

Hello all and welcome to the February 2020. Newsletter.

Introduction:

Hello again, this months newsletter should be the last in this format. Next months offering shall be more of a web oriented method of access. Thus moving us into the 21st Century. (Thanks Amanda).

We have Photographs and input submitted from more of our members.

Bob and Carol also submitted photographs on their re-furbished UK imported 1977 MGB GT, previously owned by Barry and Brenda, the car was named Ruby by them due to the colour –Carmine Red.



The same car is now owned (for the last two weeks) by yours truly, having purchased it from Bob and Carol.

However, I still aspire to my dream car, -----a 90's 3.2 turbo-charged Aston Martin DB7.....watch this space.

Why not drop Keith or I a line and inform me of your vehicle aspirations and why.

Articles submitted by members:

At the last A.C.C meeting at the beginning of January I once again requested 'members' submit their motoring history. We also have input from Bill and Goran, these articles will be added to the March Newsletter.

Thanks go to Steve and Maggie Hales for their contribution this month.

Steve writes.....As a boy in the 70's I always subscribed to car magazines particularly Custom car and hot rod ones So it only seemed natural when I left school in 1977 I started an apprenticeship in a car body shop, although it was a Fiat main dealer we worked on a lot of 60's cars.

My first car was a Triumph Herald 1200 convertible two tone white and rust which cost £100 from the foreman at work, that was 6 months before I passed my driving test. We stripped and rebuilt the engine fitted an overdrive gearbox and generally welded up most of the rusty bits underneath.

Next was a Triumph Vitesse mk2 2000 bit of a beast with a stage 1 head and shiny bits used to be able to see off RS 2000's which confused a lot of other drivers, after a couple of years I moved on to another Triumph this a 2000 saloon with a hole in the floor you could see the road beneath. By then I had moved on to a Datsun / Nissan garage and bought a part exchange Cortina mk4 in mint condition 5 yrs old, father and son being the previous owners. I owned that for a year then became a junior salesman with them and sold it to my father!

I then started on 30 years of company cars. My first was a Newly launched Micra 1.0 which I thought was the business, all expenses paid for and free fuel we took it on a road trip all over Scotland and finishing up in Somerset 2 weeks and 2000 miles later. I worked my way through to a Cherry turbo and twin cam (which had an Alfa engine), then Sunnys and Bluebirds before going to a newly opened branch selling a weird new car called a Hyundai?

After a while there I went to a Rover dealer and worked my way through MG Metros, Rover 200/400 and the most fun car there which when launched was the fastest 0-60 production car in the world a Maestro MG Tickford Turbo!!!! It was very quick but had the steering, brakes and suspension from a standard MG Maestro, fun but a bit hairy. My last car there was a Rover 825 Vitesse manual, with the Honda V6 engine, great car and great handling too. Then on to Ford where I worked for nearly 18 years, first car with them was an Escort mk3 XR3i cabriolet and here the policy was to change cars every 3 months so I had a few more Fords over the years.

I ended up being the RS specialist among other things and was given the directors cast offs like Fiesta RS turbo and the last of the Escort RS2000's. I was also lucky enough to drive the bosses RS200 clubman rally car at Goodwood as well as taking customers on track laps in our new Escort Cosworth and old Sierra Saphire Cosworth, a great day. Then onto the first of the Focus ST 170 and I had those through to the five cylinder ST. I eventually left Ford and rejoined Nissan.

A couple of years before joining Nissan we had moved house again, and my wife and I had a deal, she got the conservatory she wanted and I could have a kit car, after very little consideration it had to be a Cobra replica. So I decided to build a Pilgrim Sumo which was from a company just outside Brighton, half an hour from where we lived. 3 yrs later it was on the road with a Chevrolet 5.7 litre V8, side pipes and a Sierra Cosworth rear axle, great fun very very fast and a real head turner we owned her until we decided to move to Spain so altogether 10 years and 4 trips to Le Mans Classic, most Goodwood classic events and the yearly pilgrimage to the Silverstone Classic.

Now here in Spain we have a VW T4 Westfalia camper van to travel the country with and a 1966 Ford Mustang. That's it my 42 years of cars, hope it was of some interest and brought back a few memories for you. Restoration photographs and ownership details of the Mustang follow.



Here I get to enjoy delivery !!!!!

