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Kelsey Media
The Granary, Downs Court
Yalding Hill, Yalding
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WITH THANKS THIS ISSUE TO

Will Armston-Sheret, Iain Ayre, Andrew Everett, Rob Hawkins,
Rod Ker, Aaron McKay, Martyn Morgan Jones, Ivan Ostroff,
Matt Richardson, Andrew Roberts, Graham Robson,
Steve Rothwell, Mike Taylor, Phil White.

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SUBSCRIPTIONS

13 issues of Classics Monthly are published per annum
UK annual subscription price: £59.80
Europe annual subscription price: £72
USA annual subscription price: £72
Rest of World annual subscription price: £78

Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address:
Classics Monthly Customer Service Team
Kelsey Publishing Ltd
The Granary, Downs Court
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Address: Kelsey Classifieds, Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding Kent ME18 6AL. Tel: 0906 802 0279 (premium rate
line, operated by Kelsey Publishing Ltd. Calls cost 65p per minute from a
BT landline; other networks and mobiles may vary. Lines open Monday-
Friday, 10am-4pm) Email: cars@kelseyclassifieds.co.uk

DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT
www.seymour.co.uk

PRINTING

William Gibbons & Sons Ltd, Willenhall, West Midlands

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For decades in the postwar era, breaking into the American market was seen by British car manufacturers as the key to success. Very often their attempts ended in commercial disaster. Sometimes, like the Austin Devon, the car they were trying to sell was simply not suited to America as it was too small, too slow or too expensive – and sometimes all three! Other times it was the styling that was all wrong, with cars being designed to appeal to perceived tastes across the Atlantic but totally failing to get it right. I think that would fairly accurately describe the Austin Atlantic or Triumph Mayflower. And then there are cars such as the Rover Sterling which were simply not robust enough and tarnished the manufacturer's reputation for years, costing them a fortune in the process.

Mistakes were made in the other direction too, with US manufacturers occasionally dipping a toe in UK waters with cars that were too big, too crude and too thirsty. The difference was that for them it was only ever a side show to the main business of supplying their domestic market, not a make-or-break venture on which jobs and millions of dollars depended.

However, those are some of the most extreme examples, and more often the transatlantic trade has been in styling ideas rather than complete vehicles. It is fair to say that much of this influence has headed from the USA to the UK rather than in the other direction, but that's not surprising given America's global dominance and the fact that General Motors, Ford and Chrysler all have (or had) European and UK divisions.

I've been musing along these lines after enjoying a day with Neil Lamond and his 1963 Sunbeam Rapier IIIA Convertible for the feature starting on p46 of this issue. I have always thought that of the UK manufacturers, Rootes were the most successful at taking the best of the



contemporary US styling cues and scaling them down to suit the UK's cars and roads when they created the Audax range of Hillman Minx, Singer Gazelle and Sunbeam Rapier, plus the larger Hillman Super Minx, Humber Sceptre and Singer Vogue that followed. The ironic thing here is that they did all this before Chrysler started taking control of the company from 1964.

I've always loved this range, so it is something of a mystery to me why they have not featured more prominently in my garage. I did look at a Super Minx many decades ago, but hadn't done my homework properly and it turned out to be a Series III with the flat rear window whereas for me the wraparound screen is an essential element of the styling appeal. I did run a Singer Gazelle for a short while (pictured above), but that belonged to the magazine I worked for and not to me and it was soon moved on. Going out in Neil's Rapier showed what I have been missing as it was comfortable, capable and utterly captivating. My only doubt now is whether I could ever afford an example which is in such outstanding condition.

SIMON GOLDSWORTHY
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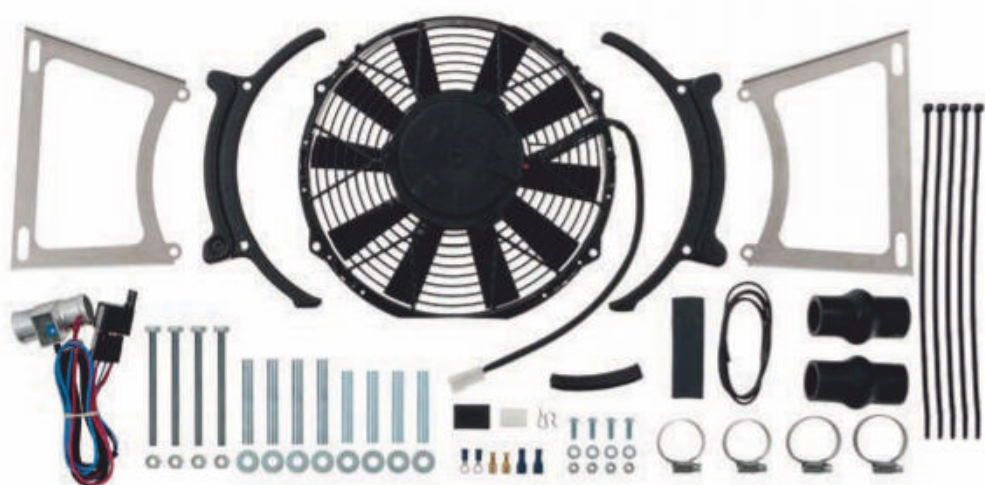
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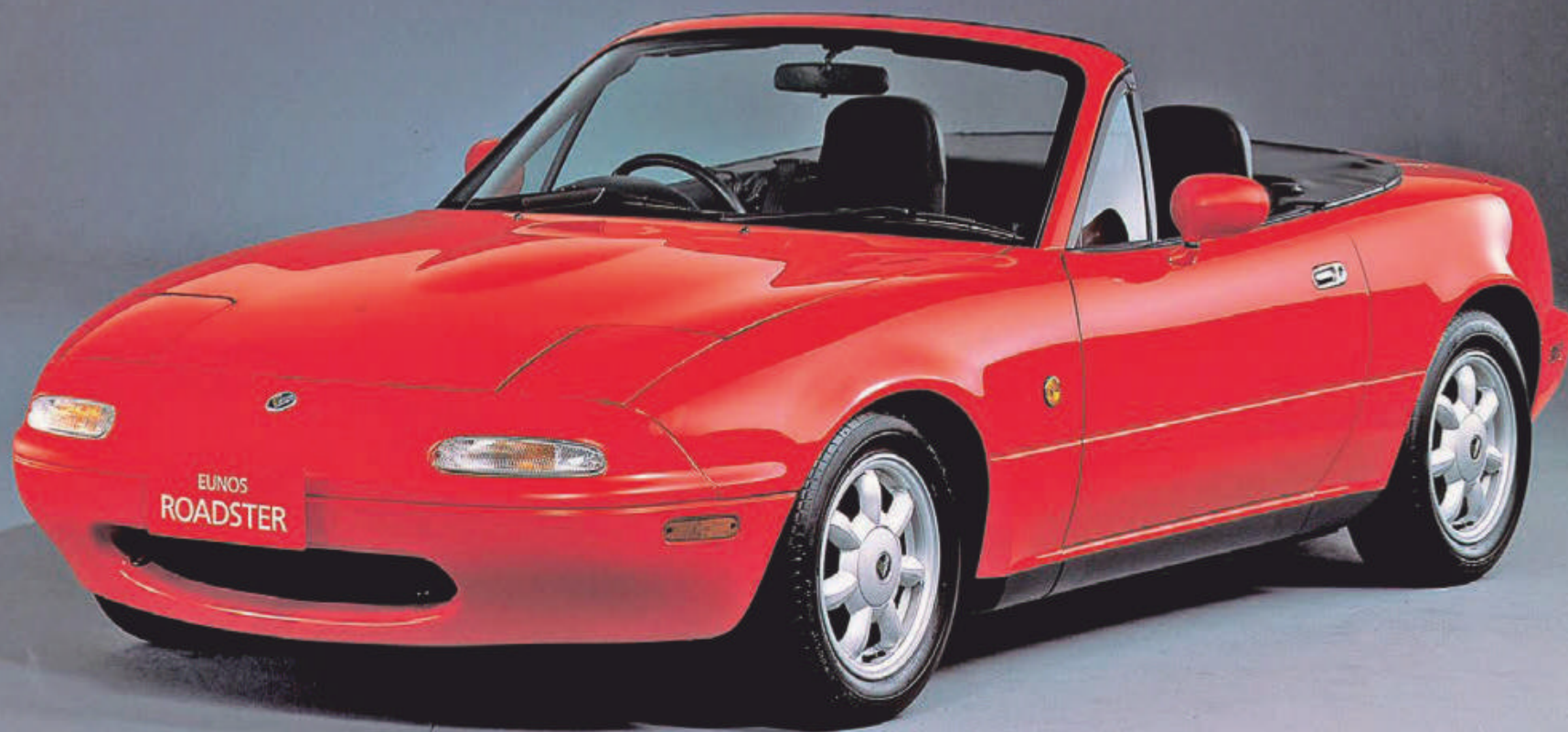
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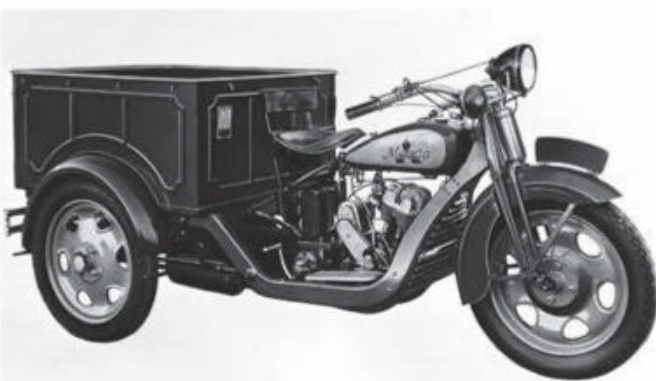
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100 YEARS OF MAZDA

On 30th January, Mazda celebrated its 100th anniversary with a ceremony at the company's Hiroshima headquarters that started a year of events during which the company will remember its past and look to the future. 100 years ago Mazda was a Hiroshima cork producer when industrialist Jujiro Matsuda took charge and transformed the business first into a machine tool producer, and then a vehicle manufacturer. The first vehicle from the company was a three-wheeled truck, the Mazda-Go, that went on sale in 1931. Following the Second World War, truck manufacturing resumed only a few months after the atomic bombing of Hiroshima, and commercial vehicles remained the focus until the first passenger car, the Mazda R360, arrived in 1960. The car was a hit in Japan's budding kei-car segment, paving the way for the successful line-up of Mazda cars today.

In 1961, the company signed a licensing deal with German carmaker NSU to develop and produce its new compact, lightweight Wankel rotary engines. In 1967, the futuristic Mazda Cosmo Sport 110S became the world's first production model with a rotary engine. It was the start of a remarkable success story that would see the brand launch numerous models, including the Mazda RX-7, and sell almost two million rotary-powered vehicles over the years. Mazda would also prove its technological prowess on the track, becoming the first Asian manufacturer to win the gruelling 24 Hours of Le Mans in 1991 with the four-rotor Mazda 787B – the only car ever to win



Where it began – the three wheeled Mazda-Go of 1931 was the company's first vehicle.

with a non-piston engine.

Whilst the rotary engine was an example of Mazda's devotion to fun-to-drive cars, it was after the company name officially changed to Mazda Motor Corporation in 1984 that it really showed its love of driving with the launch in 1989 of a lightweight roadster called the Mazda MX-5 at a time when two-seater convertibles were virtually extinct. Today, four model generations later, the Mazda MX-5 remains the top-selling roadster in history, having surpassed the one-million production mark in 2016.

Commenting on Mazda's centenary, Mazda Motors UK Managing Director, Jeremy Thomson, said: 'Mazdas have been sold in the UK for over 50 years and today, just as in the past, UK consumers love the style, quality and driver involvement of our cars. The UK's passion for the MX-5 means we've sold more than 130,000 here, and today all our cars feature the essence of the *Jinba Ittai* 'driver-and-car-as-one' philosophy that is exemplified by the MX-5.'



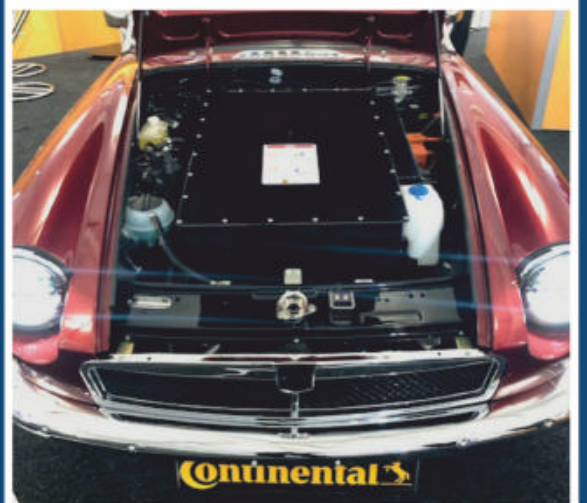
The rotary-powered RX-7 went through three generations and lasted from 1978 until 2002.



Mazda's first car was the R360 in 1960, a cute, quirky and tiny two-door/four-seater coupé.



Uniquely, Mazda made a success of the Wankel engine in a variety of applications.



FORGOTTEN FAVOURITES

For a blast from the past, Beaulieu's Forgotten Favourites will celebrate once-common classics of the 1960s-1980s with a brand new display at the International Autojumble on 5th-6th September. Bringing back memories of family holidays, driving lessons, baking hot vinyl seats and beige colour schemes will be the first cars, family wagons, rarely-seen saloons and historic hatchbacks that are invited to join the nostalgia-fuelled display.

Modern classics are sure to be well represented, especially with the Austin Metro and Fiat Panda both reaching their 40th birthdays in 2020. Other likely candidates include the Vauxhall Chevette, Renault 16, Austin Allegro, Datsun Bluebird, Volkswagen Polo, Citroën CX, Triumph Toledo, Volvo 240, DAF 66, Talbot Samba, Fiat 131... all such cars will be welcome. Owners who would like to take part should get in touch with the Beaulieu events team to

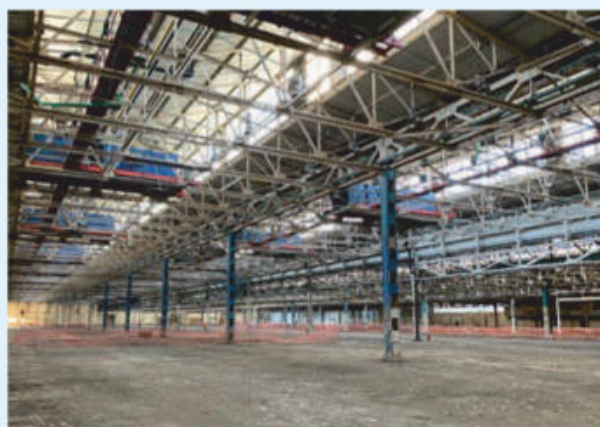
be considered via www.beaulieu.co.uk/events/international-autojumble or by calling 01590 614614 for details – places are limited. Show entry is free for vehicles that are accepted, and successful owners will receive a pair of three-day entry wristbands for the International Autojumble, an unmissable date on the classic car calendar.

Early one-day and two-day visitor tickets to the International Autojumble are available, with a limited number of premium tickets giving entry to the showground an hour before the event opens to the public, as well as priority parking. Tickets can be bought in advance online, with discounts for those bought by 5pm on August 27th. Event tickets include entry to the whole attraction, including the National Motor Museum, World of Top Gear, On Screen Cars, the ancestral Montagu home of Palace House, Secret Army exhibition, Beaulieu Abbey and the grounds and gardens.



MORE BUILDINGS ARE LOST AT LONGBRIDGE

As part of St. Modwen's continued regeneration of Longbridge, work started on demolishing two derelict buildings at the former MG-Rover automotive manufacturing plant – CAB A and CAB B – in January. St. Modwen appointed specialist demolition contractor, Squibb Group, to carry out the 40-week programme. To mark the history of the site, a number of fixture and fittings have been retained from the buildings and will be incorporated in future development in the town. St. Modwen is also planning to retain and repurpose several of the historic buildings as part of the Longbridge heritage, such as the roundhouse, former MG-Rover



International Headquarters and a section of Car Assembly Building (CAB) A. Plans for the next phases of regeneration of the site will be announced during 2020.

BACK TO THE FUTURE?

The SVA loves the internal combustion engine, but as a Trade Association we welcome ALL businesses in the classic and collectible car world. So the SVA is particularly pleased to announce our first classic electric car trade member – RBW Electric Classic Cars who take your classic car and convert it to electric to comply with all UK & EU standards and zero emissions. The future is approaching – at 0-60mph in just 3 seconds!

The SVA is a free-to-join trade body, so if you're a manufacturer, dealer, restorer, parts or other classic car related business, join it now and 2020 could be your best year ever. The Specialist Vehicle Associates is the UK's only trade association that also welcomes owners, collectors and enthusiasts. Subscribe for FREE to get discounts, insurance and more...

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EAST OF ENGLAND FESTIVAL OF MOTORING

The East of England Motoring Festival is a new event which will bring together all aspects of motoring from classic cars to motorcycles, modern day supercars to vintage F1 cars, rally cars to some of the latest models from modern day manufacturers and custom cars to pre-war racers, plus classic vans and commercials. Alongside car and motorcycle club displays, there will be specially curated feature stands of rare vehicles from yesteryear. There will also be a trade village, autojumble stands, food and drink courts, live music and live action featuring demonstrations from the Group A, B and C Rally cars that were deemed too dangerous to race.

A fire-up paddock will see specially selected vehicles roaring away for the delight of the crowds, and Oklahoma Willy, the VW Jet Bus, will be blowing away those daring enough to witness the team's jaw-dropping demonstration. Plus there will be a supercar experience giving visitors the opportunity to drive their dream car, and also a drift school



for those who prefer to go sideways!

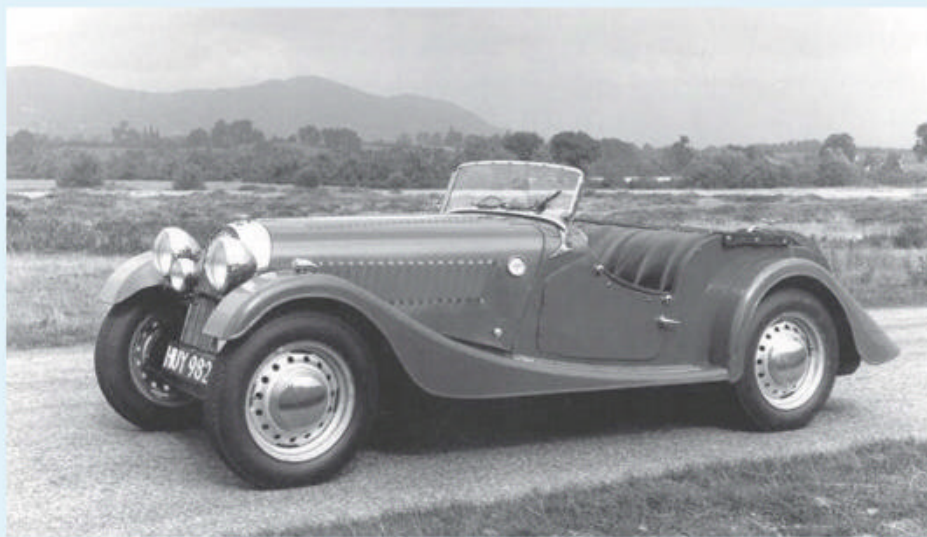
It is all taking place at the East of England Showground in Peterborough on 24th-25th May, 2020. This new and exciting event will have something for everyone, so why not join them for the day, or make the most of the bank holiday weekend and camp over? Clubs and individual entrants are all equally welcome – this event is all about inclusiveness and turning the showground into a must-attend event for all those motoring enthusiasts who want to be part of something bigger. Tickets plus club and trade stand bookings are now on sale at www.thefestivalofmotoring.co.uk

FIND A GARAGE

Insurance specialist Footman James has launched a new facility enabling enthusiasts to access local specialists through an easy to use online portal where they can search using location, preferred search radius, the type of work required and the make of vehicle involved. The search engine returns results listed in order of distance, with a brief overview of each garage, contact details and links to websites. As results can be filtered by type of work needed – from MoT, servicing and bodywork through to detailing – the user is able to quickly and easily access the garage that best suits their needs.

David Bond, MD of Footman James, said: 'Launching Find A Garage is all part of Footman James's wider ongoing commitment to supporting the classic car community. As well as providing classic motor traders with an online presence, we hope that it will also act as a useful service for those new to classic vehicle ownership who may be unaware of the specialists in their area.' Users can access Find A Garage by visiting www.footmanjames.co.uk/find-a-garage

GOING, GOING... ALREADY GONE!



The Morgan Plus 4 prototype of 1950 (above), and the 70th Anniversary Edition (below) which will wrap up production of the Malvern company's most successful and long-lived model.



The Morgan Motor Company is to celebrate 70 years of its most popular model, the Plus 4, with the creation of the Plus 4 70th Anniversary Edition. First built in 1950, the Plus 4 is one of the company's best-selling models throughout seven decades of production, but Morgan recently announced that models built on its famous steel chassis will cease production in 2020, and the Plus 4 70th Anniversary Edition commemorates this important moment too. Just 20 Plus 4 70th Anniversary Edition cars are to be built, all painted Platinum Metallic (a platinum anniversary being a celebration of 70 years) to complement the satin dark grey wire wheels, while a motorsport-inspired front valance and exterior black pack including a black stone guard, A-pillars and sidescreens form a purposeful aesthetic. For the first time ever, the chassis will be painted in gold, highlighting its significance in Morgan's 111-year history.

The cars will also feature an individually numbered plaque marking them out for years to come as some of the last steel-chassis Plus 4 models, while a specially embroidered headrest will further differentiate the edition. They will come with an engine map configured by Aero Racing, Morgan's in-house motorsport specialists, raising power from 154bhp (115kW) to 180bhp (134kW), and taking its 0-62mph acceleration time down to under seven seconds. Alongside this, the cars will be fitted with an Aero Racing sports exhaust, finished with a ceramic-black tail pipe, allowing the engine to truly sing.

The Plus 4 70th Anniversary Edition is priced at £60,995, but if you fancy one then unfortunately deposits have already been taken on every one of the 20 cars planned. However, a small number of late-production Plus 4 and Roadster models remain in the Morgan dealer network, and Morgan recommends that those interested in purchasing one contact their nearest dealer. We'd also recommend doing this sooner rather than later!

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CITROËN CELEBRATES AT RETROMOBILE

This year's Retromobile took place from 5th-9th February. Following a historic year in 2019 (the brand's centenary), Citroën celebrated more birthday milestones in 2020, as well as showcasing the *Spirit of Adventure* on its Retromobile stand.

The birthday milestones were for the Citroën GS, the star of the 1970 Paris Motor Show and winner of the European Car of the Year title in 1971 which went on to sell around 2.5 million units between 1970 and 1987, and the Citroën SM which was showcased as part of the DS Automobiles display – introduced at the 1970 Geneva Motor Show, the SM emerged as a worthy heir to the legendary Citroën DS with a line that was as fluid as it was aggressive, a chassis based on the

famous hydraulic suspension, a futuristic interior with egg-shaped dials and a Maserati V6 engine.

As for the *Spirit of Adventure*, this was commemorating the first crossing of the Sahara in an automobile which took place from 17th December 1922 to 7th January 1923 with five Citroën half-tracks based on the Citroën B2 10HP model K1: Golden Scarab, Silver Crescent, Flying Turtle, Sacred Cow and Crawling Caterpillar. Under the dual command of Georges-Marie Haardt (the expedition leader) and Louis Audouin-Dubreuil his second in command, they travelled over 3200km in the desert on the outward journey. No return was initially planned, but encouraged by the success of the

operation and the reliability of the vehicles, the crew suggested doing the return journey in the same way, thereby doubling the scope of the expedition.

This journey of exploration took place right under the gaze of the media, with regular bulletins in the newspapers as soon as the transmissions by radio and telegraph reached Paris from the desert. The exploits were also broadcast via cinema and in books, plus the crew was accompanied by Flossie, a dog who inspired Hergé to create the character of Snowy in *The Adventures of Tintin*. At Retromobile, Citroën presented a replica of the Golden Scarab half-track, the faithful reproduction of the original having been part of the company's centenary celebrations last year.

MG Liège-Brescia-Liège Rally

In July 1958, the Liège-Brescia-Liège Rally for cars under 500cc saw competitors thrash their tiny engines for 2000 miles over mountain pass after mountain pass in search of glory, for 64 hours with just one eight hour stop. In 2020 from 8th-19th July, MG drivers can follow in their footsteps on an exclusive event for the marque – limited to a maximum of 40 cars, this is a one-off and even if over-subscribed, it won't be run again for at least 10 years!

Organised by Classic Rally Press, participants will follow the same route as

the gruelling original, but spread over 11 days as they travel through Belgium, Germany, Austria, Italy and Slovenia, including famous passes such as Vrsic, Pordoi, Stelvio and Gavia. There will be a day off mid-event in stunning Ljubljana and a celebration in the Piazza Loggia in Brescia, while the event will also offer top hotels, fun special tests, fascinating visits, mechanic back-up – and the chance for the competitive to win superb trophies.

Open to all models of MG, the rally follows the organiser's formula of touring



combined with an element of competition that is addictive and huge fun. No special equipment is needed, and standard cars often do better than highly tuned ones. See www.classicrallypress.co.uk or phone 0044 7711 901811 for the full brochure with regulations and an entry form.



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FIVA WELCOMES THE CLASS OF 1990!

According to Tiddo Bresters, president of FIVA (the *Fédération Internationale des Véhicules Anciens* or international federation of historic vehicles), there's no magic rule to say when a vehicle becomes a classic, but reaching 30 years of age is one of FIVA's clear criteria. According to them, a historic vehicle is a mechanically propelled road vehicle that is:

- at least 30 years old
- preserved and maintained in a historically correct condition
- not used as a means of daily transport
- part of our technical and cultural heritage

With that in mind, in 2020 they are welcoming a whole raft of 1990 classics into the fold. Proving that historic vehicles don't have to be hugely rare or valuable, they reckon the 'new classics' (we would argue that many of them have long since been afforded classic status by enthusiasts who don't follow the same rigid rules as the FIVA!) range from supercars to city cars, but all are important milestones in the story of our motoring heritage. Highlights include:

Honda NS-X: the first version of the V6 mid-engined two-seater, offering 160mph in a comfortable, practical, safe package but still a joy to drive.

Mazda MX-5: Another sports car from Japan, the affordable and attractive MX-5 reached Europe in 1990 (it was sold in Japan and the USA the year before)



to become the best-selling two-seater convertible in history.

Renault Clio: Again the first in what became an enduring line, the original Clio supermini hit the streets in 1990 and rapidly became a familiar sight; small and unassuming maybe, but a worthy classic.

Trabant 1.1: An object of both ridicule and great affection, the 1990 Trabant 1.1 was the fourth, final and rarest version of the East German people's car, by now with a four-stroke VW engine instead of its infamous two-stroke motor.

VW Transporter T4: The iconic VW Transporter dates back to 1950, but 1990 saw the introduction of the T4, the first

version with the engine in the front.

Lamborghini Diablo: At the other end of the performance spectrum, the Diablo – with its mid-mounted V12 and top speed close to an astonishing 200mph – went on sale in January 1990.

Lotus Carlton: This may have looked like an ordinary saloon with a hefty body kit but, thanks to Lotus, it drove like a sports car up to 177mph. Fancy it in red? You're out of luck as they were all dark green!

Meanwhile, 2020 also sees 30th birthdays for the Aston Martin Virage Volante, BMW E36, Ford Fiesta RS Turbo, Nissan Primera, Fiat Tempra, Toyota Previa, Land Rover Discovery five-door and more.

HAPPY BIRTHDAY TO THE TR REGISTER

The TR Register celebrated the 50th anniversary this January of its inaugural meeting – on the same weekend and at the same venue as that initial gathering at Hopcrofts Holt Hotel in Oxfordshire in 1970. Terry Simpson and his wife Valerie started the club after writing a letter and placing adverts into *Motor Sport* magazine in 1969. The TR Register

marked the milestone anniversary with a gala dinner on the Saturday night for the founding members and long-standing volunteers. Also present were representatives from the community of parts specialists that grew out of the club's quest to preserve the TR marque through securing reliable parts supplies.

The evening was hosted by the club's

magazine editor Wayne Scott, who took attendees on a journey through the different eras of the club's development, including the first meeting and the foundation of Cox and Buckles and other household names in the specialist Triumph parts industry. The panels of interviewees also recounted stories of the formation of local regions, and of course the huge contribution that the club continues to make to Triumphs in motorsport. The venue also displayed magazine covers from every year of the five decades of *TR Action*, the club's magazine.

Sunday continued with a more in-depth programme of interviews, plus a photo gallery where attendees brought along photographs, memorabilia and videos to share. Some 93 TRs attended, including the club's very own TS2 (which was the first righthand drive TR to be built) and the Simo Lampinen Works TR8 of Steve Rockingham. The event starts a year-long celebration with various events up and down the country.



KARMANN GHIA TYPE 14 HIGHLIGHT AT BREMEN

Volkswagen Classic opened the 2020 season at the Bremen Classic Motorshow with the anniversary of the Volkswagen Karmann Ghia Type 14 Coupé, a sporty and elegant symbol of the German economic miracle which celebrates its 65th birthday in 2020. The model, based on the Volkswagen Type 1, was first presented to the media on 14th July 1955 at the Casino Hotel in Georgsmarienhütte, with production starting in August 1955 and an official launch in September. Two years

later, in November 1957, the Volkswagen Karmann Ghia Type 14 Cabriolet began rolling off the assembly line too.

The final Volkswagen Karmann Ghia was made on 31st July, 1974. Up until now it has only been possible to view this car in Volkswagen's own car collection at Volkswagen Osnabrück, but at the 2020 Bremen Classic Motorshow, Volkswagen Classic gave the public access to the last car of its type for the first time. An estimated 45,000 visitors attended.



CLASSIC NOSTALGIA AT SHELSLEY WALSH

Classic Nostalgia will be making a welcome return to the Midland Automobile Club's Shelsley Walsh Hill Climb on the weekend of 20th-21st June. The annual flagship event is a firm favourite on the racing calendar, and the action-packed weekend attracts a wide variety of competition cars competing on the historic hill climb course, spectacular themed vehicle displays, celebrity drivers, parades, visiting car clubs, trade stands and non-stop live bands.

For 2020, Classic Nostalgia will celebrate the swinging sixties – a decade which saw a revolution in popular music, daring fashion, innovative technology and cool cars. The weekend will feature a mouth-watering display of iconic 1960s historic race cars, thrilling demos, motor racing legends, a themed racing class, Group B rally cars and a special 'Made in Britain' display.

In keeping with the theme, this Made in

Britain display will pay homage to British-built cars of the 1960s. Evoking an era when the Aston Martin DB5 was immortalised in the James Bond film *Goldfinger* and the Jaguar E-type was referred to as 'the most beautiful car ever made' by Enzo Ferrari, it will epitomise the glamour and excitement of the decade. Central to the family favourites will be the iconic Mini that helped transform fashion, and the Ford Cortina – the most popular car in Britain.

Advanced tickets are £20, on the gate price is £25 and children under 16 years old go free. Weekend tickets cost £38, while visiting car clubs are offered a special ticket price of £15 for a day or £30 for the weekend. Admission includes all access to the paddock, hill and spectator enclosures, while overnight camping in the dedicated campsite is £15 per vehicle (no dogs are allowed). www.shelsleywalsh.com

SIMPLY BRITISH & SIMPLY BMW

Two new events have been added to Beaulieu's successful Simply... range with Simply British Classics on September 20th and Simply BMW on July 19th, expanding the range to a total of 13 rallies. The announcement follows the recent addition of the first Simply Electric on May 24th, which joins last year's record-breaking Simply Audi, Simply Aston Martin, Simply Jaguar and Simply Land Rover, as well as popular Simply Ford, Simply Japanese and Simply Porsche.

Simply British Classics will be open to all pre-1980 classic cars built in Britain or by a British manufacturer. Event-goers can expect to see popular family saloons and sleek sports cars in the diverse line-up, while owners of luxury limousines, rugged commercial vehicles and economical runabouts are all invited to park up, compare cars and chat with like-minded enthusiasts. If your Vauxhall was built in Germany, your Austin assembled in Australia or your Mini Cooper constructed in Italy, it doesn't matter – all British marques will be welcome, as will a pre-1966 Citroën built in Slough – if it has a strong British connection, they are welcome to join the display.

The BMW heritage is perhaps more simple – all are welcome, from the latest executive saloons and glamorous sports cars, going back through the genre-defining 3 and 5 Series and high-performance M models to the earlier trend-setting Neue Klasse range of the 1960s and Isetta bubble car. At both rallies, event-goers can vote for their favourite car of the show in the People's Choice Award, with the winner receiving a Beaulieu trophy.

For those driving British classic cars into Beaulieu to take part in Simply British Classics, participant tickets are £10.50 per adult and £5.25 for a child (aged 5-16) if bought in advance online before 5pm on September 17th, or £12.50 per adult and £6 per child if bought later or on arrival.

For Simply BMW participants taking part in the rally, entrance tickets are again £10.50 for an adult and £5.25 for a child (aged 5-16) if bought in advance, but this time they must be purchased before 5pm on July 16th. All other visitors can buy a standard Beaulieu attraction ticket, which costs £19.50 in advance or £24.75 on the day. For tickets and information see www.beaulieu.co.uk/events/

PETER BEST DRIVE IT DAY

Classic car and specialist vehicle insurer Peter Best Insurance has announced that on Sunday 26th April it will be hosting a second annual Drive-It Day event. Following the huge success of last year's event when 500 classic cars and many more motoring enthusiasts took part, this year Braxted Park Estate in Essex will be opening its stately doors to 1000 vehicles from 8.30am-4pm. The Peter Best Drive-It Day is not only free, it is also a fantastic opportunity to meet fellow car club members and motoring enthusiasts and admire a wonderful array of vintage through to modern-day collectable vehicles.



As well as vehicles from various car clubs and motoring enthusiasts, there will also be a static display of rare and interesting vehicles. On the catering front there will be plenty to choose from too, including delicious vintage-themed food stalls or you can treat yourself to a VIP breakfast or afternoon tea experience (book online only).

