

## WELCOME TO THE OCTOBER NEWS LETTER.

GOOD DAY TO EVERYONE. THE COMMITTEE TRUST YOU ARE ALL WELL.

THANKS TO STEVE & MAGGIE WHO SENT IN PHOTOGRAPHS FROM LAST MONTH'S COVID DELAYED ANNUAL AWAY TRIP & FUN RUNS, WHICH WAS THOROUGHLY ENJOYED BY ALL THE MEMBERS WHO ATTENDED. LAST YEAR THE RUN WAS HELD AT CAZORLA IN JUNE. THIS YEAR MEMBERS TRAVELLED TO BUBION, A TOWN ON THE BORDER BETWEEN ALMERIA AND GRANADA, A VERY SCENIC EXPERIENCE.

CLUB THANKS GO TO MALCOLM AND JEAN FOR ARRANGING THE OUTING ONCE AGAIN. WE HOPE THAT NEXT YEARS' TRIP WILL BE EQUALLY SUCCESSFUL.

IT WAS MENTIONED THAT THE HOTEL WAS COMFORTABLE. THE FOOD WAS EXCELLENT AND PLENTIFUL, IT WAS ALSO REASONABLY PRICED. EACH DAY STARTED WITH A GOOD BREAKFAST AND THEN ALL WERE OFF ON THE DAYS RUN. STOPPING EACH DAY FOR COFFEE AND A LATER LUNCH WHICH ALL WERE LOOKING FORWARD TO.





I STILL REQUEST ANY INTERESTING ITEMS YOU MAY HAVE SUITABLE TO PRINT IN THE NEWSLETTER. I DO RECEIVE ITEMS FROM MEMBERS BUT NOT MANY, SO PLEASE GET YOUR THINKING CAPS ON.

---

## CLUB EVENTS.

AS YOU WELL KNOW COVID RESTRICTIONS HAVE DEPLETED THE USUAL CALENDAR OF ARRANGEMENTS FOR OUR MEETINGS AND ASSOCIATED FUN RUNS THIS YEAR.

HOWEVER, DURING LAST MONTHS MEETING ALAN AND BRENDA MENTIONED THE POSSIBILITY OF A CLUB RUN PENCILLED IN FOR LATER THIS MONTH.

HOPEFULLY WE WILL HAVE AN UPDATE DURING OUR MONTHLY MEETING TO BE HELD ON THE 7TH AT HOSTAL RURAL.

WE ALSO HAVE THE FOLLOWING EVENTS POSTED TO US BY PAUL, CHEERS PAUL. ENTER INTO YOUR INTERNET TO SEE 'WHAT'S ON'.

[AGENDAMOTOR.ES/EVENTO/QUEDADA-MOTOR-EN-LORCA/](https://agendamotor.es/evento/quedada-motor-en-lorca/)

[AGENDAMOTOR.ES/EVENTO/CONCENTRACION-CLASICOS-EN-CANILES/](https://agendamotor.es/evento/concentracion-clasicos-en-caniles/)

[AGENDAMOTOR.ES/EVENTO/CONCENTRACION-CAMIONES-Y-CLASICOS-EN-ALBOX/](https://agendamotor.es/evento/concentracion-camiones-y-clasicos-en-albox/)

---

## TOPICAL ITEM.

THE LONG AWAITED JAMES BOND FILM HAS AT LAST BEEN RELEASED. SHOWING IN LORCA ALL THIS WEEK. HERE IS A QUESTION FOR YOU!!!

HOW MANY ASTON MARTINS GO IN THE LINE OF FIRE TO SHOOT A BOND MOVIE?...

STUNNING NEW IMAGES FROM '*No Time To Die*' SHOW ICONIC DB5'S DURING FILMING IN THE ITALIAN STONE CITY OF MATERA

NO BOND FILM IS COMPLETE WITHOUT A HIGH-OCTANE CAR CHASE – ALTHOUGH WITH 007'S RECORD OF TOTALLING EXPENSIVE MOTORS, THE MI6 UNDERLING WHO DEALS WITH HIS INSURANCE MUST BE TEARING HIS HAIR OUT.

