

## WELCOME TO JUNES' NEWS LETTER.

HELLO ONCE AGAIN EVERYONE.

(CONT'D), AS DISCUSSED IN MARCH THE COMMITTEE CONTINUE TO UNDERTAKE REVIEWS LOOKING AT RECOMMENDATIONS REGARDING THE SAFEGUARDING OF OUR 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 RE-COVID REGULATIONS. AS A RESULT, WE SHALL UPDATE THE ACTIONS TAKEN REGARDING THE COVID ISSUE, TAKING GUIDANCE FROM LOCAL AND NATIONAL DECRETOS.

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

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### CLUB EVENTS

AT THE MAY MEETING A LARGE AMOUNT OF DISCUSSION TOOK PLACE AROUND THE TOPIC OF 'CAR INSURANCE,' BOTH CLASSIC AND OUR DAILY DRIVERS.

PLEASE REFER TO THE CLUB WEBSITE FOR THE NAMES AND NUMBERS OF RECOMMENDED AGENCIES. TAKE TIME TO HAVE A LOOK AND MAYBE BE OFFERED AN IMPROVED DEAL.

WE HAVE GOOD NEWS, DAVID AND SUE, UNDERTOOK TO ARRANGE A RUN ON THE 19<sup>TH</sup> MAY. IT PROVED TO BE A GREAT SUCCESS. AN EXTENDED RUN MEETING UP AT BAR LAS VEGAS IN HUERCAL OVERA. AFTER A COFFEE STOP WE TOOK OFF AND TRAILED THE MOUNTAIN ROAD UP TO VELEZ RUBIO FOR ANOTHER COFFEE BREAK. THE RUN CONTINUED ALONG WITH THE BEAUTIFUL SCENERY IN THE MOUNTAINS AND VALLEYS SURROUNDING VELEZ BLANCO, THEN ONTO A VILLAGE CALLED 'PATERES' WHERE A FOUR COURSE LUNCH WAS TAKEN. THOSE WHO DID NOT TAKE PART MISSED A LOVELY RUN IN WONDERFUL SUNSHINE.

LET'S SEE IF WE CAN IMPROVE ON THE NUMBER OF EVENTS PLANNED FOR THE COMING MONTHS. ***(PLEASE NOTE THE COMMENTS ON THE LAST PAGE).***

WE HOPE THE OUTINGS CALENDAR WILL FILL UP QUICKLY DURING THE SUMMER AHEAD, WITH ANTICIPATED ENTHUSIASTIC INPUT FROM OUR MEMBERS.

AS A REMINDER THERE IS A BOOK IDENTIFYING AROUND 20 RUNS WHICH CAN BE FOUND ON THE CLUB WEBSITE. HOPEFULLY THIS SHOULD MAKE IT A SIMPLER EXERCISE FOR INDIVIDUALS TO PICK UP THE REINS AND SUBSEQUENTLY ORGANISE A CLUB RUN FOR THE BENEFIT OF MEMBERS.

MONTHLY 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.

(I WAIT FOR MALCOLM TO INFORM ME WHEN THE OUTING IS FULLY BOOKED, AND THEN I WILL REMOVE THIS POSTING).

### DETAILS BELOW.

SEPTEMBER 2022. LOOKING AT CAZORLA NATONAL 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.

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## ITEMS FOR SALE.

WE CONTINUE TO HAVE ONE ITEM LISTED BELOW.

(REPEATED)

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 NEAR TO IT. THIS CAR IS WORTH THAT KIND OF MONEY AS IT WILL BE HARD TO FIND ANOTHER AS GOOD AS THIS ONE.

