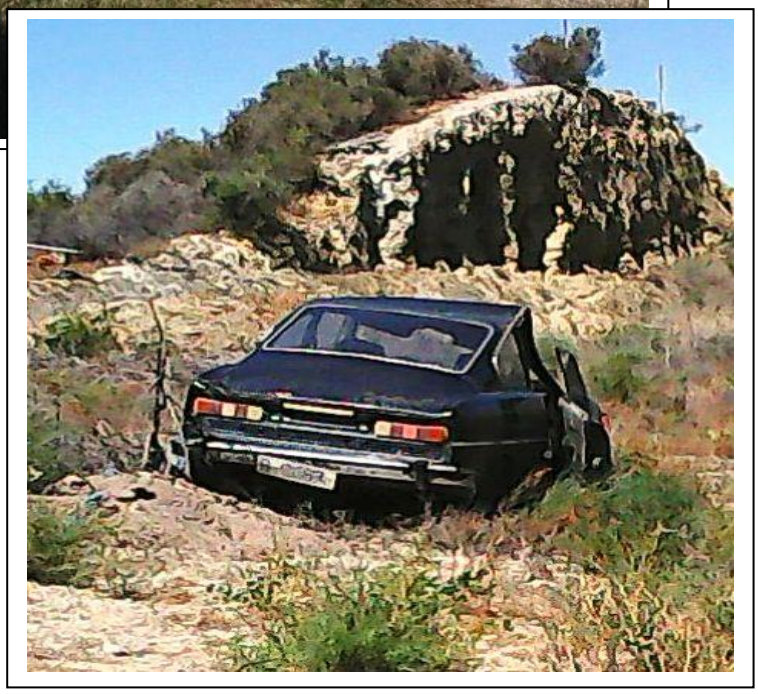
Classic Chat

The monthly e-magazine of Amigos de los Coches Clasicos



Alone and neglected

Two cars slumbering alone and forgotten, but a happy outcome for one, at least.

See inside for the full story

Editorial

Welcome to another Classic Chat with, hopefully, something for everyone.

Our regular contributors Syd Spanner and Peter Underdown help me out again with interesting pieces, while Steve Holgate tells us about his latest project (Cover Story).

Now, I'm not particularly good at it, but I do like to record things to look back on. On 7th May last year we had 24 folks attend our monthly meeting. This month we had 45 – if proof is needed this shows our club is attractive, welcoming and inclusive – just as it should be! Well done all, especially in making our new friends feel so welcome.

A recent survey has some interesting stats. (page11) and the message for me is that, as enthusiasts, we must encourage younger folks (than me anyway) to join our hobby. This is important for the classic car movement as a whole and something we can all think about.
Paul

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Classic Chat needs YOU

Why not follow Peter Underdown's lead and write in with a story about your first car? Don't be shy: it's the contribution that counts and we all look forward to knowing how you spent your money all those years ago! Email: prgoughxj6@gmail.com

Welcome to new members:

Dean Bromley, Chris Back & Jo Tyler, Darren & Kay Corfield, Phil & Dorothy McKiernon and Richard Longden

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

A sample of what's in this issue

* More on distributors	page 3	* Syd does a tune up	page 9
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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.

LAST MONTHS 'GUESS THE CLUB MEMBER'

Well, my winning streak came to end this month when Karen Underdown correctly identified the mystery member as Mike Birtwistle spelling

Well done Karen, who must be beside herself with excitement wondering what the prize is. Steady, Karen!

As a clue Mike and Wendy were also appeared on page 19 of April's ***Classic Chat***.

Okay, so that was fun, but we will give "Guess the Club Member" a break for a while, but if you haven't been included yet, don't worry it will return!

TECH TIPS

Distributors (5)

This month we look at testing for high resistances, or 'volt drops' in and around the distributor. We will keep it simple and test what is called the 'low tension or low voltage' circuit from the coil, through the distributor, to earth.

A bad connection here can cause bad starting, misfire and hesitation, just like contact breakers which are in a burnt condition.

