

WELCOME TO THE A C C 'CLOSING' NEWS LETTER.

HELLO ONCE AGAIN EVERYONE, IT WAS DECIDED AT LAST WEEKS' COMMITTEE MEETING THAT THIS WILL BE THE LAST NEWSLETTER PRODUCED.

I SUBMIT THE REASONING BELOW:- THE COMMITTEE HAVE SET UP ALTERNATIVE COMMUNICATIONS AND INFORMATION MEDIA FOR MEMBERS TO PARTICIPATE, NAMELY OUR WHATSAPP GROUP, FACEBOOK PAGE, AND WEBPAGE. ALL OF WHICH ARE USED EXTENSIVELY BY THE MEMBERS. IT WAS DEEMED THE NEWSLETTER HAD BECOME AN OUTDATED MEDIUM.

I TRUST THIS MEETS WITH YOUR APPROVAL.

OUT AND ABOUT.

EVENTS:-

MEMBERS HAVE ENJOYED OUR RUNS OUT IN RECENT TIMES AND ALSO VISITED THE NUMEROUS EVENTS, GATHERINGS AND SHOWS.

AS STATED ABOVE ALL EVENTS ARE POSTED ON FACEBOOK AND ADVERTISED EXTENSIVELY ELECTRONICALLY VIA THE MEANS STATED ABOVE..

EVENTS THAT HAVE TAKEN PLACE RECENTLY AND THOSE MOVING FORWARD ARE POSTED ON SOCIAL MEDIA AS STATED ABOVE.

CLUB OUTINGS:-

CLUB EVENTS SINCE JUNE.:- OUR NEW MEETING VENUE WAS RE-LOCATED TO THE "HOTEL BALLABONA" WHICH HAS PROVED TO BE A SUCCESS.

THE JUNE OUTING WAS ORGANISED BY DAVID & SUE

THE JULY OUTING WAS ORGANISED BY KEN & NATALIE

THE AUGUST OUTING WAS ORGANISED BY MICHAEL & HAZEL



OUR THANKS GO TO THOSE ABOVE WHO HAVE TAKEN IT UP THEMSELVES TO ORGANISE THESE MONTHLY OUTINGS.

THE SEPTEMBER 'ANNUAL OUTING' WAS ORGANISED BY MALCOLM AND JEAN. WE THANK THEM BOTH - IT PROVED TO BE THE SUCCESS WE ALL ANTICIPATED.

4 DAYS OF GREAT RUNS SURROUNDED BY BEAUTIFUL SCENERY IN THE MOUNTAINS OF GRANADA. LOVELY HOTEL WITH EXCELLENT FOOD AND DRINK AND GREAT VALUE FOR MONEY.

DETAILS OF ALL FUTURE OUTINGS AND OUR MEETING DATES WILL OF COURSE BE POSTED FOR YOUR CONSIDERATION ON THE AFOREMENTIONED SOCIAL MEDIA - AS WELL AS BELOW:-

THE OCTOBER OUTING HAS BEEN ORGANISED BY WILL & CHARLI

THE NOVEMBER OUTING HAS BEEN ORGANISED BY SEAN & KAREN

THE DECEMBER OUTING HAS BEEN ORGANISED BY KEN & NATALIE

AS A COURTEOUS REMINDER, IF YOU ATTEND ANY OF OUR RUNS AND ARE NOT DRIVING A "CLASSIC" OR "PRESTIGIOUS" VEHICLE, PLEASE REMAIN AT THE REAR OF THE CONVOY, CLUB CLASSICS TAKE PRIORITY.

PLEASE REMEMBER ALL CARS AND OCCUPANTS ARE STILL VERY WELCOME TO ATTEND - CLASSIC OR NOT

THANKS FROM THE COMMITTEE AND MEMBERS FOR YOUR EFFORTS



MEMBERS SUBMISSIONS:-

NATALIE AND I UNDERTOOK A 2ND EXTENSIVE ROAD TRIP IN OUR THEN EXISTING AND LATEST ACQUISITION, OUR JAGUAR XF 2,2 SALOON IN CAVIAR RED.