PICTURES BELOW:-

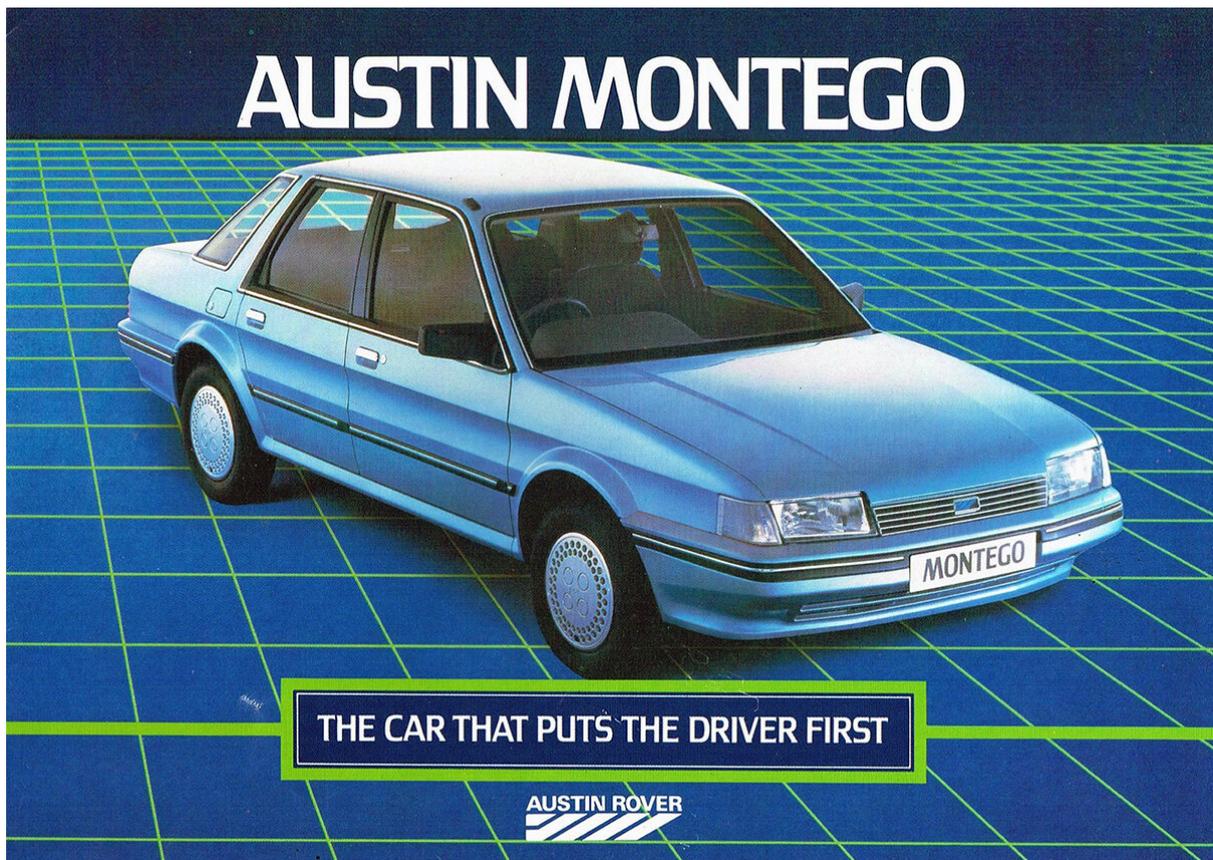




TOPICAL ITEMS.

I HAVE BEEN READING THAT LOCAL POLICE OFFICERS HAVE BEEN RECEIVING TRAINING COURSES, ORGANISED BY THE DGT ( DIRECTORATE-GENERAL FOR TRAFFIC) REGARDING UPDATED REGULATIONS RELATING TO THROWING OUT WASTE FROM CARS WHEN DRIVING (FAG ENDS AND THE LIKE). USING MOBILE PHONES WHEN DRIVING AND CLAMPING DOWN ON ELECTRIC SCOOTERS, BICYCLES AND THOSE PARKED IN AREAS MARKED SPECIFICALLY FOR THOSE OF RESTRICTED MOBILITY. WATCH OUT FOLKS THEY ARE OUT THERE !!!

DO YOU REMEMBER THESE DAYS ?????



THE MONTEGO STARTED LIFE AS A FOUR-DOOR NOTCHBACK VARIANT OF PROJECT LC10. DEVELOPMENT ON THE NEW MODEL, INTENDED TO SUCCEED BOTH THE MORRIS MARINA AND THE PRINCESS RANGES BY THE TURN OF THE 1980s, HAD BEGUN IN 1977 BUT ULTIMATELY THE NEW CAR WAS NOT LAUNCHED UNTIL SEVEN YEARS AFTER DEVELOPMENT HAD STARTED; IN THE

MEANTIME, THE MARINA HAD BEEN UPDATED AND REBADGED AS THE MORRIS ITAL FROM 1980, WHILST THE PRINCESS HAD BEEN UPDATED AS THE AUSTIN AMBASSADOR IN 1982. THE HONDA-BASED TRIUMPH ACCLAIM HAD ALSO BEEN INTRODUCED IN 1981 LARGELY AS A STOP-GAP TO KEEP POTENTIAL BUYERS INTERESTED IN BL PRODUCTS UNTIL BOTH THE MONTEGO AND THE ROVER 200 SERIES WERE LAUNCHED IN 1984.

THE AUSTIN MAESTRO EMERGED AS THE FIVE-DOOR HATCHBACK VARIANT. WHEN THE DESIGNS DIVERGED, THE MONTEGO BECAME PROJECT LM11 (THE MAESTRO BEING LM10), AND REMAINED BASED ON A LENGTHENED VERSION OF THE LC10S VOLKSWAGEN GOLF STYLE FRONT MACPHERSON STRUT / REAR TWIST BEAM CHASSIS. THE MONTEGO RECEIVED DIFFERENT FRONT AND REAR STYLING FOLLOWING THE REPLACEMENT OF DESIGNER DAVID BACHE WITH ROY AXE. IT ALSO FEATURED BODY-COLOURED BUMPERS (AS DID THE MAESTRO), AND FRONT WIPERS WHICH HID THEMSELVES UNDER THE BONNET WHEN PARKED.

THE MONTEGO OFFERED MANY IMPROVEMENTS OVER THE MAESTRO, MANY OF WHICH WERE LATER INCORPORATED INTO THE LATTER, SUCH AS A NEW SOHC ENGINE (THE S-SERIES), AND A MORE ROBUST DASHBOARD. AS WITH THE MAESTRO, THERE WAS A HIGH-PERFORMANCE MG VERSION WHICH AGAIN USED THE SOLID-STATE INSTRUMENT CLUSTER, TRIP COMPUTER, AND SYNTHESISED VOICE FOR THE INFORMATION AND WARNING SYSTEMS. THE DASHBOARD FITTED TO THE MONTEGO WAS SUPERIOR TO THAT ORIGINALLY DESIGNED FOR THE MAESTRO AND FEATURED A RALLY-STYLE TACHOMETER, A SERVICE INDICATOR AND A REPRESENTATION OF THE CAR SHOWING OPEN DOORS, LIGHTS LEFT ON, ETC.

THE ESTATE VERSION WAS COMPETITIVELY PRICED AND ACHIEVED USEFUL SALES VOLUMES IN THE UK AND, PERHAPS MORE SURPRISINGLY, IN FRANCE. AN ESTATE VARIANT, WITH LARGER LUGGAGE CAPACITY THAN ITS COMPETITORS, TWO ADDITIONAL REAR-FACING CHILD SEATS AND SELF-LEVELLING SUSPENSION, ALSO STYLED BY ROY AXE, FOLLOWED SHORTLY AND RECEIVED INSTANT ACCLAIM, WINNING THE COMPANY A DESIGN COUNCIL AWARD.

THERE WERE ORIGINALLY PLANS TO NAME IT THE ROVER 400 SERIES, AND PRE-PRODUCTION CARS IN WARWICKSHIRE WERE SEEN BEARING "ROVER" BADGES, AND BADGED AS 413I, 416I, 420 AND 420I. THE UNRELATED 400 SERIES LAUNCHED IN APRIL 1990 WHILE FROM 1995, A DECADE AFTER THE MONTEGO WAS INTRODUCED, THE 416I AND 420I NAMES WOULD BE USED, BUT ON THE UNRELATED SECOND-GENERATION ROVER 400 SERIES, BY THAT TIME, THE MONTEGO WAS ALREADY OUT OF PRODUCTION.