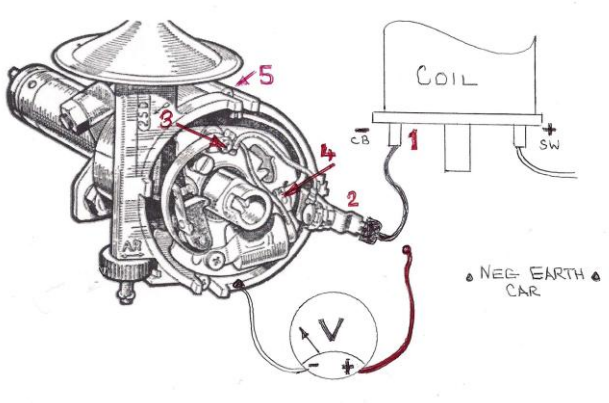
You will need a low range volt meter since we will be looking for readings of ½ volt and less.

So here we go. Remove the distributor cap and rotor arm, turn the ignition on. Make sure the contact breakers are closed.

Connect the volt meter black lead to the distributor body and the read lead, in sequence, to the places 1 to 5 shown on the diagram.

The table shows outcomes.

Tech Tips continued



Connection at 1. The volt meter should not read more that ½ volt at the most. If it does go to 2.
Connection at 2. If the reading drops back to less than at 1, renew the cable between 1 and 2. If not go to 3.
Connection at 3. If the reading drops back to less than at 2, renew the terminal and cable assembly. If still a high reading go to 4.
Connection at 4. We are testing here the contact breakers. If the reading remains high check the contacts.
Connection at 5. We are testing here the thin moving base plate wire. If the reading drops back here renew this thin and delicate cable. After replacing any parts, go back to connection at 1. If the reading is still high, check the contact breakers and repeat the sequence.

The volt drop should be as low as possible, but there will always be a drop of sorts. On the Herald I got it down to 0.25 volts. It will never be a zero reading from connection 1.

The meters needed for service work on distributors are: a dwell meter, a low range voltmeter, and a rev counter.

The best option I think is a multimeter which has all of these and varying scales. Some folks prefer digital but personally I'm happy with analogue – a needle type instrument.

The Gunson type I have seems difficult to find now, but have a look on ebay and other sites. See also page 4 for pictures and examples.

Next time we will look at checking the ignition timing; always necessary after altering the contact breaker gap.

MONTHLY CLUB MEETING

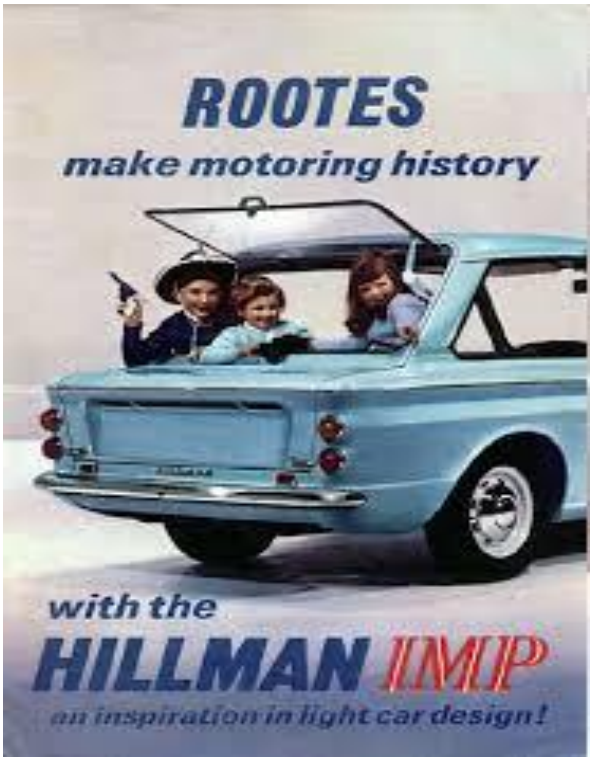
There's no doubt about it. We have out grown our room now, with not a chair to be had, or a place to put it!

It made the atmosphere all the better with 45 folks including many guests joining in and enjoying the quiz following the meeting, kindly organised by Will Gater and Bill Geldeard. Thanks both.

