

WELCOME TO THE MARCH NEWS LETTER.

HELLO ONCE AGAIN EVERYONE.

AS DISCUSSED AT THE FEBRUARY AGM, THE COMMITTEE HAVE UNDERTAKEN A REVIEW TO LOOK AT RECOMMENDATIONS REGARDING THE SAFEGUARDING OF OUR MEMBERS AT MEETINGS. AS A COMMITTEE WE HAVE A DUTY OF CARE TO ALL MEMBERS AND VISITORS, ADDITIONALLY MEMBERS HAVE A DUTY OF CARE TO EACH OTHER.

WE HAVE ATTEMPTED TO KEEP UP TO DATE WITH COVID REGULATIONS REQUIREMENTS. AS A RESULT ALAN (OUR MEMBERS SECRETARY) SUCCESSFULLY UNDERTOOK THE NON-INVASIVE TEMPERATURE TEST TO ALL WHO ATTENDED OUR ANNUAL AGM.

ADDITIONAL INFORMATION REGARDING THE NEW RULES CAN BE FOUND ON THE CLUB WEBSITE SOON. THE SITUATION WILL BE REVIEWED PERIODICALLY DEPENDENT UPON UPDATED COVID RESTRICTIONS.

WE PARTICULARLY WELCOME OUR NEW MEMBERS TO THE CLUB AND HOPE YOU ENJOY YOUR TIME WITH US!!!!

CLUB EVENTS

ONCE AGAIN NO RUN(S) OR EVENTS HAVE BEEN PLANNED FOR THE COMING MONTHS AT THIS TIME, DESPITE CHAS'S PLEA AT THE AGM FOR MEMBERS TO GIVE SOME THOUGHT ON HOW THEY COULD UNDERTAKE TO ORGANISE A RUN AND LUNCHEON. WE NOW HOPE THE OUTINGS CALENDAR WILL FILL UP QUICKLY, WITH THE INPUT FROM OUR MEMBERS.

MALCOLM REMINDED ALL MEMBERS THERE IS A BOOK IDENTIFYING AROUND 20 RUNS WHICH CAN BE FOUND AT THE CLUB MEETINGS. HOPEFULLY THIS SHOULD MAKE IT A SIMPLER EXERCISE FOR MEMBERS TO PICK UP THE REINS AND SUBSEQUENTLY ORGANISE A CLUB RUN FOR THE BENEFIT OF MEMBERS.

AS A REMINDER, MALCOLM WILL ONCE AGAIN BE ORGANISING THIS YEARS 3 NIGHT 4 DAY AWAY TRIP. PRELIMINARY DETAILS CAN BE FOUND BELOW. GET YOUR BOOKING IN EARLY AS THESE TRIPS ARE PROVING SUCCESSFUL WITH MEMBERS AND THE LIMITED NUMBER OF PLACES BEING SNAPPED UP FAST.

DETAILS BELOW.

SEPTEMBER 2022. LOOKING AT CAZORLA NATIONAL PARK. TRAVELLING VIA BAZA, POZO ALCON - 2 3 HOURS AWAY. THE COST TO BE ASCERTAINED, BUT SHOULD BE APPROX E 80 PER NIGHT PER TWIN ROOM, AND HALF BOARD (BED BREAKFAST AND EVENING MEAL). SO FOR 3 NIGHTS. PRICED AT EUROS 275 PER COUPLE.

IF YOU ARE INTERESTED, PLEASE GET IN TOUCH WITH MALCOLM AS HE REQUIRES PRELIMINARY NUMBERS. HE PREFERS CONTACT TO BE MADE VIA EMAIL.

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.

ITEMS FOR SALE.

WE HAVE ONE ITEM LISTED BELOW. (REPEAT)

IF YOU HAVE A VEHICLE FOR SALE OR KNOW OF ONE THAT MIGHT BE OF INTEREST TO OUR MEMBERS PLEASE LET ME KNOW.

INFO FROM BILL:-

ANDY GRAVES IS SELLING HIS BEAUTIFUL TRIUMPH TR6 AS HE HAS MOVED BACK TO THE UK DUE TO HIS WIFE'S HEALTH NOT BEING SO GOOD. HE WANTS TO SELL HIS VEHICLE HERE IN SPAIN. IT IS SPANISH REGISTERED.