STUNNING NEW BEHIND-THE-SCENES PICTURES FROM '*No Time To Die*' SHOW TEN ASTON MARTIN DB5s, EIGHT OF WHICH WERE SPECIFICALLY MADE FOR



THE FILM, AGAINST THE BACKDROP OF THE STONE CITY OF MATERA, SOUTHERN ITALY.

BUT IT'S UNCERTAIN HOW MANY OF THEM WILL STILL BE IN TIP-TOP CONDITION AFTER FILMING. DURING PRODUCTION OF DANIEL CRAIG'S PREVIOUS OUTING AS BOND IN 2015, TEN ASTON MARTINS WERE USED – AND SEVEN OF THEM WERE DESTROYED.

IN SPECTRE, A MOVIE RECORD OF £24MILLION-WORTH OF MOTORS, ALSO INCLUDING A LAND ROVER, ENDED UP BEING WRECKED. (OBVIOUSLY NOT HEARD OF CAR SOS).



TEN DB5'S, EIGHT OF WHICH WERE MADE SPECIFICALLY FOR THE FILM, AGAINST THE BACKDROP OF MATERA, ITALY.

THE RECENT TRAILER FOR NO TIME TO DIE ALSO SHOWS 007 PUTTING HIS ASTON MARTIN IN EXTREME PERIL, AS HE AND LOVE INTEREST MADELEINE SWANN (PLAYED BY LEA SEYDOUX) SHELTER BEHIND BULLET-PROOF GLASS AS ENEMIES TAKE AIM AT THEM –



‘*NO TIME TO DIE*’, DIRECTED BY CARY FUKUNAGA, WAS ORIGINALLY SCHEDULED FOR RELEASE IN APRIL 2020, BUT WAS PUSHED BACK MORE THAN 18 MONTHS DUE TO THE PANDEMIC.

THE PREMIERE TOOK PLACE AT THE ROYAL ALBERT HALL IN LONDON ON SEPTEMBER 28, AND IT WILL BE RELEASED IN CINEMAS ON SEPTEMBER 30. CRAIG, 53, HAS STATED THAT THE FILM WILL BE HIS LAST AS BOND.

ANSWER: TEN DB5’s.. OH !! AND IT WOULD BE REMISS OF US NOT TO SAY “GOODBYE” TO DANIEL CRAIG. GUESS WHO THE NEXT JAMES BOND WILL BE? THERE MAY BE A BOTTLE OF WINE FOR THE FUNNIEST OR MOST PECULIAR SELECTION..

IN ADDITION TO THIS NEWSLETTER, BY WAY OF A REMINDER WE SHOULD MENTION THE WEBSITE N332.

THERE YOU WILL FIND A LOT MORE INFORMATION ON ALL ASPECTS OF SPANISH DRIVING. THE LAWS ON DRIVING AND GETTING ALL THE LATEST INFO: ON MOTOR VEHICLE AUCTIONS AND CAR DEALS.

A HOST OF INFORMATION IS WAITING AT YOUR FINGER TIPS. IF YOU NEED TO KNOW ANYTHING AT ALL RELEVANT TO DRIVING IN SPAIN, YOU WILL FIND IT HERE.

---

## POST THESE SITES INTO YOUR INTERNET WINDOW TO SEE MORE INTERESTING CLASSIC ITEMS

[HTTPS://WWW.AUTOEVOLUTION.COM/NEWS/25-YEARS-AGO-VECTOR-REVEALED-THE-M12-A-CRAZY-AMERICAN-BUILT-LAMBORGHINI-DIABLO-170619.HTML](https://www.autoevolution.com/news/25-years-ago-vector-revealed-the-m12-a-crazy-american-built-lamborghini-diablo-170619.html)

<https://www.express.co.uk/life-style/cars/1494702/e10-fuel-changes-updates-classic-car-owners-conversion-uk>

<https://www.motorious.com/articles/features-3/signs-classic-car-deal/> <https://www.euronews.com/next/2021/09/15/the-uk-start-up-saving-classic-cars-from-the-landfill-by-converting-them-to-electric>

THANKS GO TO CHAS FOR THE FOLLOWING ARTICLE.