All types of vehicles are welcome, so whether you drive a classic, modified, supercar or something else, you can bring it along for others to admire. Peter Best is particularly keen to hear from car clubs who would like to take part. If you don't own a classic, modified or supercar, don't worry because you are still more than welcome to attend the event – you will just need to make sure that you register yourself and your vehicle, as well as any passengers that may be coming with you.

To secure your place – the event is strictly limited to 1000 vehicles – please register online at www.pbis-drive-it-day-2020.eventbrite.co.uk



AN E-TYPE DATE

In 2021 the iconic Jaguar E-type will be commemorating its 60th birthday. Not surprisingly, the E-type Club are planning an exciting weekend of celebrations and are keen that owners and enthusiasts everywhere save the date. The venue, where there will be plenty of track action, is Shelsley Walsh Hillclimb near Worcester. The E-Type Hall of Fame will include 9600 HP, the original Geneva launch press car, heading up an array of amazing E-types from around the world. The theme is Swinging Sixties – cars, music and fashion. See www.e-typeclub.com

THE COAST 2 COAST RUN IS FILLING UP FAST

Club Triumph's Coast 2 Coast Run is designed to be a challenging driving experience of about 400 miles in approximately 12 hours. (See our feature in the July 2019 issue.) It is a different type of event from the club's two flagship endurance events, the Round Britain Reliability Run and the 10 Countries Run, but taking the best features of both, it seeks out some of the best driving roads in the UK. It is primarily about driving, so planning the navigation is not difficult and can be done in advance, but due to the nature of the roads used, navigating en route will require attention. There is also a social element to the event through meals held before and afterwards, and at the halfway halt.

The provisional route of this year's event is to start at Flamborough Head in Yorkshire, to drive through the North York Moors including over Rosedale Chimney, skirting Teesside and into the North Pennines Area of Natural Beauty and on to Gretna Green for a pause in the small hours. Then participants will head south to The Hartside Summit and Alston, into the Yorkshire Dales to Sedburgh and through The Forest of Boland to Slaidburn before arriving for a well-earned breakfast in Southport. This is a distance of approximately 365 miles, but remember you will also have to add

some miles to get to the start and home from the finish – covering up to 600 miles in total is not unusual.

Initially entry will be limited to 50 cars, though a reserve list will be maintained. One of the entrants must be a Club Triumph member, and any of the cars produced by Standard or Triumph will be welcome. The £25 per vehicle cost covers entry into the event, car stickers and a finisher's souvenir. Food consumed at the restaurants is at the entrant's expense (main courses will typically be around £10-£12). Fuel, car preparation, any tolls (none are anticipated) and getting to and from the event are also at the entrant's expense. No MSUK RS Clubman Licence is required on this event.

Check out the CT website at www.club.triumph.org.uk for more details or to apply for membership.



KENT CHARITY CLASSIC RALLY

The Rare Breeds Centre in Kent is running its 26th classic car event this year on Sunday 21st June, Father's Day. As usual, it will be held at the Centre's own farm on the B2067 between Hamstreet and Tenterden. Around 200 classic vehicles usually attend, with parades and competitions, arts and craft stalls, autojumble and various food outlets on the main paddock. The Rare Breeds Centre is an excellent day out for all the family, and the £8 rally entrance fee includes free entrance for you and three passengers to the Rare Breeds Farm, which normally costs £10.75/£9.50 per adult/child.

The Rare Breeds Centre is owned by the Canterbury Oast Trust (www.c-o-t.org.uk), a charity that supports adults with learning disability in taking control of their lives by providing training, homes and work experience. Many residents and students work and live at the Rare Breeds Centre. By attending the rally you will be supporting the COT's work. If you would like to show your classic or want to know more details, contact Nikki Sara on 01233 861 508 or email nikki@rarebreeds.org.uk

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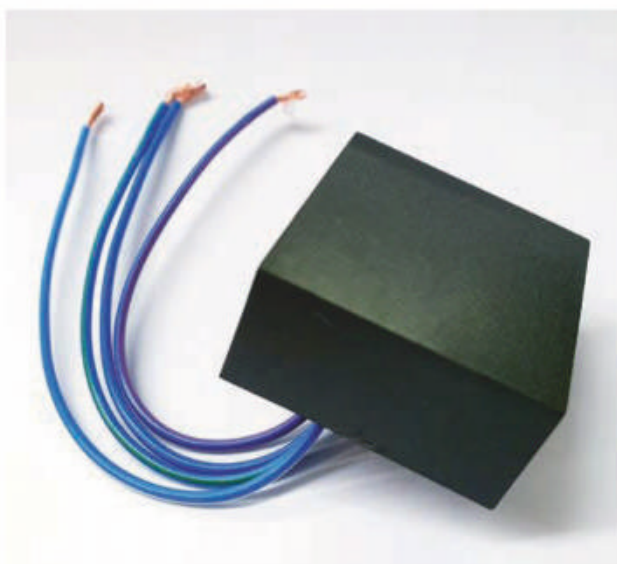
Price: £23.98

This extremely lightweight new Clarke LED worklight from Machine Mart is only 15W, but gives a powerful 1200 lumen output. The compact design includes an ergonomic carry handle, and there is an adjustable stand to position it so the light shines where you need it. Other practical features include a USB point on the rear to charge smart phones, MP3/4 players, GPS devices etc, making this an ideal candidate for the mobile toolkit in our feature starting on p90 of this issue! The product number is COB15CR, and it is available from any of Machine Mart's 64 superstores nationwide, by calling 0844 880 1265 or online at www.machinemart.co.uk

TRIUMPH TR7/TR8 DAYLIGHT FLASH RELAY

Price: £83.94

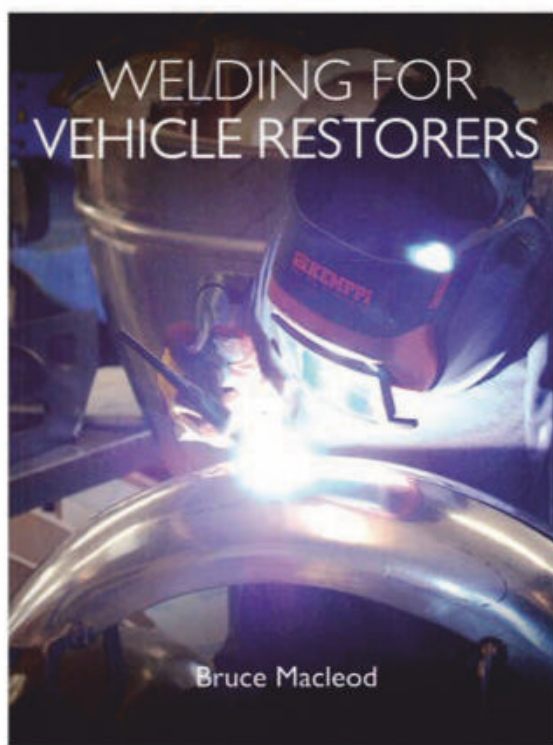
The Pektron daylight flash relay as used on Triumph's TR7 and TR8 models has been unavailable for many years, but it has now been remanufactured using modern parts. Available from Robsport International Ltd, it is supplied with electrical connectors (not shown in this image) making it ready for fitment. Visit Robsport at Units 1-3 North End, Dunsbridge Turnpike, Shepreth, Royston, Herts SG8 6RA, phone 01763 262263 or visit www.robsport.co.uk



TRAVEL BAG SETS FOR THE GENTLEMAN DRIVER!

Price: various

The Outlierman company was born out of a desire to create the finest automotive accessories, and now the Italian company is launching its Tailor-Made Lab division to enable customers to design their own luxurious custom-finished travel bag set. Customers can begin the process by choosing either a Travel Case or a Document Case to accompany the Weekender Garment Bag, Trolley and Duffle Bag that form the Tailor-Made Lab Travel Bag Set. Customers are welcome to add as many additional items to the set as they wish. The items are stylishly coordinated using a combination of one to three exterior colours chosen from a collection of 69 fine, full-grain calf skin leathers. Customers can further match their new luggage accessories to their car with a range of exclusive inner bag linings fashioned in 100% silk. The full Outlierman range can be found at www.theoutlierman.com



WELDING FOR VEHICLE RESTORERS

By Bruce Macleod

Price: £19.99

Softback, 190mm x 247mm, 144 pages.

ISBN: 978-1-78500-681-4, www.crowood.com

Author Bruce Macleod has distilled a lifetime of experience into this book, which can make it a rather daunting prospect for the inexperienced amateur. But while there is no substitute for hands-on practice, it pays to know beforehand what you are trying to achieve and this book is essential reading for anybody contemplating MIG welding. Some of the detail may go over your head initially, but you can always return and read it again as your skill level grows. However, you get the best results if you have an inkling of the science behind welding and the tricks of the trade. In that regard this book delivers superbly.

FREE DELIVERY IN MARCH ON ALL DMG ONLINE ORDERS

Last year, David Manners launched their brand new website, which they hope customers have had the opportunity to visit. Unfortunately, due to unforeseen issues and ongoing maintenance to improve functionality, the company feel that the website experience has not met their usual high standards. They would like to apologise for this, and as a thank you for customers' patience and loyalty, they are offering free delivery on all UK orders (retail only) placed during the month of March. To place your order, shop online now at www.davidmanners.co.uk



Free Delivery on all March online orders

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SIT BACK & ENJOY THE RIDE

A silver classic Ford Mustang is shown from a front-three-quarter view, driving towards the viewer. The car is positioned centrally, with the large blue text 'SIT BACK & ENJOY THE RIDE' overlaid on the image. The car's reflection is visible on the ground below it.

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As will be fresh in the mind of anybody who's enjoyed the recent Le Mans '66 movie, Ford GT40s were built to race, and never look more alive than when stained in the grime of battle. Therefore, what better adornment can there be for an enthusiast's lounge or garage than a GT40 nose panel apparently streaked with the mix of dirt and oil that inevitably results from 24 hours of wheel-to-wheel action in the world's premier endurance race? Le Mans Coupes Ltd, the UK importer of the Superformance GT40 evocations, is now offering replica nose panels decorated in the race-stained Gulf colours of the 1968 and 1969 race winner chassis P/1075, the rain-soaked black nose of the 1966 victor P/1046, or something completely different and personal to the customer. For further information visit www.lemanscoupes.com



CLASSIC ENGINES, MODERN FUELS THE PROBLEMS, THE SOLUTIONS

By Paul Ireland

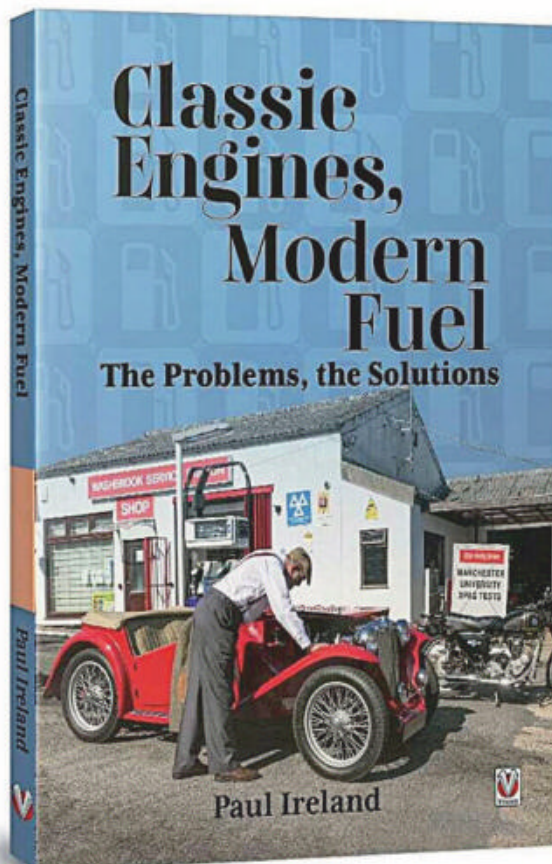
Price: £15.99

Paperback, 195mm x 139mm, 152 pages.

ISBN: 978-1-787115-90-3, www.veloce.co.uk

There are plenty of stories circulating about problems created by the use of modern fuels in classic engines. This book debunks the myths, and explains what is happening (and why) when there are genuine issues. It is not so technical that it becomes inaccessible to the layman, but it is incredibly in-depth and requires dedication from the reader to absorb every page.

Unfortunately there are no magic solutions on offer, but it suggests a range of steps that an owner can take to help mitigate the effects of modern fuel, from careful tuning to selection of the correct suppliers. There are also chapters on how carburettors and spark ignition engines work, which felt to us a little elementary compared to the scientific thrust of the main text. Perhaps the message to take away though is that ethanol in fuel may be a challenge, but it need not be a disaster for classic car owners.



AUTOGLYM RAPID DETAILER

Price: £11.30

Autoglym's Rapid Detailer was created to rid the world of dusty, streaky, watermarked and mildly dirty paint with the minimum amount of fuss. It also adds a layer of polymeric protection for the ultimate in sealed gloss and instant shine, and can act as a very useful lubricant for the clay bar process. It will not remove or affect existing polishes, waxes or sealants, and is safe to use on rubber, glass, plastic, bare metal and chrome. For more info on Autoglym's range, visit www.autoglym.com



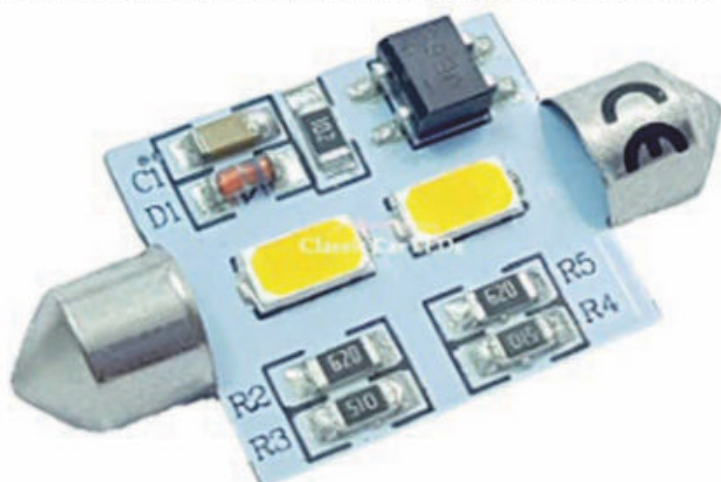
HIFLY TYRE OFFER

The MGB Hive are currently offering a special deal on tyres. They have in stock 165/80-14 HIFLY tyres at £55 each, and from now until 20th March they are offering either free delivery to mainland UK, or a free fitting service at their premises which are located at Marshalls Bank, Parson Drove, Wisbech, Cambs PE13 4JE. Alternatively, you can call them on 01945 700500, or shop online for a vast range of MGB, MGC, Midget and general classic parts at www.mgbhive.co.uk

FLASHING SEMAPHORE LEDS

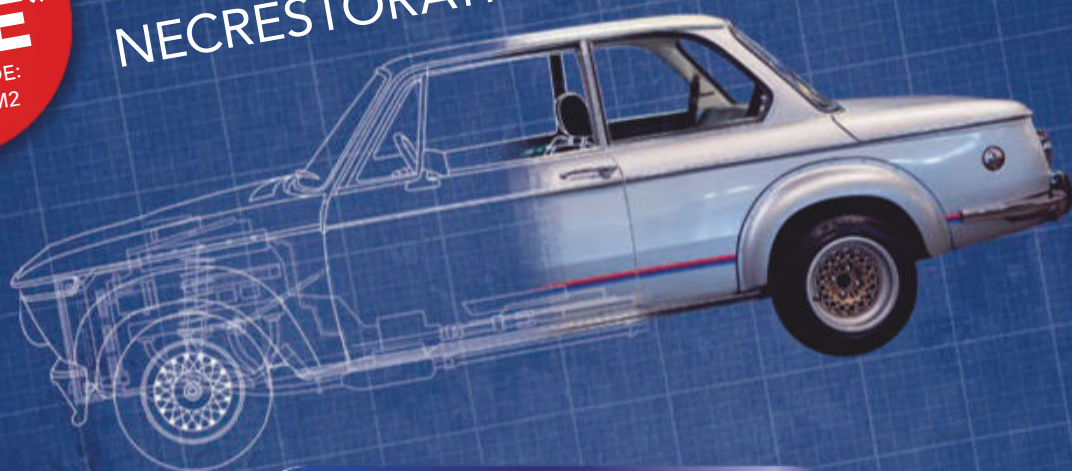
Price: £6.25 each

Semaphore arms (or trafficators) are a wonderful period feature on many older classics, but they can be all but impossible for modern drivers to spot. To help address this problem, Classic Car LEDs now stock these dual sided amber LEDs which flash automatically to warn other drivers that you are indeed turning. No relays are needed and no special wiring, you just fit them and forget them. With a nice rich, bright amber look they will not wash out the colour of your semaphores. Suitable for negative earth and positive earth vehicles as they are not polarity sensitive, with a 36mm total length and super slim profile they fit easily but securely into SF80 style semaphore arms. The 12v bulbs are part number 12V36FLASH, and there is also a 6 volt option (part number 6v36flash). Call 0800 246 5678 or visit www.classicarleds.co.uk



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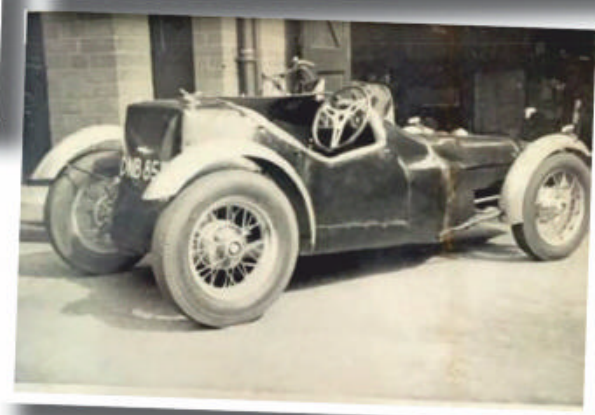
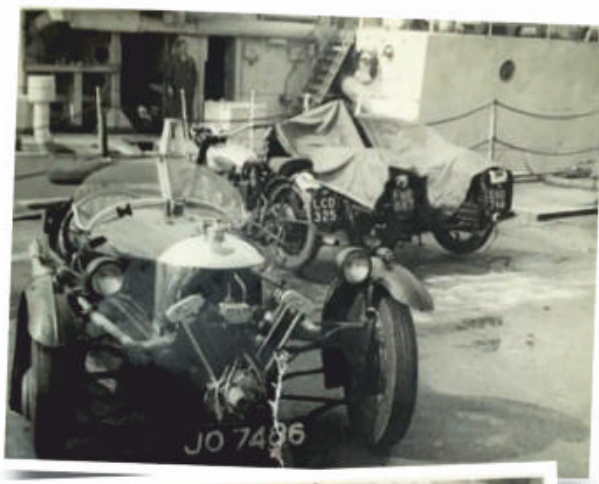


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Kelsey Media
Regent House
Welbeck Way
Peterborough PE2 7WH



MOTORING MEMORIES

Congratulations on becoming editor of *Classics* and making a great mag even better. I've followed your motoring exploits since you were with *Practical Classics*. Whatever happened to your £100 Herald, Austin Devon, Velorex and all the Skodas?

In the February issue, you asked us to trawl through our old photo albums, and whilst doing so I came across these lovely old pictures of cars my partner's father owned many years ago and I thought this eclectic mix may be of interest to you and your readers. Zoe's father (Michael) also owned the ex-Le Mans 1958 Peerless (706 EBH) which we've traced and is alive and well with restored livery, and we've managed to trace his very first car, a 1931 Morgan 3-wheeler that is still around and living with a gentleman in West Sussex.

On checking the DVLA website, we've

discovered that three of the Austin 7s he owned in the 1950s (VO 6103, AOJ 746 and DNB 855) are still logged as being around somewhere and we would love to trace them if anybody owns them or knows of their whereabouts. Zoe's dad also owned a number of cars as cheap runabouts for himself and his family. These included a 1952 AC, an Armstrong Siddeley, a Mk2 Jaguar (minus a working handbrake which was a slight problem that prevented a much-anticipated trip to the Isle of Wight on the ferry!), an ex-GPO Morris Z Type van that her mum learnt to drive in, and a Morris Traveller that replaced the beloved Peerless when they discovered they were having another addition to the family.

Michael loved his old cars and, although sadly no longer with us, he would be pleased (and no doubt surprised!) to know

that some of them are still around and being enjoyed as collectable and cherished classics. We'd be very grateful if you could print this and help with the search for any of the cars pictured.

I'm a classic car fanatic myself, having owned many over the last 40 years and am still the proud owner of a 1953 Austin Somerset which has been with me for the last 15 years. I've read *Classics* magazine since it began, and thoroughly enjoy it. Thank you, and keep up the excellent work.
Graham Westcott

Thank you for digging those pictures out, Graham. L plates on the Z-Type van

and pram wheels on the Traveller – they are a real treasure trove.

You asked about some of my old cars, and it is surprising how rarely I hear from subsequent owners and how quickly you lose touch with a car's whereabouts. The Skoda MB1000 was sold at auction to a dealer, the S100 went to Ireland, as did the Tatra and the Singer Gazelle. The green Devon went to Germany, the Volga was used in the film *Charlie and the Chocolate Factory*, the Velorex was left to rot in a garden but has since passed through my hands again, and I lost touch with the £100 Herald after the subsequent owner sold it on. The attached picture is of the first Devon, with my younger son Max helping to clean it. He has now graduated from university, which shows how quickly time can fly! – Ed



MY OTHER 'TRIUMPH' WAS IN FACT A STANDARD!

Thank you for running the story of my TR6 last issue. Reading it got my mind thinking, and as well as owning one previous Triumph, I have also used a Standard 10 van. I had just completed my four years as an apprentice agricultural engineer in 1964 when the workshop manager asked me to go to his office. He put a set of keys in my hand and said: 'You have cost the company a lot of money over the last four years, now it's time to pay them back. There's a van – go out and earn some money.' So over the next few years I travelled all over Lincolnshire, Nottinghamshire and Leicestershire carrying out servicing and repairs to tractors and other farm equipment. I must have done around

90,000 miles in that van before it burnt out because of an electrical short.

The Triumph I owned was a 1976 TR7 coupé in about 1978 or 1979 after a friend asked me if I was interested in a project. Another friend of his had purchased the TR7 as a write off, but it was beyond his skills to complete. I went to have a look, and when the shed doors opened, there was a badly damaged TR7 – but with a new shell alongside! We duly made a deal and I rebuilt everything into the new shell. I hardly drove it as I had a company car, but my late wife used it to travel to work. I thought it felt like a two-seater saloon, too civilized for a sports car, and we soon sold it.

Richard Pollard

WORLD CUP CORTINA

We have managed to trace the last car to finish the World Cup Rally in 1970 – the red Ford Escort 1300GT, registration number CMF 730H, that was driven by Doug Harris and Mike Butler of the Blackpalfrey Motor Club in Kent. We will have the winning car at our show at Gaydon on 19th April, and it is great that this means we can now have the last one there too.

The next car we are searching for is another Ford, after being contacted by Ron Channon. Ron is keen to be reunited with his car, a Ford Cortina GT, registration number VHU 717H, which finished 14th overall. The car hasn't been taxed since 1989, however there was a change of ownership in 2012, so it should still be out

there somewhere, probably in a garage as a stalled restoration. We found the Doug Harris Escort within a day, but this one might be a bit more difficult. Can any of your readers help?

Andrew Bradbury

The Historic Marathon Rally Group are holding what promises to be a superb World Cup Rally 50th Anniversary celebration at Gaydon on 19 April – Ed

VIVA TRIVIA

What an excellent feature on the Vauxhall Viva in the February issue (*Top Ten Trivia*, pp48-50), but what about a regular production three-door hatchback? Check out the Chevrolet Firenza on the internet. African built 'Vivas' had all body styles, including the hatchback.

Steve Palmer

INGENIOUS INDICATOR

I found the feature on the Austin A40 Farina in the March issue of *Classics* very interesting. Showing my age here, in the mid-1960s my best mate had a Farina Mk1, (KFB 407 if it's still out there) and the indicator switch was self-cancelling in theory. When you operated the switch, it pulled a piston back against a spring, which then returned pushing air out of a small hole which returned the switch slowly back to the off position. The time delay could be adjusted by a bleed screw in the hole. That was the theory, but after a lot of use things wore and it did not work.

Going back even further into the mists of time, the son of the village shopkeeper where we lived had an Austin J40 pedal car, and I was as jealous as anything. I never forgave my father for not buying me one! That must have been around 1951 or '52.

Richard Langdon

MARQUES & MODELS
AUSTIN A40 FARINA 1958-1967

THE FIRST MODERN FAMILY CAR?

The Austin A40 Farina was mechanically unadventurous, conceived with no sporty pretensions and aimed squarely at the undemanding family market. It was at best a stop gap before the revolutionary transverse-engined FWD packages from Sir Alec Issigonis showed the world the way forward. However, industry insider and former Rolls Royce and Bentley Chief Stylist Graham Hull finds much to admire about its styling and engineering.

WORDS AND DRAWINGS: GRAHAM HULL

The 1958 A40's family tree began with the 1922 Austin Seven, a basic 2+2 transport intended to get the masses mobile. The little Seven's final form before WW2 was the Ruby, an attempt to dress the charming Box Saloon in a cloak of rather gauche modernity which candidly didn't bode well for the future.

Wings of the coachbuilder's art were reduced to shallow bar-relief echoes of their former grandiose flourish, while a dummy radiator shell gave but a nod to tradition.

The A30's engineering design was, to a degree, more interesting, abandoning a separate chassis for a monocoque and introducing the redoubtable overhead-

live axle with lever dampers and anti-roll bar. Lever dampers formed the top front suspension arm with a pressed wishbone lower arm.

The 1956 Austin A35 gained a 948cc A-Series, larger wrap-around backlight and remote gear-change, while semaphore indicators gave way to four flashers. The van version (as reposed by former F1 World

increased wheelbase and track. It is only when you compare the A40's styling and design to the A35 (or indeed the Morris Minor) that it may become clear why I personally rate the newcomer so highly on the evolutionary scale of design styling.

Photofix - Styling Design
Post-war, the Italians were

GRAHAM ROBSON

LONG WAY TO PRESTON

It's in wintry weather that I sometimes recall how 'classic' motoring was not always fun, and certainly not hassle-free. Way back when I was a graduate trainee working at Jaguar in Coventry, on weekends I often felt the need to travel north to see my parents in West Yorkshire. But these journeys were not undertaken in a car (I couldn't afford one) and not by train either (too expensive). So what, and how? Would you believe it would be as a passenger in a Bond Minicar three-wheeler!

One of my chums at Jaguar was a young man called Nigel Bradshaw, whose family owned Loxhams Garage and had a major shareholding in Bond, the three-wheeler manufacturer which built these machines in Preston. The Bradshaws I know were much better off than I was, but even so they did not provide anything more luxurious for their son to drive. Personally, I was just delighted to get a ride of any sort.

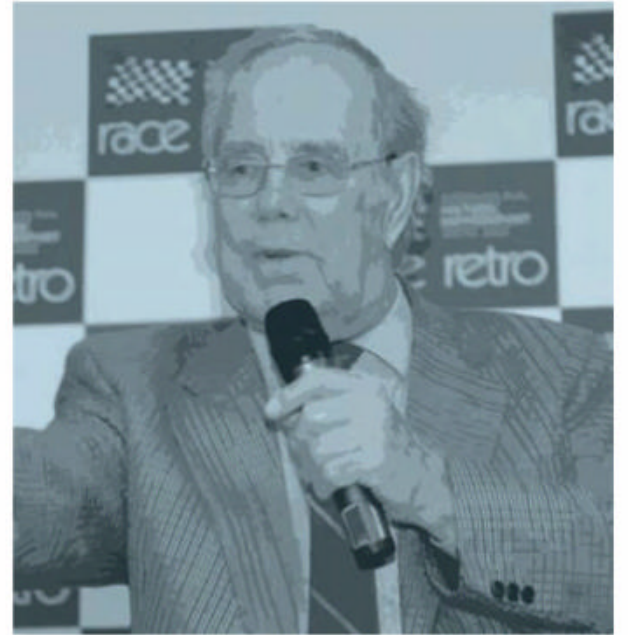
On a Friday afternoon, therefore, the routine was this. Leaving Browns Lane at about 4.30pm, we would set off gamely to the north with not an inch of good road (and certainly no motorways at that stage) ahead of us, going by way of Lichfield, Ashton-under-Lyme, Knutsford, Warrington and Wigan to Preston, where Nigel would drop me off at the railway station and I

would complete my journey by taking a slow stopping train to Skipton in Yorkshire.

Inevitably, this felt like a marathon, and it always took a long time to complete. Coventry to Preston was about 140 miles, and because the single-cylinder Villiers-engined Bond could only cruise at a heady 45mph, this usually occupied about four-and-a-half to five hours. By the time I got home, therefore, it was approaching midnight, always with the thought at the back of my mind that I would have to reverse this trip on the Sunday evening.

It was no wonder that this eventually led to me becoming a long-suffering rally navigator, while Nigel went on to become the enthusiastic owner of veteran cars in which he took part in the London to Brighton Veteran Car Run. Somehow, though, it rarely seemed to be ironic that we were subjecting each other to this sort of torture at weekends when our working lives was surrounded by scores of exotic Jaguar XK150s, by glorious twin-cam engines and (in my fortunate case) by the occasional chance to go out on a test drive with an experienced experimental department fitter.

The point of this rambling saga is to remind everyone that in many ways there was nothing romantic about motoring in the 1950s, and somehow it wasn't very



'classic' either. Journeys in under-powered cars like the Bond (and don't forget that most small family cars of the day such as Morris Minors, Austin A35s and Standard Tens were little faster) could seem interminable, tyres of that period seemed to have all the wet road grip of a used tram ticket, interior heaters were rare (and not fitted at all to the Bond) and the roads were rarely laid out for swift cruising even if the car had been capable of it.

Nowadays it is usual for enthusiasts to croon about the fact that there was much less traffic than now and that there was no open-road speed limit, but the phrase 'dual carriageway' seemed to describe Utopian conditions which we Brits could only dream about. My abiding memories about those Bond journeys were that we spent more time battling for road space with big, evil-smelling trucks than with fast cars, that we were always cold (and often wet for Bonds leaked enthusiastically) and that to attempt an overtaking manoeuvre on one of those trucks was rarely to be considered.

On the other hand, the waiting lists for the purchase of new cars had virtually disappeared, prices were relatively low (the Bond Minicar MkD cost only £279 in 1957), and a gallon of petrol cost only about four shillings (that was in old money of course, and would become 20p after decimalisation). When one visited a petrol station to refuel, one was always served by a white-coated attendant because self-service pumps were still rare, police cars seemed to be everywhere (their occupants usually driving smugly around in Wolseley 6/90s), there seemed to be more roadside cafes than you could shake a stick at, and the average population of a contemporary traffic jam still seemed to include a fair proportion of pre-WW2 cars.

Those were the days, however, when the notion of a classic car had not yet been invented, and we thought that the idea of an overdrive or disc brakes on a new model was really space-age stuff. I wonder if, 50 years into the future, the youngsters among you look will back and see the 2020s motoring as memorable as all this? **CM**



We suspect Graham's journey north might have been more enjoyable if his travelling companion had been as glamorous as this young lady, pictured in 1956 with the new Bond Minicar MkD.

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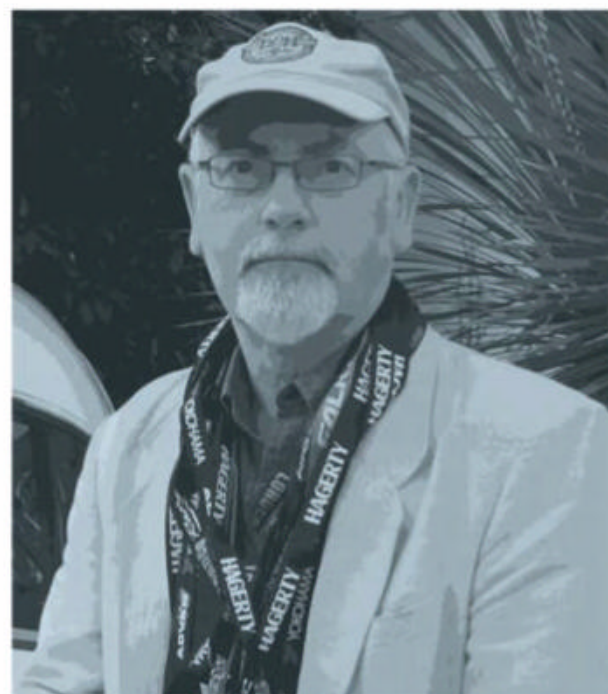
While writing the piece on a magnificent 1930 Vauxhall Hurlingham for the December 2019 issue of your favourite classic car magazine, it struck me that it was a cynical exploitation of British social anxiety to name the car after a very posh gentlemen's club, the Hurlingham Club. At the very top of English society is a tiny number of aristocrats – which doesn't include the Windsor family – and they couldn't care less what anybody thinks of them. At the bottom of English society is a similar tribe who likewise don't care if socially superior people want to look down on them. They don't even notice.

The rest of the English, in general, are acutely aware of their social status, and trying to look more posh encourages cringeworthy car names such as the Range Rover Autobiography. That's openly creepy, inviting the next person in the traffic queue to admire the wealth and status of the Autobiography owner who has paid a lot of tax-deductible money to own/lease/repair an even more expensive Range Rover than usual. I admit to long-term Range Rover ownership, but it was old, rusty and battered enough to successfully assert its right of way in London. A manky old Range Rover driven for practical purposes (and for the delicious V8 rumble) is actually much posher than a shiny new Autobiography, which is visibly trying too hard. It's like being cool – if you even think about trying

to be cool, you're not.

Social climbing also encourages the creation of cars such as the Riley Elf/Wolseley Hornet, which is said to have deeply annoyed Alec Issigonis. That certainly sounds likely, as wasted extra weight, length and frippery is exactly the opposite of the original Mini aesthetic. Elves and Hornets marketed the wannabe posh Mini to middle middle class people striving for upper middle class status. That also spoiled one of the other good things about the original Mini, which was its classlessness. My mother had a Mini, and so did her cleaning lady. Personally, I think Elves offer entertaining period kitsch, and I nearly bought one, already named Kiley the Riley in anticipation, but my 1990 RSP Cooper (named Pimple: it's red with a white top) showed up for a good price. Proper Riley people of course regard Elves as ghastly tat, but then Rileys are lower upper middle class, like Triumphs. That's only six-cylinder Triumphs, of course. Four-cylinder Triumphs are just middle middle class.