## BRITAIN'S SPAGHETTI JUNCTION OPENED 50 YEARS AGO



CONSTRUCTION AT SPAGHETTI JUNCTION IN BIRMINGHAM IN JUNE 1970. THE JUNCTION WOULD OPEN TO TRAFFIC ON MAY 24, 1972.

GRAVELLY HILL INTERCHANGE OPENS TO THE PUBLIC AFTER THE 'MAGIC ROUNDABOUT' IN SWINDON, GRAVELLY HILL INTERCHANGE IN BIRMINGHAM IS PERHAPS THE BEST-KNOWN SECTION OF ROAD INFRASTRUCTURE IN BRITAIN.

## BARN-FIND FIAT DINO SPIDER.

BREAKS COVER AFTER 45 YEARS OFF THE ROAD. (FIND REPORTED IN MAY 2022).



IT MAY APPEAR TO BE A FIRE-RAVAGED ROADSTER THAT'S BEYOND SAVING, BUT SOMEONE SNAPPED UP THIS FIAT DINO THAT'S BEEN DORMANT FOR 45 YEARS, PAYING MORE THAN £16,000 FOR THE SALVAGE PROJECT.

HIGHLY SOUGHT AFTER OWING TO PEDIGREE, VALUES FOR SURVIVING FIAT DINOS HAVE SOARED IN RECENT YEARS; MANY CANNY COLLECTORS, SHIFTING FROM 246GTs AND LATER 360s, BEGAN MOVING INTO THE FIAT DINO MARKET, MAKING ANY CAR A HIGHLY ENTICING PROSPECT – LIKE THIS 1968 SPIDER SOLD BY 'HISTORICS' IN MAY 2022 FOR £16,800.

THANKS GO TO PETER AND KAREN FOR THE FOLLOWING.

YOU WILL RECALL THAT AT OUR LAST REGULAR MEETING A LOT OF DISCUSSION TOOK PLACE AROUND INSURING OUR VEHICLES AND THE EXTREME DIFFERENCE IN COSTS AND VARYING LEVELS OF COVER.

HOPE THE INFORMATION IS OF INTEREST AND BENEFICIAL TO YOU!



**INFORMACION PREVIA A FACILITAR AL CLIENTE**

1. La actividad profesional de los corredores/comedurías de seguros está regulada en el Real Decreto – Ley 03/2020, de 4 de febrero, de medidas urgentes por el que se incorporan al ordenamiento jurídico español diversas directivas de la Unión Europea, y entre otros, en el ámbito de los seguros privados, garantizando así la protección de los derechos de los clientes.
2. Para su conocimiento, y a los efectos legalmente prevenidos, le informamos que éste/a corredor/comeduría de seguros:
  - a) Cumple con todos los requisitos establecidos en la Ley, estando inscrito/a en el Registro Administrativo de Distribuidores de Seguros y Reaseguros con el número de clave J 1502, que puede Vd. comprobar en la página web de la Dirección General de Seguros y Fondos de Pensiones [www.dgsfp.mineco.es](http://www.dgsfp.mineco.es)
  - b) Tiene suscrita póliza de Responsabilidad Civil Profesional y dispone de capacidad financiera legalmente establecida, todo ello en cumplimiento de lo dispuesto en el artº 157.1, apartados f) y g).
  - c) Cuenta con un departamento de atención al cliente externalizado, encargado de atender y resolver sus quejas y reclamaciones, a través de E2K GLOBAL BUSINESS SOLUTIONS, S.A. cuyos datos son los siguientes: E2K SERVICIO DE ATENCION AL CLIENTE, C/ Marzo, 23 02002-ALBACETE, email [atencioncliente@e2kglobal.com](mailto:atencioncliente@e2kglobal.com), telf. 967 663 901.
  - d) Tiene establecido el tratamiento de sus datos de carácter personal, de conformidad con lo previsto en el artículo 3.1 3/2018, de 3 de diciembre, de Protección de Datos Personales y garantía de los derechos digitales.
  - e) La remuneración percibida por su actividad de comeduría revestirá la forma de comisiones y honorarios profesionales cuyo importe será calculado en función del ramo y cuantía del seguro. (Art. 173-2 RD – Ley 3/2020).
3. Los corredores/comedurías de seguros, actuando en nombre de sus clientes, son los únicos profesionales facultados para asesorarle desde la más estricta independencia e imparcialidad, respecto de las entidades aseguradoras. Es por ello, que las ofertas que sometemos a su consideración han sido basadas en un análisis objetivo y personalizado, consistente en analizar un número suficiente de contratos de seguro ofrecidos en el mercado en los riesgos objeto de cobertura, de modo que pueda formular una recomendación personalizada, , ateniéndome a mis criterios profesionales respecto al contrato de seguro que entiendo es más adecuado a sus necesidades. En consecuencia, todas las ofertas de productos que siempre sometemos a su consideración, teniendo en cuenta la información que nos ha suministrado y las inquietudes que nos ha transmitido, entendemos son el/los producto/s que mejor encaja/n en sus exigencias y necesidades de cliente.
4. El corredor/comeduría informa igualmente al cliente del contenido del artº 21 de la Ley 50/1980, de Contrato de Seguro, de forma tal que las comunicaciones que el mediador curse a la aseguradora surtirán los mismos efectos como si las realizara el propio interesado (tomador).

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 Red Nacional de Corredores de Seguros



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TWO FEATURE ITEMS - RELATED TO MEMBERS VEHICLES.:-MAZDA MX5 HISTORY.