## 10 THINGS YOU NEED TO KNOW ABOUT THE TRIUMPH HERALD / VITESSE

---



5

TRIUMPH PRODUCED A WINNER WITH THE HERALD AND BUILT ON THE SUCCESS WITH THE SIX-CYLINDER VITESSE. VARIANTS INCLUDE SALOONS, CONVERTIBLES, ESTATES AND VANS AND THE HERALD'S CHASSIS ON FRAME CONSTRUCTION MEANS THAT RESTORING ONE THESE VERY USEABLE CARS IS WELL WITHIN THE BOUNDS OF A KEEN DIY OWNER.

HERE ARE 10 INTERESTING FACTS ABOUT THE HERALD YOU MAY NOT KNOW...

1. So, WHY DID THE HERALD USE A SEPARATE CHASSIS? IT WAS BECAUSE BMC OWNED FISHER AND LUDLOW AND WERE BECOMING A PAIN TO DEAL WITH. TRIUMPH HAD NO OPTION BUT TO USE A CHASSIS ON WHICH TO BUILD A BODY THAT WAS BASICALLY BOLTED TOGETHER THUS ENABLING VARIOUS BODY STYLES AT MINIMAL COST. TRIUMPH BOSSES GOT THEIR OWN BACK ON BMC IN THE BMH MERGER THOUGH!

2. WHAT WAS THE HERALD COUPE ALL ABOUT? BECAUSE THE ROOF WAS A BOLT ON PANEL, TRIUMPH COULD ALTER BODY STYLES AT WILL AND THE MAIN BODY TUB IS ALL BUT IDENTICAL. HOWEVER, THE COUPÈ – DESPITE BEING THE ‘LOOKER’ IN THE RANGE – WAS NOT A GREAT SUCCESS AND WAS DISCONTINUED IN 1964, AS IT WAS FELT THAT IT PROVIDED INTERNAL COMPETITION AGAINST BOTH THE SPITFIRE AND THE VITESSE MODELS.

3. WAS THE HERALD A SALES SUCCESS? YES AND NO. THE HERALD WAS EXPENSIVE AND TIME CONSUMING TO BUILD AND THE RESULTING 1959 LAUNCH PRICE OF £700 PUT IT OUT OF CONTENTION WITH THE £500 MINI AND £600 ANGLIA. THE MINI HAD A SLOW START BUT THE ANGLIA FLEW OUT OF SHOWROOMS. NEARLY 200,000 WERE SOLD IN 1960, THREE TIMES AS MANY AS THE HERALD. THE CARS 1961 RELAUNCH AS A 1200 HELPED IT THOUGH.

4. WHY WAS THE HERALD A TRIUMPH AND NOT A STANDARD? STANDARD TRIUMPH KNEW THEN THAT THERE WAS VALUE IN A BRAND. STANDARD MADE CHEAP AND CHEERFUL SALOONS, THE TRIUMPH NAME MEANT THE TR3. IF THEY WERE GOING TO ASK 700 QUID FOR A 948CC CAR, IT NEEDED THE RIGHT IMAGE. AFTER THAT, THE STANDARD NAME AND IT’S DOWNMARKET CONNOTATIONS WAS PHASED OUT BY THE FINAL VANGUARD IN 1963.

5. WAS THE WOODEN DASH AN ATTEMPT TO JUSTIFY THE HIGH PRICE? NO, BECAUSE THE ORIGINAL 948CC CARS DIDN’T HAVE ONE – INSTEAD, THE DASH WAS A PRESSING MADE FROM DARK GREY FIBREBOARD. A WOOD VENEER DASH PANEL WAS AN OPTION ON EARLY CARS BUT BY THE TIME THE 1200 ARRIVED, IT HAD BEEN PHASED IN AS A STANDARD FEATURE (NO PUN INTENDED!) AND IT BECAME A WELL KNOWN HERALD TRADEMARK.