It's not possible to avoid making a class statement in the UK with what you wear or what you drive, unless you're a naked pedestrian, in which case Mr Plod will want a word. I didn't even notice the class system until my late twenties, but then focused on it and found it rather intriguing. I've been trying to sell a book concept called *You Are What You Drive* for some years now, but publishers back away in fear as such a book



would upset pretty well everybody.

At college, where I drove a lower middle class Capri GT and later a middle class Capri RS2600 and an upper working class MkIII Zephyr, one of my drinking friends had a nice girlfriend called Sarah. Five years after college I discovered that she was Lady Sarah, which she had very wisely kept a secret or she would have had a completely different and probably very dull set of friends/acolytes who would not have included her in a food fight or thrown her in a swimming pool. This all came into focus again when I got involved in Rolls-Royces and Bentleys, initially by buying an abandoned project that has now ended up as a spectacular aluminium Art Deco special. I live in Canada where the class system is much simpler and less corrosive and destructive than it is in the UK. Basically you drive European or Japanese cars here if you're middle class, and American pickup trucks or Camaros if you're working class. Driving a very old pre-war or 1940s Rolls or Bentley is fine everywhere, because people just enjoy seeing a lovely old car being used rather than stored and polished – you drive around in a cloud of smiles and thumbs-ups, which is very pleasant.

After 1955, the Greek temple of the Rolls grille is at odds with the shape of the car and becomes aggressive, imperious and over the top for me. You either have to be upper class or lower class to carry that off. I'm trapped in the lower upper middle class, as revealed by my instinctive choice of Triumph Vitesse during the 1970s. I'm just about socially legal for driving a Bentley, and actually the soft Bentley grille on a voluptuously curvy 1950s S1 or a subtly curvy 1960s T-series looks much more harmonious than the stiff, angular RR grille shape on Clouds and Shadows. My current squeeze is a 1957 Bentley S1, chosen in preference to a similar Silver Cloud which was actually in better condition. That's silly, but as a Brit I still can't unsubscribe from the British class system, even when it's 5000 miles away. Grrr.

CM



'You are what you drive' apparently, which means that Iain is a Bentley S1. However, he would describe himself as lower upper middle class. Note that he makes no claim to being a worker...

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ROD KER

THE SCIM' TECHNIQUE

In the wake of the 2008 financial crisis, classic car prices crashed in sympathy with everything else. Perhaps surprisingly, there was a swift recovery that's still in progress, which is probably good news, even if it means I'll never be able to buy a £15,000 E-Type Jag.

Despite the doom and gloom from some people (guilty, m'lud) the 'market correction' hasn't happened. Yet. In fact, there are punters who have done very well out of their wheeled investments, on paper at least. However, it's interesting that some cars were worth peanuts in 2008 and nothing much changed for a decade. The prime example of classic Cinderellas, I would suggest, is the Reliant Scimitar, so it's great to see signs that Tamworth tupperware is finally being appreciated in the last couple of years.

As it happens, I ran a Scim' for a while in the Noughties, a late 1977 3-litre auto finished in beige with a nappy brown velour interior. Despite various problems with all sorts of silly minor things connected (or not) with electrics, I developed a soft spot for the big beastie. The GTE was, of course, the car that gave the world the glass hatchback estate. Except it wasn't really, as Lamborghini had already thought of the idea. Having said that, whenever you think of something new, it usually turns out that Leonardo da Vinci sketched something similar while punting round the Trevi fountains.

Anyway, I bought my Reliant for an undisclosed pittance and received some almost complimentary comments from fiends and family, once we'd got past

the hearing aid and Princess Anne jokes. Unusually, my Scimitar was bog standard and still sported a set of factory steel wheels with plastic trims, whereas most of the breed rode on Wolfies and wide rubber. I justified my puny 185-14 tyres by droning on about the benefits of narrow high profile boots (E-Types managed pretty well with the same footprint), which might have produced less grip but helped the ride and comfort. Let's face it, most ancient cars don't spend time on race-tracks...

Funnily enough, though, my versatile Scimitar did spend a day at a track, thanks to the Curborough Sprint School. This was great fun, and also educational. I have to admit that I was intending to use my Vitesse, and the Reliant was only pressed into service just before blast off when it was found that the Triumph's tyres were decomposing. As I had no wish to take a scenic diversion through a nearby thicket, the Scimitar was painstakingly prepped for high-speed action. Actually, that's a lie – after I'd wiped the dipstick and peered into the coolant, off we went to Lichfield, City of Three Spires and one sprint course.

A disparate selection of cars and owners in the parc ferme showed that sprints are a motorsport for all, at an affordable price. Admittedly, this is partly because your time on the track is only fleeting, more 24-minute than 24-hour, but as I discovered, this doesn't matter. Driving is a skill, and driving fast is all about accuracy and smoothness, nothing like *Top Gear* Stig and his sideways slides, which is why the F1 drivers looked



undramatic yet clocked the best times when they tried the Reasonably-Priced Car.

My Curborough laps probably looked smooth enough, but that was mainly because an automatic Scimitar can't summon enough urge to get out of control. This was even more apparent in the early runs because I'd forgotten that the Ford three-speed slushbox in Drive will always start from rest in second, with much churning of ATF. The required technique involved selecting '1' and sitting with right foot on the throttle, left foot on the brake and with about 5000rpm dialled in. When the starter waves, you release the brake and floor the loud pedal. Note that this treatment is very, very bad for autos, so please don't be as stupid as me.

Still, such brutal treatment does reduce the 0-30mph time, and the alleged 130bhp Scim could just about produce a yelp from the tyres, much improving the former glacial acceleration. As corners loom, a related problem is the lag between the engine producing more power and the transmission sending it to the rear wheels. Take your foot off the throttle and the V6 soon drops to tickover speed, destabilising the chassis. The solution was to feather the brakes while still keeping the revs up. It might not look or sound sensible, but in a way it's like the stability and traction control systems that started to appear in the 1980s and '90s.

Despite a fair amount of abuse, my Scimitar didn't miss a beat during its day at the races, while others fell by the trackside. The handling and steering were good for a heavy, soft-riding cruiser, and the V6 produced a relaxed gait. Unfortunately, the Tamworth tearaway had to make way for another project and was sold for a bargain price. The irony is that 15 years ago you could still buy solid if tatty GTEs for three-figure sums, but pristine examples go for over £10k now, which is about the same as the late 1970s list price. For perspective, that bought three Cortinas at the time, and a Range Rover was about £11,000, so you can see what Reliant was up against.

CM



Rod's Scimitar acquitted itself well at Curborough alongside some pretty potent machinery.

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CTJ1250AB	1.25T	£94.99	£113.99
CTJ1800A	1.8T	£159.98	£191.98
CTJ2500QLG*	2.5T	£149.98	£179.98

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MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CMC36	Car creeper	£24.99	£29.99
CMC40	With tool storage	£39.98	£47.98
CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£49.98	£59.98

Clarke STRUT SPRING COMPRESSOR

• Foot operated hydraulic powered
• Adjustable for springs up to 400mm dia. & 520mm in length • Adjustable spring retainers
• Inc. spring retaining guard

MODEL	EXC.VAT	INC.VAT
SSC1000G	£129.99	£155.99

Clarke HYDRAULIC BOTTLE JACKS

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MODEL	JACK HEIGHT CAP.	EXC. (mm)	INC. VAT	VAT
CBJ2B	2	148-276	£9.98	£11.98
CBJ3B	3	180-350	£14.99	£17.99
CBJ5B	5	185-355	£17.99	£21.59
CBJ8B	8	190-365	£19.98	£23.98
CBJ10B	10	195-375	£24.99	£29.99
CBJ12B	12	200-380	£27.99	£33.59
CBJ15B	15	205-390	£29.98	£35.98
CBJ20B	20	217-407	£38.99	£46.79
CBJ30B	30	230-370	£59.99	£71.99

Clarke CORDED IMPACT WRENCHES

CEW1100

• Ideal for garage mechanics

MODEL	POWER	TORQUE	EXC.VAT	INC.VAT
CEW1000 1/2"	1000W	450Nm	£59.98	£71.98
CEW1100 3/4"	1100W	710Nm	£89.98	£107.98

Clarke 18V 1/2" BRUSHLESS IMPACT WRENCHES

• 3 forward and reverse gears

MODEL	DESC.	EXC.VAT	INC.VAT
CIR18LIC	2x 2.0Ah Li-Ion	£114.99	£137.99
CIR18LI	2x 4.0Ah Li-Ion	£169.98	£203.98

Clarke CRANES

FROM ONLY
£164.99 EXC.VAT
£197.99 INC.VAT

MODEL	DESC.	EXC.VAT	INC.VAT
CFC100	1 ton fold	£164.99	£197.99
CFC1000LR	1 ton long reach	£219.00	£262.80

Clarke TOOL CHEST AND TOOLS

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MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£249.98	£299.98
CES450	450kg	£264.99	£319.99
CES560	560kg	£279.98	£339.98
CES680F*	680kg	£299.98	£359.98

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MODEL	STARTING BOOST	PEAK AMPS	EXC. VAT	INC. VAT
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JS1100	500	1100	£69.98	£83.98
910	400	900	£72.99	£87.59
JS1100C	500	1100	£79.98	£95.98
4000	700	1500	£139.98	£167.98
JS12/24	1000	2000	£159.98	£191.98
JS12/24LI	600	1200	£179.98	£215.98

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MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
LA4	4	£17.99	£21.59
LA6	6	£19.98	£23.98
AC80*	8	£33.99	£40.79

Clarke BATTERY CHARGERS/ENGINE STARTERS

• Ammeter • Multi-position charge regulator
• Overload protection on charging cycle

MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
BC130C	15/120	£64.99	£77.99
BC190	38/180	£94.99	£113.99
BC210C	25/200	£119.98	£143.98
BC410E	35/400	£139.98	£167.98
WBC180	35/180	£139.98	£167.98
WBC240*	45/240	£154.98	£185.98
BC205N	30/200	£179.98	£215.98
WBC400	60/350	£199.00	£238.80
BC520P#	50/510	£219.00	£262.80

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MODEL	DESC.	TYPE	EXC.VAT	INC.VAT
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SB30	Large Cabinet	Floor	£279.00	£334.80

Clarke PARTS WASHERS

PARTS WASHER FLUID FROM £5.99 INC.VAT

MODEL	TANK CAP.	TYPE	EXC.VAT	INC.VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke CRANES

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£164.99 EXC.VAT
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MODEL	DESC.	EXC.VAT	INC.VAT
CFC100	1 ton fold	£164.99	£197.99
CFC1000LR	1 ton long reach	£219.00	£262.80

Clarke TOOL CHEST AND TOOLS

FROM ONLY
£289.98 EXC.VAT
£347.98 INC.VAT

MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£249.98	£299.98
CES450	450kg	£264.99	£319.99
CES560	560kg	£279.98	£339.98
CES680F*	680kg	£299.98	£359.98

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MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
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CIG81020*	6.1 x 3 x 2.4M	£279.00	£334.80
CIG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CIG81220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CIG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80

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CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
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MODEL	VOLTS	MAX CHARGE AMPS	EXC.VAT	INC.VAT
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IBC15	12V	15A	£46.99	£56.39
IBC20	12/24V	20A	£59.98	£71.98

Clarke PRESSURISED SANDBLASTERS

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MODEL	TANK VOLUME	FLOW RATE REQ.	EX. VAT	INC.VAT
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CPSB200B	63 litre	6-25 cfm	£169.99	£203.99

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Devil 700	15	£99.98	£119.98
Devil 900	24.9	£139.98	£167.98
Devil 1600	36.6	£169.98	£203.98
Devil 2100	49.8	£259.00	£310.80
Devil 4000	131	£429.00	£514.80

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MODEL	VOLTAGE	HEAT OUTPUT KW	EXC.VAT	INC.VAT
DEVIL 6003	230V	1.5-3	£49.98	£59.98
DEVIL 7003	230V	3	£59.98	£71.98
DEVIL 6005	400V	2.5-5	£69.98	£83.98
DEVIL 7005	400V	5	£84.99	£101.99
DEVIL 6009	400V	4.5-9	£109.00	£130.80
DEVIL 6015	400V	5-10-15	£169.00	£202.80
DEVIL 7015	400V	15	£199.98	£239.98

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MODEL	MAX OUTPUT	EXC.VAT	INC.VAT
XR60	14.7KW	£189.00	£226.80
XR80	20.5KW	£239.00	£286.80
XR110	29.3KW	£289.00	£346.80
XR160	46.9KW	£349.00	£418.80
XR210	61.5KW	£399.00	£478.80

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CDP152B	450 / 12		£149.98	£179.98
CDP202B	450 / 16		£189.00	£226.80
CDP10B	370 / 12		£199.98	£239.98
CDP352F	550 / 16		£229.00	£274.80
CDP452B	550 / 16		£239.00	£286.80
CDP502F	1100 / 12		£549.00	£658.80

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*8" whetstone & 6" drystone

MODEL	DUTY	WHEEL DIA.	EXC.VAT	INC.VAT
CBG6RP	DIY	150mm	£32.99	£39.99
CBG6RZ	PRO	150mm	£42.99	£51.59
CBG6RSC	HD	150mm	£54.99	£65.99
CBG6SB#	PRO	150mm	£56.99	£68.39
CBG6RWC	HD	150mm	£59.98	£71.98
CBG8W* (wet)	HD	150/200mm	£58.99	£70.79

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MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1850	1400W	1523psi	£59.98	£71.98
JS1950	1600W	2030psi	£89.98	£107.98
Jet 7500	1600W	2030psi	£124.99	£149.99
Jet8500	2100W	2610psi	£149.98	£179.98
Jet9500	2400W	3045psi	£179.98	£215.98

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Tiger2600	170/2465	4	£289.00	£346.80
Tiger3000	200/2900	6.5	£349.00	£418.80
PLS195	186/2698	6.5	£439.00	£526.80
PLS265	260/3770	13	£669.00	£802.80

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MIG 106	40/100	£159.00	£190.80
MIG 145	35/135	£179.98	£215.98
PRO90	24-90	£194.99	£233.99
MIG 196	40/180	£219.00	£262.80
110E	30-100	£229.98	£275.98
135TE Turbo	30-130	£249.98	£299.98
151TE Turbo	30-150	£289.00	£346.80
MIG 240	50/240	£399.00	£478.80
175TECM Turbo	30-170	£449.00	£538.80
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MODEL	MIN/MAX OUTPUT CURRENT	ELECTRODE DIA. (MM)	WEIGHT (KG)	EXC.VAT	INC.VAT
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MMA140	20A-140A	1.6-3.2	4.8	£119.00	£142.80
AT133	10A-130A	2.5/3.2	5.3	£129.98	£155.98
AT162	10A-160A	2.5/3.2/4.0	5.7	£149.98	£179.98
MMA200	20A-200A	1.6-4	5.3	£159.00	£190.80
AT135	10A-130A	2.5/3.2	6.3	£169.98	£203.98
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MODEL	AMPS	EXC.VAT	INC.VAT
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115N	30-110	£71.99	£86.39
EA165	65-160	£72.99	£87.59
160N	40-150	£76.99	£92.39
EA200	60-200	£99.98	£119.98
190N	50-185	£104.99	£125.99
235TEN#	40-210	£159.98	£191.98

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EXECUTIVE DECISION

For motorists who wanted a small and practical British car in 1959 but were not driven solely by price, the Wolseley 1500 and Triumph Herald offered two very contrasting options.

WORDS: ANDREW ROBERTS PICTURES: MATT RICHARDSON



The year is 1959, and two adjoining neighbours in a leafy suburban avenue have very different views regarding motor cars. On the left, we have a grammar school deputy headmaster who wishes to have the casts of *The Goon Show*, *Hancock's Half Hour* and *Beyond Our Ken* deported to Antarctica on the grounds of sedition. His role model is Edgar Lustgarten from the *Scotland Yard* B-features, and he disapproves of all Teddy

Boys, beatniks and anyone who prefers an espresso to a nice cup of tea. He is never happier than when driving his immaculately polished Wolseley to the rotary club.

And on the right is a cool cat (in his mind at least), one who delights in wearing an Italian-cut suit and who regularly dons a pair of sunglasses when visiting the local corner shop. For the up-and-coming estate agent known to say 'Ciao!' (in a Portsmouth accent) to the head

waiter at the trattoria, there can only be one choice for a new car – the Triumph Herald with its all-independent suspension, a prestigious name and, of course, Giovanni Michelotti's styling. In the words of the advertisements, it is a car you can 'park with pride!', although colleagues of the Herald owner do wish he would cease uttering the phrase 'daddio.'

Of course, these are stereotypes and ones that could have emerged from a Rank

comedy film starring Leslie Phillips and James Robertson Justice. However, the Wolseley and the Triumph represent fascinatingly diverse approaches to affordable prestige motoring in the late 1950s, and so we assembled two prime examples at Coventry University.

The story of the 1500 is slightly complicated, but then again so little is ever straightforward with a British Motor Corporation product. It began as a replacement for



the Morris Minor, with power from a 1.2-litre version of the B-series engine. The coachwork was by Gerald Palmer (his last work for BMC before departing to Vauxhall) and finished by Dick Burzi. However, the more powerful Minor 1000 of 1956 made the idea of a new version redundant, and the Corporation's response was to use the new coachwork for the Australian-built Austin Lancer and Morris Major, plus two British cars that would now

augment the Minor 1000 rather than replace it.

There had not been a small Wolseley since the demise of the Ten in 1948, and nor did any other UK car maker offer a compact prestige saloon. The idea of powering the new car with a 1.2-litre engine was soon abandoned, and so the latest Wolseley was to boast the 1489cc unit, with the steering and floor pan of the Minor.

The 1500 made its bow in April 1957, followed by its twin-

carburettor Riley 1.5 stablemate in November. *Motor Sport* was '...very favourably impressed with this BMC permutation. Those who require a car which combines Morris Minor characteristics with considerably enhanced performance and additional luxury equipment will stop searching after trying the Wolseley 1500.' The Ford Prefect 100E and the Standard Pennant were both highly agreeable small car options available at the time, but

neither of those boasted a 1.5-litre engine or the social cachet of the illuminated 'ghost light' badge for £796.7s. Two additional notes for fans of motoring trivia – the 1500 was the first British-market Wolseley fitted with flashing indicators, and one starred in *Seven Keys*, a rather good second feature from 1961.

BMC's copywriters assured the ambitious and the devoted social climber that 'For a compact car with exceptional »

READERS' CARS

WOLSELEY AND HERALD



The wooden trim gives the Wolseley interior a luxurious feel that's missing from the Minor's rather utilitarian cabin, though Andrew does feel that the dash has more than a passing resemblance to a period radiogram.

« *motoring qualities, the Fifteen Hundred is an obvious choice.* Furthermore: *'Your first ride in a Wolseley 1500 is a journey of discovery.'* Best of all was a 1961 advertisement which claimed: *'Wise indeed is the family that runs two Wolseleys.'* Yes, while *'husband uses the 6/99 for business,'* his wife takes the children to school in the 1500 plus *'nips into town and still has plenty of time to attend her social functions.'* Equally importantly, the Wolseley would be *'the envy of all her friends for its many luxury features.'*

The Wolseley was upgraded as the Series II in early 1960, while the Series III of 1961 featured lowered front suspension, amber front indicators and improved trim. The newfangled FWD Wolseley 1100 replaced the 1500 in 1965, after 103,394 had been produced. By that time the

Wolseley 1500 epitomised respectability and decency as much as *The Dales* on the BBC Home Service.

David Walton owns our test car, and it is a Smoke Grey second-generation 1500 dating from 1960. It also features the leather trim of the upmarket Family version – the entry-level Fleet is fitted with

Vynide upholstery.

The 1500's appearance is best described as

'pleasantly formal' – although *Motor Sport* thought: *'From one angle the car looks a bit like a grasshopper about to hop, which may not appeal to everyone.'* By the standards of 1957, the Wolseley's looks were not exactly dated, but they represented the last of an ethos rather than a new generation of cars. It is quite hard to appreciate that only two years separated the launches of the 1500 and the Herald.

David remarks that the Wolseley's cabin is best suited



In many ways, the Wolseley's styling harks back to another era. It is certainly anchored firmly in the 1950s rather than looking forward to the 1960s in the same way as the contemporary Triumph Herald.

SPECIFICATIONS

WOLSELEY 1500 SERIES II

Engine: 1489cc S4 OHV

Power: 52bhp @ 4300rpm

Torque: 77lb.ft @ 2000rpm

Gears: Four-speed manual

Suspension:

Front - Independent coil spring and wishbones
Rear - Live axle with semi-elliptic springs

Brakes: Drums F/R

Top speed: 78mph

Acceleration: 0-60mph in 24 secs

Fuel consumption: 35mpg

Weight: 915kg

Length: 3853mm

Width: 1549mm



“There is plenty of headroom, another reminder that the Wolseley hails from an era when respectable chaps wore proper headgear”



The neat styling was initially by Gerald Palmer, but when he left BMC for Vauxhall, the finishing touches were completed by Dick Burzi.

for two front occupants, as the accommodation in the rear is somewhat limited ‘...despite the imaginative brochure artwork that makes the 1500 look as big as a bus! My son is 6ft 5in tall, and there is not a lot of legroom, although the headroom is fine.’ That is another reminder that the Wolseley hails from an era when respectable chaps wore proper headgear. To my mind the interior is extremely appealing, with a dashboard that resembles a pre-war radiogram; you half expect to hear the *Miss Marple* theme whenever you open the doors. Equally importantly, the walnut veneered dashboard further helped to differentiate

the Wolseley from its Morris Minor cousin and tempt all aspirational Morris drivers visiting their local Nuffield dealer to dig a little deeper and move a step upmarket.

The Wolseley has been a part of the Walton fleet since December 2015. ‘I previously owned a 1500 when I had a young family,’ explains David. ‘When I started looking for another one, a major priority was the condition of the bodywork, as that is almost everything.’ David grew up with 1½-litre Farinas as his dad was very definitely a BMC man, but finds the Wolseley very basic in modern terms with none of the luxuries such as power steering that we have come to expect.



ABOVE and BELOW: For such a small car, the 1489cc B-series was a decent sized motor. It was Wolsley's first small car since 1948, but the traditional illuminated Wolseley badge on the radiator grille remained.



In terms of motoring, he notes: ‘All is well as long as the drums are in good nick. Being a 1950s car, you have to virtually stand on the pedal at times as there is no servo. However, the steering is as light as a feather; quite a contrast to my father’s old Austin Cambridges with their worn steering boxes! He

recently owned a 1969 Morris Oxford Series VI, and that felt so heavy compared to my Wolseley.’ David also sounds a note of caution for prospective owners, observing that parts interchangeability on BMC cars is often not as good as the story would have it.

As for the Triumph Herald, »



It surprises many people to see a Herald without a wooden dash, but that did not arrive until the 1200 of 1961. The earlier 948s had grey switchgear, a white faced dial and a black dash flecked with grey.

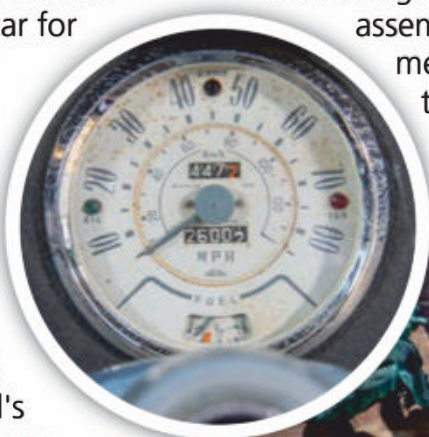
« resplendent in its Alpine Mauve paint finish, it looks as Macmillan-era as a new London office block. The glass area is vast and the pillars are so slim it is easy to forget that late 1950s motoring was often akin to peering through a porthole. Unlike the Wolseley, the Triumph even lacks a starter button and a starting handle bracket, for this is a car for the age of efficiency and square-bottomed ties.

Standard-Triumph began work on Project ZOBO in the late 1950s, and it was intended to have a more youthful appeal than Standard's Eight/Ten/Pennant range. The separate chassis design was forced upon Standard-Triumph by BMC's acquisition of S-T's long-term body contractor, Fisher & Ludlow. Although the sales copy claimed it saved time and money on replacements and repairs, the

reality was that with nobody able to take on the pressing out of monocoque bodies for them, S-T had to have smaller body sections produced by a variety of suppliers and then use the chassis as a jig for bolting them together. That did at least ensure incredible engine accessibility with the front-hinged bonnet/wing assembly, not to mention meaning the body would be easy to build in the

company's network of overseas plants. ZOBO also featured delightfully light and precise rack and pinion steering, and independent suspension all round with a rear-mounted single transverse leaf-spring.

From a marketing perspective, it was almost inevitable that the new Herald would feature Triumph rather than Standard badging. One reason was that thousands of prospective buyers aspired to a deluxe way of life by the end of the decade, and another



Standard-Triumph had really struggled with the styling for a new small saloon. Turning in desperation to Michelotti, his design was so good that when it arrived on Christmas eve 1957, they went out to celebrate.

SPECIFICATIONS

TRIUMPH HERALD 948

Engine: 948cc OHV S4

Power: 34.5bhp @ 4500rpm

Torque: 48lb.ft @ 2750rpm

Gears: Four-speed manual

Suspension:

Front - Independent coil springs, telescopic dampers, wishbones with anti-roll bar
Rear - Independent single transverse leaf spring with telescopic dampers

Brakes: Drums F/R

Top Speed: 71mph

Acceleration: 0-60mph in 31.1 secs

Fuel consumption: 34.5mpg

Weight: 792kg

Length: 3886mm

Width: 1524mm



“The Herald offers what people want, but also possesses the elusive degree of charm which makes so much difference to motoring”



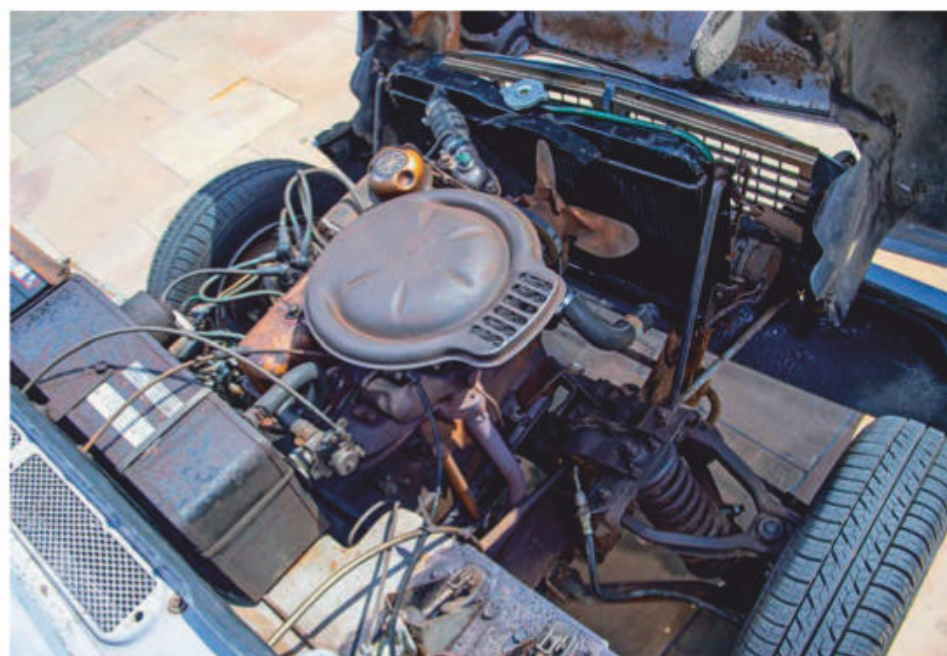
This rare Venetian blind was made by the Imperial Venetian Blind Company and marketed as an approved Standard-Triumph accessory.

was that the TR range had established the globe badge around the world. There was also the issue that while the Standard Eight family was well-regarded, it was still associated with austerity motoring and the tail-end of rationing. The Herald, by contrast, would proclaim to the world that its owner 'never had it so good.'

April 1959 marked the debut of the Herald Coupé with a gala presentation at the Albert Hall hosted by Bob Monkhouse. Some footage of the event may be viewed on YouTube, and it is a quite extraordinary experience, from the musical numbers to the re-assembly of a Triumph on stage. The press was very taken with the

Herald, *Motor Sport* hailing it as 'an achievement with which all concerned can feel proud' and one 'likely to break all previous sales records for the courageous British concern that has introduced them.' The latter comment really should have been uttered by Mr Miles Cholmondley-Warner.

S-T unveiled the saloon a few months later, and *The Motor* regarded it as offering 'what people want, but it also possesses the elusive degree of charm which makes so much difference to motoring.' The running gear from the Standard Ten may have been familiar, but the Herald did seem to offer a new form of motoring. At £702.2s.6d (the Coupé



ABOVE and BELOW: The Herald was powered by Standard-Triumph's rugged and well-proven SC (Small Car) engine which had debuted at 803cc in the Standard 8 of 1953. Access to it in the Herald was superb.



was priced at £730.14s.2d) it was not a cheap car, but it was equipped with a heater, windscreen washers, a fuel tank reserve, multi-adjustable driver's seat and an adjustable steering column.

However, despite the Triumph name the Herald was not a sports saloon, with its



top speed of 71mph – the apparently sedate Wolseley was actually the quicker of the pair thanks to an engine that was over 30% larger. The Coupé was fitted with twin carburetors, but its stablemate was more of a chic town car with a remarkable 25ft turning circle. When Standard-Triumph »

READERS' CARS

WOLSELEY AND HERALD

« became part of the Leyland empire in 1960, finances from the new parent company resulted in the much-revised 1200 introduced in April 1961, the 948cc engine ceasing to be available after 1964. When Herald production ended in 1971, it was a ubiquitous sight both in the UK and in several Commonwealth countries.

YOX 109 dates from August 1959 and Rich Philpot came by his Triumph in 2012. Today it has to be one of the finest examples of the early Herald on the road, low-mileage and very original having only had

bits of paint done. Virtually every detail is a delight, from the 'chip basket' parcel carrier beneath the glove compartment to the courtesy lamp under the facia's top rail and the period extra of the Venetian blind in the rear screen. It is

also remarkably spacious in the front, and what other car of 61 years ago could boast such a turning circle? Rich finds the Herald's steering to be light and responsive, adding: 'The car is easy to park and manoeuvre, but you actually have to drive it properly, unlike modern machinery, by which I mean



for example braking before a corner rather than once you have entered it. I love the simplicity of

the original specification with the Prestfibre dash (no wood anywhere), grey steering wheel, switchgear and two-tone interior of the 948.'

As for the Wolseley, David describes it as 'trundling along quite happily,' which is the 1500's *raison d'être*. It is far from sluggish by the standards of the day, but its role was to provide dependable,

enjoyable and ultra-respectable motoring. The Wolseley is also quite remarkably charming, and if the recently married Margot Leadbetter did not drive a Wolseley 1500 back in 1960, she really should have done. The Triumph seems more a vehicle for the young professional and Rich praises the crisp Italian styling coupled with British engineering. The Herald really is a car that belongs outside of a West End coffee bar – and so we would keep the Wolseley for Monday-Friday and have the Triumph for the weekends. **CM**



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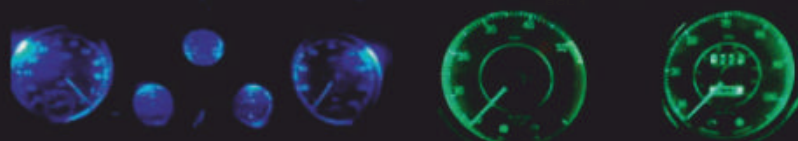
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A RARE RELIANT

Mike Taylor talks to Nigel Whitty, owner of a rare Scimitar GT SE4a, about its history and takes a test drive to sample its capabilities

Reliant can trace its roots to a motorcycle-engined three-wheel van built by engineer Tom Williams in 1935. By 1937 a deal had been struck with the Austin Motor Company over the use of their tiny 747cc sidevalve engine. However, the arrangement was to be short lived for the following year Austin terminated production, leaving Williams no alternative but to design and make a suitable engine in-house.

After the 1939-45 hostilities, Reliant began manufacturing vans again in 1946. In recognition of the broadening market, in 1953 they launched the Regal, an open-topped three-wheeled passenger car. The Regal MkII introduced in May 1954 saw not only a saloon variant, but also increasing use of GRP instead of the traditional aluminium over ash, eventually the body becoming all fibreglass (but still on a hardwood frame) with the launch of the Regal MkIII in 1956.

In 1959 a deal was agreed with the Itzhak Shubinsky's Autocars company in Israel over the design and sale of a four-wheel utility car. This was called the Regent Four by Reliant but the Sussita by Shubinsky. Meanwhile, back in Tamworth Reliant appointed Ray Wiggin as Deputy Managing Director. Under his tutelage Reliant then ventured into commercial vehicle and saloon car programmes involving GRP-based CKD kits exported across Europe and Africa.

The route for Reliant to move into sports car production

also came through Itzhak Shubinsky, who had grand plans to export Autocar production to the USA. At the prestigious London Sports Car Show in January 1960, he spotted a suitable solution involving a GRP sports car body made by Ashley Laminates and a likely spaceframe chassis created by Leslie Bellamy. Shubinsky agreed a deal with both Ashley and Bellamy over using their designs, then approached Reliant about building a prototype. Called the Sabra and powered by a 1703cc Ford Consul engine, in less than nine months the car was finished, followed by a limited batch of production cars while Autocars prepared for series manufacture. To market the car in the UK, Reliant changed the design to RHD, adapted the name to Sabre 4 and launched it at the Earls Court Show in October the same year.

To increase publicity the company entered cars in the Tulip and RAC rallies of 1962 and the 1963 Monte Carlo Rally, Reliants also enjoying class wins and places in other international rallies. In answer to the quest for greater performance, in 1962 Reliant launched the Sabre 6. It featured Ford's 2553cc Zodiac engine linked to a Ford four-speed gearbox giving the car a 110mph top speed, aided by a body styling refresh available as a fixed hard top coupé and a convertible model. Sadly poor sales resulted in just 75 of the coupé and only two of the soft top sports models being sold.

