configuration.

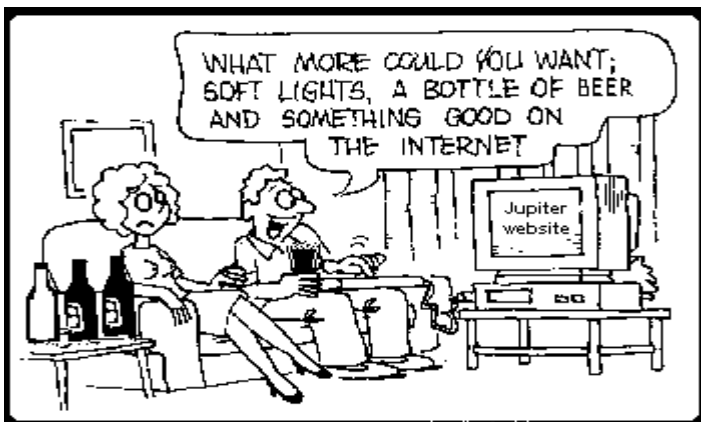
In 1901 the company was founded in Bradford by William and Benjamin Jowett. Initially making stationary engines, they made their first car in 1906. In 1916 the company was involved in war work after which, in 1919, Jowett Cars Ltd was formed. In 1921 Jowett moved to the village of Idle, near Bradford. The site of their factory is now a retail park.



**THIS MONTHS CONTRIBUTION FROM OUR
RESIDENT 'JOKESTER', CHAS LONGHURST**

*Extracts from complaint letters written by council
tenants to Harrow Council*

1. Its the dog's mess that I find hard to swallow.
2. I want some repairs done to my cooker as it has backfired and burnt my knob off.
3. I wish to complain that my father twisted his ankle very badly when he put his foot in the hole in his back passage.
4. Their 18 year old son is continually banging his balls against my fence.
5. I wish to report that tiles are missing from the outside toilet roof. I think it was bad wind the other day that blew them off.
6. My lavatory seat is cracked, where do I stand?
7. I am writing on behalf of my sink, which is coming away from the wall.
8. Will you please send someone to mend the garden path? My wife tripped and fell on it yesterday and now she is pregnant.
9. I request permission to remove my drawers in the kitchen.
10. 50% of the walls are damp, 50% have crumbling plaster, and 50% are just plain filthy.



J is for Jowett Jupiter, continued



Richard Mead Jupiter

One of the four surviving Richard Mead coach built Jupiter's



Four Farina Jupiters were made, all of which survive.



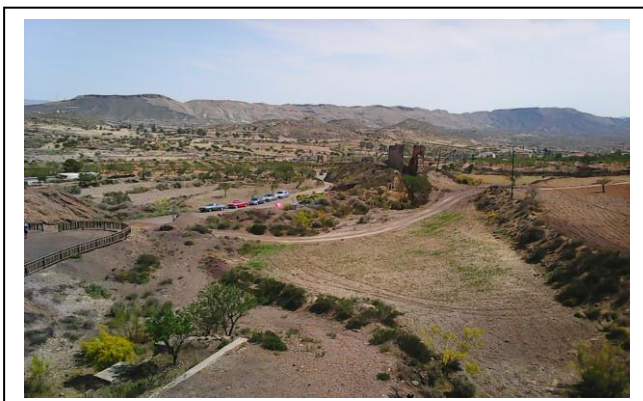
An R4 'racing' factory built Jupiter, all four survive.

What we've been up to - May

Among all the benefits associated with membership of our club, is the opportunity it provides to see new things and visit new places. This was certainly in store for us when we assembled at Bar Un Sitio, Sorbas, for May's run out organised by Bill, Sylvia, Chas and Judy.



It wasn't long before the car park was crowded with classics, while members chatted excitedly over coffee. Such was the number of cars, our organisers took the decision for us to leave the start point in two groups, so showing consideration for other road users.



The first leg of our run took us to Lucainena de as Torres and the preserved mining and smelting site at Los Hornos de Calcination. Above right, some of the 16 classic cars taking part in the run.

