



Hello all and Welcome to the November 2019 - Newsletter.

Introduction:

This month we have plenty of Photographs and input submitted from our members. It is always a pleasure to receive such items that we can share and enjoy and remind us of the great days out we have.

Articles submitted by members:

David and Sue submitted an article from N332 regarding Spanish driving licenses, in anticipation of Brexit happening on Oct 31st. The message was posted on Facebook. As an addendum to that information, I submit the following email correspondence from my solicitor. (Euro Abogados).

30th Oct: Good morning Mr. Oliver.

Just a short question, today expires the date for request to change your driving license in a Spanish one, as after Brexit, yours will be valid only for 9 months. BUT requirement is to submit request to Trafico.

Please make those persons you know who maybe unaware that regulation changes by the Spanish authorities are well underway. I believe this to be for those who are 'residents' at this time. This information is also in addition to the article from our Septembers Newsletter.

Message from Paul: October's run.

October is a good month for a run. The heat has passed and with a little luck, the risk of rain remains low. Dirty wheel arches were not a concern for those amongst us who don't get out enough.

So it was with the Flat Lands Run on 16th October where 30 members and guests arrived in good order for lunch at Villaricos, following a run from Huerca Overa to San Juan for coffee, then via to coast road for our excellent lunch at Resturante Los Conteros. Service was efficient and the high quality of the meal confirmed by all.

All this on a day of lovely mild sunshine with a light breeze. But what about the cars? Well, we must have a secret contingent of the Mercedes Owners Club, as there seemed more Mercs in the line up than you could shake a stick at in a country road! Are they going to form a marque register within the club? Can the Triumphs and MGs compete in number? Hmm....food for thought.

Thank you for coming.

Paul Gough- Event Organiser

IDEAL WEATHER FOR THE WALTON ON NAZE CLASSIC CAR SHOW

A treat for all classic car admirers

Words and photos by Paul Gough

It was a perfect day for the 2019 Walton Classic Car Show in September. Around 250 exhibits were grouped around the meadow adjoining the seafront, including army vehicles, custom cars, motor cycles and of course, classic cars of all makes and types.



There were fine examples of American saloons, which would have kept some of our members talking to the owners for hours.

At the other end of the spectrum, there was a splendid display of pre WW2 vehicles, which looked so small by comparison!



This Buick Super from 1958 was spotless and caused wide grins all round (left). Austin and Morris saloons were much admired (right)



This Riley RM dhc was remarkable and 70 years old too (above left), while the once commonly seen Rootes Group Arrow range was represented by a lovely Humber Sceptre from 1972 (above right). Now rare, these cars should be saved and are of as much importance as their competition, the Ford Cortina.

A message from Peter and Karen. (Thanks for the photo's)

Attached are the photos from the Alfoquia show (Amigos show).

It was a well supported event by the ACC club. Paul received first prize in the 20-25 year group.

And in the best overall for the show by category was as follows

1st. Paul (wheel arches) Gough. 2nd. David Fox. 3rd. Noel Verleyen

The Line up



Paul with his magnificent TR7 - *Congratulations*



Paul again, this time with his Lada (*Didn't he do well*)...



Peter and Karen's Hillman. David and Sue's MG, then we have Alan and Margaret's Triumph, just out of shot is Barry and Brenda's Mercedes.

October ACC Run

Here are a few pictures taken from our recent run, Thanks go to Paul and Mel for arranging the event. We met at Hotel Overa for coffee at 11:00am left for the 'Pitstop' at Delfino I-San Juan, then onto the Los Conteros restaurant for a lovely lunch. *Carraiges* around 4:00pm.

Here are a few photographs from the day





An offering from Keith and Sue

Car owners clubs

I've always believed in the importance of belonging to appropriate single marque owners clubs, for all the obvious reasons.

Here's a site with a comprehensive list, mainly UK based:

https://www.carandclassic.co.uk/car_clubs.php

An Item of Interest and Importance to us all:

Submitted by Chas & Judy. A must read. *It's not a wind-up !!*

Father-of-eight invents an electric car battery. Follow the link below.

<https://mol.im/a/7592485> via <http://dailym.ai/android>

Look what this 'clever chappie' did to his Saab.

1975 SAAB 96 V4 CONVERTIBLE

Tony Parkhurst wanted an eye-catching Saab, so he built one!