AS ONE OF THE MOST AFFORDABLE DRIVERS' CARS ON THE MARKET, THE MX-5 HAS BECOME A TRUE LEGEND IN ITS OWN LIFETIME AND IT'S HARD TO BELIEVE THAT THE ORIGINAL MX-5 IS 27 YEARS OLD, HAVING BEEN FIRST LAUNCHED IN 1989 AT THE CHICAGO AUTO SHOW. THAT MAKES THE MAZDA MX-5 OLDER THAN HARRY POTTER ACTRESS EMMA WATSON, TENNIS STAR CAROLINE WOZNIACKI AND CRICKETING LEGEND JOE ROOT. BUT WHILST THESE YOUNG CELEBRITIES WERE CRAWLING AROUND AND LEARNING TO TALK, THE MX-5 WAS ALREADY MAKING HEADLINES AND BREAKING RECORDS.



AFTER AN AMERICAN MOTOR JOURNALIST LAMENTED THE LOSS OF SIMPLE, BUGS IN THE TEETH, WIND IN THE HAIR BRITISH SPORTS CARS SUCH AS THE TRIUMPH SPITFIRE AND LOTUS ELAN IN THE LATE 1970s, A COMPETITION WAS LAUNCHED BETWEEN TWO MAZDA DESIGN TEAMS IN TOKYO, JAPAN AND CALIFORNIA, USA.

AFTER SEVERAL ROUNDS OF JUDGING, MAZDA SELECTED THE US DESIGN WITH A FRONT-ENGINE, REAR WHEEL DRIVE SETUP AS THE BASIS FOR THE FINAL MODEL. IT WAS AT THIS POINT THAT WORTHING, WEST SUSSEX BASED INTERNATIONAL AUTOMOTIVE DESIGN GOT INVOLVED, TO DEVELOP A WORKING PROTOTYPE KNOWN AS THE V705. IT WAS THIS BRITISH COMPANY THAT DEVELOPED THE EXTERIOR AND INTERIOR STYLE FOR THE MX-5 AND

BUILT LOCAL PROTOTYPES READY FOR MASS PRODUCTION IN 1989. THE MX-5 NAME WAS CHOSEN AS A CONDENSED FORM OF MAZDA EXPERIMENT, PROJECT NUMBER 5, SO REALLY THIS WAS THE “MAZDA MAZDA EXPERIMENT” BY FEBRUARY 1989, THE MX-5 MK1 LAUNCHED TO THE US AND CANADIAN MARKETS IN SOFT TOP OPTION, WEIGHING JUST 980KG, LESS THAN A MODERN DAY MINI COOPER.

BUYERS HAD A 1.6 ENGINE AND A CHOICE OF EITHER 5 SPEED MANUAL OR 4 SPEED AUTOMATIC GEARBOX. STRANGELY ENOUGH, IN JAPAN THE MX-5 WAS NOT LAUNCHED AS A MAZDA, INSTEAD BEING LAUNCHED UNDER THE DELUXE EUNOS MARQUE AND NAMED AS A ROADSTER. *(THERE YOU GO SEAN AND DOREEN)*

THERE WERE DELUXE FEATURES WITH THE BASE MODEL SUCH AS ALLOY WHEELS, POWER STEERING, ELECTRIC WINDOWS AND A STEREO BUT HAD NO AIR-CONDITIONING TO KEEP THE PRICE AND WEIGHT DOWN. KEEN CUSTOMERS IN THE UK DID RECEIVE SOME SPECIAL MODELS, WITH A SPECIAL LIMITED EDITION OF 250 MODELS IN BRITISH RACING GREEN, TAN LEATHER INTERIOR AND BRASS PLAQUE AS A NOD TO THE CLASSIC BRITISH CARS THE MAZDA WAS BASED UPON.

MORE LUXURIOUS AND SPECIAL EDITIONS FOLLOWED, SUCH AS THE LE MANS EDITION AFTER THEIR 787B BECAME THE FIRST AND ONLY JAPANESE CAR TO WIN THE 24 HOURS OF LE MANS IN 1991. THE MX-5 WON SEVERAL AWARDS OF ITS OWN, INCLUDING WHEEL'S MAGAZINE'S CAR OF THE YEAR 1989, SPORT'S CAR INTERNATIONAL'S BEST SPORTS CAR OF THE 1990s AND COUNTLESS RACES INCLUDING STOCK CAR, AMATEUR AND ENDURANCE CUPS.

AFTER SELLING OVER 400,000 UNITS FROM 1989 TO 1997, THE MK1 WAS PHASED OUT WHILST MAZDA READIED THE SECOND GENERATION, BUILDING ON THE MK1'S POPULAR CHARACTERISTICS OF PERFORMANCE, AGILITY AND SAFETY.

THE NEXT EDITION WAS THE MX-5 MK2 WHICH WAS RELEASED IN 1998 AND REPRESENTED A CONTINUATION OF THE MK1, EXCEPT THIS MODEL WAS DESIGNED WITH A MORE MODERN CURVED APPEARANCE. THE ADDED REASSURANCE OF AIRBAGS AND ABS BRAKES UPDATED THE SAFETY FEATURES OF THIS MODEL, WHILST ADDED WEIGHT BUT INCREASED AERODYNAMICS MADE THE MK2 JUST AS FUN TO DRIVE AS THE ORIGINAL DESPITE MODERN TOUCHES. HERE THE MILESTONES WERE TRULY REACHED, WITH TOTAL PRODUCTION REACHING 500,000 UNITS IN 1999, SMASHING THE GUINNESS WORLD RECORD OF BEING THE BESTSELLING TWO-SEATER SPORTS CAR IN THE WORLD, EVER.

NOW 10 YEARS OLD, THE ANNIVERSARY MODEL CAME WITH A LEATHER STEERING WHEEL, BOSE AUDIO SYSTEM AND A HIGHER TOP SPEED OF 133MPH.