6. WHAT ABOUT THE LATER INDIAN BUILT CARS? STANDARD TRIUMPH SET UP AN ASSEMBLY PLANT IN MADRAS IN THE EARLY ‘SIXTIES TO BUILD CARS FROM CKD (COMPLETE KNOCK DOWN) KITS ALTHOUGH AS TIME WENT ON, MORE AUTONOMY AND LOCALLY MADE PARTS WERE USED. A FOUR-DOOR VERSION WAS MADE CALLED THE STANDARD GAZEL AND THIS CONTINUED IN PRODUCTION UNTIL 1977 WITH A SOLID TRIUMPH TOLEDO REAR AXLE.

7. WHY WAS THE EARLY VITESSE A 1600? THIS WAS DUE TO TRIUMPH CONCERN OVER THE 2.0 LITRE UNIT FROM THE 2000 BEING TOO MUCH. THE VITESSE USED FRONT DISCS AND A REINFORCED CHASSIS, THE LATTER PHASED IN FOR HERALD PRODUCTION FOR 1963. THE 1600 STRAIGHT SIX WAS VERY



SMOOTH AND GAVE 70BHP. MANY ENTHUSIASTS THINK IT WAS A NICER PACKAGE THAN THE FASTER 2000 THAT TESTED THE REAR SUSPENSION DESIGN TO THE LIMIT.

8. DID TRIUMPH EVER SORT THE HANDLING PROBLEMS? YES, TO A LARGE EXTENT. LIKE THE ORIGINAL GT6 TRIUMPH WAS STUNG BY CRITICISM WITH A CAR THAT REALLY SHOULDN'T HAVE BEEN LAUNCHED IN THAT FORM. THE 1967 MII HAD A REVISED REAR SUSPENSION WITH NEW LOWER WISHBONES, ROTOFLEX DRIVESHAFT COUPLINGS AND REAR CAMBER CHANGES REDUCED FROM AN ALARMING 15 DEGREES TO JUST FIVE DEGREES.

9. WHAT ARE THE MAIN WEAK POINTS OF THESE CARS? NOT A LOT, THEY DIDN'T DROP TO BITS WITH RUST LIKE THE ANGLIA OR AN 1100 AND MECHANICALLY THEY WERE TOUGH. TIRED ENGINES, WORN DRIVESHAFTS, RUSTY ARCHES, ROTTEN CHASSIS OUTRIGGERS WERE COMMON BUT DECENT CARS WILL HAVE BEEN DOCTORED BY NOW. THERE ARE OTHERS THOUGH, AS CONVERTIBLE DOORS CAN FLY OPEN ON CORNERS IF THE CATCHES ARE WORN OUT!

10. HOW MANY HERALDS WERE BUILT IN THE END? 521,000 HERALDS WERE BUILT OF ALL TYPES, AS WELL AS 51,000 VITESSES. COMPARE THAT TO THE MINI AND 1100. BY 1965 BMC HAD BUILT A MILLION MINIS (TWO MILLION BY 1969) AND THE 1100/1300 RANGE CHALKED UP OVER TWO MILLION UNITS. FORD SOLD A MILLION CORTINAS IN FOUR YEARS BUT THE HERALD'S CONSTRUCTION MEANT IT JUST TOOK TOO LONG TO BUILD.



**A BRIEF HISTORY OF THE TRIUMPH HERALD & VITESSE...**

LAUNCHED IN 1959 AND JOINED IN 1962 BY A SIX CYLINDER VITESSE ('SPEED'), THE TRIUMPH HERALD WAS CERTAINLY AN ODDBALL DESIGN FOR 1959. COMPLETE WITH TAIL FINS, IT LOOKED MODERN FOR THE TIME BUT COMPARED TO THE MINI, CORTINA AND 1100 OF 1962, IT WOULD SOON DATE QUITE RAPIDLY. BUT IT WAS A REASONABLY GOOD SELLER AND THE 1965 TRIUMPH 1300 THAT SHOULD REALLY HAVE REPLACED IT DID NOT AND IT MOTORED ON UNTIL 1971 WHEN CARS SUCH AS THE FIAT 128 WERE BEING IMPORTED.