Our Mustang is a 1966 coupe with a 289 cubic inch V8 and a 3 speed manual gearbox

The background to our purchasing is as follows:-

We decided that moving to Spain we would need to change our UK cars as the Nissan Note we had, although a great car would not work having the steering wheel on the wrong side, and our “baby” a cobra replica would just be too hot to use much in the summers here as even in the UK on a warm day you started to cook after a while!

So we sold both and bought a VW T4 Westfalia camper van 2001 with 235,000km on the speedo, but with the most comprehensive history I have ever seen in a vehicle.

The plan being it's small enough that we could use it as a car, use it as a van when necessary and enjoy it for days/ weeks travelling around Spain and France.

This left a bit of a hole, we built the Cobra over 10 years ago as a long held ambition to build something from scratch that was ours, it took the best part of 3 years while working full time, and we used it all weathers to attend the likes of Goodwood, Silverstone Classic, and the biannual Le Mans Classic as well as many club meets.

The other “itch” that hadn't been scratched was to own a yank tank.

When my wonderful wife agreed we could build a large garage in the villa, the cogs started turning on what to fill it with? First choice for me would have been a Dodge Challenger/Charger, or one of the many variants of that body style BUT a nice one with a 440ci engine is now the wrong side of £70k-so that's out Second choice Mustang fastback a la Steve McQueen in ‘Bullitt’ but again a nice one is £50k plus

So we visited a few specialists dealers and found a crazy American guy named Peter who is a mustang nut and imports 30-40 a year to sell in the UK. He was also a bit OCD. We looked at most of his stock and couldn't find the right one, then he took us next door to his welding shop and showed us one that was in bits, and as soon as I saw how much was being done to it and the condition of the interior, I knew it was the one.

So holding deposit paid and we then had to wait for the work to be finished. It had a complete new floor, both rear wings and rear panel, so when it was repainted and together, I flew to Essex to take a test drive and check out the quality of the work.

Having worked with cars most of my working life, I was impressed with the quality, fit and finish of the work that had been done and signed the order form. We agreed to collect it a month later when the garage would be finished here in Spain. So with some trepidation we flew to the UK to collect it with a ferry booked Portsmouth to Bilbao for the next day!

The car was ready to go with the boot filled with stuff I had ordered to fit to the car when we got back to Spain, most importantly a modern but old look air conditioning kit.

We got back without too much bother but had noticed a few small problems with it, on a full tank of fuel there was a leak that dumped around a gallon of petrol in a small but steady drip, and one of the wheels was rubbing on the arch over bumps (the wheel tyre combination is a bit wider than standard) and a rubbish radio

The fuel leak we thought was the sender unit and Peter sent a new one over so I fitted it laying under the car and ended up covered in petrol! Still had a leak, after a bit more fiddling it turned out at sometime I think the tank had been hit with a screwdriver and had a 2mm hole in the only part of the tank you could not see without removing it. So fixed, tick.

Rubbing rear tyre, it seems that the rear springs were probably original and the tyre was always going to rub, again spoke with Peter in Essex and he agreed to send a new set of rear springs at no cost. After finding where the delivery company had them after many text messages I collected them from Santa Maria and took the rear apart BUT one bolt on each side would not come out after a bit more internet searching, it turns out to be a common problem and after 2 weeks I gave up and took it to a garage for them to fit as with a ramp and cutting equipment the job was much easier So fixed tick.

New digital radio with plug ins for iPhone or iPod the ability to answer the phone hands free which looks like an original radio when switched off but the digital display shows when it's on. I also managed to pick up a couple of alpine speakers

New rear lights, the old ones were not that bright on stop and side lights so I had ordered a set of led sequential rear light units, they plug in with a bayonet fitting like a bulb, but have a circuit board full of led lights, they are much brighter than the single bulb and now have a 3 lens sequence for indicators. A bit bling but I like it. Also changed all the dash lights to leds too.

The bigger issue that developed was that the radiator would empty about a litre of coolant after a run of about 30 minutes. It wasn't overheating but the coolant would empty through the pressure cap and then the gauge would move to hot. Again discussed with Peter and he sent over a used but checked radiator with a complete set of hoses and a new thermostat, all fitted along with a two speed electric fan I bought over with the car, it seemed to be ok, so, I went ahead and fitted the air con which went in without a hitch. The problem returned almost straight away

and again back to the drawing board. After talking to people in an American mustang forum it is a known problem with 3 possible reasons for exhaust gasses getting into the waterways and pressurising the coolant system.