THE POPULAR TV PROGRAMME, TOP GEAR DID A SPECIAL REVIEW OF THE 10 YEAR ANNIVERSARY MODEL WITH JAMES MAY FILMING FROM T W WHITE & SONS MANAGING DIRECTOR, NEIL WHITE'S HOME (CHECK OUT THE GRAINY FOOTAGE ON YOUTUBE). MAY COMPARED THE ANNIVERSARY MODEL AGAINST 10 EARLIER EDITIONS THAT HAD BEEN ESPECIALLY SOURCED BY T W WHITE & SONS FOR THE PROGRAMME.

BY 2001, MAZDA HAD BROKEN ITS OWN PRODUCTION RECORD AGAIN, CLOCKING UP 600,000 MODELS TO ROLL OFF THE PRODUCTION LINE, AND HAD ALSO INTRODUCED A FACELIFT. ADDING FOG LAMPS AND IMPROVING SEATS TO INCREASE EVERYDAY APPEAL, AND WHITE AND RED INSTRUMENT PANEL GAUGES TO INCREASE DESIGN APPEAL, REFINED THE CAR EVEN FURTHER. BY 2004, PRODUCTION HAD REACHED 700,000 AND MAZDA HAD LAUNCHED THE OFFICIAL TURBOCHARGED MAZDA SPEED MX-5 ROADSTER TURBO. WITH 180 BHP FROM THE ENGINE AND A 0-60 TIME OF JUST 6.2 SECONDS, COMBINED WITH SPECIAL METALLIC COLOURS SUCH AS LAVA ORANGE AND VELOCITY RED, THIS CAR WAS QUICK AND VERSATILE, EVEN MAKING IT TO RALLY RACING AGAINST PURPOSE BUILT JAPANESE COMPETITORS.

THE MX-5 WAS IMPROVED FURTHER STILL BY THE LAUNCH OF THE 2006 MK3, USING COMPLETELY NEW COMPONENTS TO REFINE THE DRIVABILITY. TRACTION CONTROL AND STABILITY CONTROL TECHNOLOGY DEVELOPED HIGH SPEED HANDLING FURTHER AND THE MAZDA FAN BASE AND GENERAL PUBLIC WENT WILD FOR THE ADDED CHROME ACCENTS AND SPECIAL WHEELS ON THE 3RD GENERATION LIMITED LAUNCH MODEL. READY FOR SUMMER, THE JULY 2006 COUPÉ CONVERTIBLE EDITION WAS RELEASED, WITH A POWERED 36KG HARDTOP MADE OF POLYCARBONATE THAT TOOK 12 SECONDS TO RAISE OR LOWER. THIS RAPID POWERED ROOF SET THE RECORD FOR THE WORLD'S FASTEST RETRACTABLE HARD TOP, AND ALSO PLACES THE MX-5 4TH IN THE LIST OF FASTEST CONVERTIBLE ROOFS OVERALL, WITH NO NEED TO MAKE CHANGES TO LUGGAGE COVERS OR OTHER MANUAL STEPS REQUIRED FOR OTHER CABRIOLETS AND COUPÉS.

THE MK3 HAD A 1.8L OR 2.0L ENGINE AND CHOICE OF GEARBOXES, WITH THE HIGHEST EDITION ABLE TO ACHIEVE 134MPH AND 0-60 IN 6.5 SECONDS.

DURING THIS GENERATION MAZDA BROKE THE 800,000 TOTAL UNIT MILESTONE IN 2007, AND REACHED 900,000 IN 2011.

A NUMBER OF MAZDA DESIGNED AND EXTERNAL CORPORATION DESIGNED CONCEPTS WERE RELEASED DURING THE MK3'S REIGN, INCLUDING THE MX-5

SUPER20, FAMOUS FOR ITS HYPER ORANGE BODY, GLOSS BLACK HARDTOP, RACING WHEELS, AND SPECIALIST SPORTS BRAKES, EXHAUST, CLUTCH AND OTHER COMPONENTS.

OTHER FAMOUS MOMENTS OCCURRED IN 2013, WITH THE MAX-5 EVENT ON JUNE 15TH IN THE NETHERLANDS BREAKING ANOTHER GUINNESS WORLD RECORD. THIS TIME THE RECORD HAS FOR THE LARGEST PARADE OF MAZDA CARS, WITH 683 MX-5s, FROM THE ORIGINAL CONCEPTS TO THE NEWEST 203BHP JOTA 2.0I, SETTING THE RECORD BY PARADING AROUND A 15KM ROUTE IN LELYSTAD.



THE YEAR AFTER, 2014, SAW THE LAUNCH OF THE 25TH ANNIVERSARY SPECIAL EDITION, A STRIKING CAR FINISHED IN ZEAL RED AND WITH 18" GUNMETAL ALLOYS. ONLY 1000 WERE PRODUCED WORLDWIDE, WITH 750 DESIGNED FOR THE MX-5s LARGEST GLOBAL MARKET, THE UK. DAYS BEFORE THE LAUNCH, T W WHITE & SONS CELEBRATED OUR 15,000 MX-5 SALE (BOTH NEW AND USED SALES), MAKING US ONE OF THE LARGEST RETAILERS OF THE MX-5 IN THE WORLD.

LATER THAT YEAR, WE SAW THE ALL-NEW MX-5 THAT WE KNOW AND LOVE TODAY PRESENTED AT THE PARIS MOTOR SHOW IN OCTOBER, FOLLOWED BY LOS ANGELES IN NOVEMBER. DESPITE ONLY BEING AROUND FOR A SHORT WHILE, IT HAS ALREADY RECEIVED A NUMBER OF AWARDS AND NOMINATIONS,

INCLUDING THE AUTO EXPRESS NEW CAR AWARD FOR BEST ROADSTER IN 2015, WORLD CAR OF THE YEAR, WORLD DESIGN CAR OF THE YEAR, YAHOO AUTOS 2016 FRESH RIDE OF THE YEAR AND ROADSHOW BY CNET EDITOR'S CHOICE BEST CONVERTIBLES 2016.

