



## Classic Chat

The monthly e-magazine of Amigos de los Coches

**FINAL  
EDITION**  
See Club News  
and Comment

# Special report

from the **practical CLASSICS** Restoration Show at the NEC.

News and pictures from the NEC show held over the first weekend of April, by Paul Gough

There was so much to see, so many people to chat to and so much to buy, and yours truly only had Sunday at the show, even though I was at the doors when they opened and had to be asked to leave at the end!

Pictures say more than words, so lots to see on page 5. Many things caught my eye and I've included some 'adverts' in this issue.

One was a great working display of jacks, lifters and car tilts on the stand of CJ Autos [www.cjautos.eu](http://www.cjautos.eu). Had lots of fun trying them out and the prices were good too. Shipping can be arranged.

Another neat idea was a 'car garage' which took the form of a concertina roll out cover. The fabric is very high quality and should last a while even over here and installation is simple. In fact it would well suit my needs! The firm is run by the products designer, who was very helpful and a good fellow to chat to. Rollout Covers [www.rolloutcovers.co.uk](http://www.rolloutcovers.co.uk). Also see page 3.



Hours of fun in the Trade Stand and Auto jumble hall.

(Apologies for picture quality)



### You Talk – We Listen

At last month's meeting we included a 'Members' Forum' where members were invited to give their views about the club and complete a simple questionnaire about the club and how it's organised.

It's something we have done before (in 2014) and is the members' chance to help the committee move the club forward and continue to meet your expectations.

Have a look on page 8 for the results. Thanks for taking part!



#### WHAT'S INSIDE?

Page 5. Practical Classic's Restoration Show.

Page 7. 'X' is for Triumph TRX.

Page 8. Questionnaire results. Page 10. Mann's the Man. Page 12. Calendar of Events

## Amigos de los Coches Clasicos

**Our Mission:** To provide a club environment, which supports its members in the restoration, preservation and use of classic cars

## Club News and Comment

The highlight of the club meeting in April was the delivery of the grille badges – long awaited and worth waiting for!

The design, chosen from the competition for the new club logo, was by Barry Dennis and to recognise his work, Peter Underdown presented a certificate and a complementary grille badge during the meeting. Well done Barry.



No doubt many of us will be chatting with Peter about reserving another badge in a future order.

### Time for change!

Also in April's meeting, we passed around a questionnaire on club events and communications. The results are summarised in this month's *Classic Chat*, together with feedback from the Committee. Change is in the air! Thanks to all for having a go.

And so, as you will read elsewhere, this is the last of the monthly editions of *Classic Chat*, but it will be back as a bi-annual magazine next year. So we can look forward to that.

In place of *CC* each month we will have a 'snappy' newsletter mailed out directly to each member. See page 9 for the details.

So, meanwhile, enjoy the magazine and see you soon.

Paul Gough

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## Classic Chat

Editor: Paul Gough  
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Last date for copy: 25<sup>th</sup> of each month.  
Stop Press date: 1<sup>st</sup> of each month.  
Target issue date: 2<sup>nd</sup>/3<sup>rd</sup> of each month.  
Email for copy: [prgoughxj6@gmail.com](mailto:prgoughxj6@gmail.com)

## NAME THE CAR

Can you identify this car? Answer on page 8



### What's on in May – ACC

#### 10<sup>th</sup> May

Monthly run out in the Almanzora area, with Team Riley.  
See Chas' email of 22<sup>nd</sup> April for more details.

#### 13/14<sup>th</sup> May

Invitation to join Club Camposol at Roquetas de Mar. More details Trevor & Paula Doyle.  
[trevor.doyle@wanadoo.fr](mailto:trevor.doyle@wanadoo.fr)

#### 27<sup>th</sup> May

Flower Show at the Alhambra Chapel.  
See email 15<sup>th</sup> March from Chas

#### Date tba

950 Club Meeting (non club event)  
Look out for emails for the date, also a possible venue change.

### EVENTS SPAIN & UK

#### SPAIN

It's a mystery!