Coincidentally, it was at the 1962 London Motor Show in



October that Ray Wiggin saw the Ogle SX250, a unique coupé designed by Tom Karen of Ogle Design as a commission from Boris Forter, MD of Helena Rubenstein (UK) and based on the Daimler SP250 V8 sports car chassis and running gear. Critically, the concept had not been taken up by Daimler. Thus Wiggin approached Ogle over buying the rights to the design. With this agreement in place, Wiggin tasked his team at Tamworth with developing the SX body to fit the Sabre chassis (it was an almost direct fit and

needed little modification). Under the bonnet was the Ford straight-six engine with triple SU carburettors. In 1964 the car, referenced as the SE4, was launched at the Earls Court Show as the Scimitar GT with a price tag of £1292.

In late 1966, Ford introduced their radical Zephyr/Zodiac MkIV range powered by a new series of V4 and V6 Essex engines. Reliant re-engineered the GT to accept the 3-litre version, relocating the drivetrain to improve weight distribution. They also added an anti-roll bar,

READERS' CARS SCIMITAR GT SE4A

“Wiggin tasked his team at Tamworth with developing the SX body to fit the Sabre chassis”



tweaked the front suspension and improved the ventilation system. The price was now £1577 and the car was the SE4a.

Towards the end of 1967, Reliant introduced a 2.5-litre V6 version, which was offered at a more modest £1316. However, the company had not been sloths behind the scenes and having made changes to the Scimitar's interior, the new car was called the SE4b. However, the major development work involved an elegant new express estate car called the GTE, and from 1968 to the end of the Coupé's production in November 1970 the two cars were manufactured alongside each other at the busy Tamworth plant.

Turning now to Nigel Whitty and his Scimitar GT Coupé, Nigel said: 'In my late teens and early 20s I had a friend who had a Reliant Scimitar GT, but for various reasons throughout



» Padded fascia was a sign that manufacturers were waking up to safety concerns of buyers and campaigners.

READERS' CARS

SCIMITAR GT SE4A



Reliant had considered a Ford or Chrysler V8, but used first a Ford straight six, then their 3-litre V6.

« my early life I was never able to buy one. It was the shape, the performance and much, much more that drew my attention. With a tuned Ford V6 engine it was extremely quick, but going out in it was generally something of a real experience. At the time it was very influential on an extremely impressionable youngster, added to which I have always had a passion for coupés. Thus, the idea of owning a Reliant stuck with me, although it wasn't until I retired that I was in a position to realize my dream.'

In fact, Nigel's first foray into coupé ownership came when he bought a red Gilbern Invader Mk3, built by Wales' one and only car maker. A two-door coupé with folded paper body styling using Ford Cortina suspension and braking



components and powered by a Ford V6 engine, Nigel still has the car after some 10 years of ownership. Then came the opportunity to buy a Scimitar Coupé in 2013.

'It required a total restoration,' he recalls. 'I got the engine running, freed off the brakes which were seized solid and sorted out problems with the

electrical system, all of which took some time to complete. The worst job by far, however, was repairing the clutch mechanism. I tried all the tricks, but to no avail. Finally, I was advised to slacken off all the bellhousing bolts a few turns, and surprisingly it worked.'

'I hand sanded the bodysell to the bare gel coat, and this revealed that the shell was still in very good condition. I then used marine paint because I wanted to protect the coachwork from moisture ingress. In truth there are a number of occasions when you really need two people for restoration work, and for most of the time I was working solo.'

In fact, Nigel would have continued working on that Coupé had it not been for the fact that about three years ago he saw his current Scimitar for sale on the Scimitar Owner's



Club Facebook page. 'It had already had a lot of money spent on it including having the bodywork rebuilt and resprayed, the engine rebuilt, a new Ford five-speed gearbox, a limited slip differential and conversion of the rear brakes to discs. It had a new headlining, carpets, seats, wiring loom, a petrol tank and so on, all of which came with the car but had yet to be fitted. In reality, I bought it because it put me forward by around five years over my existing Scimitar – it was a short cut and too good an opportunity to miss.'

The Scimitar's seller had spent a considerable £30,000 on having work done and buying parts. Much of the restoration was undertaken by Scimitar specialists, QRG in Kettering, while the engine had been rebuilt by John Wade with Stage 2 unleaded cylinder heads. Despite all this, the Scimitar was advertised for a very reasonable £7500. 'Sadly, the vendor was very tall and couldn't actually



The nose was modified by Reliant from the Ogle SX250 original.

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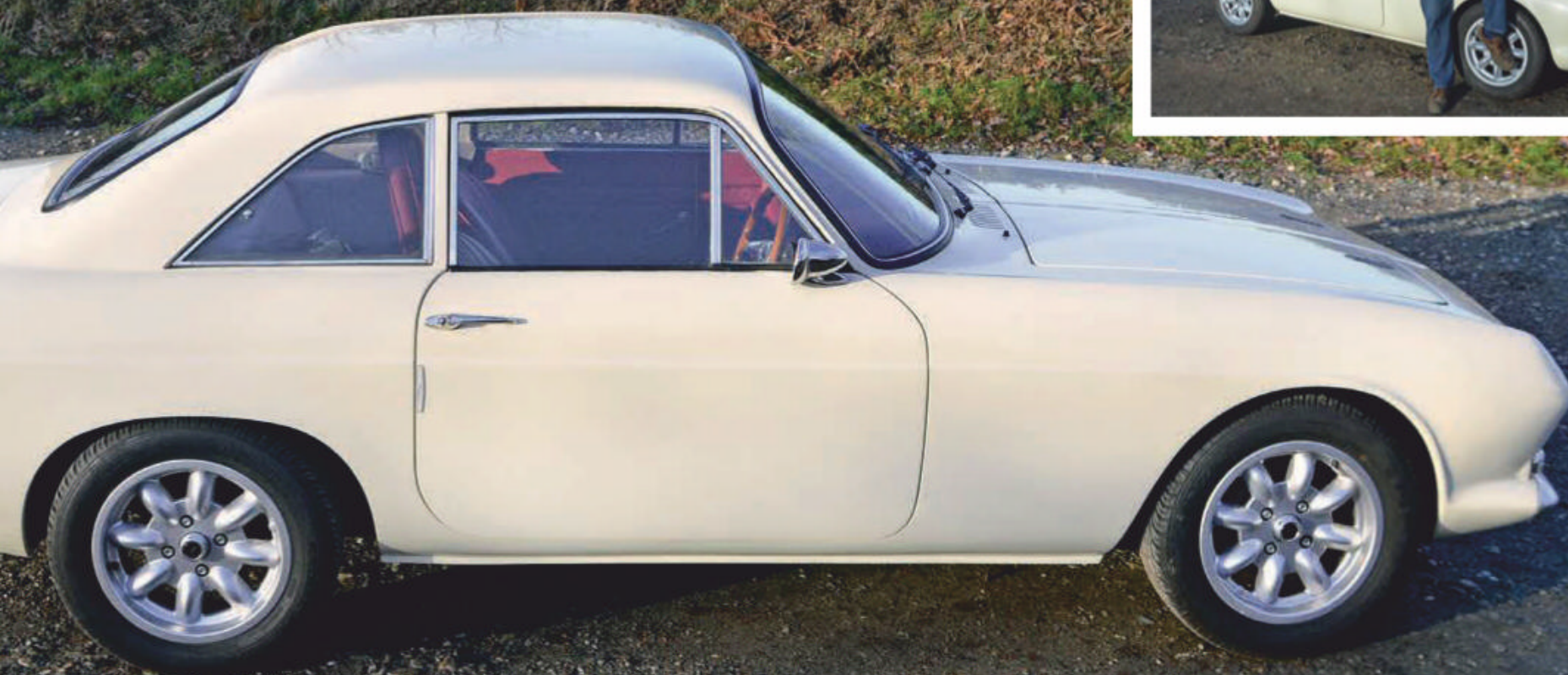


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READERS' CARS SCIMITAR GT SE4A



“It was the shape, the performance and much, much more that drew my attention of this car”

get in it,' Nigel explains. 'I didn't even bother to haggle, I just went up and brought it home loaded on a friend's trailer with large items like door panels, bonnet and bootlid located securely in the shell and all the smaller items taking up a mountain of boxes loaded into the back of the tow car.'

At the time Nigel's first Scimitar was still in the 'work in progress' stage, repainted but with much more to do. 'Initially, I kept the old Scimitar as a reference, using it as a guide to tell me how things like the window mechanisms worked,' he explains. 'It proved a wise move as the car didn't come with an assembly manual. Eventually, it was time to sell that one on and concentrate on the second Scimitar.'

There was still a huge amount of work to do. 'All the soft furnishings for the interior had to be fitted, the glass mechanisms and the channels put in place, the replacement wiring loom was all black and I had to identify what each wire was connected to using small tags attached to the ends of every wire. Although the dashboard was in place, there were no instruments or switches, so they all had to be

installed and connected up. The battery was a racing type fixed to the rear seat. This was totally unsuitable for carrying people in the car, while the alternator was a high output type; both had to be replaced. It was all a time-consuming jigsaw puzzle.'

Nigel says there have also been several niggling problems which took a considerable amount of time to remedy, often with helpful information gleaned from members of the Scimitar Club. 'For example, once I'd got the engine going it would only run for a short time before apparently running out of fuel. It turned out that on filling the car with petrol, the special racing type fuel filler cap created a vacuum which the petrol pump struggled to overcome; drilling a vent hole in the petrol cap cured the problem. Also, initially the petrol gauge never read less than half full – a different type of sender unit was required to solve the problem.'

Other difficulties included earthing problems, not unusual on fibreglass bodies because each item has to be separately earthed back to the chassis frame. Another niggle involved the braking system which, despite prodigious bleeding, continued to feel spongy. To



remedy the problem Nigel had to cure weeps in the brake pipe joins and replace one of the rear brake calipers.

'Gratifyingly, after about 12 months of work I got to a point where it was roadworthy and MoT'd. This was my first time in a Scimitar since those heady days as a passenger when I was a teenager and my first time behind the wheel of this car, so it was pretty memorable. There are a lot of similarities in terms of mechanics between my Gilbern and the Scimitar, but the Gilbern is a cosy armchair-type car while the Scimitar with its modified engine wants to

go with a harder ride and more sporting handling.'

It is interesting to note how *Motor* magazine greeted the new arrival back in 1967. Under the title of *Tiger from Tamworth*, they liked the extra performance from the Ford V6 engine and remarked on the greatly improved stability at high speed.

Looked at in the late sunshine over 50 years later, there is no doubt that the Scimitar GT Coupé SE4a has a purposeful elegance that places it on an equal footing with the likes of Alfa Romeo's Guilia and Lancia's Flavia of the period. Without doubt the Reliant is a handsome »

READERS' CARS

SCIMITAR GT SE4A

« motor car, notwithstanding the fact that it was produced by a small company with limited resources trying to compete head on with the best that Italian automotive stylists could achieve. The BMW Pepper White coachwork on this example is set off nicely inside by the rich red trim. Indeed, it's nice to be confronted by a colour other than black for the soft furnishings and dashboard.

The non-original seats are comfortable, with good cushioning to the squabs and back rests. However – and surprisingly for a sporting carriage – they are not traditional bucket type and have side bolsters only to the rear cushions.

Ahead of the driver is the speedo and rev counter nestling either side of the steering column, with oil pressure and water temperature gauges between the two. The combined indicator/horn controls are located on a stalk positioned on the righthand side of the steering column.

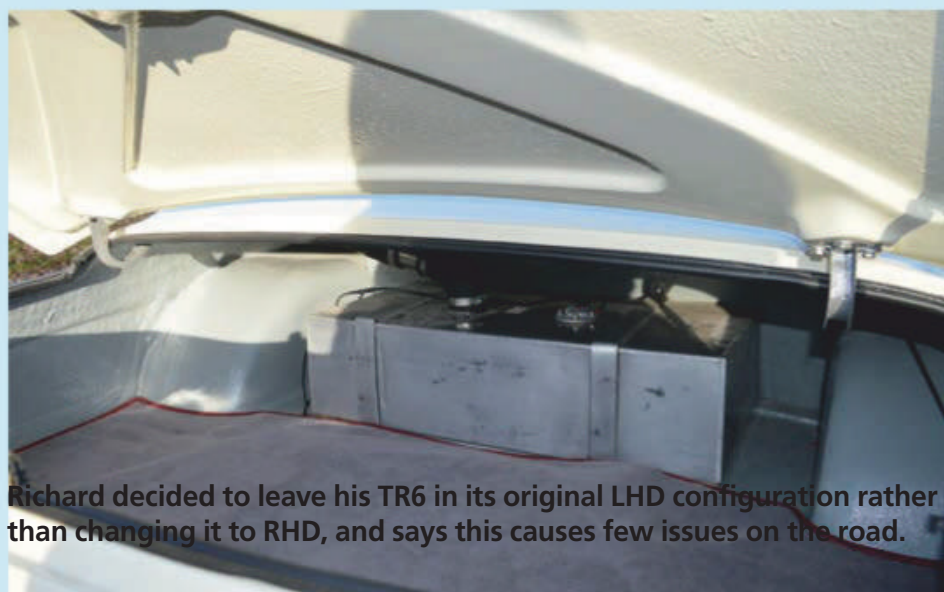
In the centre of the dash panel is the battery condition indicator and the fuel gauge positioned above a row of toggle switches for controlling the lights, heater fan, wipers and auxiliary lights. As this is an SE4a model it does not benefit from the work later

done by Reliant to improve the ventilation system, though there are fresh air nozzles at the extremities of the dashboard with rotary switches to control the heater temperature and fresh air supply mounted on an angled console which slopes down between the dashboard and transmission tunnel.

Access is made easy by the wide opening doors, which allow plenty of space between the seat squab and the A-post. Better yet, there's plenty of fore/aft adjustment for the seats to secure a comfortable driving position. Once belted up, the 15in wood-rimmed steering wheel feels nice in the hands, while the foot pedals are well spaced to allow easy and uninterrupted action.

At the turn of the key the beefy 3-litre Ford V6 engine springs immediately into life, clearly eager to be underway. Reaching to select first gear, it's at this point that the rookie Scimitar driver realizes how far rearward the gear stick has been moved by shifting the power unit back in the chassis frame. In reality, it takes a moment to get used to but detracts little from its smooth, slick movement.

Releasing the handbrake located just to the left of the gearstick, we're off with the car responding smoothly to the



Richard decided to leave his TR6 in its original LHD configuration rather than changing it to RHD, and says this causes few issues on the road.

A great deal of money had been spent on this car before Nigel bought it, readying it for a life of competition, including a brand new fuel tank.

throttle. Up through the 'box and there's no drivetrain snatch, just great gobs of satisfying power to play with. Acceleration is more than enough round the lanes of East Sussex we are on toady, but as a corner approaches it's down a cog and a dab on the brakes to set the car up before powering round and away. It's as simple and satisfying as that. In their test *Motor* recorded a top speed of 120.9mph with a 0-60 sprint of 9.4 seconds, almost exactly the same as the V8 Sunbeam Tiger.

Clearly, Reliant's development engineers did a good job in designing the suspension to complement the Ford V6 engine because the ride is well damped, while the handling appears

well matched to the car's performance. It all gives the driver confidence to explore the car's capabilities, and as *Motor* said: 'On smooth roads the cornering power of the Scimitar is exceptionally high.'

The uprated power assisted disc brakes all round also give an extra component of confidence in the car's abilities, sending a strong message that they are well up to coping with answering the driver's demands to reduce speed. Overall, the Reliant is fast and satisfying no matter what demands are made on it, from performing on fast open roads to the joys of country lanes. All that's needed is an excuse to get behind the wheel again.

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DEEP ROOTES

When Neil Lamond went looking for a four-seater convertible in 1972, the pickings in his price bracket were fairly slim. Fortunately this Sunbeam Rapier Series IIIA caught his eye, and before long he'd fallen for its many charms. Nearly five decades later and the stylish soft-top is still weaving its magic on the whole family. PICTURES: SIMON GOLDSWORTHY

I bought my Sunbeam Rapier in 1972, after seeing it advertised in *Exchange & Mart*. The ad promised: 'Excellent body and interior, well-maintained engine, in excellent condition, outstanding example, must be seen, low mileage.' The asking price was £250, and this for a car which was by then nine years old.

Mind you, it hadn't been a cheap car when new – the Hillman Minx was the entry level model in what we know as the Audax range from Rootes, with the Singer Gazelle being the next one up and the Sunbeam Rapier taking on the sporty role in the trio. That meant it got

more chrome, more dials, and more power too – by the time you got to the Series III of 1959 it had an aluminium head, quite a sophisticated water-heated manifold, twin carburettors and disc brakes. So it was pretty sophisticated for a family car of the era, and the Series IIIA (from 1961) convertible cost a not inconsiderable £1000 new.

It sold well, though. Total production of the Series Rapier cars was about 60,000 from 1955-1967, with over half of them being IIIs and IIIAs from 1959-1963. Part of the reason for this popularity was that they were very successful initially in top class rallies such as the

Monte Carlo and the RAC, but of course things don't stand still and other manufacturers soon brought out newer models that moved the game along. Cars like the Cortina and the Austin/Morris 1100 were more modern, lighter and cheaper to run, while the Mini cleaned up in rallying. Rootes carried on with the Series IV (which had only small modifications) and then the Series V which had the 1725cc engine to give it a bit more oomph, but it had lost its sporty appeal by then and was more of a carriage for the older gentleman.

Of course, in 1972 I did not exactly aspire to being an older

gentleman! In fact I was only 22 years old, but while the Rapier no longer had such a sporty image, there weren't many four-seater convertibles available and that was what I wanted. And let's be fair, it was still a good-looking car that could turn heads.

This one wasn't, though, quite as immaculate as the original owner Claude Mitchell and his son had thought when they crafted that ad in *E&M*. There were rust bubbles in the front wings ahead of the doors and the offside inner wing had a rust hole in it when you looked from inside the engine bay for example, although

READERS' CARS SUNBEAM RAPIER SERIES IIIA



Neil never imagined in 1972 that he'd still own his Rapier in 2020, but after all this time it has become part of the family and won't be sold.

welded on underneath the convertible. Mine had survived in part because of Claude Mitchell's foresight in having it undersealed from new. By the time I bought it the underseal had gone hard and crusty and so was losing its protective ability, but it had at least saved the car long enough for me to get hold of it.

Not that I had any idea back then I would still own the same car nearly 50 years later. That initial burst of use lasted nearly three years, at which point I took it off the road late in 1974 after it developed a minor water leak from the head. I had just been given a company car at the time, a Mk1 Escort, so there was no pressure to repair the Sunbeam right away and I parked it up in the garage.

Perhaps the only reason that it stayed with me initially was because I had a garage in which I could store it. The term 'classic car' hadn't even been coined by this stage, but there were

parts available that we can only dream of today. For example, in 1974 I bought two OE front wings from Grimes in Coulsdon for £19.54 each, plus a low cooling grille to go along one side of the radiator grille for £6.54. I only bought the one cooling grille because the other side was in better shape – those grilles would cost £250 or more today in the unlikely event that you could find one for sale.

Generally though, the car is fairly original. The driver's side sill has never been replaced, but it has had a new inner and outer sill on the passenger side. I did start working on it myself, but it was slow going. By 1978 I had sorted out the engine, and then decided to get the body repaired professionally. I found a bodyshop who worked mostly on modern cars, but who were willing to take on my oldie on the basis that they could do it in their own time. I wasn't in a rush so that was fine, and I drove it to their workshop.

»



POO's first picture, taken in 1963.

“ There weren't many four-seater convertibles available and that was what I wanted ”

superficially the car did look good. I offered Claude £150 which he turned down, but by the end of the month there had been no other offers so he called and said we had a deal.

At the time my work was in repairing cash registers, and I used the Sunbeam to travel between customers with the boot full of tools and spare parts. We had just gone through the switch to decimalisation at

this time, and it was probably working overtime converting cash registers which helped me pay for the Sunbeam!

Fortunately the car was very reliable. I think that is a Rootes characteristic, as they were always well designed and well screwed together. They were made of thick metal too, and although it is a monocoque construction, there are some big chassis rails

READERS' CARS

SUNBEAM RAPIER SERIES IIIA

« They had it for three years in total, then one night I got a phone call from some guy who said that the business had gone into liquidation, but that he had managed to get my car out and park it in a garage around the corner. It had been resprayed by that stage, but I had to bring it home and get on with the fitting back up. Luckily I don't think anything had gone missing and I was reasonably happy to put it back together myself, but it could so easily have been a disaster.

My wife, Joy, was fully on board with the restoration, because she loves the Sunbeam as much as I do. It has so many memories for us. We'd done our courting in this car, been away on family holidays in it each year, parked it on the beach, used it as our everyday car, for friends' weddings, all that kind of stuff. She was never so keen on having the hood down though as it messed up her hair. In those days she had Dusty Springfield hair-do; styles have changed since then, but she is still not too keen on having the roof down!

Back to 1978 when I was paying the garage to work on it, people were just starting to think about saving old cars of the more modern postwar era. I spoke to people in the Sunbeam Alpine fraternity, and one guy said: *'Funnily enough, I've just put the phone down on someone who has a Sunbeam Rapier, and he is thinking of starting a club for them. I'll give you his telephone number.'*

This guy was David Parrott, who lived just outside of Portsmouth. I called him to



Being the sporty member of the Audax range, the Sunbeam Rapier got extra dials in that beautifully polished wooden dash. Some of the carpet is a little faded now, but cut it some slack because it is still mostly original!

introduce myself, and when the Sunbeam Rapier Owners Club was formed the following year, I became one of the 22 founding members. I have been a member ever since, and obviously we've seen a few changes along the way. When we launched in 1979, we published a newsletter that was bashed out on an old typewriter. At one stage around 15-20 years ago the SROC had between 400-500 members, and even today we have 290 members, which is pretty healthy for a club devoted to a single marque that built its last car 44 years ago.

Who knows what the future

will bring, though. I am the current Chairman of the SROC, and the biggest thing I want to do is get some synergy going between the various Rootes clubs. We need to work together more, but it is always difficult. A few years ago the clubs formed the Association of Rootes Car Clubs, but it needs people to take the idea and run with it. They are talking about holding group events, and there is talk of having one at Gaydon in 2021 – the last one was at Blenheim Palace in 2000, so it will be great to have another.

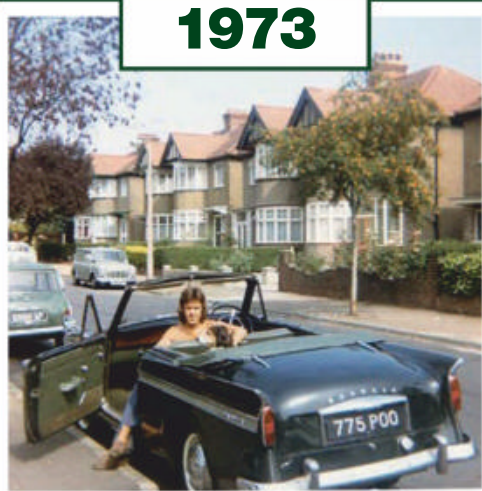
Anyway, back to the story of 775 POO, and I had it back on the road in the summer of

1983. It had been off the road for a while, but not so long that getting back behind the wheel was too much of a culture shock for me after driving more modern cars in the meantime. Some things had changed, though. Before the work started it had been on Goodyear G8 radial tyres, but after the restoration I fitted crossplies. I was amazed at how much quieter it was.

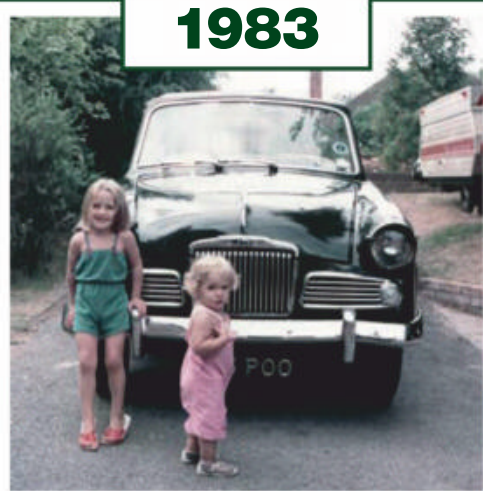
I still have crossplies on it today, though I am thinking that I will switch to radials with my next change. The thing is that crossplies are quieter and the car was designed for them, but these days the roads can

The family album

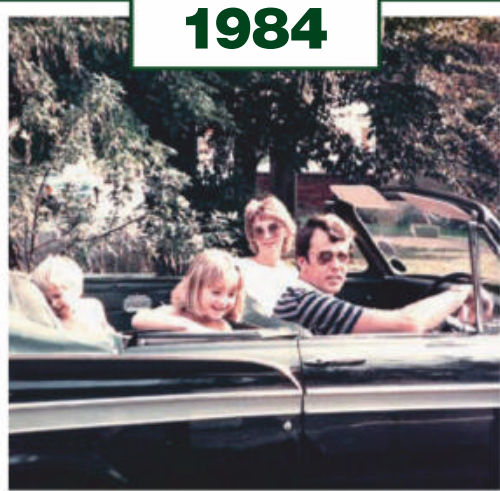
1973



1983



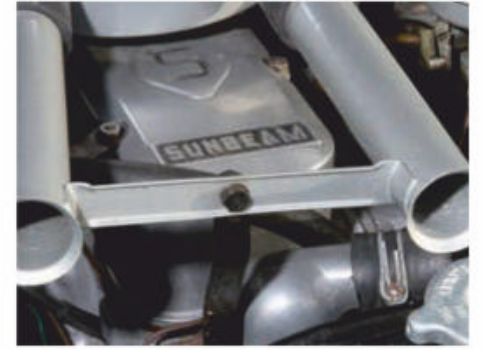
1984



1997



READERS' CARS SUNBEAM RAPIER SERIES IIIA



“ I still have crossply tyres on it today, though I am thinking that I will switch to radials with my next change ”

have such deep grooves worn into them by lorries that they tend to make it waver a bit too much from side to side. I think radials will be OK now because the old G8s had a very chunky pattern, which probably contributed to all the noise. I think modern radials are lighter on the steering than those old G8s as well as quieter – I've driven other people's Rapiers on them and they sit on the road so much better.

After its rebuild, the Rapier

was in excellent condition, but I've never been into concours so it was never polished and detailed to that degree. Rather than chasing trophies, we have just used it for family events, holidays and pleasure. By this time the classic car movement was underway and *Classic & Sports Car* magazine invited me along to their first classic car London to Brighton Run in 1984. It was in November, but it was gloriously sunny. I took my dad along with me, and to this

day it remains in my memory as one of best days we spent together, it really was lovely.

That wasn't the last of my dealings with C&SC though, because it was photographed on the Longleat Estate for a feature in the December 1990 issue of the magazine, having also appeared in *Your Classic* magazine in May 1990. That one was shot on Boscombe sea front in blisteringly hot weather. The car has not featured in any magazine for the last 30 years

though, so really it is about time it got another airing!

The original owner, Claude Mitchell, was also reunited with the restored car. In 1997 I was contacted by his daughter-in-law who said that his 90th birthday was coming up, and would I help spring a surprise and take him out to a pub for lunch in the car he'd bought new in 1963? Of course, I was happy to oblige. He sat in the car and said: 'This is the best car I ever owned, the best.' And he must have had some pretty posh cars over the years. The Sunbeam would have looked pretty much as it had done in his day because it still had the original seats, the original hood and even the original carpets, though he did point to the radio I had fitted and say: '...but it didn't have that in it.'

Interestingly, I have a picture from when Claude first bought this car and he and his wife took it on holiday to Dorset (see p49). On that picture it doesn't have a chrome strip down the centre of the bonnet. Apparently, that was an optional extra from Rootes. Claude was a man who liked »



Regular and careful use is one of the key elements in making Neil's Sunbeam such a polished performer.

2001



2005



2011



2018



READERS' CARS

SUNBEAM RAPIER SERIES IIIA

« his optional extras, and while they were in Dorset they saw another Rapier that had this chrome strip. So when they got home, he took it back to the dealer because he thought he had been short-changed and wanted to know where his chrome strip was. They told him it cost an extra guinea, or £1.1s, and so he ordered one on the spot. I only heard that story on the day he turned 90 years old.

We take the Rapier away every year on a summer holiday too, even to this day. I have plenty of shots in different places over the years, and at different family events – I took my elder daughter Charis to church in it for her wedding in July 2011, and all told it has probably done about 20 weddings for friends and family.

In 1998, I saw a book from the Tourist Office in the Cotswolds called *The Romantic Road*. It gave two touring routes through the area. Joy and I took the Sunbeam on them the following summer, and for the next ten years I wrote a Romantic Road journey for the club magazine on wherever we had gone with the Rapier.

We still go on holiday with it every year. We've been to places such as Guernsey and the Isle of Wight – we love island life. There is so much to see in this country though, that its first trip abroad was only in August 2017



For the Series IIIA Rapier, the engine grew to 1592cc, which produced up to 80bhp@5100rpm. With an aluminium cylinder head, not to mention front disc brakes, it was very well spec'd for the early 1960s.

when we went on a tour with other Rapiers to the Cherbourg peninsular in France.

I've also got a lovely photograph taken in 1997 when my brother and I recreated a snapshot from 25 years earlier of me in the car, taken outside our parents' house near Harrow. It was a bit of a shock to compare the two pictures and realise that I had changed more than anything else, but it is even stranger to think that in 2022 I'll be able to do it again to celebrate 50 years together.

The Series IIIA has a 1600cc engine with overhead valves, so it has a decent enough turn of speed. It is not nippy by modern standards, but it is a competent car in today's traffic, and with overdrive on third and fourth it is a decent cruiser too. If you do find a stretch of clear motorway (which doesn't happen too often these days) it would sit happily enough at 70mph, but I tend to stick at 60mph. I am conscious that I am driving a heap of metal that is nearly 60 years old, and you can't be

sure what stresses and strains the various components have gone through. The steel wheels have '63 stamped on them for example, and you have to take that into consideration.

I should probably conclude with the tale of perhaps my proudest moment with the car, which occurred at the official opening of the Rootes Heritage Centre in April 2018. I had been very supportive of this project, as indeed have the Sunbeam Rapier OC, and 100 Rootes cars were invited along for the opening. The Rootes family were there, and they decided to make an award to the car they most wanted to take home. You can imagine some of the stuff there – very expensive, exotic and/or with Works heritage – but when Lord Rootes' daughter announced the winner, it went something like this:

'It is such a lovely day that we thought we would choose a convertible.'

Good choice, I thought.

'And as we are a family, we need one with four seats.'

Hang on a moment, the field is narrowing down a bit!

'And as my seven-year old daughter's favourite word at the moment happens to be the registration number of this car... we have chosen 775 POO!'

They gave me a magnum of champagne and a certificate. I was over the moon.

CM

The Raymond Loewy design organisation helped Rootes style their Audax range, and the transatlantic influence is perhaps clearest in those glorious rear fins.



Sunbeam Rapier Owners Club



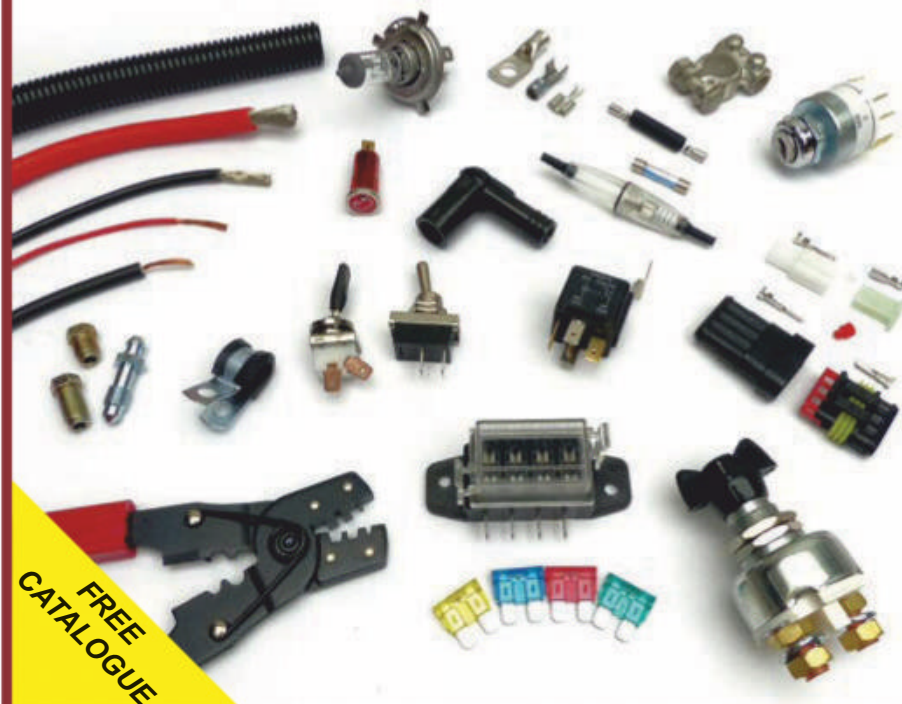
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DID YOU KNOW...? **TOP TEN TRIVIA: AUDI QUATTRO**



10

THINGS YOU NEED TO KNOW ABOUT... THE AUDI UR QUATTRO

REPORT: **ANDREW EVERETT**

History is littered with automotive legends that had no truly convincing follow up – cars such as the Mini Cooper S, Lancia's Delta Integrale, the Ford Escort Cosworth, BMW E30 M3 and Audi UR Quattro all spring to mind (the 'UR' is a German prefix for 'original'). All were stunning cars in their own way upon launch, startling journalists and buyers alike, and none were ever really replaced properly, let alone improved upon.

Certainly not the Quattro – even though it was over ten years old when it was dropped and had ageing styling, a laughable interior and a clonky gearshift, the Audi S2 that replaced it in 1991 wasn't cut from the same cloth. To be fair the successor wasn't a bad car being fast, superbly put together and generally pretty competent, but it lacked the charisma of the original. Like the M3, Audi replaced a box-arched icon with something quite ordinary that just went very fast.