PRODUCTION BEGAN ON THE 4TH MARCH 2015 AND THE 1 MILLIONTH MX-5 HAS LONG SINCE ROLLED OFF THE LINE, ACCOMPANIED BY HUGE FANFARE AND ENTHUSIASM FROM THE PRESS AND PUBLIC ALIKE.

LAUNCHED IN EARLY 2015 WAS THE MX-5 MK4, WITH SKYACTIV TECHNOLOGY, WHICH IS SIMPLY STUNNING. MADE FROM LIGHTWEIGHT MATERIALS AND SMALLER MECHANICAL COMPONENTS, THE MK4 OFFERS A CHOICE OF 1.5 OR 2.0 ENGINES WITH MANUAL OR TRANSMISSION. IN THE UK ONLY MANUAL MK4s ARE CURRENTLY AVAILABLE, HOWEVER T W WHITE AND SONS WILL BE EXCLUSIVELY IMPORTING AN AUTOMATIC VERSION BEFORE GENERAL RELEASE, SO KEEP CHECKING THE BLOG FOR AN ANNOUNCEMENT SOON. AFTER THE TEN YEAR REIGN OF THE MK3 MX-5, THE NEW MAZDA MX-5 MK4 HAS FINALLY BECOME AVAILABLE IN THE UK.

FOR SUCH AN ICONIC CAR, THIS CAR OFFERS SOME INCREDIBLY MODERN AND FORWARD LOOKING FEATURES IN THE FORM OF SKYACTIV TECHNOLOGY. THIS TECHNOLOGY INCORPORATES NEW ENGINES AND GEAR BOXES ALONGSIDE BODY AND CHASSIS UPDATES TO IMPROVE EFFICIENCY, POWER AND AERODYNAMIC PROWESS TO CREATE THE BEST PERFORMING MX-5 OF ALL TIME. A SECOND PHILOSOPHY, THE KODO: SOUL OF MOTION DESIGN THEME GIVES THE MK4 AN EXCITING, AESTHETICALLY PLEASING AND SOPHISTICATED LOOK WHICH APPEALS TO A BROAD RANGE OF DRIVERS LOOKING FOR AN AFFORDABLE THRILL. THE NEWEST GENERATION ALSO INCLUDES THE LATEST IN-CAR TECHNOLOGY SUCH AS STATE OF THE ART COMMUNICATION, NAVIGATION AND CONNECTIVITY FEATURES, AN ENGINE STOP/START BUTTON AND KEYLESS ENTRY.

IN LEGENDARY MX-5 FASHION, THE MK4 MX-5 WAS THE FIRST CAR TO BE CROWNED BOTH WORLD CAR OF THE YEAR AND WORLD CAR DESIGN OF THE YEAR 2016 AT THE NEW YORK INTERNATIONAL AUTO SHOW. IN ALL THE HISTORY OF THE AWARDS, NO CAR HAS WON TWO CATEGORIES BEFORE, EMPHASISING HOW STUNNING THIS RECORD BREAKING CAR REALLY IS! THE 1050 KG 1.5L ENGINE MODEL IS CAPABLE OF 0-62MPH IN 8.3 SECONDS, WITH CO2 EMISSIONS OF 139G/KM AND A TOP SPEED OF 127MPH. THE 2.0L MODEL KNOCKS A WHOLE SECOND OFF THE 0-62MPH SPRINT TIME, TAKING IT TO 7.3 SECONDS, WHILE TOP SPEED JUMPS 6MPH TO 133MPH. THE NEW 2.0 LITRE ENGINE REALLY SHOWS WHEN COMING OUT OF SLOWER BENDS AND

BRINGING YOU UP TO SPEED WITH GREATER EASE THANKS TO THE WIDER TORQUE BAND. IN FACT, THE MX-5 2.0 RUNS SO SMOOTHLY THAT EVEN DRIVING AT SLOW SPEEDS FEELS FANTASTIC. AT HIGH SPEEDS THE OUTSTANDING AGILITY AND DRIVING DYNAMICS COMBINED WITH THRILLING REAR WHEEL DRIVE MAKES THE MX-5 MK4 PERFECT FOR A DAY ON THE TRACK OR A DRIVE AROUND THE SURREY HILLS OR KENT COUNTRYSIDE. THE MK4 ALSO FEATURES A FRONT ANTI-ROLL BAR DESIGNED TO SHARPEN STEERING, ALONG WITH A LIMITED SLIP DIFFERENTIAL FOR TIGHTER CORNERING, TO ENHANCE PRECISION IN YOUR DRIVING. THE LOW SLUNG DRIVING POSITION MAKES FOR AN ENJOYABLE DRIVE AND COMFORTABLE SEATING POSITIONS FOR BOTH THE DRIVER AND PASSENGER.

AND IF YOU WERE DISAPPOINTED WHEN THE MK4 CAME OUT IN SOFT TOP ONLY, WE'RE SURE YOU WILL SHARE WITH US THE EXCITEMENT AT THE UNVEILING OF THE MX-5 RF ("RETRACTABLE FASTBACK") OFFERING THE LEGENDARY SPORTS CAR WITH A WHOLE NEW DIMENSION – A TARGA TOP.