POPULAR WITH DRIVING SCHOOLS DUE TO THE AMAZINGLY SMALL TURNING CIRCLE, THE HERALD WAS EASY TO DRIVE WITH A LIGHT CLUTCH AND GEAR CHANGE, ALTHOUGH FAST DRIVERS DIDN'T LIKE IT MUCH – A PLAY ON THE CHRISTMAS CAROL 'HARK THE HERALD, AXLE SWING' WAS A WELL USED JOKE OWING TO THE WAY THE REAR SWING AXLES COULD TUCK UNDER DURING FAST CORNERING CAUSING EMBARRASSMENT IF NOT AN ACCIDENT. USING THE STANDARD 10 948CC OHV ENGINE – A DECENT LITTLE UNIT AND COMPARABLE TO THE BMC A-SERIES – THE HERALD WAS VERY UNUSUAL IN USING A SEPARATE CHASSIS WHEN FORD WAS JUST ABANDONING IT THE YEAR THE HERALD WAS LAUNCHED WITH THE ANCIENT E493A SIT UP AND BEG POPULAR. BMC HADN'T USED A SEPARATE CHASSIS SINCE THE DAYS OF THE OLD A40 SOMERSET.

HERALDS STILL AREN'T WORTH A LOT, ALTHOUGH NICE CONVERTIBLE MODELS ARE FETCHING A REASONABLE SUM. REALLY TIDY SALOONS ARE £3000 (DOUBLE THAT FOR A SHOW CAR) AND THAT BUYS A RELIABLE AND PRESENTABLE CONVERTIBLE IF NOT A MINTER – THOSE ARE £5000-£6000. THE VITESSE CARS ARE WORTH MORE OF COURSE – £5000 FOR A GOOD SOLID CAR READY TO USE RISING TO £10,000 FOR A SHOW CAR. MOST DESIRABLE? PROBABLY THE EARLY HERALD COUPÈ ARE, EASILY THE BEST-LOOKING CARS WITH A FABULOUS LATE 'FIFTIES CHARM. GOOD LUCK FINDING ONE OF THOSE!

SO HERE'S A QUICK HERALD TIMELINE: THE CAR WAS LAUNCHED IN APRIL 1959 AS A SALOON OR COUPÈ WITH THE CONVERTIBLE ARRIVING IN 1960. THE 1200 ARRIVED IN 1961 WITH A SLOW SELLING ESTATE ARRIVING SOON AFTER AND THE EVEN SLOWER SELLING COURIER VAN LAUNCHED IN 1962 – IT WAS DROPPED IN 1964 WITH CKD PRODUCTION IN MALTA UNTIL 1966. COUPÈ PRODUCTION ENDED IN 1964. THE 12/50 ARRIVED IN 1963 AND WAS POPULAR – 12/50 MEANS 1200 CC AND AROUND 50BHP (51 TO BE EXACT)

AND THE CAR FEATURED A FOLD BACK SUNROOF, FRONT DISCS FROM THE VITESSE PLUS A FINE MESH ALLOY GRILLE AND WAS ONLY SOLD AS A SALOON. SHORTLY AFTER, THE STANDARD HERALD 1200 WAS BOOSTED TO 48BHP.

THE 13/60 ARRIVED IN 1967 WITH THE 1300 ENGINE AND EFFECTIVELY REPLACED THE OTHER HERALD VARIANTS, ALTHOUGH THE BASIC 1200 PERSEVERED UNTIL 1970 WITH SLOW SALES. THE 13/60 USED A 61BHP 1300 ENGINE THAT WAS ALSO USED IN THE 1300 SALOON AND SPITFIRE AND FEATURED A NEW SINGLE HEADLIGHT VARIANT OF THE VITESSE BONNET AND FRONT DISC BRAKES. SALOON PRODUCTION ENDED IN DECEMBER 1970 (REPLACED BY THE WORTHY AND POPULAR TOLEDO) WITH THE ESTATE AND CONVERTIBLE LASTING ANOTHER SIX MONTHS. THE VITESSE 6 WAS LAUNCHED IN 1962, BECAME A 2.0 LITRE IN 1966 AND WAS REVISED AS THE MKII IN 1967. PRODUCTION ENDED IN JULY 1971.