A major part of proceedings was to outline the events planned by the club over the next few months; quite a few!

So, to help the five new members who joined on the day get up to speed (and to help those of us with failing memory) Chas has produced a full round up, which will be found on page 6 of this magazine. Why not print that page out and keep it to hand?

So, we look forward to seeing everyone again for the next club meeting (if not before) on Thursday 2nd June. Arrive early!



AROUND THE WEB
www.veloce.co.uk
An interesting site selling car books. Not the easiest to search, but some unusual books, including one about building your own engine block coffee table.

Tech Tips continued

Here are a selection of meters I've found, but there are many places to look. Remember you need a tacho (rev counter), dwell, volts and low range volts as a minimum, amps is good too if you can.

This one has served me well

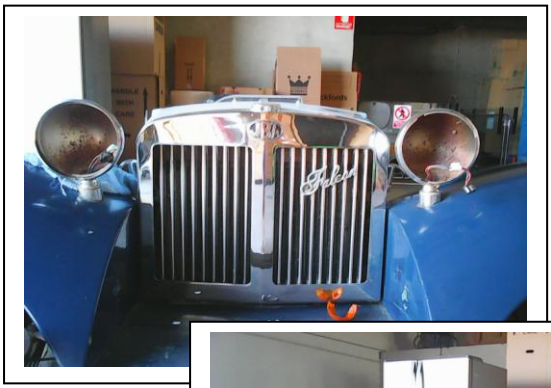
I saw this on ebay for £5.00

This on ebay for £18.00

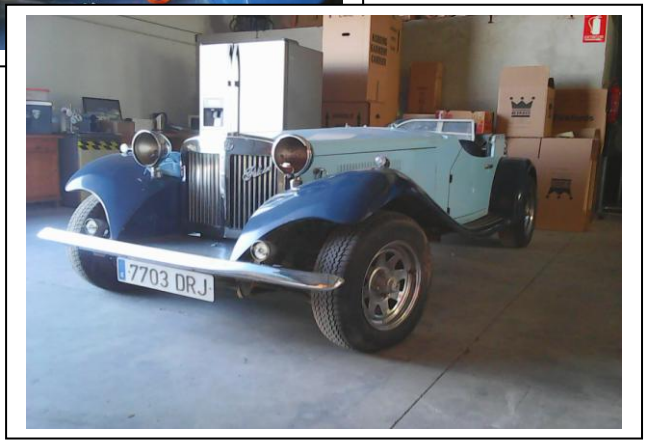
Next time, when we look at ignition timing we will need a timing light. The preferable lights are multifunction, having a rev counter, dwell, advance control, and sometimes a low range voltmeter. We will look at these in more detail then.

Cover Story

It's always sad to see vehicles, of any type, rusting away but especially so when they are classics. Member Steve Holgate, became aware this 1990 JBA Falcon (cover page, top) was for sale and went along to view it near Almanzora.



The grille came up well with a polish and new headlights are on the way! (Left)



The Falcon (right) after a good clean and polish.

The JBA had apparently been driven over from the UK and then put on Spanish plates.

The last ITV was 2005 and it had been in the field since then. **JBA Motors** is a company based in Norwich, Norfolk that makes the JBA Falcon. The company was originally named JBA Engineering and the name came from the first letter of the surnames of the three partners who founded the firm, Kenneth Glyn Jones, John Barlow and David George Ashley. They were all engineers at British Leyland. John Barlow later left the company, but it was run by Ken Jones and Dave Ashley until 2004. Steve's car uses Mk111 Cortina mechanicals.

Steve has promised to keep us informed with progress reports. Good luck, Steve!

Steve said, "It was in a terrible state, with wasp nests inside and covered with dust inside and out. The windscreen was broken too. Still, it was salvageable and after negotiations a price was agreed and I made arrangements to get her back to my workshop."

Once under cover, Steve set to work giving the car a good clean and assessing the general condition.

Steve pointed out, "If you compare the paintwork after a 'T'Cut with how it was, she's come up quite well. I think the dust protected the paint from ultra violet rays."