Intended as an image booster for Audi (which at that time was a long way behind BMW and Mercedes in the prestige stakes), the Quattro came and went, held back by the sheer dullness of the regular production cars. It wouldn't be until the launches of the A4 and A8 in 1994 that



Audi got their act together and really started to challenge the other two. Today, the Quattro is still undervalued. Everything is relative of course, but when three-door Sierra Cosworths sell for £40,000 or more and E30 M3s fetch between 50 and 100 grand, a really good 20v Quattro for

£25,000 and useable ones for well under £20,000 is looking cheap.

The Quattro project began in the late 1970s when the late Ferdinand Piech – describing current four-wheel-drive cars as 'truck like' – wanted to build a serious performance car for Audi. Already

DID YOU KNOW...? TOP TEN TRIVIA: AUDI QUATTRO

responsible for the four-wheel-drive VW Iltis military jeep, Audi had a head start. Unlike four-wheel-drive cars of the time, the Quattro had a system where power was taken from the back of the transaxle inline gearbox with an inbuilt centre differential to a rear differential via a regular propshaft – no transfer box here. The centre diff is inside the gearbox, and power to the front wheels goes from this via a short shaft to the front diff that's also inside the 'box.

Piech's other aim was to build a fast coupé that was also practical, good on fuel and reliable. 911s were two seaters and very tricky in the wet and so really were 924s and 928s. Lotus cars were interesting but too fragile, the XJ-S too thirsty and cramped and the only practical exotic coupé was the 635CSi BMW which was also very expensive and not the easiest of cars to drive fast in bad conditions. The 1980 Ferrari Mondial was a four-seater, but at £25,000 plus debatable durability (and slower than the Audi too) the coast was clear for Audi to build a winner.

Today, the early Quattro with 200bhp and 205 section tyres looks quaint on paper, but in the flesh it's every bit as remarkable as it was 40 years ago. Yes, it really was that long ago.

1 We're used to special Audis being eye watering expensive now, but in 1980 the Quattro – whilst not being given away – was seriously underpriced. At £14,500, it undercut so many slower or inferior cars – the BMW 635CSi was £19,650, the Porsche 911SC £16,732, and the Lotus Elite 2.2 £16,877 for example. Even an Opel Monza 3.0 Coupé was £13,109 and the 924 Turbo was a tenner short of £14,500. The UR Quattro would run rings around all of them; it literally had no real competition.

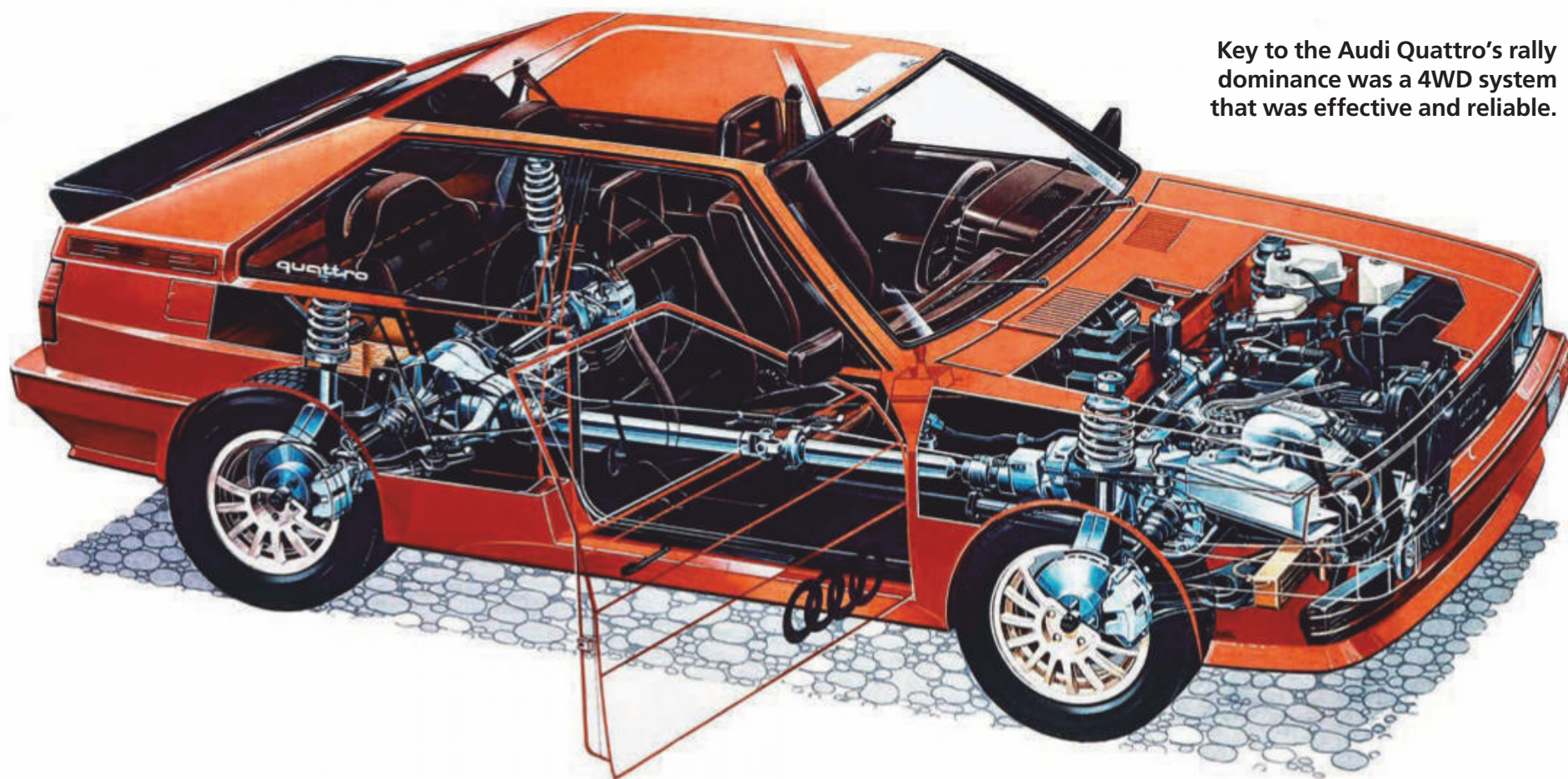


2 The Quattro was a real parts bin special. The floorpan was from the Audi 80 and most panels from the forthcoming Audi 1.9 Coupé. The brakes were Audi 200, but thankfully Audi replaced the spongy vacuum assistance with an Ate Teves hydraulic servo powered by the PAS pump. The rear diff internals were from the VW Iltis army jeep and the gearbox used a Polo differential as a coupling to give drive to the front and rear driveshafts.

3 As well as Ferdinand Piech who got the Quattro project going, other Audi stars were Walter Treser (project manager) and Fritz Indra (engine development) who came to Audi from BMW tuner, Alpina. The 2144cc engine was basically a 200 Turbo unit as launched in in 1979. The

200 engine gave 170bhp, but this wasn't enough to give Porsche and BMW beating performance to the Quattro so Audi added an intercooler to drop intake charge temperature by 50-60 degrees C with 12.3psi boost as well as fitting a Japanese computerised ignition system.

4 To give an idea how understressed the production engine was, the first Works rally Quattro gave 350bhp at a low 6300rpm – the standard unit's 200bhp was delivered at a very lazy 5500rpm. It replaced the standard (very low) compression ratio of 7:1 with an even lower 6.3:1 and the bigger KKK turbocharger had variable boost setting to give between 1.5 and 1.8 bar (26.1-27.7psi) with the boost starting at the higher figure »



Key to the Audi Quattro's rally dominance was a 4WD system that was effective and reliable.

DID YOU KNOW...?

TOP TEN TRIVIA: AUDI QUATTRO



The word 'quattro' is now a trademark of Audi, and these days it is written all in lower case when applied to subsequent models.

« and dropping as the revs increase. The rally unit replaced Bosch K Jetronic injection with a Pierburg DL system as used on the Alpina B7 Turbo.

5 Today, the 1980's Quattro isn't especially fast. A top speed of 138mph along with a 0-100mph time of 18 seconds is beaten by a lot of fairly ordinary cars these days, but at the time it was decently quick and not much could beat the headline 6.5 second 0-60mph sprint. The later 20-valve version was slightly faster on paper at 141mph all out, 17.1 seconds to 100mph and 6.3 seconds to 62mph, but what any Quattro may have lacked in ultimate go, it more than made up for in grip and sheer traction.

6 The short wheelbase Audi Sport Quattro might look a bit strange thanks to the 12.5in missing from the centre section, (at 86.7cm the Sport Quattro's wheelbase is fractionally shorter than that of a Metro!) but even today there aren't that many showroom-ready cars that can easily beat its 12.6 seconds 0-100mph time. Geared up at 21.7mph per 1000rpm in fifth, this 1273kg rocket had 306bhp at 6700rpm thanks to the all-new 2133cc 20-valve engine.



As most people will always think of the Audi Quattro – in full rally trim and ready for action.

7 The Sport Quattro's 2133cc engine was not really related to the regular 10-valve unit. For a start, the block was changed from cast iron to ribbed aluminium and the number of valves doubled – the head design is quite similar to that used on the 1986 Golf GTI 16v. A massive intercooler and bigger KKK turbo were used to boost power and raise torque to 258lb.ft at 3700rpm – still very driveable. 17.4psi of boost was well within its safety margin, and competition versions developed 592bhp by 1986. The slightly smaller 2133cc capacity was to bring the car in at under 3-litres with the 1.4 turbo multiplication factor used by the FIA. 2144cc multiplied by 1.4 is, annoyingly, 3001cc!

8 The Quattro didn't really lend itself to facelifts, but

Audi made a few changes. For 1983, the Audi 80 style analogue instruments were replaced by a new digital set up, whilst at the same time the original four small square headlights were replaced by a single oblong unit per side. The rear suspension geometry was also revised. The main facelift, however, came in 1985 with a new sloping front grille, lights, bumpers and trim, but the biggest problem was the dismal looking facia – a problem Audi never got around to fixing.

9 Mechanically, Audi constantly revised the Quattro. A Torsen (TORque SENSing) centre diff replaced the Polo based item in 1987, and of course the new alloy block 20-valve engine arrived in 1989. In between these was the new 2226cc 10-valve engine in 1987, launched as the Audi five-cylinder engine was revised for the 90 and 100 saloons and a standardised 2226cc capacity. The 20-valve engine was an alloy block unit giving 220bhp at 5900rpm, still with 2226cc.



10 Early cars were all LHD and VW Audi imported only 163 cars between 1980 and 1982. Companies such as GTI Engineering and David Sutton Motorsport did RHD conversions until RHD were starting to be built and imported in late 1982. The ultimate rarity in Britain is not the short wheelbase Sport Quattro, but the three RHD factory Treser Roadsters – at £40,000, these cars were built from 1984 Coupés by ex-Audi engineer Walter Treser. Good luck even seeing one, never mind buying one.

CM

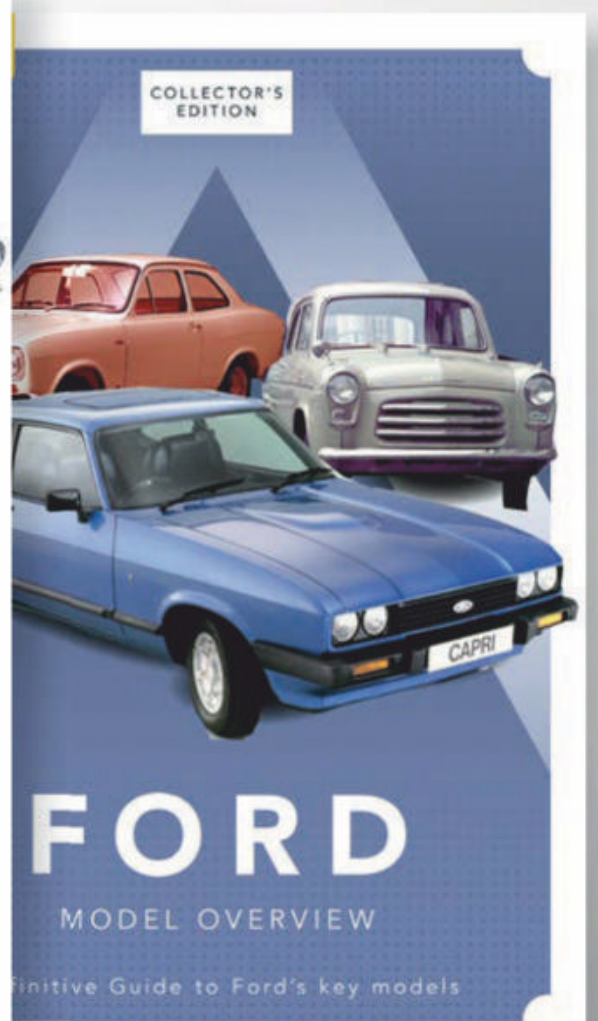
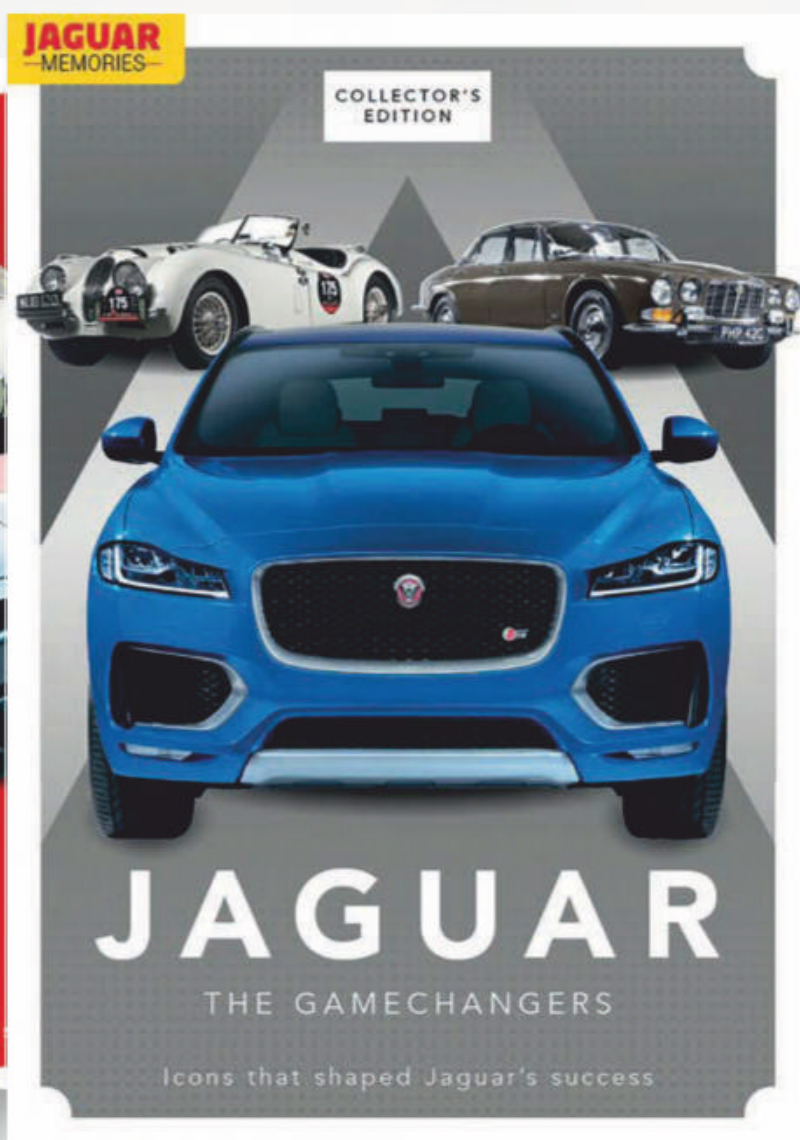


The Audi Sport Quattro had 12.5in cut from the centre and a shorter wheelbase than a Metro.

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MORRIS MINOR PROJECT

PART 4: FRONT SUSPENSION REBUILD



This issue the front suspension on our 1967 two-door Morris Minor saloon goes back together, but inexperience means that the work takes longer than it should have done. We get there in the end, though! Report: **Simon Goldsworthy**

Last issue we detailed the strip down of the offside front suspension, a task done to enable us to fit an adjusting plate behind the torsion bar lever and also to replace some time-expired suspension bushes. We had got as far as removing the torsion bar by knocking the wishbone back on its splines, but with the adjusting lever stuck fast to the other end.

We'll pick the story back up with a tale showing how apparently simple jobs on a classic can spiral out of hand, and how the workshop manual can lead astray as easily as it can guide you. It all started in this case because the rubber bushes in the top trunnion on the OS front suspension looked a little suspect, and given how poor they were in the eye bolt, I figured I should replace them as a matter of course. So instead of buying individual bushes, I bought a polyurethane kit for the whole car.

The top of the king pin/stub axle assembly screws into a top trunnion, and it was the bushes in this that I wanted to replace. The damper arm pivot bolt goes through these bushes, protruding forwards and into a

tapered housing on the end of the damper arm where it is secured with a castellated nut and split pin. At the back there is a large nut secured on the other side of the top trunnion, along with a tab washer.

The workshop manual says blithely: "*To disconnect the upper link from the damper arm, release the tab washer and unscrew the rear pivot nut. Remove the castellated nut and drive the damper arm pivot bolt from the damper arm.*" Hmm, sounds easy enough. I should have ordered new tab washers when I place my initial order, but then again I hadn't realised I would be going quite this far. Never mind, I could always make up my own.

However, the castellated nut proved more of a problem. It had obviously not moved in a long time, and the split pin was so rusty that it broke when I tried to straighten the legs. Then the closed end snapped off when I tugged on that. I should have drilled out the remains, but there was so little left that instead I fitted a good six-sided socket to the nut, and with a long lever wound the nut off, breaking the protruding remains of the split pin in the process.

I've completed similar jobs this way in the past with no problem when a split pin has been rusty and broken, and then been able to knock the remains of the pin out using a drift. But this time some of the pin must have got trapped under the castellated nut because it made a bit of a mess of the threads. Rather than try cleaning them up on such a safety critical component, I now I had to replace the entire pivot pin.

The king pin trunnion/upper link came off it easily enough, but nothing I could do would persuade the pivot pin to come out of the tapered housing in the damper arm. I tried heat, but I don't think my feeble gas-canister blowtorch is man enough for this kind of job. I tried winding the castellated nut back on to protect the threads, supporting the damper arm and shocking it free with a copper hammer – nothing. Because the thick washer that butts up against the rear of the tapered housing is part of the pivot, I couldn't get a puller or balljoint splitter on. And though I tried using a forked balljoint splitter between the housing and the washer, I was unwilling to put enough shock force



1 This lever needed to slide forwards on the torsion bar splines so that we could fit the missing adjuster plate between it and the crossmember. When making final adjustments, it is handy if you can move the lever on the car, but ours was stuck fast behind a build-up of rust, wax and general grime.



3 It is easy to see why the lever arm was not keen on sliding along the splines. We were now able to clean up the splines, the torsion bar and the lever, applying a thin coat of paint on the cleaned metal everywhere except the splines themselves. The hope is that with everything cleaned and greased, adjustment on the car will be simple.



5 With the split pin so rusty that its legs snapped off when they were straightened, Simon opted to twist the nut off using a snug fitting six-sided socket. He would have been better off drilling out the remains of the split pin first, because it appears that some pieces of metal got trapped and damaged the pivot bolt's threads.

through the damper unit to persuade the two to part company.

So in the end I had to remove the whole damper (more tab washers needed here) and take the damper/pivot assembly to Hall's Garage. There, Steve Hall heated the tapered housing up properly with a fierce heat from the oxyacetylene torch, then hit it on each side simultaneously with a pair of heavy hammers. To my amazement, after half a dozen hits the pivot popped free of its own accord.

However, we now come to the punch line of this sorry tale, because none of this was actually necessary! This is the problem



2 In the end it took considerable force with a copper hammer to knock the lever off its splines. A large socket was used as a drift to apply force all around the lever's head rather than on one side at a time and so causing it to twist. A block of wood was placed on the floor under the other end of the torsion bar to protect that.



4 Returning now to the car, the upper link is screwed onto the top of the king pin. The damper arm pivot bolt goes through this link. At the forward edge it then goes through the lever arm of the damper. There is a split pin under that rust protection, and you can see the manky edges of the rubber bush against the link.



6 At the other end of the pivot bolt, it is secured to the bush in the upper link with a thick washer, followed by a thinner tab washer which is bent to lock the nut in place. Fortunately none of these caused any great difficulty, though new tab washers were added to the growing list of parts required.

with workshop manuals, where jobs tend to be detailed in isolation – how to remove the damper, how to remove the trunnion, how to remove the vertical link etc – but they are not always very well cross-referenced. So this instructed me that in order to disconnect the upper link from the damper arm, I needed to follow the procedure I've outlined above. However, with the rest of the suspension already disconnected, I could just as easily have left the pin in the damper arm and slid the king pin and its top trunnion backwards and off to access the bushes. Ho hum.

«



7 With the nuts all undone, the upper link could then be moved backwards and off the damper arm pivot bolt, allowing the rubber bushes to be knocked out. This could have been the end of the saga if Simon hadn't already damaged the threads on the other end of the bolt – such are the joys of learning as you go along!



8 The rubber bushes themselves were nowhere near as badly deteriorated as the ones in the eye bolt had been (see last issue and overleaf in this one). Certainly they would not have allowed metal-to-metal contact between the pin and the top link, but the holes were slightly oval rather than round and the rubber was very soft.



9 Since the damper arm pivot bolt was stuck fast in the tapered housing of the damper arm itself, Simon decided that the safest course of action (ie the one that would not then damage the damper unit itself) would be to remove the damper along with the pivot bolt. The damper is held to the bulkhead by four bolts with tab washers.



10 At Hall's Garage, the damper arm was secured in the bench vice. What looks like a large washer sitting against the damper arm is actually an integral part of the pivot bolt, so it is not possible to use a puller to push the bolt out, nor is it possible to get a forked arm in anywhere so that you can use a balljoint splitter.



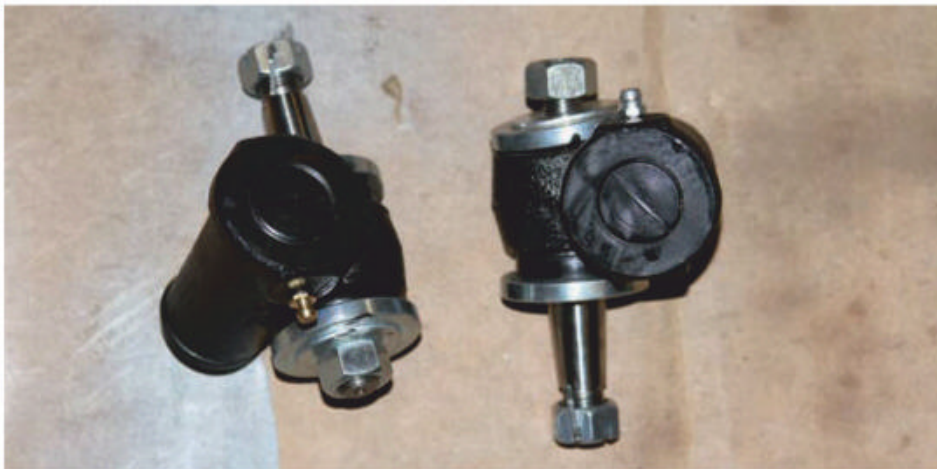
11 Steve Hall's solution was simplicity itself once you have the necessary tools – and of course the necessary experience! First he heated the tapered housing up using oxyacetylene, then he used two heavy hammers to hit each side of it at the same time. After half a dozen solid whacks, the pivot bolt started to move.



12 It then just required a light tap on the damaged threads to pop the bolt right out, acting all innocent as though it hadn't been the cause of so much grief. It meant buying a new pin, but as these were temporarily unavailable on their own, Simon opted to buy two new and complete upper links for £19.80 each.



13 While the damper was out and access was easy on the bench, we removed the filler plug to check the fluid level. The manual says to use shock absorber fluid, but that 20/50 engine oil is an acceptable substitute. It didn't matter in this case as the damper was full to the brim.



15 The new upper links were advertised as UK-made, but curiously one of the pins had been assembled the wrong way round. That wasn't a major problem as we had to take them out anyway to replace the rubber bushes with the polyurethane ones that had come in our kit, but it could have been very confusing.

17 We then hit another snag when the new link would not wind all the way down the threads on the king pin. Disappointed, we opted to reuse the old trunnion, which still felt in perfect condition and which wound down the king pin smoothly until its rubber seal was sitting on the unthreaded portion.



19 There was always going to be some guesswork involved in the initial settings because the lever against the crossmember was going to be lower, and the new bushes in the eye bolt would move things from where they had been before. That's why we took height measurements last issue which we copied during reassembly.



14 We resecured the damper to the bulkhead using new tab washers, adding copper grease to the bolts to stop them seizing and then bending the tab washers over with some long-nosed pliers before knocking the tabs firmly against the bolt heads with a drift and a hammer.



16 The pivot bolt was lubricated with silicone grease to suit the polyurethane bushes. Its securing nuts were not tightened fully at this stage though, as that should be done when the car's weight is back on its wheels, otherwise the bushes will twist and be stressed unduly when the suspension moves to its position of rest.



18 The securing bolt on the torsion bar lever passes through this slot in the crossmember. Between the two should be an adjuster plate with a number of holes at different heights. Each successively lower hole raises the height of the car by 1/4in. Moving the arm round one spline on the torsion bar changes the height by 1 1/2in.



20 The kit of polyurethane bushes included a pair for the wishbone tie bar on each side. As you would expect they were much harder than the rubber ones fitted, but they were also considerably thicker. We had to use thinner spacer washers between the wishbone fork and the wishbone before the tie bars would fit.

«



21 The manual says that to measure the ride height correctly, you need to measure the height of the inner and outer fulcrum pins from the ground and the difference between them should be $1\frac{5}{8}$ in. We got a difference of $1\frac{3}{8}$, and decided that was close enough for now because our next step...



22 ...was to do the same again on the nearside. Having learnt from our experience on the offside, this time we didn't attempt to remove the pivot bolt from the damper arm, merely moving the top link off the bolt so we could knock out and replace the rubber bushes. Needless to say, it was a lot quicker!



23 Because we didn't need to fit an adjuster plate on this side, we only knocked the wishbone arm back far enough to clear the spigot pivot rather than off its splines entirely. Once again the eye bolt bush had virtually disappeared, allowing the fulcrum pin through it to wear the eye bolt oval.



24 The car had been sitting slightly lower on the nearside than it did on its rejuvenated offside suspension, but only by half an inch or so. Fitting new bushes in a new eye bolt lifted it sufficiently to have each side of the car sitting within $\frac{1}{8}$ in of each other, at $25\frac{1}{2}$ in from ground to wheelarch on the offside and $25\frac{3}{8}$ in on the nearside.



25 After all this dismantling and reassembly of the front suspension, it made sense to check the tracking afterwards. Pushing the car over the Trakrite gauge showed only minimal toe-in, well within acceptable limits and ideal for a RWD car which tends to push the wheels out slightly when being driven.





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Iain Ayre Contributor

An expat motoring author and journo resident in Vancouver, Iain was unable to resist the opportunities that comprise his fleet of projects, but is also unable to muster the focus, energy or organisational skills to complete them.

MY FLEET

1947 BENTLEY MKVI

OWNED SINCE: 2015
ENGINE: 4.25-litre straight six

1957 BENTLEY S1

OWNED SINCE: 2019
ENGINE: 4.9-litre straight six

1958 CHEVROLET DELRAY

OWNED SINCE: 2005
ENGINE: 5.7-litre V8

1972 TRIUMPH TR6 PROJECT

OWNED SINCE: 2019
ENGINE: 2500cc straight six

1974 MINI MARCOS PROJECT

OWNED SINCE: 2015
ENGINE: Cooper-spec 1100cc A-series

1984 DODGE CAMPERVAN

OWNED SINCE: 2009
ENGINE: 6-litre V8

1990 ROVER MINI COOPER RSP

OWNED: since 2016
ENGINE: 1275cc A-series

1992 JEEP CHEROKEE

OWNED SINCE: 2006
ENGINE: 4-litre straight six

1992 MAZDA MX5 SUNBURST

OWNED SINCE: 2015
ENGINE: 1600cc

199X COBRA REPLICA PROJECT

OWNED SINCE: 2007
ENGINE: currently 4.6-litre Ford V8

Persistence pays off in the end



The van lives in the garden, so Iain had to wait for the grass to dry out and the ground get solid enough for him to use his 4WD Jeep Cherokee in low-range first gear to pull the van up to where it could be loaded on to the flatdeck.

Several people have said I should just bin the old Dodge and buy a newer campervan, after it developed an infuriating habit of sometimes driving reasonably well and then sometimes randomly not starting. However, I was not keen on this plan.

The first point in the Dodge's favour is that the van was built for Canada, so it was completely smothered underneath in sprayed plastic foam from new to insulate it for use in temperatures 30 degrees below zero. This also keeps it cool in summer. I am never, ever, ever, going even glam-camping in any temperature lower than welcomingly California or Okanagan Valley fresh, but the irrelevant-to-me underside foam has also meant that there is no rust in the 1984 van. Another bonus is that an in-period infection of emissions-related electronics has been cured during assorted attempts to get the engine running better.

Mostly, I just don't fancy buying a newer but still inevitably oldish utility vehicle, because it will have many unnecessary and aging electronic components from the Atari period, just biding their

time before they fail. This is why I turned down a Bentley Turbo R for \$6000. Which I admit I have since regretted – I should just have bought it and enjoyed myself until it failed to proceed.

The campervan is a very comfy and pleasant way to travel, and even weighing 8000lbs or so, it manages 14mpg on a run. There's cruise and dash aircon, a propane furnace heater with a thermostat, a proper cooker, microwave, fridge and freezer, a cappuccino machine, a hot shower, a drinks cabinet, a library and telly, plus a towbar. Having experienced a trailer

To-do list

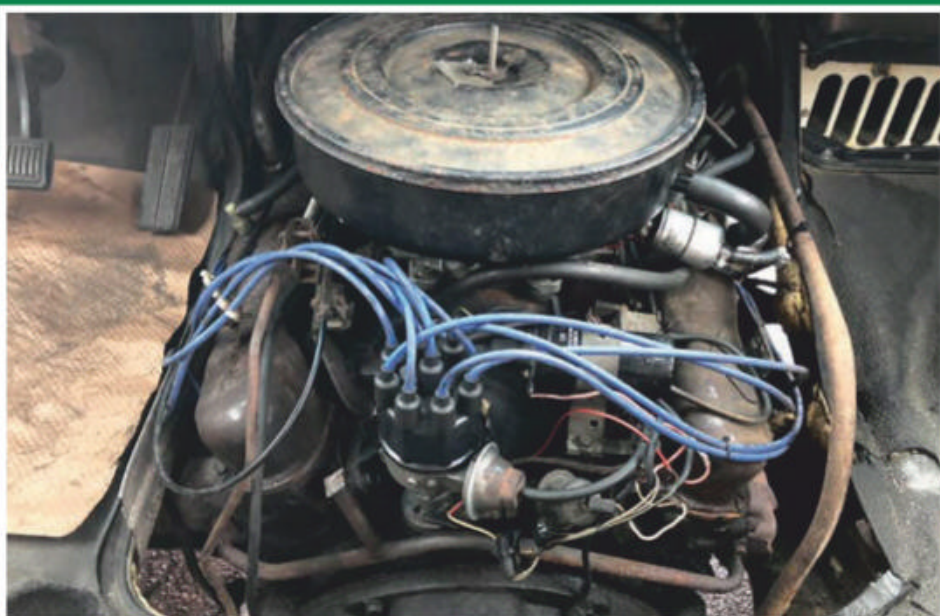
- Reposition B-post on prototype Cloud conversion
- Charge Chevy battery, run it up to temperature
- Build Marcos and Cobra
- Sell TR6 project

crash, I now only use towing vehicles that weigh at least twice what the towed object weighs, and as I mentioned, the van weighs 8000lbs+.

The Dodge has never run super smoothly, but it was usable. When it started behaving really badly, I went through the usual series of checks for fuel/spark/etc without anything conclusive emerging. The four-barrel carb was rebuilt by a friend who



As you can see, the van is a useful size – not too big and clumsy, but it can carry engines, moulds, bricks, planks and chassis beams, as well as people and dogs on mountainous ambles.



The engine is a small-block Chrysler 360, six-litres, tough as old boots and strong enough to tow dead Bentleys on trailers. It also has a cheeky exhaust and sounds mildly *Bullitt* when pushing on.

spent a decade underground rebuilding carbs for a living, but it was no better. He rebuilt the carb again, reluctant to admit defeat, but still no improvement. So next we changed the full set of service electrics – plugs, leads, rotor arm, distributor cap. Again, no change. It would fire up on Eezistart, but not on petrol.

Okay, bin the electronic distributor and its control box on the bulkhead. You can still buy a proper distributor with contact points. That seemed to help a bit, but there was still no usable power. It might start, but it would die rather than move. Coil? Changed several times. Condenser? That too. Throw the Dodge away? But I like it! Plus it has a quite new, expensive and rather fruity performance exhaust system with a cat (no, it's not blocked) fitted to get it through emissions testing before the testing was abandoned as new cars are fairly clean. Apart from German diesels, obviously.

The van also has a newish power steering box, because four inches of steering wheel slop was a little excessive. All this means I have skin in the game with this van. It's also kept in the garden as a small emergency house to move into if the coming earthquake demolishes our house. And also I'm cheap, except for the idiot obsession with Bentleys.