THE CAR IS IN EXCELLENT CONDITION ALL ROUND AND CURRENTLY RESIDES WITH BILL UNTIL IT IS SOLD.

IT IS AN AMERICAN SPEC CAR SO IS LEFT HAND DRIVE. IT HAS JUST PASSED ITS ITV AND IS READY TO GO TO A NEW OWNER.

THERE ARE SOME NEW AND USED SPARES WITH THE CAR AS WELL AS SOME HISTORY AND A WORKSHOP MANUAL.

ANDY IS LOOKING FOR 20000 EUROS OR VERY NEAR OFFER. THIS CAR IS WORTH THAT KIND OF MONEY AS IT WILL BE HARD TO FIND ANOTHER AS GOOD AS THIS ONE.

PICTURES BELOW:-





TOPICAL ITEMS.

THE DGM ARE LOOKING TO UPDATE BREAKDOWN SIGNALLING FROM THE USE OF A TRIANGLE TO A FLASHING WARNING LIGHT, WHICH CAN BE SEEN FROM A GREATER DISTANCE.

THANKS TO CHAS FOR THE FOLLOWING:- A DISCUSSION POINT FOR OUR NEXT MEETING NO DOUBT. BRING YOUR CRASH HELMET WITH YOU CHAS

CHEAP CLASSIC CARS YOU'LL REGRET BUYING

THESE CHEAP CLASSIC CARS ARE DEFINITELY BEST AVOIDED!

THERE'S NO DENYING THAT MODERN CARS ARE FAR MORE ADVANCED THAN THOSE OF THE PAST. HOWEVER, MANY GEARHEADS ARE STILL MADLY IN LOVE WITH CLASSIC CARS AND WOULD CHOOSE THEM OVER ANY MODERN CAR IN A HEARTBEAT. THERE ARE MANY REASONS WHY SOME GEARHEADS PREFER CLASSIC CARS TO MODERN ONES — THEIR TIMELESS DESIGNS, RAW DRIVING FEEL, AND SIMPLICITY ARE SOME OF THEM.

ANOTHER KEY REASON WHY WE LOVE CLASSICS IS THEIR PRICES. UNLESS YOU'RE INTERESTED IN A RARE GEM LIKE THE MCLAREN F1 OR JAGUAR E-TYPE, YOU TYPICALLY HAVE TO SPEND A LOT LESS ON A CLASSIC CAR THAN YOU'D HAVE TO SPEND ON A MODERN EQUIVALENT. HOWEVER, JUST BECAUSE A CLASSIC CAR IS DIRT CHEAP DOESN'T MEAN YOU SHOULD BUY IT. THIS LIST EXPLORES NINE AFFORDABLE CLASSICS THAT EVERY GEARHEAD MUST AVOID AT ALL COSTS.

Aston Martin DB7 –

ASTON MARTIN TYPICALLY DOESN'T BUILD CHEAP CARS, BUT IN THE '90s, IT WAS FORCED TO. AFTER JAPANESE MANUFACTURERS STARTED INTRODUCING CHEAP SPORTS CARS LIKE THE SUPRA MK4 AND MAZDA MX-5, EUROPEAN MANUFACTURERS HAD NO OPTION BUT TO BUILD CHEAPER SPORTS CARS, WHICH IS WHY ASTON MARTIN INTRODUCED THE DB7 AS ITS ENTRY-LEVEL MODEL

WHILE IT WAS THE CHEAPEST ASTON, THE DB7 WAS STILL A GORGEOUS SUPERCAR WITH A MASSIVE 5.9-LITER V12 UNDER THE HOOD CRANKING OUT 414 HP. HOWEVER, AS ANYONE WOULD EXPECT FROM ONE OF THE CHEAPEST V12-POWERED SPORTS CARS ON THE MARKET, MAINTENANCE COSTS ARE EXTREMELY HIGH, WHICH IS WHY THIS CAR SHOULD BE AVOIDED

Maserati BiTurbo

IN THE '80s, MASERATI WANTED TO BUILD A NEW AFFORDABLE SPORTS CAR TO MEET THE GROWING DEMAND. WHILE HIGH-PRICED MODELS LIKE THE MERAK AND BORA LOOKED GREAT AND PERFORMED WELL, THEY WERE NOT EARNING THE COMPANY ENOUGH MONEY. AS SUCH, MASERATI WENT TO WORK AND INTRODUCED THE AFFORDABLE BITURBO IN 1981.