OK HERE GOES - AGAIN !!!!

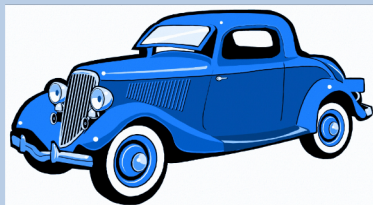
WE LEFT SPAIN TRAVELLING NORTH ON 19TH JULY ONTO NORMANDIE FRANCE, VISITING NATALIES' PARENTS FOR TWO NIGHTS. THE FOLLOWING DAY WE TRAVELLED ONTO LE SHUTTLE CALAIS AND THEN ONTO GLASTONBURY. AFTER AN OVERNIGHT STAY ON THE 21ST JULY WE PART EXCHANGED THE X TYPE JAGUAR WE WERE TRAVELLING IN FOR THE UPDATED XF JAGUAR. A 3 HOUR DELAY ENSUED WHILST A LOW WATER READING MESSAGE APPEARED ON THE DASHBOARD, (WELL SPOTTED NATALIE), THIS WAS DIAGNOSED AND SUBSEQUENTLY REPAIRED AS A FAULTY CONNECTION UNDER THE BONNET. WE LEFT THE GARAGE AFTER NUMEROUS APOLOGIES FOR THE DELAY AND TRAVELLED NORTH TO MY NATIVE SOUTH SHIELDS FOR A FEW DAYS TO OVERSEE THE FINAL WORK REQUIRED AND FINALLY COMPLETE THE RENOVATION OF OUR HOUSE PURCHASED SOME 7 MONTHS EARLIER. AFTER THESE FEW DAYS WE STARED THE JOURNEY BACK HOME TO SPAIN, VISITING FRIENDS AND FAMILY ON THE WAY, STAYING OVER AT NATALIES' PARENTS ONCE AGAIN ON THE 30TH JULY. IT WAS ABOUT THIS TIME THAT WE COULD HEAR A RAPID !!!DOH, DOH, DOH NOISE!!! COMING FROM THE REAR OF THE VEHICLE, I SUSPECTED A WHEEL BEARING WHICH EVENTUALLY PROVED TO BE THE CASE. THE JOURNEY FROM NORMANDIE TOOK US SOME 15 HOURS WITH THE NECESSARY COMFORT, DRIVER SWAP AND SUSTENANCE BREAKS IN OUR EFFORTS TO KEEP ALERT.

DURING THE JOURNEY I WAS IN TOUCH ON MORE THAN 1 OCCASION WITH THE GARAGE WE HAD PURCHASED THE XF FROM, THEY DID ACCEPT MY DIAGNOSIS OF THE ISSUE(S) AND INFORMED ME THEY WOULD COVER THE COST OF REPAIRS TO BE UNDERTAKING BACK HERE IN SPAIN. HOWEVER!!! WE AND THEY WERE NOT READY FOR WHAT WAS TO COME UPON BOOKING THE CARS IN FOR REPAIRS. 3 YES 3 WHEEL BEARINGS REQUIRED REPLACEMENT - A NEW AUXILIARY BATTERY - 2 BREAKDOWNS, 1 OF WHICH REQUIRED A GRUA AS THE INTERCOOLER PIPE SPLIT AND 4 NEW TYRES. THIS FROM A PRESTIGUOS JAGUAR SPECIALIST GARAGE. THE CAR HAD SUPPOSEDLY BEEN SERVICED AND PREPARED AND ALSO, THANKFULLY COVERED BY WARRANTY. I HAD BEEN FOLLOWING THIS GARAGE AND ITS' 'PRESTIGIOUS' STOCK ONLINE FOR A FEW MONTHS PREVIOUS. JAGUAR, BENTLEY, ASTON MARTIN, RANGE ROVER AND MCLAREN

I HAVE SUBMITTED THE PAID INVOICES (FACTURAS) TO THEM VIA EMAIL BUT STILL AWAIT ANY RECOMPENCE. AS YOU WILL IMAGINE I REMAIN IN CONTACT WITH THE GARAGE AND WILL KEEP YOU INFORMED AS TO MY PROGRESS REGARDING THEIR PROMISES. .