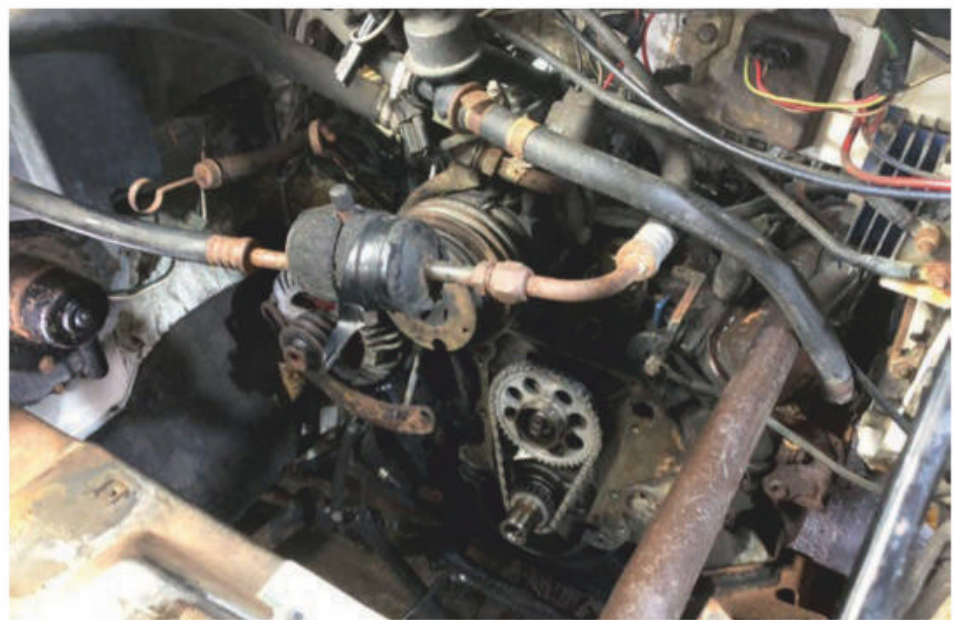
Okay, maybe it's the fuel pump? I changed that earlier and fitted a clear filter in the

line to see what was actually going on. The new pump didn't seem to be sending much fuel through, so now I was thinking about crud in the tank, and there seems to be a redundant return fuel line for some emissions reason. The fuel tank is plastic so it's not rust flakes blocking the fuel line, but grovelling under the 8000lb van on a damp grassy slope, jacked up on bits of wood high enough to get the tank out? Thanks, but no thanks. I didn't give up on the van, but I did give up on fixing it myself.

Shortstop in Tsawwassen is a local garage with a good reputation, unusually still prepared to fix old stuff. I didn't need the van fixed quickly, which was a help for them, so they worked through all the usual routine again and then went a bit deeper and wondered if the timing chain had jumped a tooth. This is a Dodge 360 (5.9-litre) V8, and the timing chains tend to stretch. The garage boys were quite keen to get the van running by now, as pushing 8000lbs in and out of a workshop bay gets stale quickly.

Ok, try replacing the timing chain – none of this domestic American engine repair stuff is expensive. Bingo. Somebody, (not me,) had replaced the chain and timed the engine wrongly. You couldn't advance the distributor far enough to time it properly. While they're at it, new belts, thermostat, weld up a split exhaust manifold pipe.

"The boys were keen to get the van running as pushing 8000lbs in and out of a workshop soon gets stale"



The main culprit in the poor running – a new timing chain set, timed properly, reduced the sulking. Dodge and Chevy V8 parts are very cheap indeed in Canada compared to European vehicles, which offsets the fuel cost to some extent. American vehicles are generally crude, strong, cheap and reliable.

A new puzzle was the pink transmission fluid. Not a rich translucent red, but strawberry milkshake. That's an emulsion of water and transmission fluid. How did a lot of water get into the transmission? The only way is via a split in the tranny cooler part of the radiator. Another \$400 for a new rad, then.

Next, the weak spring on the new points was bouncing so the engine wouldn't rev above 2000rpm. Use a Hall effect switch rather than points? Ok, that's probably worthwhile. The points go in the onboard spares box. The total for all this was about \$4000 (£2300). Cheaper than buying another van, and compared with the cost of the Bentley's transmission rebuild, I'm not complaining.

The Dodge went like the clappers for five miles, then the alternator died and fried the



Transmission cooler inside the rad has split, allowing coolant to get into the transmission. It looks like the 1984 original, so complaining is unreasonable.

battery. This year, the Dodge has gone further on flatbeds than under its own power. There's probably no connection with the other problems, although I'm now suspecting evil spirits. Maybe you have to salute trolls under bridges in Canada as well as Norway? **CM**



This is why the van's worth repairing – it comes with all mod cons, is in very good condition, has lots of room and crucially it can carry Bentley engines with no bother.



Martyn Morgan-Jones

Contributor

Martyn has been passionate about classics ever since he joined the Imp Club back in 1981. If money was no object he'd love to own a 1972 Porsche 911S, an Austin-Healey 3000, a Renault 8 Gordini and another Stiletto!

MY FLEET

1983 DAVRIAN Mk8

OWNED SINCE: 2000

1969 SUNBEAM STILETTO

OWNED SINCE: 1986-1996 and again since 2010

1989 PORSCHE 944 TURBO

OWNED SINCE: 2018

2000 JEEP GRAND CHEROKEE

OWNED SINCE: 2018

To-do list

Davrian:

- Continue with fitting the driver's seat.
- Fit harness mounting points.
- Fit cut-off switch.
- Fit indicator buzzer.

Stiletto:

- Still on hold.

THOUGHT OF THE MONTH

I don't know whether it's an age thing, but the older I get, it's the older cars that I find myself being drawn to. Not just the cars that I grew up with or had in the family, but the wonderful pre-war cars such as those that were on display at the VSCC meet. For me, the attraction is that they are very tactile and elemental creations that have a tangible link with their makers and hark back to a time when motoring was most definitely an adventure.

Are you sitting comfortably?



Martyn's favourite car at the Penyard VSCC New Year's meeting was this simply stunning British Salmson. It was parked alongside Glyn Jones' Austin 7 special.

Since the 944 has been back in my clutches I've used it a few times, including taking it to the Vintage Sports Car Club's New Year's Day meet in Penyard, near Ross-on-Wye, an event hosted by the Morgan Three Wheeler Club and Penyard House. What a fabulous event, and what an astonishing turn-out of vintage machinery. I really wish I had the funds to buy a pre-war sports car. The only downside to the event was that non pre-war cars, even classics, were directed to a rather waterlogged field. The 944 has great traction however, and didn't get bogged down like some other cars, but the underside and wheelarches got rather muddy! Still, at least the underside is thoroughly protected thanks to

the recent restorative work.

Talking of the New Year, one of my resolutions is to finish all the jobs that are still outstanding on the Davrian. Unfortunately, the car is still perched on axle stands as I'm still awaiting the arrival of the sleeved nuts for the front wheels which is a tad irritating, but I have been able to make progress with the driver's seat.

I've three seats to choose from, and after a lot of trail and error plus much pontificating on my part, I've finally decided to use the one supplied by Darrian Cars. It's a nice seat, but due to the harness slots being too high up, I've had to fibreglass these in and cut new slots in the correct place. Luckily, I was able to re-use some plastic surrounds that came off a very old race seat



Darrian supplied me with a lightweight race seat, but the slots were cut far too high. Martyn filled them in, cut new ones and then trimmed them with plastic surrounds.

that I was given many years ago. These surrounds make for a much neater job as they finish the slots off very nicely. I've also primed the seat and then painted it satin black so as to match the Davrian interior.



Primed and painted, the seat is almost ready to fit. Martyn fitted a foam pad on the headrest and edged the seat with black PVC trim. He just needs to add some padding for his posterior!

I then cut a foam pad (10mm thick) for the headrest and edged the seats with black PVC trim. This finished the seat off very nicely, as well as covering the slightly rough seat edge.

The seat isn't actually fitted at present though, as I'm in the throes of fitting attachment points for the four-point race harness I'm intending to use. Oddly, for what was essentially

"Due to most of the undertray's captive nuts breaking free, the heads of these bolts had to be cut off"

a competition-oriented car, little thought was given to this aspect when the car was originally designed, hence it's proving to be a right fiddle! In fact, in order to gain access to where I need to mount one of the lap belt anchors, I have had to remove the undertray. Unfortunately, due to most of the undertray's captive nuts breaking free, the heads of these bolts had to be cut off. But I'm getting there.

Other Davrian jobs I've been tackling include replacing the passenger door seal. The original seal was in a terrible state, and had actually come apart, so I 'borrowed' one from the Stiletto and fitted this in its place. It looks much, much neater. Whilst doing this job, I noticed that the Perspex side windows were in a dreadful state too. Using a mild abrasive and a lot of elbow grease, I was able to remove a good deal of the discolouration and most of the minor scratches. I'm really pleased with the improvement, and can actually see out of the windows now. I then fitted the new wing mirror. It's a Vitaloni California, a Christmas present from my wife.

My son David's Jeep has been into the barn for some work too. Its front brakes have

an alarming and irritating tendency to warp, causing judder. To try and cure this, we fitted replacement discs and also spent quite a bit of time cleaning the calipers, particularly where the sliders operate. The sliders weren't moving very freely, meaning that the brakes were sticking slightly (which is probably why the discs warped). Having cleaned everything, we used red rubber grease on the pins. This grease lubricates the sliders very nicely and doesn't react with the rubber bellows. So far so good – David reports that the judder has been eliminated and the Jeep pulls up straight and secure. Fingers crossed this situation continues. **CM**



The old seal had come apart and was flopping about all over the place. The 'borrowed' seal from the Stiletto fits perfectly and looks so much neater.



Martyn's wife Carolyn bought him this Vitaloni California mirror for Christmas, and it looks great. He needs one for the passenger side next Christmas, though!



The Jeep has a voracious appetite for front discs. A thorough clean, the proper grease and new discs has cured its judder, hopefully this time for the long term.



Mike Taylor

Contributor

Mike is based in Australia and although his Stag and E-type have both been restored to a very high standard, both still require regular maintenance.

MY FLEET

1965 E-TYPE JAGUAR

ENGINE: 4235cc inline-six
OWNED SINCE: September 1986



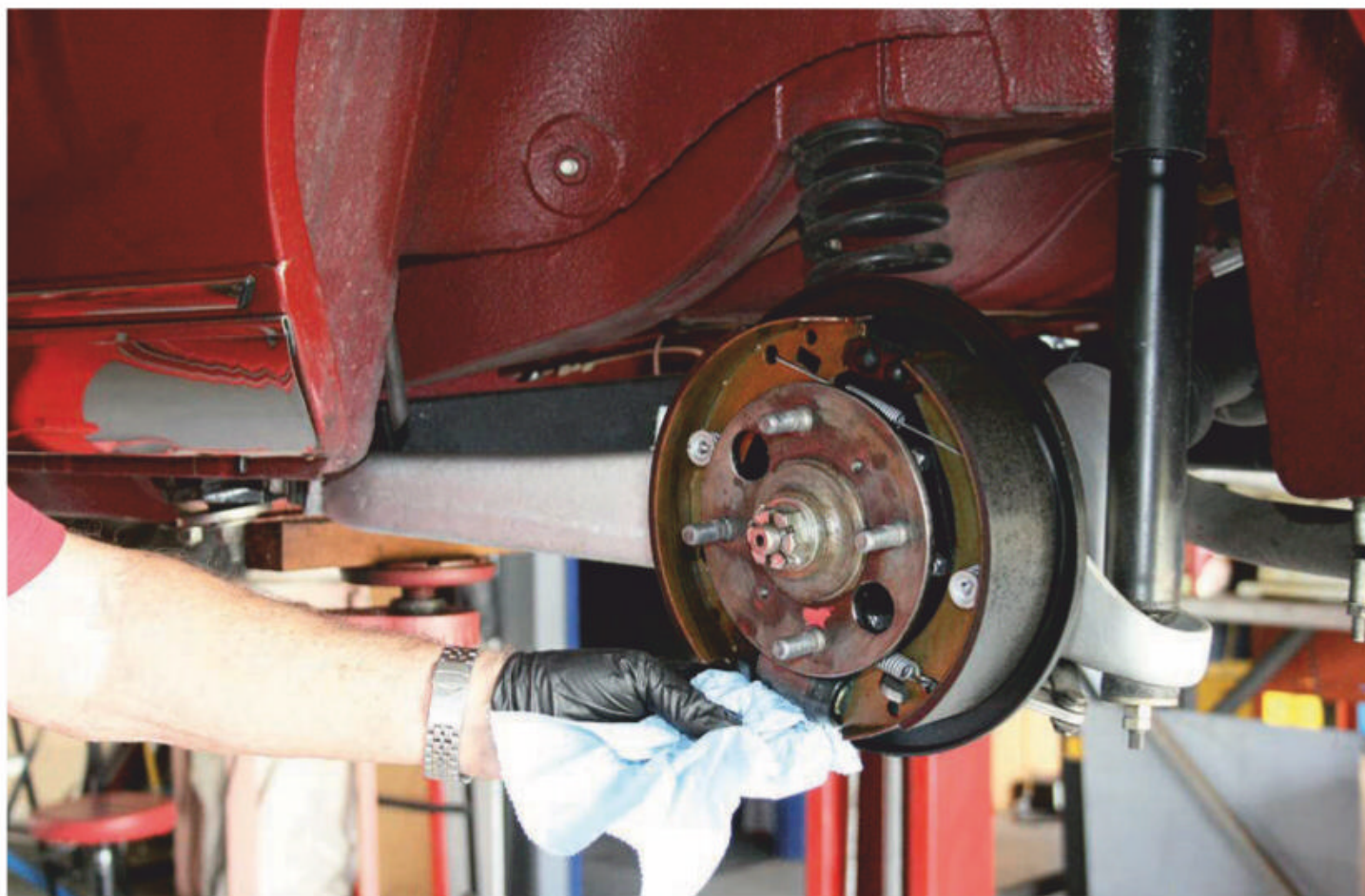
TRIUMPH STAG

ENGINE: 2997cc V8
OWNED SINCE: 2004

THOUGHT OF THE MONTH

This month's travails demonstrated one of the downsides of using DOT5 silicone brake fluid in your classic – its tendency to leak past anything less than a perfect bore and seal. Silicone brake fluid always seems to polarise opinion with seemingly equal numbers for and against its use. I am a committed devotee to it, having used it for 25 years in the Jaguar and in all that time I have not experienced a problem with brake bleeding or a soft pedal, which are probably the most common negative comments directed against it. The system is still in excellent condition, and I reckon that it would have required significantly more maintenance if conventional fluid had been used.

Contaminated Stag rear brakes



A weep from the lefthand rear brake cylinder on the Stag had contaminated the brake linings.

Whilst the Stag was on the hoist waiting for the replacement top bearings during the caster angle change process detailed last issue, the spare time was utilised by checking the underside items including differential oil level, greasing the driveshaft splines, inspecting the exhaust and other mountings. During the visual inspection I noticed what looked like dampness on the lefthand rear brake backplate, so further investigation was required.

After removing the road wheel, the two brake drum retaining screws were undone



The cylinder is secured in position with this horseshoe clip.

and the brake drum slid off – one advantage of working on a recently restored car is that there are no issues with seized screws or rusted-in-place drums, all items releasing easily. Sure enough, with the drum off it was clear that the brake cylinder had been weeping for a while, and unfortunately the brake fluid had also contaminated the brake linings. Reusing brake linings after cleaning brake fluid from them is not a sensible idea, and in this case it was silicone fluid that had leaked and that would have soaked into the pores of the material and be impossible to remove.

New components were required – a new set of brake

shoes are not a huge cost when compared with the safety aspect, so an order was placed for a replacement lefthand cylinder, plus a new set of brake shoes and a repair kit for the other rear cylinder that, after checking, was confirmed not to be leaking. In the meantime, the brake drums and wheels were replaced so that after both front struts and drag links were refitted, the car could be lowered to the ground to allow the adjustment of the camber and caster angles.

Once this was complete, the Stag was once again raised on the hoist and both rear wheels and brake drums were removed. A complete stripdown and inspection of

To-do list

- Investigate tight window winder operation in the Jaguar
- Cure the slow operation of the Stag passenger door window
- Replace the Jaguar light gaskets
- Replace some of the Jaguar door seals



Prior to fitting the new brake shoes, the adjusters had to be transferred from the old ones.

both rear brakes was to be carried out, including removal of the wheel cylinders and handbrake mechanism. The screwed adjustment on the handbrake cable was loosened, so that the clevis pins could be withdrawn after removing the retaining split pins. The Stag rear brakes are fitted with three brake shoe return springs, one of which connects with the handbrake lever and adjustment mechanism. All three are quite strong and were removed using large pliers to gain a good grip on the spring ends and a screwdriver to ease away from the shoes. There are also two retaining springs that hold the shoes against the backplate that are removed by pushing and twisting the clip so that it disconnects from the pin that is inserted through the backplate. The brake shoes can then be unhooked from the handbrake lever and removed.

The wheel cylinder is located into the backplate on a spigot that also acts as the hydraulic connection point. There is a flexible hose between the chassis and trailing arm, with a solid pipe along the arm to the brake cylinder. Firstly the flare nut on the end of the flexible hose was unscrewed and a plug screwed into the nut to seal the end so fluid did not leak out over the floor. After unclipping the solid hose from the trailing arm, the pipe union was unscrewed from the wheel cylinder and removed, allowing the horseshoe clip to be extracted from the brake cylinder spigot, freeing the wheel cylinder.

An examination of the wheel cylinder indicated little wrong with it. There were some minor markings on the bore with some wear on the rubber seal

which must have been all it took to allow the leak – one of the disadvantages of silicone fluid is that it is more prone to leakage than standard fluid. The replacement cylinder had now arrived, so it was stripped and cleaned, lubricated with DOT 5 silicone fluid, reassembled and fitted to the backplate with the horseshoe clip. The hydraulic pipes were then reconnected.

Prior to fitting the new brake shoes, the automatic adjustment ratchet needed changing over from the old shoes. This involved removing the clips holding the locating pins for the adjuster and locking pawl, cleaning the components and refitting them to the replacement shoe. The end of the handbrake lever locates into the slot in the adjuster so that as the linings wear, the pistons push further out of the cylinder

until the handbrake lever moves the adjuster sufficiently to click into the next ratchet groove, preventing the springs from returning the piston to its previous position.

Both shoes were fitted to the backplate ensuring the handbrake lever was correctly fitted to both shoes, then held in place by fitting the two retaining springs. Next came replacing the return springs, which I always find a struggle – the top one is the easiest so that is fitted first, but the bottom two are more difficult. I never seem to have enough hands, so use a clamp to hold the shoes, leaving both hands free to manoeuvre the springs into place. Usually I use a loop of wire hooked around the free end of the spring that

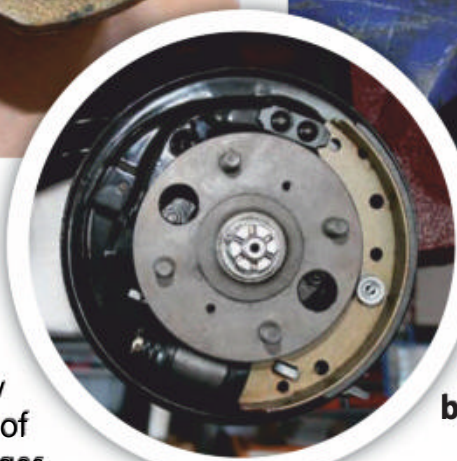
can be gripped with locking pliers and then levered into the correct location with help of a screwdriver.

The righthand side rear brakes were also stripped, although there was no sign of leaking fluid. The area under the rubber dust caps was damp with fluid, but this could have been from the lubrication I had applied at the rebuild. The cylinder was stripped and inspected and looked perfect, but just to make sure a cylinder hone was used to polish the bore prior to rebuilding the cylinder with new rubber components. Both rear brakes were then bled, the handbrake cables connected and the cable adjusters tightened to remove free play from the handbrake lever. Job done!

CM

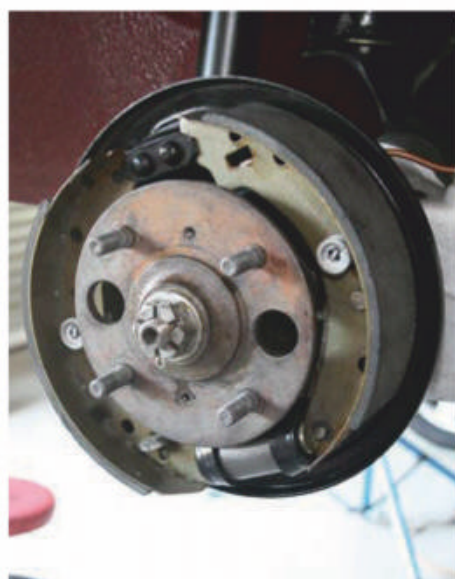


ABOVE: The lefthand cylinder bore was polished and fitted with a new kit as a precaution.

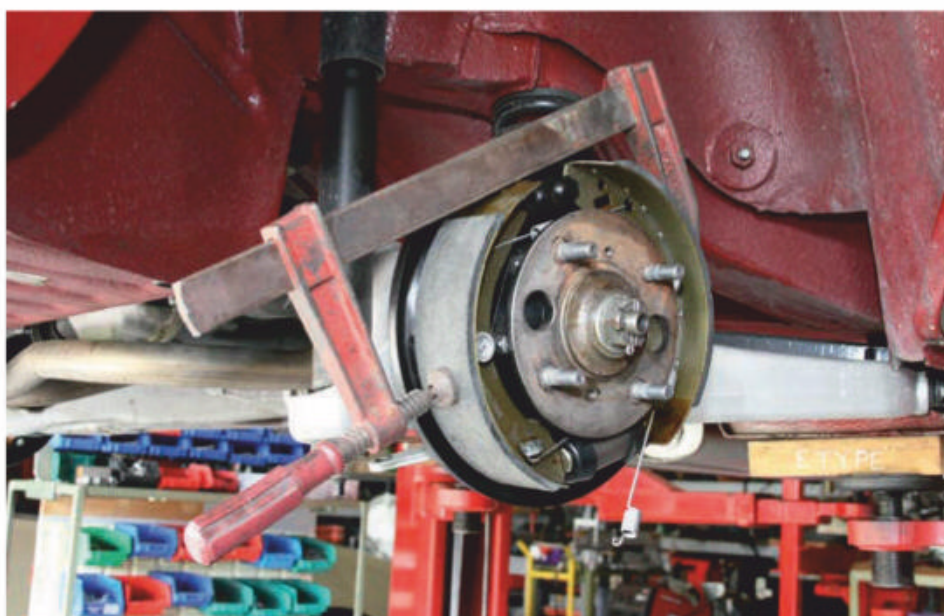


LEFT: The handbrake lever was slotted through the backplate prior to fitting the first brake shoe.

"One of the disadvantages of silicone fluid is that it is more prone to leakage than standard fluid"



The second shoe's been fitted, ensuring the handbrake lever locates in the adjuster slot.



Mike used a clamp like this to hold the brake shoes in place whilst the return springs were stretched and located.

EJ WARD
MOTOR ENGINEERS



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Peter Love Contributor

Peter Love is Kelsey Media's group editor-at-large: he created its tractor and commercial vehicle titles. However, he is also a keen car owner and loves working in his workshop on his two Allards when time allows.

MY FLEET

1948 ALLARD M DROPHEAD COUPE 674G

ENGINE: Ford V8 Flathead 21 Stud
3622cc 85hp

OWNED SINCE: 2016

1949 ALLARD P1 SALOON 1517

ENGINE: Ford V8 Flathead 21 Stud
3622cc 85hp

OWNED SINCE: 2017

To-do list

- Build up snail cam adjuster, as it doesn't lock brake shoes to n/s rear brake drum
- Bleed brakes again after new master cylinder fitted
- Get back to that fuel gauge - it's playing up again!

THOUGHT OF THE MONTH

I have decided to stage a Drive It Day event on Sunday 26th April, as in this area of East Sussex there doesn't seem to be anything to attend locally to celebrate the day. Normally, Richard Wade and I take out vehicles for a run, so, I thought, why not have others come and join us? The idea is to stage the event for charity, with an 11am gathering at Bodle Street Green, then after refreshments and eats we all take to the road at 1pm, travel to a private vehicle collection then head back for cream teas. Why not join us? For more details, call 01323 833125.

Petrol and brake woes on the Allard



The set-up in the rear end of the Allard P1 is very solid when you get down to it, even though it does not look too pretty. Peter had to remove the wooden board to access pump and pipes.

Our Bodle Street Green Tractor Trundle and Vehicle Display in October got through, even though it didn't stop raining until 9am on the morning of the event. Some 86 tractors came, three steamers, seven commercials, but only five classic cars I had spent some considerable time visiting seven car shows to hand out leaflets and was promised over 30 would attend. However, the uncertainty over the weather certainly put the car owners off, which was so disappointing.

The objective was to have something for the punters to see when the tractors left for their road run, with lots of

lovely cars and other machinery before the tractors returned to base at 1.30pm. Well, there was plenty going on, but not many classic and vintage cars. In fact, by early afternoon the sun came out and we had a wonderful evening as I cleared up. The most interesting car was a 1957 OSSA sports car from Seaford.

I had written to the villagers as I didn't have any marshals, and this produced 10 excellent people, including two fine raffle ticket ladies who dressed up for the occasion. From the event we were able to raise £820.50p for Headcase Cancer Trust, not as much as I had hoped, but certainly

better than nothing. I hope we can have 40-50 classics here on Sunday 4th October 2020, so do make a date and come along. All exhibitors and marshals were given free teas and coffees at the event and Victor Farr's mobile cafe was well appreciated.

With the event completed and everything back in the sheds, it was time to get on with the P1 again. But before getting stuck into that, I flew to Toulouse where my colleague and I picked up our hire car. We were heading to Tractomania in the town of Caussade, which on this particular weekend is taken over by 350 trade stands and over 600 vehicles, including a vast number of classic cars placed at the top end of the town by their war memorial. We were able to see Hotchkiss, Renault, Peugeot, Panhard and various rare makes like Aronde, plus huge multi-cylindered stationary engines that were fired up along with the Packard-Merlin engine with no barriers around any of them - this was France, of course!

This event is in its 29th year and is very popular. Even though it's called Tractomania, there are many car traders here who do good business, particularly the various electrical traders with their many light





ABOVE: Not a pretty sight – the hidden part of the overflow pipe had seen better days.

RIGHT: All rebuilt and painted in Hammerite, this is the steel end of the overflow pipe.



clusters and more. There was a host of literature, memorabilia and model traders too – everything goes at this event. After a day and a half of it I had seen enough, but I'd thoroughly enjoyed myself and came away with some books and a sheet of cork which will be useful if I need to make a petrol sender gasket for the unit in the Allard's boot.

Back to reality and the petrol problem. After debunking the spare wheel, tools and so on, I was down to the plywood floor. It didn't come out very easily and I had to cut off the heads from a couple of coach bolts with a hacksaw blade. Looking down at the dusty fuel tank and a number of squirrel nuts I hadn't hoovered up before, the overflow rubber pipe was pulled off the fuel tank, which was not clipped up to the breather pipe. Interesting...

After jacking the car up and

placing axle stands in the relevant places, I was able to remove the rear wheels. I could now get to the overflow clip, but while the nut came off easily, the clip itself had seen better days. With the hose removed I could see why the fuel had leaked out like it did – there was a rubbed through hole. I also now understand how it all works.

While I was in this area I decided to check whether the reserve fuel solenoid worked. It does, but operates from a dodgy switch in the boot, which I am in the process of replacing and tidying up the wiring and fuse. I had an air lock in the summer when I went to start the engine on the Allard and had to bleed it at the Solex carburettor, so decided to go through the metal and rubber pipework in the boot here. It's made up of 6mm and

8mm diameter pipe, and while it doesn't leak, it is rather old and a bit of a mess. I decided to replace it all with ethanol resistant hose, along with a new Facet fuel pump and fuel filter, all in 6mm and so keeping it just one size.

Many thanks to the editor for putting me in touch with Car Builder Solutions, of Staplehurst in Kent (tel: 01580 448007) who I have found to be very helpful indeed and not overly expensive. We have had one or two false starts, but we are getting there now. They had much of what I wanted in stock, and their next day tracker delivery is very good.

However, I was disconnecting the o/s battery in the floor by the brake and clutch pedals when my hand slipped onto the brake pedal, and to my horror the brake pedal went to the floor! I was disappointed about this as the wheel cylinders are all new, but there was nothing for it but to open the master

cylinder section in the floor. I took the cap off to find no fluid in the header tank.

I topped the fluid up and placed a milk bottle by the master cylinder outlet shaft seal. I left it overnight and in the morning inspected the situation to see that all the fluid I had put in the night before was in the bottle, proving that the master cylinder seal had gone completely, even though it was fine the week before.

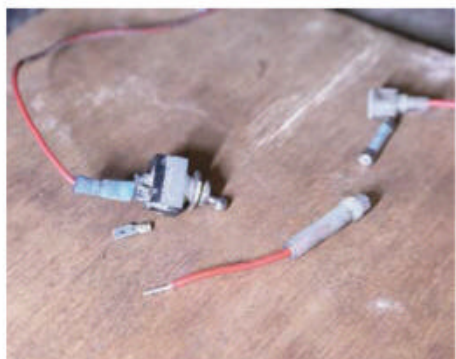
Fortunately I do have a new Lockheed master cylinder in stock, having bought one from Powertrack at £130 earlier in the year, so that's another job to do when I've finished messing about in the boot. **CM**



The old fuel pipework with the new overflow hose temporarily placed on.



The replacement over flow pipe clip which Peter bent to shape after warming it up on the cooking hob.



As can be seen, the reserve tank switch terminal has broken off.



Seen at Caussade in France – the bodywork of this Citroën 2CV is all in wood!



Rob Hawkins Contributor

Rob confesses to a borderline addiction to cars, especially ones he can tinker with, which has inevitably resulted in him owning a variety of classics. He's not a purist when it comes to originality and is always keen on modern upgrades, admitting he wouldn't refuse an electric-converted classic.

MY FLEET



1977 VOLKSWAGEN TRANSPORTER

ENGINE: 1584cc air-cooled flat-four
OWNED SINCE: July 2010



1998 MAZDA MX-5 MK2 (NB)

ENGINE: 1840cc inline-four
OWNED SINCE: May 2012

To-do list

- Investigate binding front brakes
- Fix engine lid hinges
- Eliminate fire risks

THOUGHT OF THE MONTH

When mounting points don't line up, it's easy to blame poor manufacturing, but sometimes it helps to simply loosen everything first.

The tow bar has enabled Rob and his family to transport four bikes for day trips and holidays.



Ready for the holidays

VW Transporters, including Split Screens, Bay Windows and T25s, were once the daily family transport and accommodation for holidays. So despite the fact that my VW is 43 years old, I'm determined to use it for as many family holidays as possible, including camping trips. Hence I've built my own kitchen unit and installed an electric fridge and gas hob along with an electric hook-

up, leisure battery and split-charge system. Luckily, the van was already equipped with a full-width rock-and-roll bed in the back, and I've updated all the seatbelts to be able to accommodate six people.

I'll no doubt discover more adaptations to make this VW suitable for holidays, but this month I tackled a couple that seemed imminent – fitting a tow bar and swapping the standard exhaust system for a

stainless-steel Quiet Pack. My reasons? The tow bar enables me to transport four bikes, and the new exhaust system preserves my children's hearing, although not being able to hear them over the noise of the engine does have its advantages...

I intended to start by fitting the exhaust system, followed by the tow bar. But typical of any such jobs, more tasks were soon added to the list,



With the promise of reduced engine noise, Rob gets stuck into fitting a quieter exhaust system.



Brute force or ignorance? Rob could have slackened the exhaust manifold nuts and saved himself from swearing.

especially when I decided to deal with the rust on the inside of the rear bumper and on the engine tinware. A day's work soon grew to a long weekend.

The last time I changed an exhaust system on a VW air-cooled engine was in 1990 when I had a Beetle-based Karma kit car (a poor man's Ferrari Dino lookalike), so I had a rough idea what I was letting myself in for. The old exhaust system was straightforward to remove, once I'd extracted the large piece of tinware from the back of the engine bay.

The new system from Just Kampers comprises a tubular system with a separate silencer. I fitted the tubular system first and discovered it was a tight squeeze. A length of wood and some leverage eventually saw it fitted, although I could have loosened the manifold nuts instead. The silencer

bolted straight on and after running the engine to listen for leaks, I switched off and double-checked all fittings were sufficiently tight. The difference in engine noise was immediately noticeable, and when I later test-drove the van, it was much quieter from the inside. I'm looking to improve this further in the near future with soundproofing.

The next job was to fit the tow bar. This requires the rear bumper to be removed along with the bumper mounts, which was a good opportunity to rust-protect and paint the mounts and the inside of the bumper. I also treated the engine tinware, which had some surface corrosion.

The tow bar is secured to the bodywork mounting points for the bumper mounts, although the bumper mounts are also refitted to allow the bumper

"Typical of such jobs, more tasks were added to the list and a day's work soon grew to a long weekend"



Surface corrosion on the engine tinware was cleaned off before a couple of coats of POR-15 were applied to protect it.

to go back on. Working on my own, I realised the heavy tow bar was going to be difficult to lift into position, so I used a trolley jack to raise it before fitting new mounting bolts.

I then got to grips with the electrics, splicing into the existing wires for the tail, brake and indicator lights. The wiring diagram supplied with the tow bar helped me here as I'm new to this. There was a worrying moment when a dodgy earth saw everything lighting up, but this was fixed by fitting a new screw for the earth point.

With the tow bar fitted and the electrics working, I bought a French-manufactured bike carrier (Automaxi) and it has worked well, transporting four bikes and having a tilting system to allow access to the engine. As for the exhaust system, it's definitely much better, but my children still complain. That's because they are used to modern vehicles where engine noise is merely a background hum that can be drowned out simply by turning on the radio. There's no pleasing some people. **CM**



The tow bar is designed to fit neatly behind the rear bumper and onto the existing bumper mounting points.



With a vague knowledge of vehicle electrics, Rob followed the instructions and wired up the electrics for a seven-pin socket.



Will Armston-Sheret

Contributor

Will has quite a fleet of Morris Minors. He's recently completed restoring his dream car, a 1950 Morris Minor Lowlight, and has another project of the same year waiting in the wings.

MY FLEET

1965 MINOR

ENGINE: 1098cc inline-four

OWNED SINCE: 2012

1967 MINOR

ENGINE: 1098cc inline-four

OWNED SINCE: 2010

1950 MINOR LOWLIGHT SALOON

ENGINE: 918cc sidevalve inline-four

OWNED SINCE: 2012

1970 MORRIS MINOR VAN

ENGINE: 1098cc inline-four

OWNED (BY MUM) SINCE: 1980

THOUGHT OF THE MONTH

Working on more than one car seriously dilutes the visible rate of progress – when possible it's best to focus all of your efforts onto one project to get the car back on the road.

To-do list

- Re-fit front hockey sticks chrome
- Re-fit lights DONE
- Re-fit interior DONE
- Source 1275 Morris Minor to Marina gearbox engine plate
- Cut back paint
- Lowlight:
- Re-apply rust proofing
- Touch up paintwork
- Fix Door lock
- Replace cracked headlight
- Service



Lily, Will's 1967 four-door Morris Minor, was re-assembled into a fit state to drive the few miles back home.