THE BORA WAS INITIALLY POPULAR, MAINLY BECAUSE IT WAS THE FIRST-EVER TWIN-TURBOCHARGED PRODUCTION CAR. HOWEVER, THE BITURBO SOON DEVELOPED A REPUTATION FOR UNRELIABILITY, LEADING TO A DROP IN SALES.

Triumph Spitfire

INTRODUCED IN THE EARLY '60s, THE SPITFIRE IS A FRONT-ENGINE REAR-WHEEL-DRIVE SPORTS CAR THAT TRIUMPH DEVELOPED TO COMPETE WITH THE LIKES OF MG AND AUSTIN HEALEY IN THE SMALL SPORTS CAR MARKET. GEARHEADS INITIALLY LOVED THE SPITFIRE FOR ITS AWESOME DESIGN AND THE FACT THAT IT HAD ONE OF THE COOLEST MODEL NAMES.

THE MAIN REASON WHY THE SPITFIRE SHOULD BE AVOIDED IS ITS ENGINE. WITH A 1.2-LITER FOUR-CYLINDER UNDER THE HOOD GENERATING 63 HP, THE SPITFIRE WAS EXTREMELY SLOW, TAKING ALMOST 20 SECONDS TO GO FROM 0 TO 60.

Subaru XT

THE XT - ALSO KNOWN AS THE ALCYONE IN JAPAN - IS A TWO-DOOR WEDGE-SHAPED SPORTS CAR THAT SUBARU BUILT IN THE '80s. THE XT'S DESIGN WAS A HEAD-TURNER, BUT UNLIKE MOST WEDGE-SHAPED SPORTS CARS OF THE DAY, IT WASN'T A PRETTY SIGHT.

ANOTHER PROBLEM WITH THE XT WAS IN THE POWER DEPARTMENT. EQUIPPED WITH A TINY 1.8-LITER FOUR-CYLINDER GENERATING A MEASLY 97 HP, THE XT WAS JUST TOO SLOW.

JAGUAR XJ-S

THE LEGENDARY E-TYPE WILL ALWAYS BE CONSIDERED TO BE ONE OF THE GREATEST BRITISH CARS OF ALL TIME. HOWEVER, ITS SUCCESSOR — THE AWFUL XJ-S - WAS NOT NEARLY AS GOOD. FOR STARTERS, THE XJ-S IS NOT AS PRETTY AS THE E-TYPE — NOT EVEN CLOSE!

THE OTHER REASON WHY THE XJ-S STRUGGLED TO FILL THE E-TYPE'S SHOES WAS ITS PERFORMANCE. DESPITE HAVING A 5.3-LITER V12 UNDER THE HOOD, THE XJ-S NEEDED 8 SECONDS TO ACCELERATE TO 60 MPH AND HAD A TOP SPEED OF JUST 143 MPH

MG MGB

THE MGB IS ONE OF THOSE BRITISH SPORTS CARS THAT PROVE THAT THE BRITS WERE THE KINGS OF DESIGN BACK IN THE '60S. IT WAS PERFECT FOR GEARHEADS WHO NEEDED A GORGEOUS, AFFORDABLE, AND FUN SPORTS CAR, PARTICULARLY THE CONVERTIBLE VERSION.

SADLY, THE MGB DIDN'T HAVE A PROPER ENGINE. IT HAD A 1.8-LITER FOUR-POT PRODUCING LESS THAN 100 HP, ENOUGH FOR A 0-60 OF MORE THAN 10 SECONDS. ON TOP OF THAT, THE MGB SUFFERS FROM THE RUST ISSUES BRITISH SPORTS CARS FROM THE '60S ARE KNOWN FOR.

THANKS ONCE AGAIN CHAS:-

BORN MORE THAN A CENTURY AGO, HISPANO-SUIZA WAS ONE OF THE MOST LUXURIOUS BRANDS OF ITS TIMES AND CREATED MORE THAN JUST CARS, IT CREATED WORKS OF ART. ALSO, IT MADE AIRCRAFT ENGINES, TRUCKS, AND WEAPONS. BUT NOW IT TRIES TO MAKE AN ELECTRIFYING COMEBACK WITH THE CARMEN LUXURY SUPERCAR.