#### UK

Royal Windsor Jaguar Festival  
Windsor, Slough  
6<sup>th</sup> May  
[www.jec.org.uk](http://www.jec.org.uk)

Classic and Vintage Vehicle Festival  
Quorn, Loughborough  
13/14 May  
[www.gcrailway.co.uk](http://www.gcrailway.co.uk)

Gaydon Festival of Transport  
National Motor Museum  
28<sup>th</sup> May  
[info@mail.britishmotormuseum.co.uk](mailto:info@mail.britishmotormuseum.co.uk)

### CLASSIC CAR RADIOS

At the NEC, I came across this firm who specialises in radios with knobs!

**Walmley Classics**, owner  
Roger Beasley.  
[rogerbeasley4@msn.com](mailto:rogerbeasley4@msn.com)

### QUICK QUIZ ABOUT THE NEC

When was the first International Motor Show held at the Birmingham NEC?

What does 'GKN' stand for?

Answers on page 4

Check this out!  
Seen at the NEC



### EVERYTHING FOR CAR TRIMMING

At the NEC I had a chat to this firm, who can supply everything for trimming our cars. They will also ship out us here in Spain.

You can even send them a sample to match up!  
Have a look.

<http://www.martrim.co.uk>



**ADVERTS\*\*\*\*\*ADVERTS\*\*\*\*\*ADVERTS**



1977 MGBGT in Damask Red, 29,000 miles, electronic ignition, stainless steel exhaust. Spanish historic plates. Barry Dennis  
Tel:951069209. Email: [bazdent8075006@yahoo.co.uk](mailto:bazdent8075006@yahoo.co.uk)  
Price: 6,500 Euros ono.  
(Member)



Cooling Fan. Twelve volt, 80 watt cooling fan kit. Diameter 12 inches and never fitted. £25 ono. Peter Underdown. Email:  
[goatshedgarage@yahoo.com](mailto:goatshedgarage@yahoo.com)  
(Member)

*Adverts shown are taken in good faith and no recommendation is made or implied by Amigos del los Coches Clasicos.*

**NOBODY BREAKS A LEG AT 'HAM IT UP'** (Get it?) Friday 21<sup>st</sup> April

As we know, Alan Foreman went into hospital on 21<sup>st</sup> of April (we all wish you good luck, mate and keep your hands off the nurses!) but this didn't stop Alan and Margaret planning a great route from the restaurant Morena, thru Urcal and on to Velez Rubio for a coffee.

Ken and Jaqueline stepped in to lead the group and did a great job at short notice.

In all 38 members and guests arrived at the residence of El Presidente y su encantadora esposa, for a 'bring and share lunch', featuring the ham won by Dickie Bird which he shared with the club.

The weather was good, company cheery as usual and I managed, with many others, to get to the puddings more than once, isn't that right, Karen?

It was great to see the Mayflower out on a long run and also Jane Austin out for the first time.



**Quick quiz about the NEC**



**Name the Car – Peugeot 402L Eclipse convertible**

Based on the 402 series, this hardtop convertible was designed by Georges Paulin, a dentist, in 1931. The metal roof was lifted and deposited beneath a rear hinged boot lid by a complicated, electrically operated mechanism.

Nothing new under the sun. I remember Ford doing a similar 'disappearing' trick with the roof of Ford Fairlanes in 1957.

## practical CLASSICS Restoration Show at the NEC.

Here are a few photos of exhibits which were of interest to me and I'm sure many of us. The whole show had a friendly air of comradie and respect for cars of all types. Great place to be!



On the stand of the Frisky Register ([www. Meadowsfrisky.co.uk](http://www.Meadowsfrisky.co.uk)) I talked with John Meadows, the grandson of Henry Meadows, who's company Henry Meadows Ltd, manufactured, amongst other things, the Firsky. Nice chap, spotless car and an interesting web site- have a look and see!



MG Y type:70years old this year



Wolseley 1000, built in South Africa between 1967 and 1969. One of 17 survivors.