THE MAZDA MX-5 (NA) (SOLD IN JAPAN AS THE EUNOS ROADSTER (ユーノス・ロードスター, YŪNOSU RŌDOSUTĀ) AND IN NORTH AMERICA AS THE MAZDA MX-5 MIATA) IS THE FIRST GENERATION OF THE MAZDA MX-5 MANUFACTURED FROM 1989 TO 1997. INSPIRED BY THE POST-WAR ERA BRITISH SPORTS CARS, THE MX-5 REJUVENATED INTEREST IN ROADSTERS AFTER THE DEMISE OF CARS SUCH AS THE MG B AND TRIUMPH SPITFIRE. SINCE ITS DEBUT, THE MX-5 HAS WON NUMEROUS AUTOMOTIVE AWARDS AND HAS BECOME THE WORLD'S BEST SELLING SPORTS CAR.[2] IN JAPAN, THE CAR WAS NOT BADGED AS A MAZDA, AS THE COMPANY WAS IN THE PROCESS OF LAUNCHING DIFFERENT MARQUES FOR DELUXE MODELS, SIMILAR TO NISSAN'S INFINITI, HONDA'S ACURA AND TOYOTA'S LEXUS. INSTEAD, THE MAZDA MX-5 WAS SOLD AS THE EUNOS ROADSTER, AND WAS JOINED BY THE MX-3/AZ-3/EUNOS PRESSO (BASED ON JAPANESE MAZDA DEALERSHIPS). THE EXTERIOR DIMENSIONS AND THE ENGINE DISPLACEMENT WERE ALSO IN COMPLIANCE WITH JAPANESE GOVERNMENT COMPACT CAR REGULATION.

THE BODY SHELL OF THE EUNOS WAS ALL-STEEL WITH A LIGHTWEIGHT ALUMINIUM HOOD. OVERALL DIMENSIONS WERE 3,970 MM (156 IN) IN LENGTH, 1,675 MM (65.9 IN) IN WIDTH, AND 1,235 MM (48.6 IN) IN HEIGHT. WITHOUT OPTIONS, THE NA WEIGHED ONLY 980 KG (2,160 LB). IT HAD A DRAG COEFFICIENT OF  $C_d=0.38$ . SUSPENSION WAS AN INDEPENDENT DOUBLE WISHBONE ON ALL FOUR WHEELS, WITH AN ANTI-ROLL BAR AT THE FRONT AND REAR.

## MG & TD HISTORY

NOW OWNED BY THE CHINESE COMPANY, NANJING AUTOMOBILE CORPORATION, MG (WHICH STANDS FOR MORRIS GARAGE), WAS A PRIVATE BRITISH COMPANY FOUNDED IN 1924 BY WILLIAM MORRIS AND CECIL KIMBER.

MORRIS GARAGE WAS THE SALES DIVISION OF MORRIS CARS AND KIMBER HAD THE IDEA OF PRODUCING SPORTS CARS BASED ON MORRIS SEDAN PLATFORMS.

WHILE THE COMPANY MADE A VARIETY OF CARS IT'S BEST KNOWN FOR TWO-SEATER SPORTS SOFT TOPS. THE FIRST MG WAS CALLED THE 14/18 AND WAS SIMPLY A SPORTY BODY FITTED ON TO A MORRIS OXFORD.

AS WORLD WAR II ERUPTED IN 1939 MG WAS INTRODUCING ITS NEW TB MIDGET ROADSTER, DERIVED FROM THE EARLIER TA MODEL, ITSELF A REPLACEMENT FOR THE MG PB.

PRODUCTION WENT INTO LIMBO AS THE FACTORY GEARED UP FOR THE WAR EFFORT, BUT SOON AFTER HOSTILITIES ENDED IN 1945 MG INTRODUCED THE TC MIDGET - A SLICK LITTLE OPEN TWO-SEATER.

IN REALITY IT WAS A TB WITH SOME MODIFICATIONS. IT STILL HAD A 1250CC FOUR-CYLINDER ENGINE, BORROWED FROM THE MORRIS 10, AND NOW HAD A FOUR-SPEED SYNCHROMESH GEAR SHIFT.

THE TC IS THE CAR THAT ENTRENCHED THE MG NAME IN AUSTRALIA. THAT IT DID WELL HERE, AND ELSEWHERE, SHOULD COME AS NO SURPRISE.

IN THE AFTERMATH OF WORLD WAR II CARS WERE IN GENERAL TERMS PRACTICAL TRANSPORT, NOT FUN. PETROL WAS ALSO SCARCE. AND AFTER YEARS OF WAR EVERYONE WAS LOOKING TO ENJOY THE HARD-EARNED PEACE. CARS LIKE THE TC PUT FUN BACK INTO LIFE.

NO DOUBT, GOING ON THE MASSIVE TURNOUT OF TCS, TDs AND TFs AT THE MG NATIONAL CONCOURSE AT EASTER, THE T SERIES CARS CONTINUE TO BRINGS SMILES TO FACES AND JOY TO THOSE WHO DRIVE THEM.

THE TD AND TF FOLLOWED BEFORE RADICAL STYLING CHANGES INTRODUCED THE MGA AND LATER THE MGB, CARS MORE FAMILIAR TO THOSE BORN AFTER THE WAR.

IN RECENT YEARS THE COMPANY BROUGHT BACK THE T SERIES WITH THE TF, BUILT IN 1995.

ABOUT 10,000 MG TC CARS WERE PRODUCED BETWEEN 1945 AND 1949, MANY OF THEM EXPORTED.

THE TD RESEMBLED THE TC, BUT IN REALITY, HAD A NEW CHASSIS AND WAS A MORE STURDY CAR. FOR THE LAYMAN, TRYING TO TELL THE DIFFERENCE BETWEEN A TC AND TD IS EASY. THE ONE WITH THE BUMPER BARS IS A TD.

THE TD RAN FROM 1949-53 WHEN THE TF WAS INTRODUCED, COMPLETE WITH A NEW 1466CC ENGINE. THE TF LASTED JUST TWO YEARS WHEN IT WAS REPLACED WITH THE MORE STREAMLINED MGA, WHICH INHERITED A LEGACY OF A SERIES OF CARS THAT WERE YES, SELFISH, BUT MECHANICALLY SIMPLE, REASONABLY RELIABLE AND FUN TO DRIVE AS ARE ALL OPEN TOP CARS.

THROUGHOUT ITS HISTORY THE MG ROAD WAS ROCKY. IN 1952 AUSTIN MOTOR CORPORATION MERGED WITH MORRIS MOTORS TO FORM BRITISH MOTOR CORPORATION LTD. THEN, IN 1968, IT WAS MERGED INTO BRITISH LEYLAND. LATER IT BECAME MG ROVER GROUP AND PART OF BMW.