Steve continued "The plan is to get her ready for the ITV and take it from there. It's not far off and I've had a new piece of toughened glass cut for the 'screen."

Alas, the Skoda's fate remains uncertain as the car is in a very poor state, with severe roof damage. Right, a Rapid in its prime.
(Quite fancy one – PG)

FUTURE EVENTS

with Chas Longhurst.

Look at what's in store!

BILL'S RUN Wednesday 18th May
This run includes a visit to a site of historical interest on our journey from Sorbas to El Pilar for lunch.

See email dated 9th May 2016 for more information. Booking required by Sunday 15th May.
Your organiser for this event is Bill Geldeard. Email: wgeldeard@yahoo.com Tel: 666277294

WEEKEND OF LUXURY 4th and 5th June 2016
This weekend event and is nearly fully booked. It will be great event at a four star hotel "Los Nogales", on the edge of the Sierra de Cazorla, 46 kms north of Baza.

Many members are joining in for the day on Saturday 4th and will be meeting up along the way for coffee and lunch and many going on to the hotel to have a look!

If you wish to join in or for more info please contact your organiser for this event: Malcolm Smallwood.
Email: mpsmallwood46@gmail.com Tel: 950475719

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 meetings on 2nd June or 7th July (closing date). 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 Amendro, near Sorbas.

Part payment on booking is required for this event. Look out for more information by email, coming soon!

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.

The A to Z of classics……with a difference

I is for Hillman Imp.

Often overlooked, the Hillman Imp is an excellent starter classic and indeed, one to keep as demonstrated by the active owner's club. The aim for Project 'Apex' was for a four seater car which could achieve 60mph and return 60mpg. Work began in the late '50s and the Imp was launched in 1963.

Designers Michael Parkes and Tim Fry decided on a rear engine layout, not unusual at the time, to maximise cabin space and luggage capacity in front and at the rear.

The body, designed by Bob Saward, was crisp and included an opening rear window and rear seats which folded down, providing extra load space.

The car was the first mass produced British car to have an all aluminium engine and a diaphragm clutch. The engine was inclined at 45 degrees and mounted behind the all synchromesh gearbox.

The Imp was no slouch and won the Tulip Rally in 1965 and also the British Saloon Car Championship in 1970, 71 and 72. It didn't suffer the handling vices of some other rear engine cars, although early versions did tend to under steer somewhat.

Government interference resulted in the car being assembled in Scotland which led to considerable logistical and quality problems. The car was also underdeveloped when launched, but initial problems with the pneumatic throttle and automatic choke were overcome. In service, reliability concerns had their basis in unfamiliarity in garages with the special service requirements of aluminium engines.

During production, variants were developed including a van, estate car, a sport saloon and a coupe, being sold variously as other brands of the Rootes Group.

Although overshadowed by the Mini, it was a success and enjoys an enthusiastic following. A fairly decent example should be found for around £4 to £5000.

Specification
Engine: 875cc and 998cc. Overhead camshaft, in line 4 cylinder.

G/box: 4 speed all synchromesh

Dimensions:

Length:	3,581 mm (141.0 in)
Width:	1,524 mm (60.0 in)
Height:	1,385 mm (54.5 in) saloon
	1,330 mm (52.4 in) coupe
	1,475 mm (58.1 in) van

Produced: 1963 to 1976
Total production, 440,000

Cost new: Imp De luxe £532. 1963

Behind the badge

With experience in the sewing machine industry and having manufactured bicycles with partners Herbert and Cooper, William Hillman established the Hillman Coatalen Motor Company in 1907. Louis Coatalen soon left to join Sunbeam and the name Coatalen was dropped.

Hillman manufactured well designed and successful cars and in 1928 was taken over by Humber, and then both by Rootes Group in 1931. Chrysler took controlling interest in Rootes Group in 1967 and the last car to bear the Hillman name was the Avenger, until 1981.

The winged emblem first appeared in 1928 and evolved over the years. The centre design alludes to the three spires of Coventry (St Micheal's, Grey Friars' and Holy Trinity). In later badges the three spires were simplified as three vertical lines and carried over to Rootes Group logos.