1936 Triumph Dolomite Roadster

A really well presented Armstrong Siddeley 16/18 Whitley from 1953.



An interesting section of the show was given to Barn Finds. Although a romantic thought – rescuing a long forgotten car and restoring it to former glory – it is not to be undertaken lightly. The work can be tremendous and in some cases the cost greater than the value of the finished article. Having said that, when a car 'claims' you for its new owner, then such trivialities are minor to the joy of making something from nothing!



A Rolls Royce covered with lichen (above) and an Armstrong Siddeley Sapphire.(right).







This Austin A40 van was once used by a baker and the racks still had contemporary news papers inside. Had a quick read and very interesting too!



A 1931 Peugeot 301 rescued after 51 years storage

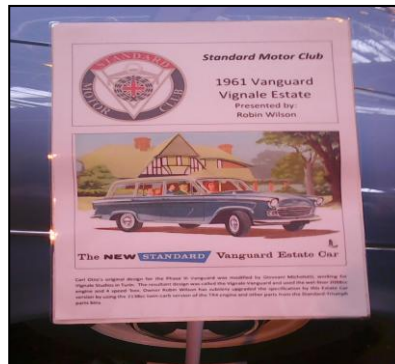


And a sad little Husky wanting a new kennel.

An immaculate, fully restored Mk1 Jag. There was another Mk1 behind it Waiting for Similar treatment.



And my favourite of the show comes last (below)



1961 Standard Vanguard Vignale. She was absolutely spot on and I had a great chat with the owner, who let me have a sit inside.....does that sound a bit sad?

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

by Paul Gough.

### X is for Triumph TRX

Remember the Triumph Roadster (1946 – 1949) of Bergerac fame? Well, the TRX was to be the replacement for this rather matronly looking car. And what a departure it was.

Designed by Walter Belgrove, the TRX, often called the Silver Bullet, was launched at the Paris Motor Show in 1950 as the New Triumph Roadster.

The body was, in the main, double skin aluminium on a stretched Vanguard chassis. It looked futuristic, with clean flowing uncluttered lines, but it was difficult to produce.

The car was full of advanced electrics and hydraulics – did Citroen get some ideas for the DS? The headlights covers were operated electrically as was the radio aerial, while electro/hydraulics operated the hood, windows, bonnet, seat adjustment and built in hydraulic jacks.

Power was provided by a 2000cc Vanguard engine with twin SU carbs mated to a three speed gearbox with column change.

Alas, this potentially great example of 'what could have been' was bedevilled by problems. When being demonstrated to Princess Margaret there was a mismatch between the buttons causing the hood to go down when the headlights should have opened up, among other 'howlers'. One prototype was lost when a fire broke out under the bonnet and power was lost to the bonnet allowing flames to rage unchecked.

But we shouldn't laugh. This was a great concept car and if the complications had been scaled back and the design simplified a world beater could have resulted.

In the event management lost courage and scrapped the project in favour of another Belgrove design, the TR2. The TR series was born.

Two examples survive. One was advertised in 2016 for 95,000 dollars and was a barn find.



### Behind the Badge

Like so many motor companies, Triumph can trace its origins back to the manufacture of bicycles. Two chaps from Germany began making cycles at Coventry in the late 1800s. Predictably, the firm soon began to manufacture motor cycles and by 1918 were the largest manufacturer in Britain.

Inevitably, production moved to cars: the first Triumph being sold in the early 1920s. In the 30s, the company became the Triumph Motor Company and production focused on upmarket vehicles of low volume. However, financial difficulties lead to receivership and although the company was purchased, the factory was destroyed in 1940.

In 1944 the Triumph brand was purchased by the Standard Motor Company and in 1959 the company became Standard Triumph. The last car to bear the Triumph name was the Acclaim in 1981 under BL ownership.

The origins of the logo are unclear, although earlier versions allude to the British Empire as the globe was multicoloured and the empire was shown in red.