THIS BRAND WROTE AUTOMOTIVE HISTORY, AND IS NOW READY FOR A BIG COMEBACK





THE HISPANO-SUIZA BRAND HAD A TROUBLED START IN 1900 WHEN A SPANISH COMPANY NAMED LA CUADRA DESIGNED AND BUILT THE FIRST TWO INTERNAL COMBUSTION ENGINES BASED ON SWISS ENGINEER MARC BIRKIGT'S PLANS. JOSE MARIA CASTRO FERNANDEZ BOUGHT THE COMPANY TWO YEARS LATER AND RENAMED IT FABRICA HISPANO-SUIZA DE AUTOMOVILES, AND SOME OF ITS PRODUCTS MAY BE FOUND IN VARIOUS MUSEUMS.

THE GLORY YEARS DIDN'T LAST LONG, AND THE COMPANY WENT BANKRUPT IN DECEMBER 1903. THEY SAY THE THIRD TIME IS A CHARM, AND THAT'S EXACTLY WHAT HAPPENED IN 1904, WHEN DAMIÁN MATEU, TOGETHER WITH FRANCISCO SEIX AND THE SWISS ENGINEER MARC BIRKIGT, CREATED LA HISPANO-SUIZA FABRICA DE AUTOMOVILES UNDER CASTRO'S MANAGEMENT. THIS TIME IT WORKED.

THE FIRST VEHICLE PRODUCED BY THE NEW COMPANY, IN 1905, WAS AN ARMORED TRUCK POWERED BY A 20 HP ENGINE. IT WAS FOLLOWED BY AN INLINE-SIX, 75 HP CAR THAT ESTABLISHED A RECORD-RUN OF 22 HOURS TO COVER THE 850 KM (528 MILES) DISTANCE BETWEEN PERPIGNAN AND PARIS, FRANCE. THAT PERFORMANCE AROUSED BIG INTEREST FROM THE MEDIA, AND MADE FRANCE THE LARGEST MARKET FOR THE SPANISH BRAND.

IN 1905 HISPANO-SUIZA MADE A CAR ESPECIALLY FOR KING ALFONSO XIII, WHO BOUGHT 8% OF THE COMPANY SHARES. THE TWO-SEAT ROADSTER WAS POWERED BY A 60 HP INLINE-FOUR ENGINE AND COULD REACH UP TO 120 KPH (75 MPH), WHICH WAS OUTSTANDING IN 1905. YET, AGAIN, EVERYTHING TOOK A DIFFERENT TURN IN 1914 WHEN WWI BROKE.

BIRKIGT TOOK A RACE-CAR ENGINE AND TURNED IT INTO AN AIRCRAFT POWERPLANT. THE ALUMINUM V8 WAS A MASTERPIECE OF THOSE TIMES WHEN CAST IRON WAS THE MAIN MATERIAL USED FOR THESE APPLICATIONS. HISPANO-SUIZA SOLD MORE THAN 50,000 OF IT IN FRANCE, UK, THE UNITED STATES, ITALY, JAPAN, AND RUSSIA. AFTER THE WAR, THE COMPANY THRIVED AND PRODUCED A V12 FOR RACING BOATS. IT ALSO INTRODUCED ITS EMBLEM,

THE STORK, IN 1919, AS A HOMAGE TO A FRENCH ACE PILOT, GEORGES GUYNEMER, WHO HAD THAT BIRD PAINTED ON ITS HISPANO-SUIZA-POWERED AIRCRAFT.