1 head gasket leak. 2 cracked cylinder head .3 cracked block

Peter again stepped up and got me a complete gasket set and agreed to pay for the job to be done, but I fancied doing it myself. Ken (Oliver) very kindly agreed to come and help so we stripped the engine and check as far as we could the surfaces of the heads and the block all seems ok. The only odd thing was some of the bolts didn't seem to be that tight when we stripped it down.

We put it back together and.....it's no better.

So now it's going to be stripped and pressure tested to see if it's the block or cylinder heads and if ok for them to be skimmed and rebuilt

Whatcha this space. T.B.C.

Now it's your turn - tell us your story !!!!

January Run and Luncheon.

Our January event was organised by Carol and Ray. It was very well attended considering the short notice and the previous few days of very inclement weather. After a short run up the A17 E15 to Totana dropping down on the RM30 into Puerto Mazarron we met up on the outskirts then all had short run into the town. We all enjoyed a lovely luncheon thanks to the staff at Restaurant la Caletta.

It is always a pleasure to enclose such items, so we can share and enjoy thus reminding us of the great days out we have. Well done to all.

An Article from Classic cars Weekly.(Online)

Experts are predicting a 'slow puncture' for the classic car market as years of rising prices come to an end - but they don't expect a repeat of the late 1980s crash. Classic experts are predicting a 'slow puncture' for the classic car market.

Justin Banks, who runs the eponymous classic dealership in Kent, does not believe the market is heading for a crash but he does see price growth coming to an end.

'For the next few months I expect prices to remain exactly where they were last month - we cannot push the market. I think the market will be stable but will not grow at the rate we have experienced over the next year.

'The people declaring an imminent bust are usually those who want to buy a Dino but missed the boat a couple of years ago! The underlying market forces bear no resemblance at all to the crash of the late 1980s.'

Mark Wilkinson, managing partner of Heritage Classic Car Insurance, said that while he could see certain upwards trends continuing - particularly the price rises for 1980s and 1990s models - he believes the overall market will suffer a 'slow puncture' rather than a price crash.

He said: 'Coupled with relaxation of the pension regulations and a lack of capital gains tax on cars, it's tempting to think that current growth will continue. However, there are signs of an imminent downturn. Suggested increases in interest rates will make non-yielding assets such as classic cars less attractive to investors.'

Wilkinson added that volatility in global markets, including the current situation in USA/China trade wars, could lead to falling values. 'Closer to home, recent large-scale sales by high profile collectors could signal a likely downturn,' he said. 'Equally, a scandal involving a supposedly old vehicle sold as original, which turned out to be a high quality replica, could also see prices for certain vehicles plummet - rather like the recent Volkswagen diesel situation.

'However, if the global recovery takes a hit, then all bets are off, and it's a case of battening down the hatches and hanging on tight for the long run!'

Keith Riddington, who runs Buckinghamshire-based specialist Classicmobilia, said the number of Ferraris struggling to sell at auction was a sign of a market that is levelling out. He told Classic Car Weekly: 'The state of the market has changed in the last two months. Buyers are taking a different view on acquisitions, and dealers are having to work a lot harder to compete against the many auction houses, then having to justify the car they are selling against the value of an auction car recently sold.'

Riddington's tip for growth is in modern classics. 'I see the 1980s, 1990s and 2000 cars moving so much in the last few months,' he said.

'There's new money on the horizon, and many younger cars are being bought and locked away. Pre-World War II cars are being left behind and the market that has done well in recent times, is stabilising. I do not see so much of a downturn, so much as more sensible buying by people with a little bargaining power.'

Keep it -Sell it or WOT !!!

Take a look at this, one of the latest pdf downloads sent alongside the newsletter

It will offer a realistic value of your classic.

Forthcoming Events:

Club monthly runs.

Month	Organiser(s)
JAN 23rd	Carol
FEB	Will/ Charli,
MARCH	David M
APRIL	Steve/Amanda,
MAY 20th	Ken/Jacquelyne,
JUNE 8/9/10	Malcolm/Jean, Days away event.
JULY	TBA.
AUG	Chas/Judy,
SEPT	Keith/Sue,
OCT	Alan/Brenda,
NOV	Alan/Margaret,
DEC	Peter/Karen.

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