## **YOU TALK – WE LISTEN. MEMBERS QUESTIONNAIRE - RESULTS**

It's important, that as a club, we try to meet the expectations of our members. And we take this very seriously. One method we use, from time to time, is a simple questionnaire, which members are asked to complete.

The previous questionnaire was emailed out to members in 2014 and achieved a 54% return response (12 questionnaires). This time we wanted to hear the views of members' partners and so the questionnaire was presented during April's club meeting.

In all, 21 questionnaires were completed, 13 by members and 8 by 'partners'. The results are summarised below.

### **Meetings and events**

#### **Club meetings**

*The first section of the questionnaire revealed the majority of members favoured Thursday pm for the club meeting at Hotel Overa. Least popular was Saturday and Sunday.*

#### **Day runs**

*The votes cast showed the most popular day for our monthly run was Wednesday, with Friday next most favoured. Saturday and Sunday were least favoured.*

#### **Length of run**

*Most votes were cast for runs of between 80 to 100kms. No votes were recorded for more than 100kms.*

#### **Length of travel to start point of run**

*Votes cast were evenly split between 'up to 30kms' and 'up to 40kms'.*

#### **Cost of lunch**

*The majority voted for lunches costing up to 15 Euros. Some voted for up to 20 Euros, but none favoured lunches costing more than 20 Euros.*

### **Communications and information**

#### **Website**

*Votes indicated that most visited the site between 0 and 5 times per month. Some visited 5 to 10 times per month, while none visited in excess of that.*

#### **Classic Chat**

*Less than half those responding read most of CC, while remaining votes were spread between some and not much.*

#### **Sources of information**

*Of those who responded, emails and club meetings were the most favoured. Classic Chat and the website were not seen as important for this information.*

**NB.** Not every question was answered in every questionnaire. Some questions received an answer which was unclear and could not be included in the analysis.

**Comments.** Many favourable remarks were made. The following suggestions were made:

*1. Could do more social events 2. Could have more relevant talks (at club meetings) 3. Keeping together on club runs (could do better). 4. Could have a Facebook page for member's only*



## **YOU TALK – WE LISTEN. MEMBERS QUESTIONNAIRE – FEED BACK**

During the committee meeting in April, the results of the questionnaire were discussed. Below are the responses to the issues raised.

### **Meetings and runs**

*Regarding meetings and runs, the results compare favourably with current arrangements. The preferred cost of lunches was noted.*

### **Communications and information**

*It is clear from the results, members consider emails and the monthly club meeting as the most important source of information for club activities.*

*To build on current practice, a simple newsletter will be emailed to all members at the beginning of each month and prior to the club meeting, giving details of runs and events for the forthcoming month. Contact details for the organisers will be included. *Classic Chat* will become a bi-annual magazine posted on the website during the winter and summer. A monthly Roundup of Events will continue to be available on the website.*

### **Turning to specific comments on the questionnaire.**

**1. Could do more social events.** *We are eager to receive suggestions about new and different events for our calendar. While the emphasis is on events linked to the use of our cars, stand alone social events can be considered. Let us know your ideas.*

**2. Could have more relevant talks (at club meetings).** *As you will know, we have started to include talks at monthly meetings and will welcome suggestions for topics. Talks can be made by members on their interests or by invited guests. If you would like to give a talk on a subject of your choice, or know of a non club speaker who would be of interest to the members, please let us know.*

**3. Keeping together on club runs (could do better).** *This is an important feature on all runs out. There are some difficulties in always achieving a tight grouping, not least unreliable mobile contacts between the lead and tail car and power differences between cars.*

*However, the issue is under review to include; requests to organisers to produce detailed route guides, possible use of 'walkie-talkies', arranging the cars in sub-groups to reflect power outputs. We will keep you informed on progress.*

**4. Could have a Facebook page.** *A club facebook page is established. Simply go to your account and enter the club name or website address and our page will open. Why not put something up and let's start a really active facebook page.*

*If you have any questions or suggestions on the above, please speak to any Committee Member.*

## *Designer in Focus*

Harris Mann (1938 - )

Many people recognise the name of Alec Issigonis. He was talented, but self opinionated and difficult to work with, so it is said. Unlike many designers of a different temperament, for example, Gerald Palmer, he was resistant to advice and suggestions from others. So it is not surprising that Harris Mann once said “.....but Issigonis wouldn't talk to me because I didn't have an engineering degree”. Unfortunate, because Harris Mann at that time was an up and coming designer whose ideas were worth listening to.