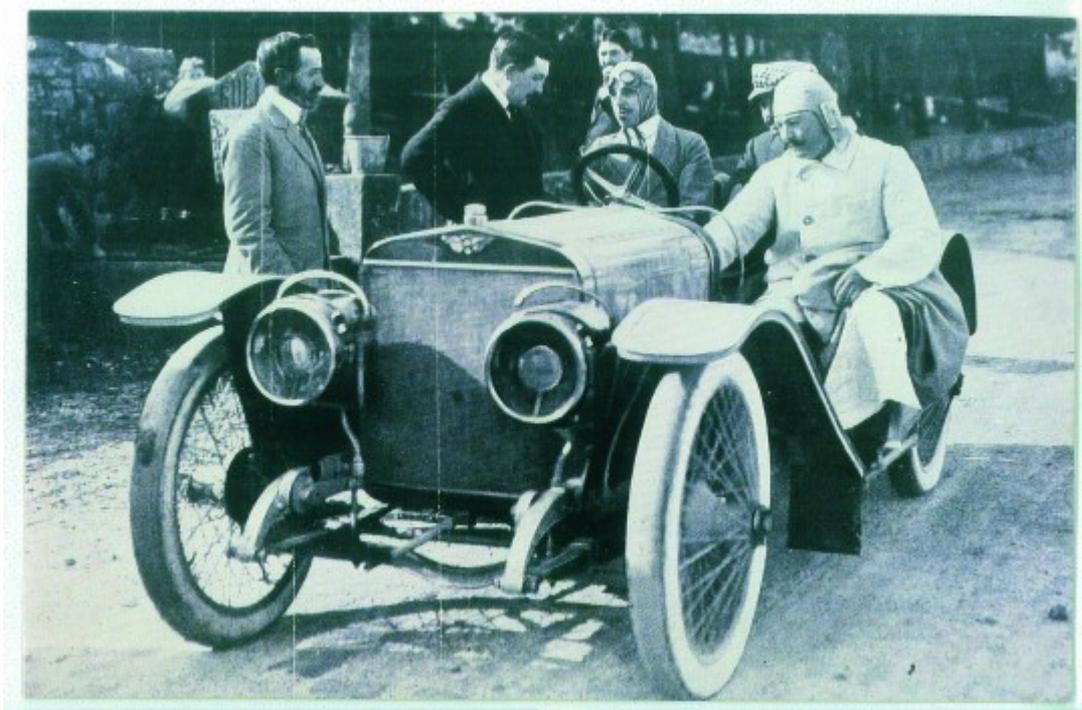


THE BRAND BECAME FAMOUS PARTLY THANKS TO THE SPANISH KING. BUT ALSO KING GUSTAVO V OF SWEDEN, LOUIS II OF MONACO, OR CAROL II OF ROMANIA BECAME CUSTOMERS OF THE THEN FAMOUS BRAND. LATER, THE QUALITIES OF THE CARS IT MADE DIDN'T GO UNNOTICED BY OTHER IMPORTANT FIGURES OF THE 20TH CENTURY, SUCH AS PABLO PICASSO, COCO CHANEL, PAUL MCCARTNEY, OR ALBERT EINSTEIN, TO NAME JUST A FEW.

DURING THE SPANISH CIVIL WAR IN 1936, THE COMPANY WAS NATIONALIZED AND BROKE INTO THREE SECTIONS: AIRCRAFT AND WEAPONS, CARS AND TRUCKS, AND MACHINE TOOLS. THE ILL-FATED COMPANY LOOKED FOR NEW FINANCIAL SUPPORT TO THE BANCO URQUIJO AND A GROUP OF SPANISH COMPANIES, FORMING THE SOCIETAD IBERICA DE AUTOMOVILES DE TURISMO (SIAT), FOUNDING THE ROOTS FOR THE LATER SEAT CARMAKER, WHICH TODAY BELONGS TO VOLKSWAGEN.

IF THE PAST WAS TROUBLED, THE REBIRTH OF THIS COMPANY MIGHT BE EVEN MORE INTERESTING. IN 2019, HISPANO SUIZA UNVEILED THE CARMEN AND THE CARMEN BOULOGNE SUPERCARS AT THE GENEVA MOTOR SHOW. THIS TIME, WITHOUT A COMBUSTION ENGINE. IT PREPARED FOR THE FUTURE WITH ELECTRIC POWERTRAINS BUT KEPT THE IDEAS OF ITS ANCESTORS ABOUT EXCLUSIVITY. WITH HELP FROM THE FORMER F1 DRIVER LUIS PÉREZ-SALA, A NEW PLATFORM TOOK SHAPE FROM THE GROUND UP AND EVOLVED INTO A ONE-

OF-A-KIND VEHICLE. THE FORMER DRIVER PUT HIS KNOWLEDGE INTO THE NEW PRODUCT, HELPED TUNE THE CAR'S BEHAVIOUR AND ALSO HELPED IN FINDING CUSTOMERS.