FOOTNOTE:- THE CAR IS NOW RUNNING AS IT SHOULD AFTER SPENDING 14 DAYS OFF THE ROAD. WE HAVE NOW REGAINED DRIVABILITY CONFIDENCE IN THE CAR SOME 3000 KMS, LATER.

YES WE KNOW !!!! WE SHOULD HAVE HAD THAT CONFIDENCE FROM DAY 1 OF ITS' PURCHASE. WE KNOW NOW EVEN PRESTIGIOUS GARAGES (AS THEY CALL THEMSELVES) HAVE ISSUES WITH PRE-USED SERVICED AND SO CALLED WELL PREPARED PRESENTABLE STOCK.



NEW MEMBER AND MY INTEREST IN CARS. By Michael and Hazel Pugsley

I was delighted to be accepted as a member of the **Amigos de los Coches Clasicos del Levante Club**, together with my wife Hazel, and to be among fellow classic car enthusiasts. We have made some very good acquaintances so far but look forward to meeting many more. We have found everyone so friendly and welcoming.

I was invited to write up a little background about us for the Newsletter, so here goes.

My Interest in cars started as a child, long, long before I could drive. However, because I was so keen to get on the road, when I was 16 I took my test for a motorbike and bought a small one, a BSA Bantam to see me through until I was 17 and old enough to drive a car. Later in the year I saved up to buy a car just before I was 17 (January 1962), it was an Austin A40 Somerset. I had experience driving a friend's car on private roads for some time before so I booked 10 driving lessons from my 17 birthday and the test, which you could in those days. Luckily, I passed first time, and I was away.

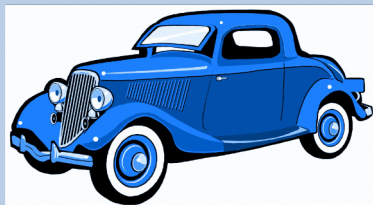


Soon after my 18 birthday I spotted this 1955 Ford Zephyr Mk 1 convertible for sale, with a power hood, rare in those days. I couldn't resist it. How Flash (Once a poser always a poser). I traded in my A40 and off I went. I was an apprentice electrician with the Southern Electricity Board, so I wasn't earning a great deal but would also work in my spare time to earn extra money, most of which

went on running and maintaining my car, as well as saving for the next one. In those days I did all my own repairs, as many others did, not being able to afford garage repairs. I held on to this car for a while as it was popular and attracted the opposite sex. It was sometime later that year that I met my wife, Hazel.

Later that year or maybe the following year I decided to upgrade to a Vauxhall Cresta (Lowline). This was a lovely car to drive, bench seat and column gear change. I did knock the big ends out so it was off the road for a while while I rebuilt the engine. It wasn't to long before I noticed the rust starting to appear, which was a shame but this was a problem with these, so I had to touch it up a bit and try to off load it. Disappointing but something good cropped up.





A very good friend of mine, who was from a well-off family, had a Mk1 2.4 Jaguar but somehow, he managed to blow the engine up which I think was too bad to rebuild. He lost interest in it but I went to the Jaguar Dealers and found I could buy a complete reconditioned engine which came with all the component. I therefore made him a low, but fare offer

which he accepted. I ordered the new engine which arrived sometime later. I arranged with another friend who had a large workshop with a winch/crane. I disconnected all the engine and gear box and winched it out of the car. Took off the gearbox and bolted it to the new engine, winched it up and lowered it back into the car. Connected it all up and job was done. I had to return the old engine to the dealer. I then had an incredible car, one I never dreamt I would own.