BMW DIVESTED ITS INTEREST AND IN 2005 MG ROVER WENT INTO LIQUIDATION. A FEW MONTHS LATER THE MG NAME WAS BOUGHT BY CHINESE INTERESTS. THE SIGNIFICANCE OF THE CHINESE PURCHASE STEMS FROM A BELIEF THAT THE MG BRAND AND NAME HAVE SOME CURRENCY IN A WORLDWIDE MARKET. THE VEHICLE THAT PLAYED A SIGNIFICANT ROLE IN ESTABLISHING THAT VALUE IS, WITHOUT DOUBT, THE MG TC.

### MG TD- 1951

BY 1949, THE MG TC HAD BECOME OUTDATED. WHEN IT WAS ORIGINALLY RELEASED, IT WAS A SLIGHT IMPROVEMENT OF THE TB VERSION THAT WAS DESIGNED PRIOR TO WORLD WAR II. MG (WHICH STANDS FOR MORRIS GARAGES) CAR COMPANY ANSWERED THE CALL FOR A MORE MODERN CAR BY INTRODUCING THE TD IN 1950. IT WAS A SMASHING SUCCESS WITH 30,000

PRODUCED IN JUST THREE YEARS. THE HANDLING WAS MUCH IMPROVED FROM THE EARLIER TC AS IT OFFERED INDEPENDENT DOUBLE ARMS AND COIL SPRING

IN THE FRONT. THE BRAKES WERE SIGNIFICANTLY BETTER WHICH TRANSFORMED THE TD INTO A REASONABLE SPORTS CAR MAKING THE TC FEEL AS OUTDATED AS IT WAS.

#### SPECIFICATIONS

- **MANUFACTURER:**MG CAR Co. LTD.
- **COUNTRY OF ORIGIN:**GREAT BRITAIN
- **ENGINE:**4 CYLINDER, WATER COOLED, 54 HP
- **TOP SPEED:**80 MILES PER HOUR
- **YEARS OF PRODUCTION:**1953-1955
- **NUMBER PRODUCED:**30,000

A BOTTLE OF YOUR FAVOURITE 'IMBIBE' WILL BE HANDED TO THIS MONTH'S WINNER(S)

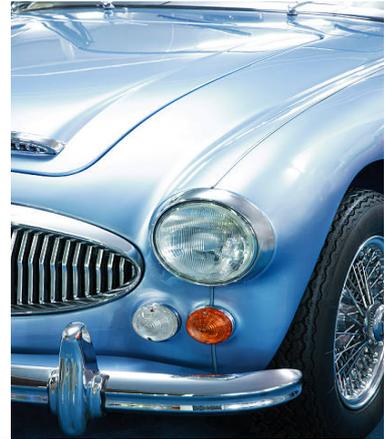
LAST MONTH'S WINNERS' WERE OUR CHAIRMAN AND HIS WIFE DAVID AND SUE.

THEY TOOK A BOTTLE OF 'PRESTIGIOUS' WHITE

THIS MONTHS' FOTO QUIZ. HAVE A GO.

I HAVE ADDED A FEW EXTRA IMAGES THIS MONTH IN AN ATTEMPT TO MAKE IT A LITTLE MORE DIFFICULT FOR THOSE REGULAR COMPETITORS.







CAN YOU IDENTIFY THE CARS ABOVE FROM THEIR IMAGES.

ANSWERS DIRECTLY TO ME ON, [newslettereditor@a-c-c.es](mailto:newslettereditor@a-c-c.es) (ALL LOWER CASE).

A SMALL PRIZE IS WAITING FOR THE FIRST CORRECT ANSWERS !!!

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

### **'BRING OUT YOUR CLASSICS'.**

DURING A COMMITTEE MEETING ON THE 30.5.22, A **PROPOSAL** WAS MADE, BY ALAN SECONDED BY KEN AND AGREED BY THE REMAINDER THAT WE MEET AS A GROUP, AS A CLUB, MORE THAN THE USUAL ONCE A MONTH. THE PROPOSAL IS AS FOLLOWS:-

AS THE NORM WE MEET ON THE 1<sup>ST</sup> THURSDAY OF THE MONTH. OUR FORMAL MEETING WITH AGENDA.

THEN MIDWAY BETWEEN THE FORMAL MEETINGS (SOME TWO WEEKS ON) WE HAVE A 'SOCIAL' GATHERING FOR A LATE BREAKFAST, EARLY LUNCH AND A POSSIBLE SHORT RUN OUT IN OUR 'CLASSIC' CARS.

REMEMBER WE HAVE NUMEROUS RUNS ALREADY PLANNED IN OUR CLUB BOOK. ALL WE NEED IS FOR MEMBERS TO PICK UP THE MANTLE AND ORGANISE. WE HAVE ANOTHER 6 MONTHS REMAINING IN THE CALENDAR YEAR. LET'S SEE IF WE CAN FILL EACH MONTH WITH AT LEAST ONE CLUB OUTING IN OUR CARS.

ALAN HAS SUCCESSFULLY IDENTIFIED ANOTHER LOCATION WITH A SUITABLE SIZED ROOM, SO WE CAN MEET, DINE AND CHAT IN PEACE AND QUIET. 4/5 COURSE MENU DEL DIA FOR 12 EUROS. ALAN HAS PUT A LOT OF WORK IN PREPARING THIS PROPOSAL, LET'S ALL GET BEHIND HIM AND IT, TO GIVE 'OUR' CLUB THE BOOST IT DESERVES.

YOUR CAR IS INSURED, ITV'D (ONLY IF REQUIRED OF COURSE), NICE AND SHINY, READY TO GO - SO BRING IT OUT FOR SPAIN TO SEE.

THIS ITEM IS ON THE AGENDA TO BE DISCUSSED AT THURSDAYS FORMAL MEETING.

*NEWSLETTER EDITOR:- KEN OLIVER.*

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