## ROAD TEST – AUSTIN HEALEY 3000 MK3 BJ8



1

CLASSICS WORLD'S PAUL BUSSEY TEST DRIVES AND REVIEWS THE AUSTIN-HEALEY 3000 Mk3 BJ8

THE HEALEY 100 WAS INTRODUCED AT THE EARLS COURT MOTOR SHOW IN 1952. FOLLOWING A COLLABORATION BETWEEN THE HEALEY MOTOR COMPANY AND AUSTIN, THE CAR WENT ON TO BE PRODUCED AT THE LATTER'S LONGBRIDGE FACTORY, CULMINATING IN THE AUSTIN-HEALEY 100. THIS BRITISH SPORTS CAR WAS POWERED BY A FOUR-CYLINDER 2660CC ENGINE, AS USED IN THE A90 ATLANTIC.



SUBSEQUENT DEVELOPMENT SAW POWER UPGRADED TO A STRAIGHT-SIX ENGINE WITH THE 100/6 IN 1956. THE AUSTIN-HEALEY 3000 MODEL ARRIVED IN JUNE 1959 IN THE FORM OF THE Mk1 BN7, WHICH ALSO FEATURED FRONT DISC BRAKES.

THE FINAL MODEL WAS THE 3000 MkIII BJ8, PRODUCED BETWEEN 1965-1967. ALSO COLLOQUIALLY REFERRED TO AS THE BIG HEALEY, THE 3000 MODEL TRIUMPHED IN MOTORSPORT, BOTH IN CIRCUIT RACING AND RALLYING.

THE 3000 HAS ESTABLISHED AN ENTHUSIASTIC FOLLOWING AND FOR VERY GOOD REASON – IT'S A QUINTESSENTIAL HAIRY-CHESTED BRITISH BULLDOG OF A SPORTSCAR!

### EXTERIOR AND INTERIOR.

THIS AUSTIN-HEALEY 3000 MkIII BJ WAS FOR SALE FOR £95,000? CAN A MkIII BJ8 EVER BE WORTH £95,000? OUR TRIED AND TESTED EXAMPLE CERTAINLY ISN'T THE CHEAPEST ON THE MARKET, BUT WHEN YOU LEARN THE FULL DETAILS OF ITS NO EXPENSE SPARED RESTORATION THEN YOU'LL APPRECIATE JUST WHAT'S GONE INTO THIS RATHER SPECIAL CAR.

PRIOR TO ITS RESTORATION AROUND A YEAR AGO, IN 2003 OUR AUSTIN-HEALEY UNDERWENT A METICULOUS REBUILD OF ITS 2912CC STRAIGHT-SIX ENGINE AT MARQUE SPECIALIST DENIS WELCH MOTORSPORT.

THE BRIEF WAS TO BUILD IT TO FAST ROAD SPECIFICATION AND INVOICES TOTALLED £6118. IN 2015 THE CAR WAS DELIVERED TO CLASSIC AND SPORTS CARS ESSEX, INITIALLY FOR A LITTLE REMEDIAL WORK, WHICH VERY SOON ESCALATED INTO A MAJOR REBUILD.

THE STEEL PANELS WERE REPLACED BY LIGHTWEIGHT ALUMINIUM ONES, WHICH CAME TO IN EXCESS OF £10,000. THESE INCLUDED THE SHROUD, FRONT WINGS, BONNET, REAR WINGS, DOORS AND BOOTLID.

A HUGE AMOUNT OF TIME HAS BEEN TAKEN TO ENSURE PERFECT FIT PANELWORK, WHICH INCLUDES NON-STANDARD VENTED FRONT WINGS AND A LOUVRED BONNET TO HELP WITH AIRFLOW AND HEAT EXTRACTION FROM THE ENGINE BAY.