Back home, but not quite done

The trouble with using someone else's facilities is that you have to work at their pace. This is particularly problematic when your usual rate of progress is much slower than theirs! As some of you may remember, last month I was using a friend's spray shop to repaint Lily, my 1967 Morris Minor four-door saloon, and at the close of play last month I'd left the car in primer.

My friend has since applied the colour, and once the topcoat had hardened, we embarked on a busy and intense period of work to put Lily back together enough to make her road-legal to drive home. To those of you who have re-assembled a classic

car, or most mechanical things for that matter, it will come as no surprise to you that it takes considerably longer to reassemble something than it does to take it apart. The windscreens, for example, can be removed in a matter of minutes, but refitting them is several hours' work.

This was the first job I decided to tackle. We've had plenty of trouble with leaking front and rear screens in the past, and so used plenty of windscreen sealant along with new screen rubbers. The front screen went in easily, but the rear was a real battle to get right and required several attempts. Sealing them is a horribly sticky job and despite

our best endeavours, of course black sticky sealant went all over the lovely new paint. Thankfully paraffin and soft cotton rags got this off the paint whilst still wet, but all the same, it's rather disconcerting to see your lovely new paint plastered with jollop.

The next task was to re-fit the boot and bonnet. These are also very easy to remove, particularly when you aren't too worried about the paintwork. Re-fitting them is a different affair, as you've got to be far more conscious of panel gaps and getting them to close and



Whilst they were removed from the car, Will took the opportunity to re-paint the sill finishing plates.



The rusty front grill was de-rusted and repainted in zinc primer.



Although there are some rust flakes, the wax inserted into the sills seven years ago has done a good job at keeping rust at bay.

latch properly, whilst every screw, nut or washer never seem to fit back together quite as easily as they came apart.

I then turned my attention to the door tops, before moving onto lights, wipers, screen washers and number plates. Finally the car was in a condition where it could be safely driven home.

Once safely back at base, I needed a few days to catch up with the rest of my life before starting on the rather long list of jobs to complete before the car could be pushed back into revenue earning service. This also included jobs that it made sense to do while the car was taken apart, such as repainting the sill finishers. With these removed, I also thought it sensible to take the opportunity to get more Waxoyl into the body cavities.

One really good thing about Morris Minors is that you can look right into the cell structure of the car, once the finishers are removed. After seven years on the road in all conditions, I was curious to see if there was any rust present. I'm glad to report all was well, despite some water ingress – a bit of time and money spent spraying Waxoyl in all those years ago has done a good job of preserving the structure. Before I refit the kick plates, I'll clean up the area inside and apply plenty more wax. Hopefully, this will keep the shell solid for another seven years or more!

One of the few remaining paint jobs outstanding was the front panel. This always takes the full wrath of whatever the road has to throw at the car and often deteriorates quickly, letting the rest of the car down.

"It's rather disconcerting to see your lovely new paint plastered with jollop"



Front grille re-assembled and ready to fit onto the front of Lily.



When re-assembling the front panel, it became necessary to replace the bonnet spring after the original broke on re-fitting.

Mine had suffered this fate and was covered in rust spots. Because of this I grit-blasted the grill and applied a couple of coats of zinc paint. This is quite an awkward component with lots of sharp edges, so I did this at home before taking it round to my friends for painting in Old English White, ready to fit into the repainted front panel.

As I had driven the car home with just the radiator inner panel fitted, I was able to refit the grill, finisher and top chrome rail at my leisure. Unfortunately this month I've fallen slightly short of getting the car back onto the road, but I am only a few days away from completion. I just about managed to catch the bodywork on Lily before

it required a lot more work, and I don't think the pictures will really show the difference between the old cellulose paint and the new two-pack, which has a real depth of colour and makes the smoke grey paint colour come into its own.

I'm really looking forward to driving the car and taking some of the load off the Lowligh, but I'm not going to rush the job. Once a car is working, I seem to have difficulty finding the time to finish it off. This project has spurred me on to consider a number of different improvements on the car this year. Needless to say, this has meant the 1950 Lowligh Tourer and the 1970 Morris Minor Van haven't moved forward much (or at all) this month!

CM



After a few days solid work Lily was ready to be driven home.



Aaron McKay Contributor

Aaron likes a good drive, so has inevitably had a Ford in his fleet before, but with an eclectic history ranging from old Fiats to diesel Mercedes he has learnt that upkeep is more important than petrol to keep classic cars going. He's currently restoring an early MGF and has his eyes on the family's 1972 VW Camper.

MY FLEET

1997 MGF VVC

ENGINE: 1796cc inline-four
OWNED SINCE: 2019

1987 RENAULT 25 MONACO

ENGINE: 1995cc
OWNED SINCE: 2019

1972 VW DORMOBILE CAMPER

ENGINE: 1584cc flat-four
OWNED SINCE: 1996

1990 KAWASAKI GPZ900R

ENGINE: 908cc inline-four
OWNED SINCE: 2018

THOUGHT OF THE MONTH

It's much less stressful to tinker away on a car in the garage when you don't have to use it on Monday morning. There are some benefits that come with the added responsibilities of running multiple cars!

To-do list

- Source replacement struts for the tailgate
- Drink coffee while Tiger Racing finish the welding
- Drink more coffee while they respray the back end, then drive it very, very carefully

Ford gets rushed into surgery



ABOVE AND RIGHT: Hydraulic ram was used to ease the back panel straight again.

I still felt pretty terrible about our classic Mk3 Escort and its unfortunate meeting with an Audi Q5. The impact was dead straight on and hadn't damaged the chassis rails, so at least there was some silver lining to the inattention of the woman behind the Audi's wheel. But I had certainly imagined a different course to my weekend than patching up the lights with translucent coloured tape and nursing the car back home.

I had to get it fixed. Fortunately, Ford's Escort is a popular classic, so parts availability isn't so much of a worry. I'd taken it back to Tiger Racing, who had become



rather familiar with the car since respraying it only a couple of months earlier. They quickly sourced a new back panel from Magnum Classic Ford Panels that would replace our dented one, and a new bumper and taillights too. It would have seemed to me that these last items would

have been the easiest to find, but when it came to looking, there were actually very few taillight units out there for sale. I spotted the odd one on eBay, but it turned out to be the case that I needed a lot more patience than for buying the other parts. Maybe the Mk3 hasn't quite reached the optimum parts supply stage after all.

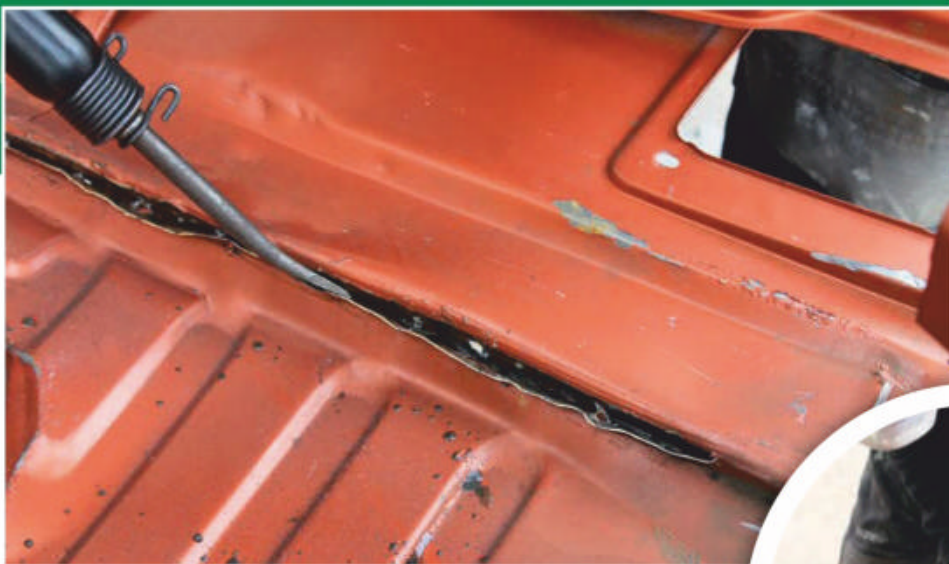
It was good to be back in the driver's seat after a couple of weeks, and the easy 40-minute drive over to Tiger Racing in Wisbech was just what the Escort needed. As with most old cars, you get the sense that



Paul cuts into the damaged back panel, leaving plenty of space away from the sides of the panel during this initial stage.



Tracking the seam weld.



ABOVE AND RIGHT: A process of grinding and prising the panel away from the boot floor required patience and finesse.

their mood is improving over the course of warming up. It was a clear, dry day, the heater blowing air into the cabin just so and the long wave radio picking up the golden oldies at just loud enough to hear over a 65mph cruise.

After pulling up to the workshop and having a cup of coffee thrust into my hands, Paul at Tiger Racing and I had a look over the car again and discussed how we'd go about sorting it all out. Our Escort has a wonderful originality to it, and so I was glad that Paul approached the task of replacing and repairing the

various panels with patience and caution. The damaged back panel would be removed carefully along the original seam welds and replaced just as it would have been at the factory, down to the brushed weld finish. This would all take time, but the result would be worth it.

Similarly, it was decided that it would help matters all round to try and push the rear back panel out a touch from within. Using a hydraulic ram to push the rear of the wheel well would also help

reform the slightly dented boot floor. Straightened out like that, the back panel-to-boot floor join **would be much** less fragile **and prone** to damage **on removal**. A few strategic cuts

and the panel was relatively loose, enough to allow some prying apart of the welds, and another cup of coffee later – at **least** for me on the

side lines – the panel was almost off. To keep the join tidy for our new back panel, Paul took his time with the grinder, chisel and hammer to work the old metal loose and to keep the join straight.

Simply cutting out the large square of the back panel was far from having the job finished, however. Next came the detail. Cutting around the taillight surrounds required fine edging with the grinder, picking the way around and double-checking progress as it went along. Although the shape wasn't nearly as complex for the lower back panel, there was some finesse and patience needed here too, particularly on the left side where the panel was so closely married to the boot floor lip that it had to be finely ground apart. Only when the metal was thin enough to blue could it be removed. Clearly, Ford had done too good a job at welding!

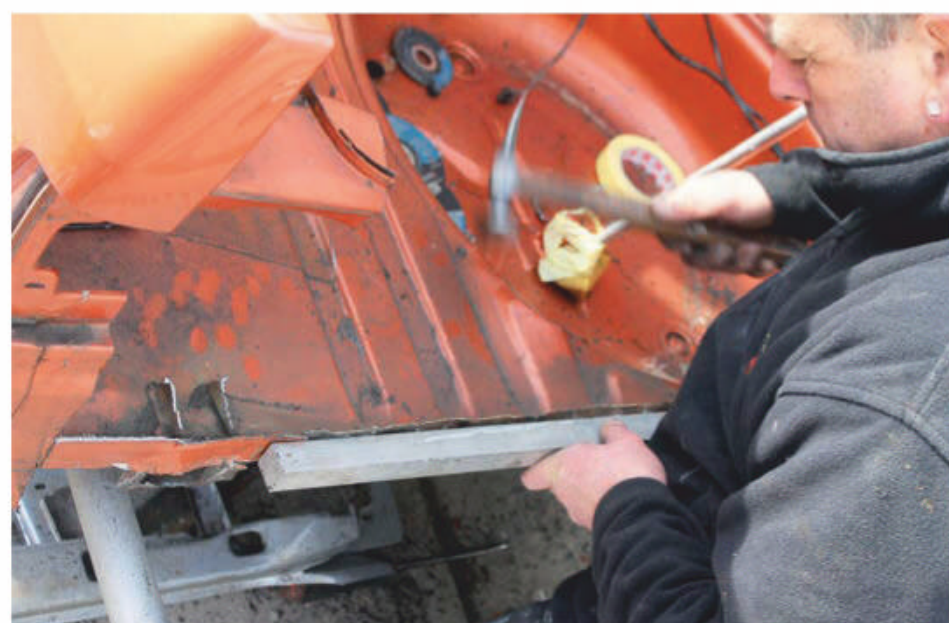
High standards to match, then, but I was pretty confident that Paul could sort it. He'd done a fine job on the respraying before, and now he'd be back respraying – the back anyway – again! I was looking forward to seeing the results and to see another



Tracking the seam weld around the taillight.

accident-repaired car having the care and attention lavished upon it to make an invisible repair. Many people, as Paul was telling me, would just cut the boot floor level and make a new welding point rather than spend the time picking apart the original welds. This seems a shame as not only would that have lost some originality, but also some of the inherent strength of the original panel. I was glad it was being done properly.

Still to do is the lining up of the boot with the new back panel and welding it into place, then a respray of the rear end. The little dents in the boot and floor need sorting too, then new rear lights fitting. Then our Escort will very nearly be box fresh, wanting only for a new boot strut – which I was going to do long ago! **CM**



After its stressful divorce from the back panel, the boot floor lip needed careful straightening out to meet the new panel.



Ford's welds were so tidy and have lasted so well that Paul had to thin the metal before prying this section away.



Lining up the new back panel to gauge where we would be at the end, before final cleaning up of edges prior to welding.



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AUSTIN MINI FLUSHING QUERY

Q I have a 1971 Mini Clubman which I have owned for many years now. I regularly change the oil and filter and keep the engine servicing to a strict regime. However, I notice that the oil will still blacken after a couple of thousand miles and so I was considering using an engine flush before my next oil change. Colleagues have told me that this would not be a good move though, as it may shift sludge into unwanted areas. I am now slightly concerned that if I use a flush it may have an adverse effect on the engine and possibly the gearbox, which is not of course what I am hoping to achieve. Can you advise me please?

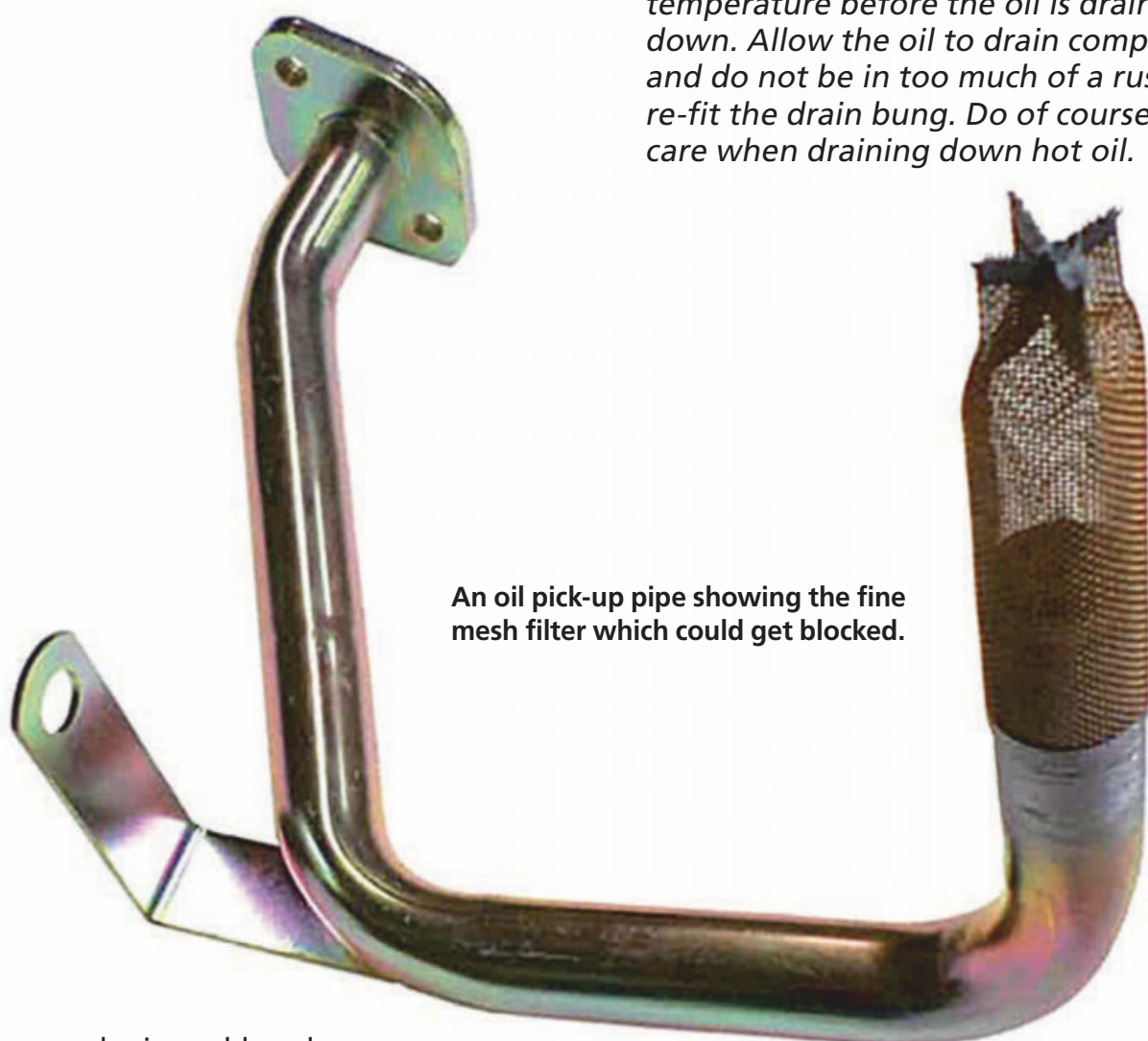
Gary Desborough

A Your colleagues are correct and the use of flush on your engine may be

detrimental to it in the long term. As you have regularly changed the engine oil and filter, I believe you are doing the best thing by not introducing a flushing agent. Over time the engine may accumulate particles of carbon and sludge which will trap and retain tiny metal elements, but these will be safely trapped out of the oilways, normally sitting in the small recesses in the bottom of the sump/gearbox.

By using a flush, these elements will be released back into the lubrication system and whilst some may be flushed out harmlessly, any heavier deposits may then be drawn into the fine mesh filter on the oil pump pick up – the oil feed will then be restricted and vital lubrication will be lost.

The best option is to continue to carry out your regular routine of oil changes, ensuring that where possible the engine has been run up to temperature before the oil is drained down. Allow the oil to drain completely and do not be in too much of a rush to re-fit the drain bung. Do of course take care when draining down hot oil.



An oil pick-up pipe showing the fine mesh filter which could get blocked.

Q&A

HELP IS AT HAND



The Lucas Windtone horns which can be adjusted to accommodate for wear.

TRIUMPH TR4

LUCAS WINDTONE HORNS

Q I have a pair of Lucas Windtone horns on my 1964 TR4 (part numbers WT614 and WT618). I am not 100% sure these are the original fitment, but I do know that they give a sound which is very fitting to the vehicle and I would hate to have to replace them with a more modern high pitched horn. One of the horns, the deeper low note one, has recently stopped working. I have tried to get it operational again with the occasional tap, but without success.

The horns have a large cast alloy circular base with the trumpet coming out from the edge, while the other side of the horn has a large domed covering secured to the base with bolts. At the top centre is a threaded rod with a screwdriver slot, and I am wondering if by turning this I may achieve the re-activation of the horn.

George Riley

A The Lucas windtone horns are almost legendary for their deep and commanding sound and I can fully understand why you would want to keep them operational on your TR4. They are also, unlike more modern horns, made to keep going and repairs are possible. The actual points in the horn can be replaced, and it may still be possible if needed to track down the required parts to do this job.

By removing the dome you will be able to see the contact points, and you may find that after cleaning these with a fine piece of wet and dry you will have done enough to restore the operation. If this does not work, then the points can be adjusted to accommodate any wear by slackening the locknut and then adjusting the threaded rod to close up the gap slightly.

The adjustment should be made until the contacts are just separated and then turn the adjustment rod back half a turn and secure it with the locknut. This should restore the operation of the horns. The WT614 is the high tone and the WT618 is the low tone, by the way.

Q&A HELP IS AT HAND

SINGER VOGUE ENGINE COMPATIBILITY

Q I have a 1965 Singer Vogue 1592cc which is a long-term project of mine, and a car I have been hoping to return to the road. I have removed the engine and found that the bottom end is beyond repair and more or less a mass of scrap metal. I have found a short engine (no cylinder head) in good condition from a Hillman Minx, but will this accept the cylinder head (which is in good condition) from my Singer, and will it then fit into the Vogue without any alteration?

Terry Beer

A *The engine will fit your Singer, as would the Vogue, Minx, Rapier, Sceptre, Alpine and Gazelle engine of the same era. The aluminium head does though have a different valve layout, and so along with the manifolds and carburettor,*



The engine in Neil Lamond's Sunbeam Rapier featured this issue would fit the Singer just fine!

the camshaft will also need to be swapped over. Providing the camshaft on your engine is good, this should not pose a problem.

Due to the aluminium cylinder

head sitting on a cast iron block, you should also be sure to use a good antifreeze mixture, which will prevent internal corrosion that may occur due to the mix of metals.

TRIUMPH TR4 CLUTCH REPLACEMENT

Q I own a 1964 Triumph TR4 which is fitted with an overdrive unit. I soon intend to replace the clutch assembly and would like to know the best route. I do not

have access to an engine hoist, and believe that the overdrive unit makes the job of removing the gearbox impossible. Having carried out my own repairs for many years, I am reluctant to trust my TR4 to the local garage, who I know will look after it but will also charge me well for the privilege.

Charles Lister



A *The good news is that whether your vehicle has the overdrive or not makes little difference as the easiest route to replace the clutch on both versions is by carrying out the job from within the vehicle. By removing the passenger seat and carpet, the gearbox cover can then be removed. Once the gearbox is exposed, you will see the cable to the overdrive, the speedo cable and the clutch slave cylinder – after disconnecting these, the propshaft can be undone. Support the engine and gearbox from below and then undo the bellhousing bolts. Disconnecting the gearbox mountings, the gearbox can then be lifted up and through the vehicle, ensuring that the interior is well protected from any oil that may escape from the gearbox. The clutch is now easily accessible.*

FORD CAPRI REPLACEMENT CAMSHAFT

Q I have a 1972 Ford Capri with the OHC Pinto engine. I have in the past replaced the camshaft, but this has once again begun to show signs of wear. I will be carrying out the job again in the next few months and was hoping for some pointers to ensure that this time the camshaft does not again suffer from premature wear. I regularly change the oil and filter and I have no other problems with the engine, but I am concerned that any tiny particles from the wear between the camshaft and followers will begin to cause other wear in the engine, which I am obviously keen to avoid.

Frank Moorey

A *The OHC Pinto engine cam did suffer with wear when they were in regular service, and the main cause of this was a blocked oilway in the spray bar across the camshaft. I am presuming you will be buying a camshaft kit, and these come with all that is needed, including the new spray bar and followers. You should ensure that the oilways in the cylinder head are clear before fitting the new spray bar.*

There are kits available which also include the camshaft bearings, and having already suffered premature wear I would suggest that this would be a good option. The kit also includes a lubricant which should be used liberally on the contact surface of the camshaft and the cam followers to prevent an



One of the full camshaft kits available, complete with the vital spray bar.

initial metal-to-metal contact problem. Turning the engine over by hand before starting it up will help the lubricant spread around the cam lobes before the centrifugal force takes over and tries to throw the lubricant off.

MORRIS MINOR BRAKE MASTER CYLINDER

Q I have a 1957 Morris Minor and after a bit of procrastination, it is time that I replaced the brake master cylinder. I have heard reports that this can be done without removing the torsion bar to allow the fixing bolts to be removed: is this correct? I would be grateful for any other hints you can give me as to the best way to go about the job. I am proficient in looking after my vehicle, but this task has always been the one which I have tried to shy away from.

Frank Studerus

A There are ways around the removal of the master cylinder bolts that you will not find in the workshop manual. The first is to remove the nuts from the master

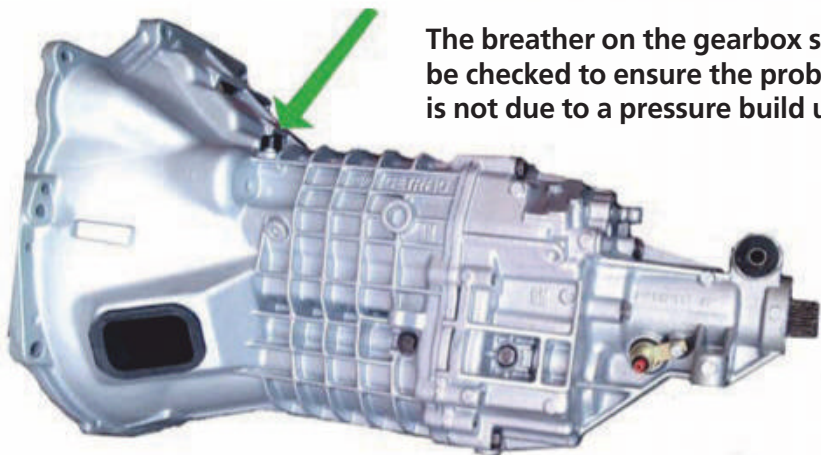
cylinder retaining bolts, push the bolts out slightly and then cut off their heads with an air-saw or a hacksaw. The bolts can then be drawn out on the other side. Using this method you will need new bolts, and the reason they were put in this way round in the first place was to prevent any danger of the bolt touching the torsion bar, so if you replace them the other way round, you may need to shorten the bolt slightly to remove any excess thread. The other option – and my preferred method – is to undo the bolts and then lever the torsion bar out of the way using a suitable long lever. You may need an assistant to push the bolts through whilst you lever down the torsion bar, as this levering does take a moderate amount of force.

The other point you haven't



The Morris Minor brake master cylinder which is hidden in a chassis rail under the floor.

mentioned is that the brake pipes into the master cylinder are particularly difficult to access, and on this I would say do not rush. Before fitting the new cylinder, check the threads on the brake unions are clean and free to spin on the pipe, and when refitting them be sure that they are winding in correctly. A crossed thread at this point would not be good.



The breather on the gearbox should be checked to ensure the problem is not due to a pressure build up.

OPEL MANTA B GEARBOX OIL LOSS

Q I have a 1976 Opel Manta B which has a 2.0 16v Astra engine running on twin Weber 45 carburettors paired to the standard 1800cc OHC five-speed Getrag gearbox. The problem I have is that oil is escaping from the rear of the gearbox where the propshaft enters it. There are no gearbox problems and the gearchange is smooth, but I would like to prevent this problem from growing as I realise that if the oil level the gearbox gets low, then I will begin to have problems. I am going to remove the gearbox shortly as part of my maintenance regime and would obviously like to deal with this problem at the same time. Can you advise of any signs I should be looking for to prevent a development of the oil loss?

Peter Lacey

A The first point I would make is that this is probably nothing more sinister than the tail shaft seal in the gearbox weeping slightly, and a new seal may well rectify the problem. However, as you are going to the trouble of removing the gearbox, I would also recommend that you check the seal contact face of the propshaft for any wear. If this does have a groove in it from the years of contact, this can be built back up and will assist in preventing the oil loss. The gearbox tail shaft seal will need to be changed and you should also check the tail shaft bearing as if this is worn then this will allow the propshaft to whip slightly when rotating.

Another quick check to make is to ensure that the gearbox breather is clear, and that pressure is not building up in the gearbox during use. If this is the case, the oil will push its way out at the easiest route, and this would be the tail shaft. The breather is at the front of the gearbox and quite easy to check.

FORD ANGLIA 100E TIMING CHAIN RATTLE

Q I have a 1956 Ford Anglia 100E which has, I believe, developed a slight timing chain rattle. I intend to check the chain with a view to replacing it, but do not wish to remove the engine unless absolutely necessary. Is the job possible without removing the sump, and if not, is the sump removable without removing the engine? Whilst I do not mind if this is going to be a long job, I would rather if possible complete it with the least disruption possible. In all other respects the engine is perfect, and this is just a preventative measure to ensure it stays so.

Gordon Tupp

A Whilst it is possible to remove the timing cover to check the chain without removing the sump, this cover will then need to be sealed when it is being replaced, and this may result in a messy and possibly inadequate seal. It would be far better to remove the sump, and then new gaskets can be fitted and the timing chain cover can be put into place correctly when being refitted. The sump will not come off with the engine in place, but the engine only needs to be lifted around 50mm to allow the sump to have sufficient clearance to be removed. This means that only the engine mounts need to be undone to allow the engine to rise this short distance.

I would also remove the radiator as the extra access it allows against the time taken to remove it is well worth the effort. Once the timing cover is off, ensure you locate the timing marks before starting any disassembling. You should of course fit a new tensioner along with the new chain.



Perhaps modern car makers could learn from the older engines – the chain on this 1956 engine is a duplex chain and has lasted over 60 years.

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PROJECT FIGARO PART ONE BACK TO THE FUTURE

Simon Goldsworthy waits nearly 30 years to get a car that was first shown under a banner that claimed it was 'Back to the Future.' And no it is not a DeLorean, but the quite remarkable Figaro from a most unlikely manufacturer – Nissan.



It is odd how some marques turn out model after model that is taken to heart by enthusiasts and rapidly gains cult and classic status, whereas others rarely seem to crack the emotive nut. I have to say that for many years Nissan fell into the latter category, but that has little to do with the quality of their products and plenty to do with the market in which they have traditionally operated. Youngsters today may think that cars like the Nissan Juke and Qashqai are cool, Skylines from the 1980s and '90s have a huge following and the 240Z is a legend, but I grew up in the days when anything wearing a Japanese badge meant lots of toys and total reliability, but little in the way of excitement either to

drive or to look at, not to mention having a body that rusted with the best of them. They were essentially cars that you bought with your head rather than your heart.

Like any sweeping statement, that description may seem appealing enough on the surface but it really does not bear up to close scrutiny. I've already mentioned the 240Z and Skylines, but the company also produced interesting cars that never made it to the UK such as the Datsun Fairlady and the superbly-named Nissan Cedric of the 1960s, (who could resist a car called Cedric?). And, of course, the Nissan Figaro you see pictured here, a car which very definitely tugs at the heart strings rather than engages the head!

However, before I get onto the main event, perhaps I should fill in a little of the background to Nissan and Datsun because we don't cover the marques too often, and any readers under the age of 30 may be wondering what the Datsun name has to do with them and their Nissan Juke. The thing is that Nissan can trace its automotive manufacturing roots to a car that was built in 1914 by the Kaishinsha Motorcar Works in Tokyo and marketed under the name of DAT. The company's main focus was on trucks though, until the start of the 1930s when the Japanese government created a class of cars with engines up to 500cc which could be driven without a license. When DAT developed a car for

“ Looks can be deceiving because it is indeed the angular K10 Micra that underpins this oh so pretty Figaro exterior ”



The Figaro's interior is as beautifully styled as the exterior. Initial issues are a cracked top to the dash, indicators that are temperamental, a non-functioning electric window and a handbrake lever that's been wrapped up in insulating tape.

this new market, they called it Datsun (in other words, son of DAT), and in 1933 this was changed to Datsun when Nissan took control of the company.

Subsequently the Nissan name was used within Japan, while the Datsun badge was given to exports. The first Datsuns exported to the UK didn't arrive here until 1968, only in small numbers initially but climbing rapidly to make Datsun the biggest import brand in the country just a few years later. It achieved this success with cars such as the Cherry and Sunny which were unadventurous in their styling, but clean and coherent designs that were well made, reliable and extremely well-equipped when compared to the domestic opposition.

The company also, of course, produced the iconic 240Z family from 1968 which

swept through the US market and blew virtually all European sports car opposition into the weeds. It is fair to say that this sexy model was an exception to the Datsun rule though, with the main emphasis for the company being firmly on sensible and functional transport. That has, however, always been the way to succeed in car manufacturing, with a halo model that gains good publicity out of all proportion to its overall sales and draws people into showrooms to buy the more workaday models that carry the same name.

However, that name was about to change. At the start of the 1980s, the company decided it was time to operate under the single Nissan marque across the globe. To start with, cars in the UK had both Nissan and Datsun badges and

were, if my memory serves me correctly, marketed as 'Datsun, by Nissan.' The last to carry the Datsun name was the first of the Micras that had been introduced in 1983, but by the following year the Datsun name had disappeared from the UK market.

The Nissan Micra continued, and went from strength to strength. It started off as the K10, an angular hatchback supermini that was allegedly designed originally as a replacement for the Fiat 127 before the Italians opted for the Uno instead – if any readers can shed light on this and explain how Nissan inherited the design, we'd love to hear from you! The second generation Micra was the K11, and this model was built in the UK as well as in Japan and Taiwan. In 1993 it became the first Japanese car to be acclaimed as

»



Be-1

Pao

S-cargo

« European Car of the Year. It was replaced in turn by the K12 from 2002, which is the version with the bug eyes. This actually represented a quite substantial redesign of the model, bigger in all directions and even more curvy. It lasted until 2010, at which point it was replaced by the K13 that ran from 2010-2017. There is currently a fifth generation K14 Nissan Micra in production.

These later versions need not concern us here, though it should be noted that the C+C version of the K12 did feature in our *Emerging Classic* slot a couple of issues back. However, it is to the original K10 that we need to return. I described that as an angular hatchback supermini, a description that clearly does not apply to the car you see pictured here! However, looks can be deceiving because it is indeed the K10 Micra that underpins this oh so pretty Figaro exterior.

To explain this part of the story, we need to go back to 1985 when Nissan displayed three concept vehicles at the Tokyo Motor Show. One of these was the Be-1 by designer Naoki Sakai, a special edition of the Micra designed as a cheap and cheerful city car. With its friendly face (and styling lines that foreshadowed the next generation K11 Micra), the Be-1 went down so well at the show that Nissan decided to put it into limited production for the Japanese market.

The task of building it was given to one of Nissan's subcontractors, the Aichi Machine Industry Plant, and 10,000 examples were produced from 1987. It proved so popular that Nissan also



developed a quirky delivery van based on the Nissan Sunny, allegedly inspired by Citroën's 2CV Fourgonnette van. That Citroën had been nicknamed the tin snail, so Nissan called their van the

S-Cargo. Cute! Another Japan-only product, the S-Cargo's interior fitments included a removable sushi tray.