Too Fast

By Syd Spanner

Hiya, Syd here again with another tale about Ford Escorts, this time an XR3i.

The Ford Escort XR3i was one of the nippiest cars around in the eighties much loved by boy racers, so it came as a surprise when I got a call from a chap who was well into his seventies saying he needed a service on his XR3i.

Spares collected from local suppliers plugs, oil, oil,air and fuel filters.

There she sat on the drive clean and polished awaiting a service.

I rang the bell and was greeted by a silver haired chap (like many members in the club) with a mug of tea in his hand for me! He said that he owned the car for a year and that it was due its annual service and a pre mot check, he handed over the keys and left me to get on with it.

The service went well with no signs of any problems that would cause it to fail its MOT. The last task was to take the car for a test drive to make sure everything was ok.

On setting off with the car I noticed that the engine wouldn't rev above 1900rpm which made the car very, very slow.

On investigation I found that the throttle was only being opened by about 10% the problem was that someone in the past had changed the throttle cable but had fitted a carburettor cable that was longer, therefore not giving full travel to the butterfly. I informed the owner and was told to do what was required.

The cable was changed and full power was restored.

Bill presented, payed,and off I went.

Two hours later I had a phone call from my silver haired customer "What had I done to his car, it goes too fast and I don't like it, I want it as it was"

On returning I explained what I had done, but he was adamant that he wanted it as it was, so old cable fitted, max rpm 1900.

Just goes to prove you can't be a boy racer at 80!

Tata for now Syd.

A nostalgic look at our first car

In the first of a new series, Peter and Karen Underdown share memories of their first car.

Our first car was a 1972 Skoda 110 saloon. It was a joint purchase between Karen and me before we got married so we could go out and about, without having to dress up before venturing out on my old motorbike. Karen was not the best pillion passenger and would often decide I was leaning too far to go round a corner and lean the other way; once to the shock of a bus driver who nearly hit us when the bike went straight on instead.

Still, I digress. Back to the Skoda, which was a mute shade of green and surface rust but a good solid car and, as my dad said "built like a tank". The inside was a sort of a beige/tan brown with a smoke coloured roof liner - I think the previous owner was a 60 a day man.

But this was our first car: our ticket to freedom and the open road, so with great gusto and full steam ahead it was scrubbed cleaned and polished to within an inch of its life and the front panel painted with some black bitumen paint liberated from Karen's dad's garage. It looked sporty and hid the rust! We then painted the roof liner with Woolworth's white vinyl emulsion and Karen added the finishing touch of 2 big plumped up cushions on the back seat - we were ready for the open road.

A Skoda 110 like ours.

Now, driving the car was a different matter as I had not passed my test, but Karen had.

So, I had to rely on her reports about the handling and within a short period of time a list of problems was beginning to form, such as intermittent rear lights, brought to our attention by a very helpful police woman who said she nearly run into the back of us whilst driving down a dark country lane.

A steering box which, if you hit a bump too hard, would induce a shake through the steering and which wouldn't stop until you stopped the car completely and pulled away again. But the problem which made Karen feel the most proud was the advance and retard mechanism in the distributor, which didn't return when you pulled up at a junction making the engine cut out, she would then do her party piece of getting out going round to the back of the car (as it was a rear engine) lift up the boot lid and to anyone who offered help would say, "It's ok, I know what I'm doing". Then she would give the distributor a sharp slap get back in the car start up and drive away leaving many a bemused look behind.

Soon though, all the problems got sorted but our ticket to freedom came to an end as we decided that a house was more important than a car, so then we got a mortgage instead and went back to a motorbike.

As for the car this was sold on to my brother who overheated the engine, which broke the crankshaft and put a con rod out through the sump, so it went to the great scrap yard in the sky.

But there was light at the end of the tunnel. One year later we managed to buy our beloved ex grocers CA van. Cheap holidays here we come???

Peter & Karen

What we've been up to

Why is it we can have days of sunny weather and soon as a run comes along the clouds arrive? So when the morning of Wednesday 20th April dawned, many of us were looking at the heavens hoping any rain would hold off for Peter and Karen's run.