As a lifelong Saab enthusiast, it had been a dream to have a convertible version so this was the result! I bought the donor car in 1989 – for £50. It had failed an MoT test on a small amount of corrosion and a worn balljoint, so it was basically a decent example to start with. I had considered having a go with an angle grinder myself but in the end, decided to seek outside help via a fabrication engineer here in Dorset called Chris Platts, who had the right tools to get the roof off very quickly. He had previously experimented with metal girders to provide structural rigidity, but for this car,

a 3mm plate was cut and folded from the sills to the centre of the car on each side to provide strength, along with plates running the full length of the wheelbase. It was beautifully done and imbues the car with the required stiffness and rigidity.

With the roof gone, the rear cavity where the parcel shelf would have been was filled with a rear deck, complete with a curved reinforcement plate that flows into the rear window area, where we raised the sides with a 2mm folded plate for strength. Extra metal was then welded in around the B-pillars and above the windscreen using a 10mm round bar, each end being capped with 2mm plate.

A rear floorpan section from a Nineties Saab convertible was installed so we could fit the seats from one of those. The result is a car that's as comfy as an open-top Nineties Saab – but with a lot less scuttle shake and

wobbliness, due to all the strengthening! We then painted the car in its original 'Saab Indian Yellow' shade (it's orange, I know!) having primed and undersealed it all. Elsewhere on the car, the wiring was re-routed from the roof and along the floor and I replaced the tired original engine with another 1498cc V4.

The only thing I've never got around to is making a roof for it so it has always been just a sunny day car. But I'm retiring, so it's probably time to let the car go to somebody else now. ■

HOW MUCH? The donor car cost just £50, but I lost count after that!

HOW MAD? Sensible, safe and very Saab!

HOW HAPPY?

Very. But it's time for it to make someone else happy now.



Strengthen
The cavity along the side windows is filled with a 2mm folded plate and welded, giving extra strength.



Interior:
Nineties Saab floorpan was welded into the floor, so 1995 900 seats could be fitted.



Power
Upgraded V4 has plenty of grunt.





SAAB AB, A quite interesting and volatile history.

Founded in 1945-Defunct in 2012

Saab Automobile was a manufacturer of automobiles that was founded in Sweden in 1945 when its parent company, SAAB AB, began a project to design a small automobile. The first production model, the Saab 92, was launched in 1949. In 1968 the parent company merged with Scania-Vabis, and ten years later the Saab 900 was launched, in time becoming Saab's best-selling model. In the mid-1980s the new Saab 9000 model also appeared.

In 1989, the automobile division of Saab-Scania was restructured into an independent company, Saab Automobile AB. The American manufacturer General Motors (GM) took 50 percent ownership with an investment of US\$600 million. Two well-known models to come out of this period were the Saab 9-3 and the Saab 9-5. Then in 2000, GM exercised its option to acquire the remaining 50 percent for a further US\$125 million; so turning Saab Automobile into a wholly owned GM subsidiary. In 2010 GM sold Saab Automobile AB to the Dutch automobile manufacturer Spyker Cars N.V.

After struggling to avoid insolvency throughout 2011, the company petitioned for bankruptcy following the failure of a Chinese consortium to complete a purchase of the company; the purchase had been blocked by the former owner GM, which opposed the transfer of technology and production rights to a Chinese company.

On 13 June 2012, it was announced that a newly formed company called National Electric Vehicle Sweden (NEVS) had bought Saab Automobile's bankrupt estate. According to "Saab United", the first NEVS Saab 9-3 drove off its pre-production line on 19 September 2013. Full production restarted on 2 December 2013, initially the same gasoline-powered 9-3 Aero sedans that were built before Saab went bankrupt, and intended to get the automaker's supply chain re-established as it attempted development of a new line of NEVS-Saab products. NEVS lost its license to manufacture automobiles under the Saab name (which the namesake aerospace company still owns) in the summer of 2014 and now produces electric cars based on the Saab 9-3 but under its own new car designation "NEVS".



Forthcoming Events:

The Christmas run and lunch is being arranged and the menu's have been circulated, for dining at Los Conteros. If you have not already done so, please email selections to ken.oliver@sky.com to reserve your place.

THURSDAY 12th DECEMBER CHRISTMAS RUN AND DINNER

BEING ORGANISED BY Jacquelyne & Ken

Thanks in anticipation.

News Editors Keith Lakin & Ken Oliver

Last date for copy 23rd of each month.

Stop Press date 25th of each month.

Target publishing date 1st of each month on Website.