THEN THE BODY WAS REPAINTED IN GLOSS BLACK TO A VERY HIGH STANDARD, LEAVING A STUNNINGLY DEEP AND SHINY FINISH, BEREFT OF ANY BLEMISHES, CHIPS OR OTHER MARKS.

OPEN THE BONNET AND YOU GASP IN ADMIRATION. THE STRAIGHT-SIX ENGINE HAS BEEN CONVERTED TO A TRIPLE 45DCOE WEBER SET-UP WITH AEROQUIP HOSES. EVERYTHING HAS BEEN BEAUTIFULLY PAINTED AND DETAILED – IT'S AS PRETTY AS A PICTURE.

THE INTERIOR ALSO UNDERWENT A FULL RETRIM IN CHERRY RED LEATHER TO THE HIGHEST OF STANDARDS. THEN A BESPOKE WILTON CARPET SET WAS FITTED. PROTECTION FROM THE ELEMENTS IS COURTESY OF A NEW BLACK MOHAIR HOOD AND FULL TONNEAU. THE CAR SITS ON MINILITE KNOCK-ON REPLICA ALLOY WHEELS SHOD WITH BRAND NEW 185/70-R15 FULDA TYRES.

### TEST DRIVE

NOW THAT IT'S TIME TO PUT THIS AUSTIN-HEALEY 3000 THROUGH ITS PACES, THOSE WITH A SHY AND NERVOUS DISPOSITION SHOULD LOOK AWAY!

YOU SIT FAIRLY UPRIGHT IN THE COCKPIT AND THE CHUNKY LEATHER-TRIMMED STEERING WHEEL PROVES MOST TACTILE.

THE BRAKE AND CLUTCH PEDAL ARE QUITE CLOSE TOGETHER, SO WEARING NARROW SHOES IS RECOMMENDED.

THE STRAIGHT-SIX ENGINE BURSTS INTO LIFE. THE BESPOKE SHIFTER, WHICH HAS AN OVERDRIVE SWITCH MOUNTED AT THE REAR FOR FUMBLE-FREE OPERATION (THE ORIGINAL WAS MOUNTED ON THE DASHBOARD), NEEDS A GOOD POSITIVE INPUT, CHANGING UP AND DOWN WITH ALACRITY.

FLOORING THE ACCELERATOR PEDAL ON A LONG STRAIGHT SECTION OF ROAD ALL HELL BREAKS LOOSE. THE THROATY INDUCTION ROAR FROM THE WEBERS, COUPLED WITH THAT GLORIOUS HOWL FROM THE STRAIGHT-SIX VIA THE BESPOKE STAINLESS STEEL EXHAUST SYSTEM, DEFINITELY STIRS THE SOUL.

THIS 3000 IS A BEAST THAT'S BEEN UNLEASHED. ATTACKING BENDS ON TWISTING B-ROADS IS A COMBINATION OF EXHILARATING AND SCARY AT THE SAME TIME.

ENGINE OIL PRESSURE IS 60PSI WHEN CRUISING AND 35-40PSI AT IDLE. WATER TEMPERATURE IS 190F. UPRATED AND POLYBUSHED SUSPENSION ENSURES TAUT HANDLING AND IT REMAINS SUREFOOTED, EVEN AS WE APPROACH THE RAGGED EDGE.

IT MIGHT BE ANOTHER STORY IF THE ROAD WERE WET. BUT IT SEEMED EQUALLY HAPPY POTTERING THROUGH VILLAGES AT 30MPH.

ALSO HUGELY IMPRESSIVE IS THE ABUNDANCE OF ENGINE TORQUE. THIS CAR HAS A REAR DISC BRAKE CONVERSION AND THEY ARE PIN SHARP, INSPIRING GREAT CONFIDENCE. THIS IS A SERIOUSLY QUICK CAR AND AT FULL CHAT YOU NEED TO KNOW YOU CAN STOP WITHOUT ANY FUSS. A TOP TRUNNION BEARING KIT, WHICH REPLACES THE BRONZE THRUST WASHERS, HELPS TO REDUCE FRICTION AND LIGHTENS THE STEERING.