Well, we were lucky and it was a great turn out of classics as we assembled at Bar Kalevala for chatter and coffee and Karen getting us organised for the off! As usual, our cars attract attention and a fellow drew up saying he was a classic enthusiast and plans to open a car lot next door to the Kalevala, specialising in classics, including American vehicles...hmmmm... lots of fun here on a Saturday morning. Anyway, where was I before thoughts of Chevrolet Impalas disrupted the flow?

Having at last got on the move, we went in convoy through Arboleas, La Hoya and Los Molinos. After La Rambla Aljibe we drove on turned onto the AL600. This is a great winding road through good countryside and led us down to coffee at the services near junction 537 on the E15.

Then on through quiet roads to Vera and Garrucha, where we all drove along the sea front (a la Southend on Sea 'style') to the Irish Rover at Vera Playa. Here, we parked our 12 classic cars for public admiration, while 39 members and guests, including three dogs, enjoyed a warm welcome and a good meal after our trip.

Many thanks to Peter and Karen Underdown for a great day out at short notice!

Meet the members

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

Barbara and Stuart Kerfoot from Los Gallardos

Barry and Brenda Dennis from Huercal Overa

SURVEY SAYS.....

The Footman James classic car survey this year has some interesting, but not altogether surprising, statistics.

Of the respondents:

- 94.6% were male
- 33% were aged between 60 to 69
- 28% were aged between 50 to 59
- 79% belonged to a classic car club
- 46% had owned a classic for more than 20 years
- 60% performed their own servicing
- 42% said their oldest car was made between 1950and 1969
- The top three cars owned were: 1 Morris Minor, 2 MGB, 3 Triumph TR 2-8

It seems then, that we buy a car from the times of our early years and enjoy being with like minded others.

The worrying thing (although understandable for a host of reasons) is that owners under 30 years of age only represented 2% of respondents.

The cost of classics play a role in this, which is why we must welcome newer cars to classic car ownership as a way of getting younger people involved in our passion.

Only my view, of course. *Paul Gough*

Another jest from Chas Longhurst

A woman went on vacation, leaving her husband behind. Before she left, she told him to take extra special care of her cat.

The next day she called her husband and asked if the cat was all right.

Her husband said: "The cat just died." She burst into tears and said:" How could you be so blunt? Why couldn't you have broken the news gradually! Today, you could have said that it was playing on the roof; tomorrow, you could have said that it fell off and had broken its leg; then on the third day, you could have said that the poor thing had passed away in the night. You could have been more sensitive about the whole thing. By the way, how is my mom?"

Husband: "She is playing on the roof."

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 and '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 brakets. 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
7th January	Thursday	Club meeting	David Fox	663738498		Completed
17th January	Sunday	Monthly run out	David & Sue Fox	663738498		Completed
4th February	Thursday	Club meeting and AGM	David Fox	663738498		Completed
21st February	Sunday	Monthly run out	Ray & Sybil Perkins	646691813		Completed
3rd 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
7th April	Thursday	Club meeting	David Fox	663738498		
20th April	Wednesday	Monthly run out	Peter & Karen Underdown	950167156	Let's go to the beach!	Completed
5th May	Thursday	Club meeting	David Fox	663738498		Completed
18th May	**Wednesday**	**Monthly run out**	**Bill and Silvia**	**666277294**	**Includes visit to site of interest**	**See email 09.05.16**
2nd 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	See email 30.1.16
7th July	Thursday	Club meeting	David Fox	663738498		
14th July	**Thursday**	**Summertime Dinner**	**Paul & Mel Gough**	694429029	**Includes mini-run**	**See email 29.4.16**
4th August	Thursday	Club meeting	David Fox	663738498		
10th August	**Wednesday**	**Cool BBQ**	**Chas and Judy Longhurst**	**684215018**	**BBQ near Sorbas**	**More info soon**
1st September	Thursday	Club meeting	David Fox	663738498		
22nd September	**Thursday**	Saliente Run	Paul & Mel Gough	694429029	Lunch at monastery	**More info soon**
6th 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**
3rd 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