By this time, I was married with a child and had bought a terrace house with a mortgage. I had completed my apprenticeship some time ago and managed to get some promotion but still on the shop floor as it were. A while later an opportunity came up for a Sales Representative on the company which gave a car allowance to use your own car for company's business. I was unlucky this time but the top manager there called me to his office and explained if I was serious about promotion, I would need to sell the Jaguar and get a more appropriate car. I was very reluctant, but I did and bought an MG 1100. What a come down but it worked as another opportunity came up 6 months later and I got it. Never looked back since and later I used to buy a new car every three years and later got more promotion. I started with a new Vauxhall Viva and then a couple of Ford Capri's, then Nissans came on the scene with all the extras.

A few years later I had managed to build new houses/homes for us in my spare time and even a couple others to sell. I also started a Plant Hire company, specialising in hydraulic Platforms (Cherry Pickers) and later I had a part share in an Electronics company, and I also owned a Golf Course as well as a Property Company. I am pleased to say I left the Southern Electricity Board to concentrate on my businesses. All this gave me the freedom to get back into Classic Cars. My wife could drive by then so mostly the Classic cars were for her to use. It started with a



Triumph Herald 13/60 convertible, then a Triumph Stag and my son had a Triumph Spitfire. We kept the Triumph Herald for many years, not wanting to part with it. But it had to go in the end to make room for others.



Next came a Mercedes for me and one for Hazel, a 1985 Mercedes SL280, red with black interior, lovely car. Then I decided to buy myself something rather special.



A Jenson Interceptor which had a 6.3 ltr V8 Chrysler engine. I kept this for a few years and advertised it and along came an American chap, bought it and shipped it over to America.



Later Hazel found it hard to take the hood down on the SL280 (R107) so we sold that one and I bought the later model again a Mercedes SL280 but a 2000 R129 which had a power hood.



We had this one for about 15 years until this year when we decided to move to Spain permanently after having been here for over 20 years part-time. So reluctantly, not wanting the cost of importing two cars to Spain with the difficulties there are now and not wanting two RHD cars here, we had to let this one go.



However, for some time I have liked the Jaguar XJS 4ltr and low and behold I found one available down in Ronda. It was a 1996 XJS Celebration, one of the last to be made. It was originally for the US market but was brought back from there to the UK in 2010 and

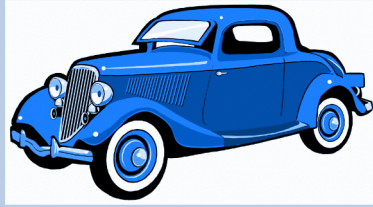
then brought to Spain in 2014. Unfortunately, the guy who brought it here died about two and half years ago and I bought it from his wife recently.



We are now looking forward to enjoying many meetings and runs out with the

Amigos De Los Coches Clasicos Del Levante

Michael and Hazel Pugsley



INSURANCE TOPIC OF INTEREST

https://www.sterling-insurance.co.uk/expats-insurance/?gad_source=1&gclid=Cj0KCQjwjNS3BhChARIsAOxBM6oSQFfKQ43VsRxSXWQOwq-W-3PFkdNfWikzf0tF9uaj4bDbtVy9KS0aAtbqEALw_wcB

ANY MEMBER INTERESTED IN ORGANISING A NON FORMAL COFFEE MORNING LOCALLY -
SO WE CAN

“BRING OUT OUR CLASSICS”

GET IN TOUCH WITH MYSELF KEN, STEVE EL PRESIDENTE OR ALAN F
LET’S SEE IF WE CAN IMPROVE ON THE NUMBER OF EVENTS PLANNED FOR THE REMAINDER OF
THIS AND NEXT YEARS’ DIARY.

HOPEFULLY WE WILL SEE YOU THIS COMING THURSDAY

HOTEL BALLABONA LOCATED JCN 543 A7/E15.

MEETING IS A 3PM START, GET THERE EARLY AND TRY OUT THE FOOD.

ITEMS FOR SALE:-

PLEASE REFER TO THE CLUB WEBSITE FOR ITEMS FOR SALE, HIRE OR LOAN.

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

PHOTOGRAPHS OF OUR CARS ARE ALSO POSTED ON OUR WEBSITE!!