## VERDICT

THIS CAR HAS BEEN BUILT WITH SPEED AND HANDLING AS A PRIORITY AND BOASTS A VERY COMPREHENSIVE TECHNICAL SPECIFICATION. THE CHASSIS AND ENGINE ARE SUPERBLY SET-UP AND ARE WHAT YOU WOULD EXPECT FROM A COMPANY FULLY CONVERSANT WITH HISTORIC RACE CAR PREPARATION. COOLING IS TAKEN CARE OF BY AN ALUMINIUM RADIATOR AND AN ADDITIONAL KENLOWE FAN.

THERE ARE A GREAT MANY EULOGIES TO DESCRIBE THIS CAR. IT IS DEFINITELY MUCH FURTHER DEVELOPED THAN A STANDARD EXAMPLE AND THE ATTENTION TO DETAIL THROUGHOUT IS STUNNING. IT'S NOT CHEAP, BUT THE BEST NEVER IS. IT'S A VERY SPECIAL CAR FOR THE DISCERNING ENTHUSIAST. THE THOUGHT OF TAKING IT FOR A TRACK DAY SESSION IS IRRESISTIBLE!

## TECH SPEC

ENGINE: 2912CC

POWER: 150BHP

TOP SPEED: 120MPH

0-60MPH: 8.3SECS

ECONOMY: 20.9MPG

GEARBOX: 4-SPD MAN O/D



### LAST MONTHS FOTO QUIZ

THE PICS WERE THE REAR OF AN AUDI TT, FROM WING OF A FORD MUSTANG AND A REAR END SHOT OF A FORD CAPRI

BELOW IS A PICTURE TAKEN FROM LAST YEAR. PETER AND KAREN RENOVATED THIS 1933 CLASSIC. LETS HOPE WE SEE IT ON ONE OF OUR RUNS OR MAYBE THEY CAN BRING IT TO A MEETING FOR ALL TO SEE THE EXCELLENT WORK THAT HAS GONE IN TO THE RESTORATION.





MALCOLM AND JEAN VEHICLES, LOCKED AWAY SAFELY.

## FOR SALE

---



THIS FORD MUSTANG IS 1996

80 KMILES. LHD

ALL ON ROAD FULL SPANISH DOCUMENTS

GREAT CONDITION

CONTACT MALCOLM SMALLWOOD FOR FURTHER DETAILS. PRICE EUROS 6500

## QUIZ FOR OCTOBER

1. THE HEADQUARTERS OF FIAT ARE IN WHICH ITALIAN CITY ?
2. WHICH VEHICLE MODEL IS "THE EVOQUE"
3. WHAT COLOUR WAS THE "DORMOBILE IN EVER DECREASING CIRCLES ?
4. WHICH AUTOMOBILE MANUFACTURER WAS THE FIRST TO PRODUCE MORE THAN 10 MILLION VEHICLES PER YEAR ?
5. KIA MOTORS CORPORATION IS SOUTH KOREAS SECOND -LARGEST AUTOMOBILE MANUFACTURER, WHICH IS THE FIRST ?
6. LADA IS A MARQUE OF A CAR MANUFACTURED BY WHICH COUNTRY ?



7. WHICH CAR BRAND INCLUDES THE DEFENDER AND DISCOVERY ?
8. THE ADAM, CASCADA AND INSIGNIA ARE PRODUCED BY WHICH CAR MANUFACTURER ?
9. WHICH LUXURY AUTO COMPANY WAS NAMED AFTER THE FOUNDER OF DETROIT ?
10. THE “LEAF” IS A BEST SELLING HIGHWAY-CAPABLE ALL ELECTRIC CAR PRODUCED BY WHICH COMPANY ?
11. HOW MANY RINGS ARE THERE IN THE AUDI LOGO ?
12. IF YOU ARE USING “M & S” TYRES, WHAT DO THE LETTERS STAND FOR ?

ANSWERS TO KEN.OLIVER@SKY.COM FIRST PERSON

ANSWER ALL 12 WILL RECEIVE A GIFT AT THE NEXT MEETING.

*NEWSLETTER EDITOR:- 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 WEBB SITE.*