Continued,

Continued,

Here, we saw the remains of the railway which transported ore from local mines to the site where the ore was heat treated prior to subsequent sorting and grading. The refined ore was then transported by train to a dock facility at Agua Amarga. An interesting historic site and some great views from the gallery on one of the furnaces.



Then off, still keeping to our two groups for a fantastic stretch of road taking us to Turrillas for coffee.

And so, refreshed, we left on the final leg of our tour towards Tabernas, then on to Uleila de Campo and so to the Bar Albar in El Pilar for lunch.

Although a small village we were able to park some cars in the square and others in the rambla.

In all 36 members enjoyed a lunch with many courses, which maintained the theme of a 'run with a difference'. Well done to our organisers who put a great deal of work into the day and ensuring we all had an enjoyable time.

Thanks too, to Sean and Doreen, for being rear guard and carrying our supply of emergency petrol.



Right: Inside Bar Albar.

Below: Group photo in the square.

Photos:
Clayton Morely
of Bar Albar.



What we've been up to - June

The Luxury Club Weekend Away (organised by Malcolm and Jean Smallwood), Part 1.

After days of preparation, route checking, hotel communications and double checks of sight-seeing arrangements, the morning of Saturday 4th June dawned. Members from around the region awoke to a lovely morning and began to prepare for 'the off'.

A group of four cars, with Malcolm and Jean leading the way, set off from the south heading over Sierra de los Filabres, via Macael, to the lunch venue at El Hijate.

From the west, members assembled at Mora Oil, Arboleas for the mornings run into lunch. Six classics set off, with a modern car in support, along the A334 which would take them directly to El Hijate. At Tijola, the group turned north to visit the hot springs of Fuente de Cela and have a quick coffee by the water.



The pool created by the hot springs at Fuente de Cela



Coffee and chat in the shade



Outside Los Marines

The surroundings were very pleasant and an oasis, but time to move on to El Hijate and the lunch stop at Hostal Los Marines, where both groups arrived around 1.15pm.

The ranks were swelled by some members travelling independently and all enjoying a tapas before the main group set off on the afternoon's adventures, leaving the 'day trippers' to finish their lunch.

What happened next? More next month!

Meet the members

A chance to get to know members old and new.....



Chris Back & Jo Tyler from Urcal



Phil & Mary Wood from Bedar



Dean & Sally Bromley from El Palaces



Darryl & Kay Corfield from Mojacar



New member, John Thacker, who joined the club on the Day and lives mainly in the UK at present.



Peter and Georgina Hubble from Cartagena

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' 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 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

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).

CALENDAR OF EVENTS 2016

DATE	DAY	EVENT	ORGANISED BY	TEL No	COMMENTS	MORE INFO
7 th January	Thursday	Club meeting	David Fox	663738498		Completed
17th January	Sunday	Monthly run out	David & Sue Fox	663738498		Completed
4 th February	Thursday	Club meeting and AGM	David Fox	663738498		Completed
21st February	Sunday	Monthly run out	Ray & Sybil Perkins	646691813		Completed
3 rd March	Thursday	Club meeting	David Fox	663738498		Completed
9th March	Wednesday	Monthly run out	Peter & Karen Underdown	950167156	See the almond blossom! Sierra Las Estancias	Completed
23rd March	Wednesday	Social Lunch	Trevor & Paula Doyle	682546142	Inc 'mini run'	Completed
7 th April	Thursday	Club meeting	David Fox	663738498		Completed
20th 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
18th 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		
4th and 5th 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		
14th July	Thursday	Summertime Dinner	Paul & Mel Gough	694429029	Includes mini-run	See email 29.4.16
4 th August	Thursday	Club meeting	David Fox	663738498		
10th 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		
22nd September	Thursday	Saliente Run	Paul & Mel Gough	694429029	Lunch at monastery	More info soon
6 th October	Thursday	Club meeting	David Fox	663738498		
22nd October	Saturday	La Alfoquia Community Fair & Show	Paul & Mel Gough	694429029	Static show at Fair	More info soon
3 rd November	Thursday	Club meeting	David Fox	663738498		
16th 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