WHILE THE COMPANY OWNERSHIP AND BRAND NAME ARE STILL A DEBATABLE PROBLEM, THE VEHICLES ARE REAL. TOGETHER WITH THE GERMAN GROUP MOHR, IT CREATED A NEW VEHICLE AND UNVEILED IT AT THE 2021 IAA IN MUNCHEN. TO GET MORE MONEY FOR THE BRAND'S DEVELOPMENT, IT EVEN RELEASED 12 NFTS IN PARTNERSHIP WITH TRILLION COLLECTION.

MANY OF THE CARMEN AND CARMEN BOULOGNE TECHNOLOGIES ARE TRANSFERRED DIRECTLY FROM FORMULA E, WHICH IS THE TOP-RACING ELECTRIC SERIES. THE CAR'S BODYWORK IS MADE OUT OF CARBON FIBER, AND THE POWERTRAIN DELIVERS 1,114 HP FOR A VEHICLE THAT WEIGHS A MERE 1,630 KG. THAT LEADS TO A 0-62 MPH (0-100 KPH) RUN IN 2.6 SECONDS, WHICH SHOULD REALLY GET MORE ATTENTION FROM THOSE LOOKING FOR AN EXCLUSIVE, LUXURIOUS, AND INCREDIBLY FAST ELECTRIC HYPERCAR. CARMEN IS A TRIBUTE TO THE GRANDDAUGHTER OF THE COMPANY'S FOUNDER, DAMIÁN MATEU, AND THE MOTHER OF THE CURRENT PRESIDENT OF HISPANO SUIZA, MIGUEL SUQUÉ MATEU.



BUT THIS IS NOT ITS ONLY ATTRIBUTE. THERE ARE ALSO OTHER PERFORMANCE ELECTRIC VEHICLES AVAILABLE ON THE ROAD TODAY, SUCH AS THE MIGHTY RIMAC. BUT UNLIKE THEM, HISPANO-SUIZA MADE THE CAR AVAILABLE IN NO LESS THAN 1,904 COMBINATIONS. ONLY TIME WILL TELL IF THE SPANISH-SWISS BRAND WILL SEE INTERNATIONAL RECOGNITION. BUT IF THERE IS SOMETHING THAT I WOULD LOVE TO SEE IN 2022, IT IS THIS FAMOUS BRAND REBIRTH. INTERESTING STUFF !!!!

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

<https://www.autoevolution.com/news/man-drives-million-miles-in-his-volvo-gets-new-one-but-with-a-catch-181358.html>

<https://www.autoevolution.com/news/ultra-rare-1969-chevrolet-copo-camaro-zl1-looks-brand-new-racing-v8-still-screams-180732.html>

<https://www.autoevolution.com/news/man-spends-a-year-working-on-bugatti-chiron-replica-it-looks-legit-from-afar-180639.html>

<https://www.autoevolution.com/news/chip-companies-invest-billions-into-semiconductor-facilities-to-curtailed-global-demand-180780.html>

<https://www.autoevolution.com/news/you-have-no-idea-what-lives-in-your-car-so-here-s-why-you-should-clean-it-more-often-180597.html>

THIS MONTH'S FOTO QUIZ



CAN YOU IDENTIFY THE CARS ABOVE FROM THEIR IMAGES.
ANSWERS DIRECTLY TO ME AT KEN.OLIVER@SKY.COM (ALL LOWER CASE).
A SMALL PRIZE IS WAITING FOR THE FIRST CORRECT ANSWERS !!!

LAST MONTHS (DECEMBER) WINNERS WERE STEVE & MAGGIE HALES THE FIRST TO RESPOND WITH THE CORRECT ANSWERS ON IDENTIFYING THE CAR PICTURES.

ALL ANSWERS TO KEN.OLIVER@SKY.COM

FIRST PERSON TO ANSWER ALL WILL RECEIVE A GIFT AT THE NEXT MEETING.

NEWSLETTER EDITOR:- KEN OLIVER. LAST DATE FOR COPY 23RD OF EACH MONTH.

SEND TO ME AT newslettereditor@a-c-c.es

STOP PRESS DATE 25TH OF EACH MONTH.

TARGET PUBLISHING DATE 1ST OF EACH MONTH ON WEBSITE.