Harris Mann was born in London in 1938 and always had an interest in cars. This interest lead him to attend technical school, which he said “...gave me a good practical understanding of things”. This understanding lead to an apprenticeship in motor body engineering, with Duple.

On completion of his apprenticeship as a draughtsman, Harris looked for suitable work but, without success, left for the USA where he joined the Raymond Loewy studios for six months, contributing to tyre design until the project ended. Returning to the UK, Harris was obliged to do his National Service, but due to the crisis in Germany, two years became six.

On his release, he returned to Duple, and then moved to Commer at Luton for nine months as a design engineer. Seeing an advert for a feasibility engineer with Ford, Mann applied, was successful and joined their design studios in 1962.

At that time Ford was a hot bed of energy in car design and after about nine months Harris submitted a collection of his design ideas to the Ford Head of Styling which resulted in a position of stylist under Roy Haynes. During this time, around 5 years, Harris worked on Escorts, Capris and D Series trucks.

It was 1967 when Roy Haynes was head hunted by BMC and he encouraged Mann to join him, which he did. Together, they set up a new design studio at Morris' Cowley plant. Mann remembers this time as frustrating due to the staid influences of Issigonis and Burtz. BMC was like a mausoleum Mann, once commented.



The first project on which Haynes and Mann worked together was the Morris Marina; additionally Harris worked on individual projects including the Zanda, a design concept, which bears a distinct likeness to the TR7 that Mann was to design later. This was 1969.

BL design at this time was hardly groundbreaking, certainly when compared to European manufacturers, but it was the Zanda which caught management imagination and lead to his appointment as Chief Stylist for the AD067 Allegro. Now this car has been much derided, in many ways unjustifiably so, as the car was basically a sound design. But not the design Harris Mann penned. The Allegro in the showrooms was not that elegant Mann design but the result of lack of investment, cost cutting and the expediency of using the existing parts 'bin'. Not to mention the 'management' of the concept to prototype process, which was dysfunctional.

Still, Harris is very protective of the Allegro: “You still see more Allegro's around than Cortina's of the same era. It took a lot of stick, but it wasn't that bad a car. The trouble was every one off the line was different in some way, thanks to quality control. I had one as a company car, and it was one of the good ones.”

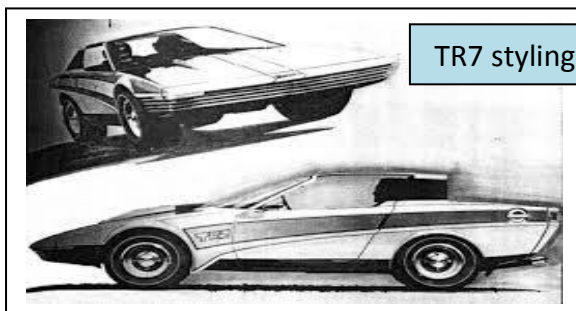
continued





The Princess was the follow on assignment and another example of where the signed-off design deviated from the original concepts. Harris saw this car with five doors, but management viewed this as competition for the Maxi and so the Princess launched as a four door saloon, morphing into the Ambassador, which was five doors, later.

Continuing with the wedge theme of Mann's Zanda concept, the TR7 was seen as a car solely for the USA and first designs included a targa top, which was dropped due to engineering difficulties.



The replacement for the mini was more challenging and the Metro, arriving in the 80's, again strayed from the ADO74 and ADO88.

Before leaving BL in 1983, Harris was heavily involved in the Maestro project, under David Bache, the design of which was greatly influenced by Rover rather than Harris's ideas. As a freelance designer, Harris Mann has undertaken assignments for BMW, Subaru and MG, also lecturing in design at Coventry University.

Let us leave the last words to Harris Mann "When I look back on my career, it's been fun".

Paul Gough  
April 2017

Sources: Classic Car Magazine. Classic Car Weekly.  
Leyland Princess Club. TR7 Drivers Club.

Previous articles in the series

Gerald Palmer (Jowett Javelin, etc.) January 2015  
Colin Neale (Ford Classic etc.) April 2015  
Roy Brown (Ford Edsel, Cortina, etc.) April 2016



Harris Mann

**CALENDAR OF EVENTS 2017**

DATE	DAY	EVENT	ORGANISED BY	TEL No	COMMENTS	MORE INFO
12 <sup>th</sup> January	Thursday	Club meeting	David Fox	663738498		Completed
18 <sup>th</sup> January	Wednesday	Monthly run out	Mike & Wendy Birtwistle	950615050	Lunch in Mojacar	Completed
2nd February	Thursday	Club meeting and AGM	David Fox	630740502		Completed
19 <sup>th</sup> February	Sunday	Monthly run out	David & Sue Fox	663738498	Velez Rubio area	Completed
2 <sup>nd</sup> March	Thursday	Club meeting	David Fox	630740502		Completed
8 <sup>th</sup> March	Wednesday	Monthly run out	Peter & Karen Underdown	950167156	Saliente area	Completed
6 <sup>th</sup> April	Thursday	Club meeting	David Fox	630740502		Completed
21 <sup>st</sup> April	Friday	Monthly run out	David Fox and Allan Foreman	630740502	Lunch at David & Sue's	Completed
4 <sup>th</sup> May	Thursday	Club meeting	David Fox	630740502		
10 <sup>th</sup> May	Wednesday	Monthly run out	Team Riley Duncan & John	610018818	Almanzora area	See email 22 <sup>nd</sup> April
13/14 <sup>th</sup> May	Sat / Sun	Invitation to join Club Camposol	Trevor & Paula Doyle		At Roquetas de Mar	More info soon
27 <sup>th</sup> May	Saturday	Flower Show	Team Riley Duncan & John	610018818	Chapel at Alhambra	See email 15 <sup>th</sup> March
1 <sup>st</sup> June	Thursday	Club meeting	David Fox	630740502		
16 <sup>th</sup> / 18 <sup>th</sup> June	Fri/Sat/Sun	Weekend away	Stuart & Barbara Kerfoot	673067767	2 night away event. Pilar de La Horadada.	More info soon
TBA June		Social Lunch	Peter & Karen Underdown	950167156		More info soon
6 <sup>th</sup> July	Thursday	Club meeting	David Fox	630740502		
13 <sup>th</sup> July	Thursday	Summertime Dinner	Paul & Mel Gough	694429029	Dinner at La Vida	Includes mini-run
3 <sup>rd</sup> August	Thursday	Club meeting	David Fox	630740502		
17 <sup>th</sup> August	Wednesday	Cool BBQ	Chas and Judy Longhurst	684215018		
7 <sup>th</sup> September	Thursday	Club meeting	David Fox	630740502		
20 <sup>th</sup> September	Wednesday	Monthly run out	Barry & Brenda Dennis	951069209	Taberno area	
5 <sup>th</sup> October	Thursday	Club meeting	David Fox	630740502		
21st October	Saturday	La Alfoquia Community Fair & Show	Paul Gough - liaison	694429029	Individual entries at Fair for classic car category	No club stand this year
2 <sup>nd</sup> November	Thursday	Club meeting	David Fox	630740502		
15 <sup>th</sup> November	Wednesday	Monthly run out	Bill Geldeard & Brian	666277294	Tahal	
13 <sup>th</sup> December	Wednesday	Xmas Lunch and run (No club meeting in December)	Will & Charli Gater	671171340		

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