Meanwhile, Sakai had been busy with the Micra. The even more radical and very retro Pao was unveiled at the Tokyo show in 1987 and sold from 1989, the same year that the Figaro finally enters the story. This 2+2 fixed profile convertible (think Morris Minor Tourer) was also built on the Micra's running gear and displayed at that year's

Tokyo Motor Show, finally going on sale in 1991. Although 'going on sale' is perhaps not doing the model justice, because demand was so great that Nissan had to increase the planned production from 8000 to 20,000 examples. All were built between February and September 1991, but even that was woefully insufficient, so Nissan had to organise a lottery with a reputed 100,000 tickets – only those people lucky enough to draw a winning number could place an order.

The Figaro was available in four colours, each one representing a different season. There was Emerald Green for spring, Pale Aqua for summer, Topaz Mist for autumn and Lapis Grey for winter. All were equipped with a three-speed automatic



The sides of the roof remain fixed, but the top itself and the rear window fold into what you would normally expect to be the boot. This storage area is meant to be a wet boot, but ours was damp and mouldy because the drains were blocked.



The engine seems to be sweet and the oil is fresh, but there is no service record to suggest when the timing belt was last changed. The drive belts squeal on start-up too, the radiator fins are shot and the hoses look like 1991 originals.

gearbox (the proper old-school type with a torque converter) and a 1-litre turbocharged engine (actually 987cc) delivering 76bhp and 78lb.ft of torque. It featured the Micra's MacPherson strut front suspension and four link coil-sprung rear allied to ventilated front discs and rear drums, but it looked like it came not just from another era, but from another planet entirely to the ubiquitous shopping trolley.

Most of the details seem to have been inspired by the 1950s, and there are beautiful little touches wherever you look on the Figaro. Perhaps that is why some people look down their nose at the model, regarding it as a copy of past greats without a forward-looking curve in its body, but I would argue that such people have totally missed the point. Sometimes you can detect the influence of an earlier car in this or that touch, but mostly the Figaro takes its inspiration from a multitude of sources, distilling the essential mood rather than the exact details and turning them into its own unique style. This car is not meant to point the way towards the future or to bring back the past; instead it is purely and simply about having fun, about letting the imagination run wild with a carefree abandon that has largely been squeezed out of people by the age of ten.

The Figaro was a Japan-only model, but because Japanese motorists drive on the correct side of the road, all were built with RHD. This, coupled with the model's irresistible appeal, has meant that a great many have been brought to the

UK in later life as used cars. Ours is no exception, having arrived on these shores in 2008. However, I do have to own up to prior experience of the model. I lived in Japan from 1992-1994, and so witnessed some of the aftermath from the hysteria surrounding its launch. And I have to say that while I never got to drive one over there, the model was duly entered onto my wish list of cars to experience.

Sometimes though, it takes a little while to realise your dreams. Nearly 30 years in this case, but when the publisher asked about possible replacements for the Ford Escort as a project car in *Classics*, I saw my chance and pounced. So yes, it is because of me that Kelsey have ended up with J746 YSC. Therefore I would appreciate a flood of letters to bolster my position, praising the choice and saying how much you are looking forward to the series. I shall set aside a couple of extra pages in next issue's *Postbag* to fit them all in...

I did not rush out and buy the first Figaro I saw. In fact, technically I didn't even see this one before buying it, but we will get to that in a moment. There are generally a number of examples for sale in the UK at any one time, both privately and through the trade, so there were plenty of options. I considered several cars ranging in price from £2000-£5000, but the Achilles' heel of the model is rust and I was hoping to avoid the time and the expense of a full body restoration. The best cars sell for more than our budget, especially from dealers who have to factor in pesky little

Micra K10-K14



The first of the Micras, the K10, was unashamedly angular in style, yet still underpinned the curvy Figaro.



The K11 Micra smoothed off all the K10's sharp edges and was voted European Car of the Year in 1993.



Perhaps the most common of the Micras on our roads today is the bug-eyed K12 built from 2002-2010.



The K13 saw a mild restyle of what was still essentially the same car, but things were definitely changing.



The K14 is bang up to date, but it has swapped cuteness for aggressive angles and poor visibility.

“The Figaro was available in four colours, each one representing a different season”

« details like overheads and warranties, and besides it wouldn't make much of a feature car if we didn't have some jobs to do.

We did go to inspect one car advertised privately for a touch under £5000, but ultimately the scale of potential body repairs knocked that one on the head. Then I saw this Emerald Green example listed on Morris Leslie's auction up in Scotland. There were only a few days to go before the sale and I was unable to get away from my desk because of looming deadlines, so the best I could do was chat with Morris Leslie staff as they walked around the car. That, and blowing up the pictures as big as possible and inspecting every inch, persuaded me to register for telephone bidding on the Friday, then nervously await a call on the Saturday. The estimate was £2500-£3500, and in the event, after what seemed like only a few seconds on the phone, we won the auction for an all-in price (with commission and VAT) of £3021.

That looked like a good result, but I had to wait a few more days for the car to be shipped down to me at the bottom end of Lincolnshire before I could be sure that I should be smiling rather than crying. That was quite a long trek, so the £308 added to our total bill seemed reasonable enough, especially after totting up the time and the cost of catching a train to Perth and driving it home. And it was very definitely the correct decision because while the Figaro was in far better condition than I could have hoped for and came with an MoT that is valid until 29th May 2019, the tyres were ancient and cracked. Certainly I would



Paying to have the Figaro transported down from Scotland was a wise move, as the tyres were old and cracked, while the exhaust was blowing quite badly.

never have wanted to drive it the 366 miles home on those, not to mention the fact that the exhaust was blowing.

It also came with absolutely no service history, so there was no indication of when the timing belt had last been changed – and this is an interference engine, meaning that a snapped cambelt will mean huge repair bills. If all of this makes it sound like I was disappointed, then let me dispel that thought right away. I had checked out the car's MoT history (you can do this online at www.check-mot.service.gov.uk and it is an extremely useful buying tool), and while there were some MoT fails scattered through the listing from 2008, it was nearly all for regular maintenance issues and there was no mention of body corrosion. That was totally consistent with what Jamie unloaded from his transporter, and also with the MoT mileage trail that showed just

21,526 miles had been covered since 2008 (though how many of those were miles and how many were kilometres is not clear). Even if it had been converted to miles, that would still mean it had only done a modest 5096 miles since May 2011. Therefore, I was expecting some recommissioning at the least to be the order of the day.

We will make a start on getting it road-ready next issue, and also begin the task of compiling a worksheet of jobs to be done. For this, we will be taking advice from the kind folks at the Figaro Owners Club, and also enlisting the help of specialists who have set up to cater to the model. In the meantime, if anybody recognises the car and is able to put us in touch with the previous owner or their family, then please do ask them to get in contact. We'd love to know some of the car's history as it embarks on this new chapter in its life. **CM**

The actual boot space is tiny, accessed via the hatch on which the numberplate is mounted.



The Figaro Experts



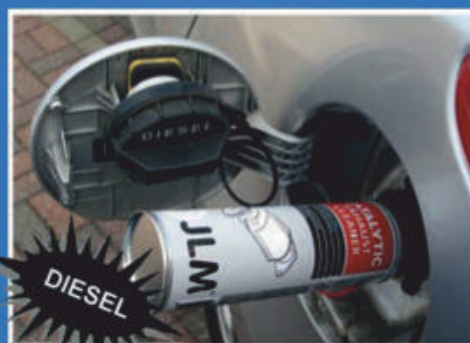
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What are the essential tools you need when starting out, or equipping yourself for working on a classic elsewhere? Follow our guide to help you decide.

REPORT BY **ROB HAWKINS**



SECOND/STARTER KITS

Whether you're starting to maintain a classic car for the first time and need a set of tools or wish to equip yourself for a second garage or a project away from home, it's not so easy to devise a list of tools that cater for every possible job. Typical of many DIY classic car enthusiasts is that tools are accumulated over several years or decades, along with an assortment of hand-me-downs. And they rarely get thrown away unless they break, so most of us are guilty of hoarding and being reluctant to part with a single spanner or screwdriver, just in case they may come in handy. However, if you make a note of all the tools used over a month or two then you'll probably be surprised to discover the list is short and simple, consisting of several spanners and sockets, a couple of screwdrivers and maybe a pry bar, plus the occasional use of a hammer and a wire brush. Maybe we don't need so many tools after all?

The following pages aim to outline the many aspects of the tools and equipment required to work on classic cars and help draw a shortlist of the essentials.

TYPICAL JOBS

Instead of trying to think about all the tools and equipment you may need, a better



Axle stands are essential equipment for securing a raised classic car should you need to change a wheel, service the brakes or repair the suspension, let alone venture beneath it.

starting point is to look at the range of jobs you complete on a classic car to help determine what you need. An oil change for instance, requires a drain tray, a socket or spanner to undo the oil drain plug and some means of undoing the oil filter (filter strap or socket/spanner if it's a canister). Replacing

spark plugs requires a spark plug socket, extension bar, ratchet and feeler gauges. Quite soon, a range of servicing jobs will help to devise a list of a dozen or more tools, many of which can be shared. For instance, brake, wheel/tyre and suspension-related jobs will generally all require a trolley jack



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TENG TIPS

❑ Beware of toolkits promising you hundreds of tools at a budget price – check carefully and count how many genuinely useful tools are in there and how many unnecessary items have been added just to up the headline count. Are ten junior hacksaw blades really the equivalent of ten tools?

❑ Be realistic about price too – cheap tools are less likely to fit properly and can fail in use, whereas a quality tool can last a lifetime and make working with them a pleasure.

❑ If money is tight, rather than buying big, cheap sets, consider buying a smaller high-quality tool kit initially, but then adding individual items to it as required. For example, do you need a socket set that covers every size from 6mm-27mm, or can you get a smaller range and then just add a single 24mm socket if you need that too?

and at least one axle stand.

Anticipating the tools and equipment needed for repairs isn't as easy as those used for servicing, because servicing is more predictable and planned. Repairing a sticking window regulator or a seized brake caliper may only happen once in your lifetime. Perhaps an easier approach is to consider the typical repairs that may arise to determine the tools and equipment you need, and more importantly whether you want to tackle them. For instance, if the rear main oil seal on your classic car's engine is well known for leaking, should you invest in an engine crane in anticipation? Probably not, unless you intend to complete more jobs that will require this equipment.

STARTER AND MOBILE TOOLKITS

We've already questioned the range of tools most of us own and whether we need all of them. In many cases, the overflowing tool chests and boxes can be reduced to one small toolbox for the majority of routine jobs on a classic car. Unfortunately, this often creates a new problem – such a toolbox becomes rammed with tools that are hard to find, especially spanners that are bunched together. However, there are a number of comprehensive toolkits with neatly stored tools that are perhaps a worthwhile investment. They're often ideal for anyone new to working on classic cars, useful for transporting tools to a job that's away from your garage or workshop and a



The number of times you need to use an engine crane may be difficult to predict, but you have to weigh up the purchase cost against paying somebody to do a once-only job.

good resource if you have a second garage or storage area for a classic car and need a selection of tools to keep or take there. One word of warning though – be sure that the tools are suitable for your classic as many (especially the cheaper ones) are metric only.

We've tested a selection of comprehensive toolkits from manufacturers and stockists including Draper, Halfords, Machine Mart (Clarke), Rally Design, Sealey and Teng

Tools. The largest of the range was Draper's comprehensive toolkit and toolbox (part number 50104 that retails at £359.94), which included many of their tools that can be bought individually, with space in the toolbox to add more. The spanners and sockets are all metric, though. For a more compact approach we liked the Blackline 99-piece toolkit from Rally Design, which is a bargain at £67.08. Unfortunately, all the sockets and spanners are again metric sizes

»



Teng Tools appeal to professional mechanics, and this compact toolkit costs £324.90 online.

» (4-32mm) along with a range of Allen keys and Torx bits, but this is an issue with many toolkits we tested. And in some cases, where metric and AF are provided, we found the quality of the tools was poor due to having to include so many of them. However, this wasn't always the case, and Teng Tools produce a compact metric and AF toolkit (product code T3848) that's a favourite with some of the professional mechanics we work with who appreciate the quality of these tools. Priced at nearly £325 (although we found it on Amazon and eBay for £199), it's competitively priced with pro-tools from the likes of Snap-On.

Sealey's range of comprehensive toolkits is also appealing, especially their Premier 136-piece toolkit in a carry case, which includes a wide assortment of metric sockets and spanners and costs from around £130 online. One useful toolkit we've found is from Machine Mart's Clarke range for £107.98 that consists of a cantilever toolbox with lined compartments inside and a range of tools, including metric spanners, sockets, ratchets, screwdrivers and pliers. The screwdrivers are average quality, whereas the rest of the tools are more impressive, and we've managed to complete several jobs using only this toolkit.

TIME-SAVING POWER TOOLS

Power tools have become increasingly popular and more affordable over recent years. Battery-powered tools are perhaps the most applicable here because of their mobility, and many use the same batteries across a range of drills, impact drivers and impact ratchets, such as Draper's Storm Force range. An impact driver or ratchet (or both) is ideal for undoing nuts and bolts, but it does mean you should only use impact sockets with them – a chrome vanadium socket could shatter and cause injury when used with an impact tool.

One of the cheapest impact drivers we've found is from Machine Mart and is powered by connecting it to a 12-volt battery via a cigarette lighter socket or crocodile clips. Priced at £35.98, the Clarke impact wrench kit is rated at 350Nm, so it's ideal for heavy-



Draper's toolbox and toolkit bundle at £359.94 includes a socket set and lots of individual items, with space inside the toolbox to add more tools.

duty jobs – we managed to undo a rear hub nut on a Mk1 MR2 using it. For lighter jobs, a 3/8in battery-powered impact ratchet and a driver can save time, and Sealey produce an entry-level kit which includes an 80Nm driver, two batteries and a charger for £143.94, while a bare 45Nm impact ratchet (ie. no battery) costs a little under £65.

MEASURING TOOLS

Tools that help to accurately measure out fluids, check clearances and fix electrical problems are often accumulated out of necessity when problems need fixing or jobs need doing. At the very least, a measuring jug and tape measure or steel rule are a good starting point, but anyone who has tried to start a problematic engine will know that a set of feeler gauges helps to check the points gap inside the distributor and the electrode gap for the spark plugs (plus the valve clearances should you get the engine running and find its tappets are rattly).

A torque wrench is regarded as being



Compact circuit tester from Rally Design costs £15.48 (part number SWE652) and helps with checking for live earth wires as well as testing battery voltage. An essential tool for solving electrical problems.

an essential tool to ensure fastenings are correctly tightened. Budget from upwards of £20, but be aware that tools will have a specific range they measure and that one size will rarely fit all applications.

Some means of detecting electricity can solve a multitude of problems. The Blackline toolkit we mentioned under Starter and Mobile Toolkits includes a simple wire and light probe, for instance. A home-made bulb and wire may be all you need, although circuit testers can be cheap to buy, as are entry-level multimeters.



Battery-powered impact tools can save time, but must be used with impact sockets – this 24-piece metric set (TT9024) from Teng Tools costs £67.14 and contains 1/4in drive regular and 3/8in drive regular and deep impact sockets plus an adaptor.

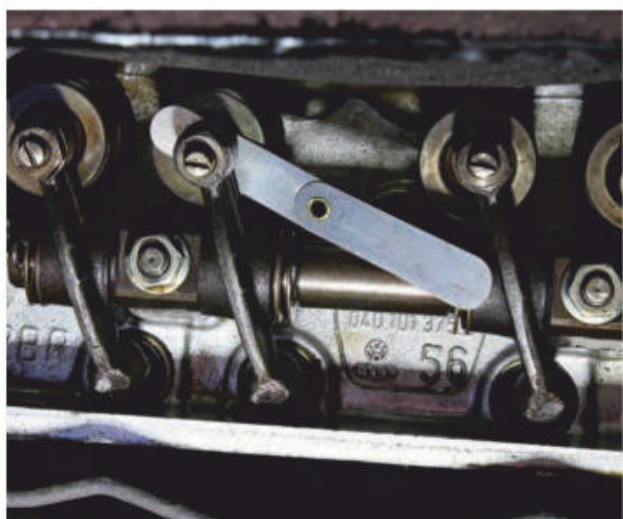


Sealey's 3/8in impact driver and impact ratchet use the same batteries and are ideal for light jobs. Budget for around £214 for the lot.





A torque wrench is an essential tool. They are suitable for different ranges – this one from Teng covers 30-150lb.ft (which is a wider range than many) and costs £81.90.



A set of feeler gauges can save the day where gaps for the spark plugs, points and valves need to be accurate.

LIFESAVERS

There are a few tools that can help avoid a potential disaster, such as when a nut or bolt is seized or threatening to shear off. Penetrating fluid is one of them, but there's also a skill to being patient and having the experience to know when a nut or bolt is about to shear. It's not always a case of being forceful with a hammer and breaker bar, although shock tactics with a hammer can often help. The list of such tools can

seem endless, with an angle grinder, cutting disc, tap and die set and blowtorch being some of the essentials. Many people have accumulated these tools over several years, but aside from the heavy-duty lifesavers, there are also some clever tools to help, such as sockets that can grip a rounded nut, nut splitters and stud extractors. You may find you can borrow some of these tools instead of having to bring or buy your own, but at the very least you should always have a can of penetrating fluid to hand.



ABOVE: These nut splitters from Teng cost just £24.90, and will enable you to remove a rounded nut without damaging the item to which it is clinging.

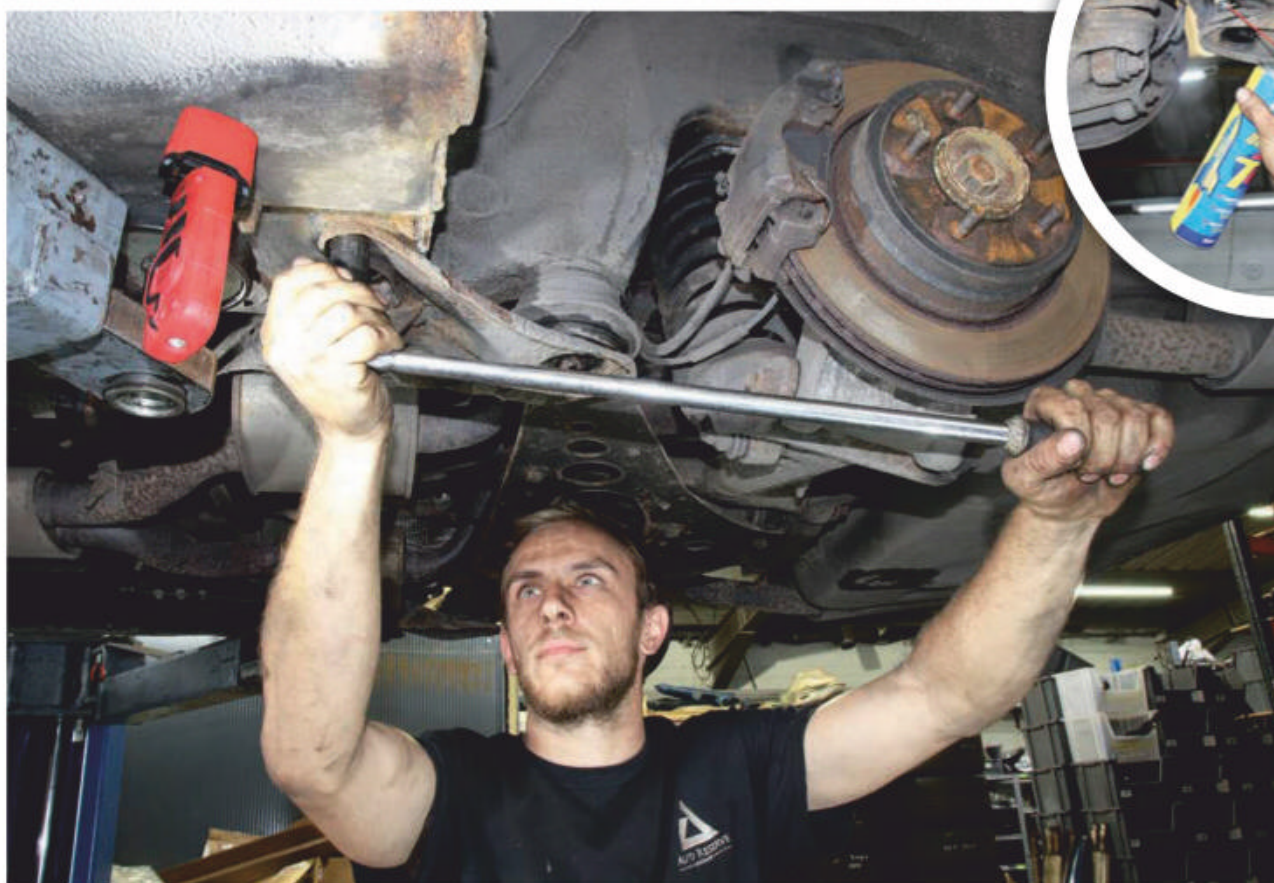


Survivor Socket from Laser can undo nuts and bolts from 9mm to 21mm, along with a number of other fastenings.

SPACE SAVER TOOLS

The endless list of tools and equipment that could potentially be needed makes it difficult to take a minimalistic approach, so it may be easier to look for tools that do several jobs and try working with them. For example, a single screwdriver that can be equipped with a range of bits (crosshead, flatblade, Torx and hex) saves on having several screwdrivers. A ratchet that can cater for 1/4in, 3/8in and 1/2in sockets will save space, and we featured one from Kamasa in the November 2019 issue (page 90) as part of a Tech Focus feature covering on-board tools and spares. Using 1/4-3/8in or 3/8-1/2in adaptors can also work. And there are some multi-sockets which can grip a range of fastenings from 9mm to 21mm.

However, some space savers aren't always so successful. An adjustable spanner, for instance, will save on taking several spanners, but it's rarely as accurate as a set of combination spanners and more likely to round off a fixing, or to slip and skin your knuckles. Pliers and vice grips can also substitute spanners, but at an even greater risk of damaging the heads of nuts and bolts and using them in this way is to be avoided unless the fixing is already scrap. »



ABOVE: A breaker bar will often undo a nut or bolt that's too tight for a spanner or ratchet, but knowing how far to push it before it shears is essential. Brute force doesn't always win.

CIRCLED: Penetrating fluid can often rescue a stubborn fastening before it shears and causes more damage, and a spray can should be part of every toolbox.



An adjustable spanner saves on having a collection of spanners, but this really is a case of having a multi-tool that does a number of tasks, but all of them badly!



Entry-level clothing for working on a classic car includes a pair of overalls, a pair of sturdy boots (steel toe-capped shown here) and a box of disposable gloves.

PROTECTION

Aside from the tools and equipment that we're outlining, it's also essential to equip yourself. Clothing and gloves are a starting point, and if you don't want to rely upon old clothes, a pair of overalls looks less scruffy and is often more durable. Expect to pay £20 or more for a pair of overalls that are machine washable. Gloves or something to protect your hands (such as barrier cream) are essential and are down to personal preference. Budget from around £5 for a box of disposable gloves, noting that although latex gloves may be cheaper, unlike nitrile they may react with your skin.

A sturdy pair of work boots is essential to protect your feet, and possibly a work mat if you intend to lay on the ground. Laser and Gunson's range of folding work mats are portable and cost around £35-£40.

If you need to use an angle grinder or similarly noisy and potentially dangerous power tools, then invest in a pair of goggles and ear plugs or ear defenders. They don't cost much at around £3 for goggles and less for ear plugs, but they could save your sight and preserve your hearing. If you're using an angle grinder with a wire wheel for instance, then protection is essential from flying debris, so a full-face mask should be used along with overalls and thick gloves.



A battery-powered worklight can help with general illumination, but is often bulky and awkward to position. Rechargeable units won't last all day, either.



Gloves, safety goggles and ear defenders or ear plugs are essential when grinding to protect your skin and eyes from grinding sparks and your hearing from the noise.

ILLUMINATION

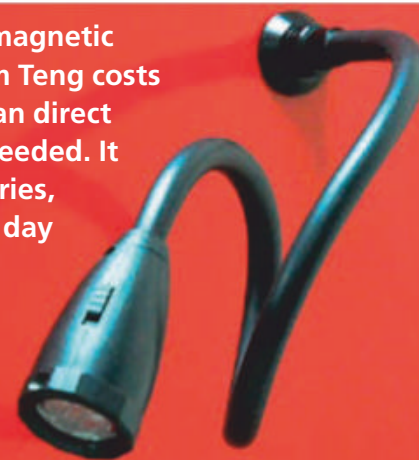
The issue of lighting can be quite challenging. We've featured many classic cars that have been part-restored or assembled in a lock-up with no electricity where it was a case of making do with battery-powered lights and available daylight, so it can be done. And we've all completed repairs on a driveway that have overrun into darkness and required artificial lighting.

In the August 2019 issue (pages 86-90), we looked at lighting in detail and concluded that a range of underbonnet lamps, head torches, inspection lamps and worklights can be used to help illuminate most jobs. Some people prefer a head torch as it keeps their hands free and avoids the problem of leaving an inspection lamp inside a wheelarch or engine bay. Underbonnet lamps are ideal for illuminating an engine bay, but they can be bulky to transport, although some fold in half. Few lamps will last for a full day unless they are used frugally and on the lowest illumination settings, and only a few can be used whilst they are being recharged, so it's perhaps wise to buy at least two.

SECURITY

With a collection of tools and equipment perhaps stored at a second garage or workshop, or transported between jobs, there could be a greater risk of theft. This may encourage you to trim down the tools and equipment and take only the ones you need. Check with your household insurance as to whether you have away-from-home cover and whether it can apply to tools and equipment, which may have to be locked away somewhere. Portable tools and equipment can be difficult to keep safe if you can't find somewhere to store them. Even if a toolbox is lockable, it needs to be stored somewhere that's difficult to break into. If you don't want to leave your tools

This flexible magnetic LED light from Teng costs £14.90, and can direct light where needed. It runs on batteries, so can last all day with spares.



at a second garage or a place away from home, then there's more reason to invest in something that's portable and compact.

OUR RECOMMENDATIONS

If you're new to the world of classic cars and have yet to invest in some tools and equipment, then do your homework first. Depending on the age and type of classic cars you intend to work on, you may need Whitworth, imperial or metric-sized sockets and spanners, or a mixture.

Regardless of how many tools you have, there's always room for more and it's often tempting to take advantage of bundle deals and discounts. However, most tools are often a want, not a need. They may save time, such as a battery-powered impact driver, but how much time when it comes to undoing wheel nuts when compared to a wheel brace, which you may need to use initially to slacken the wheel nuts? And if you're transporting such an impact driver between jobs and garages, is it worthwhile?

There's certainly something satisfying about having a minimalistic collection of tools that can tackle most of the jobs you like or need to complete on your classic car. The hard part is being ruthless and deciding which ones they are.

ESSENTIAL

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1/4"
DRIVE

SOCKET SET

Item ID: T1436

36 Pieces

Regular sockets: ○ 4–13mm

Deep sockets: ○ 6–13mm

25mm Bits: ☉☉☉☉☉☉

Hex Keys: 1.5, 2, 2.5mm

Flip reverse ratchet, 2" & 4" extension bars

Universal Joint, coupler adaptor, T-bar adaptor **RRP: £83.88**

£41.90
Inc VAT



3/8"
DRIVE

SOCKET SET

Item ID: T3839

39 Pieces

Regular sockets: ○ 8–22mm

Deep sockets: ○ 8–19mm

25mm Bits: ☉☉☉☉☉☉

Spark plug sockets: ○16 & 21mm

Flip reverse ratchet, 3" wobble & 6" extension bars

Universal Joint, coupler adaptor, T-bar adaptor **RRP: £141.48**

£69.90
Inc VAT



1/2"
DRIVE

SOCKET SET

Item ID: T1221

21 Pieces

Regular sockets: ○ 10–32mm

Flip reverse ratchet, 2 1/2" & 6" extension bars

Universal Joint, T-bar adaptor

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FORD 100E & 107E

The 100E and 107E saloons took Ford's small car offering into the modern age. Thanks to their simple design and relative affordability, they offer practical and enjoyable classic car ownership over 60 years on. Report: **Phil White**

The decade or so after World War Two was a hard time for Britain. Food rationing continued until 1954, resources in general were scarce and much of the population endured significant austerity. Given these conditions it is quite understandable that Ford continued to produce a small car until 1959 which had remained largely unchanged since the early 1930s. The 103E Popular looked and drove like ancient history, but it was for many the only affordable family car available.

However, the 1950s was also a decade of enormous optimism, which expressed itself in forward-looking design and style. This was the energy that in 1953 gave birth to Ford's 100E models. To 21st Century eyes these two and four-door saloons can look cute and retro, but much about them was thoroughly modern and in many ways with the 100E Ford brought the future to the common



The 107E was faster, accelerated more quickly and was more frugal than its sidevalve predecessor.

man. It embraced monocoque construction, a three-box body style, hydraulic brakes, independent MacPherson strut front suspension and 12-volt electrics. The real cutting-edge stuff of front-wheel-drive, hatchback body and transverse-

mounted engines wouldn't be part of the Ford proposition until 1976's Fiesta, but the 100E represents a real turning point for the company.

Behind the scenes there was less radical equipment. The engine was updated somewhat

for the 100E, but it was still essentially the same venerable 1172cc, sidevalve, inline-four unit packed by the 103E. This was bolted to a three-speed gearbox, which even then was regarded as anachronistic. The rear axle was suspended



The Squire was the more upmarket of two estate versions. There was also a Thames 300E van.

on leaf springs like a brewer's dray (though in fairness this was still reasonably common at the time), while wartime-era vacuum-powered windscreen wipers slowed or even stopped under acceleration.

On balance however, the 100E was an excellent car offering reasonable accommodation for a family and its luggage. It had light controls and – thanks largely to the independent front suspension – pleasantly neutral handling. The stone-age rear setup did tend to generate snap oversteer when pedalling the car hard in damp conditions,

but the engine's 36bhp was hardly encouraging of a press-on driving style. The two-door body was named Anglia and the four-door car bore the Prefect badge. While the basic cars were fairly Spartan to keep the list price down, various optional extras could be specified. A De Luxe package also featured some of these, bringing luxuries such as a heater, a radio and extra body brightwork to the party.

Throughout its production life the 100E sold well without evolving very much. In early 1955 the all-drum braking system acquired drums of

increased diameter. A 1957 facelift brought revised front grille and lights, changes to the bumpers and a larger rear window. Mechanically, the engine and transmission remained the same throughout. However, in 1959 the 103E Popular was finally discontinued. At this point the 100E model took on the Popular badge and became a two-door only model. The four-door car was revised to create the 107E Prefect, something of a hybrid with superficial restyling of the body, plus the new 997cc overhead-valve engine and four-speed

transmission that would find a long-term home in the 105E Anglia. Most of the 100E and 107E cars produced were saloon models. However, the rare Escort and Squire-badged estate versions can occasionally be found. Even rarer are cars equipped with a semi-automatic gearbox or a Newton drive clutchless gearchange.

One man who knows more about these models than most is Mike Wood. The product of a Ford dealer apprenticeship, he and his business partner Chris Evans have run Old Ford Auto Services from its Bracknell base since 1989. The 100E and 107E are at the core of the business, which started as a hobby but grew to become one of very few specialists in the model, and their help with the following guide has been invaluable.

BODY

'You face the usual Ford stuff with these cars,' says Mike, 'and that means rust.' Especially vulnerable points include the inner and outer sills, the dirt-collecting open section at the front end of the sill, the front suspension strut top mounts, the area around the leaf spring front mounts, the lower rear quarters and valance. 'Almost every car will have had repairs by now,' Mike explains. 'You need to try and assess the quality of this work.'

Fortunately, the model is well



Most of the 38,154 107E Prefects produced were given two-tone paint schemes and a Deluxe level of trim to go with their OHV engines. »



BUYING GUIDE

FORD 100E & 107E

« catered to and a wide range of repair panels is available. You can get lower rear quarters, for example, and on four-door examples although the wheelarch panel rots, you can replace the whole section. Mike notes that the cars' design makes repair relatively feasible, as items such as the front wings, front panel and doors simply unbolt to give access.

Mike recommends paying particular attention to the floor. 'The window rubbers leak,' he says, 'which creates rot in the front footwells. Complete floor sections are one thing you can't get as a repair panel. Patching this takes time and expertise.'

As well as repair panels, much of the body trim is available nowadays. Some of the brightwork on later cars is stainless steel, so examples should look clean in this respect. However, Mike emphasises the importance of looking hard at a car, especially if it is in clean condition. 'Take a magnet,' he says. 'A nice looker that has been given a quick make-over can be a basket case within a year.' He recommends prospective owners to join a club, such as the Ford Sidevalve Owners' Club. 'People in clubs are incredibly helpful,' he explains. 'One really good way of finding a decent car is through word of mouth within a club. You'll also find friendly people happy to provide advice, and some of these guys really know their stuff.'

ENGINE

Both the sidevalve and overhead valve engines are simple and reasonably rugged units. Their main enemy is lack of maintenance in earlier years. 'The sidevalve lasts well as long as it isn't revved too much,' Mike says. 'If it's treated with respect and has plenty of oil changes it should be fine.' Strange noises and blue smoke when running are obvious warning signs of wear to valve gear and bores. Excessive bore wear due to the deterioration of piston rings requires a rebore and new pistons, so a receipt for this job is actually an encouraging sign.

It isn't unusual to find the engine bay occupied by a non-standard unit as these cars have long been the subjects of modification. 'Favourite swaps used to be the Crossflow and Pinto,' Mike says, 'but lots of people are converting them with Zetec and Duratec now.' There is nothing wrong with a converted car, but both the engine itself and the quality of the installation need to be looked at carefully. 'It also needs upgrades to the steering, brakes and suspension,' says Mike. 'All of this work needs to be checked over.'

Thanks to the popularity of upgrades, original engines are easy to source at very affordable prices. Keeping a standard example on the road shouldn't cost the earth.



The 1172cc sidevalve engine of the 100E could trace its lineage back to the 1930s, but it was a quiet and willing performer.



Soft furnishings for the interior are available from specialists. Get the details right and the cabin is a wonderfully period place to sit.

TRANSMISSION

The three-speed gearbox has no synchromesh on first gear, which can seem awkward at first for drivers used to modern cars, but the gearbox itself is a reasonably durable unit. A test drive is required to check for noise from it. Poor synchromesh

on second gear is a common fault, and if an example jumps out of second, then work will be required. The differential is also prone to wear, but can run noisily for a long time without failing. Mike recommends that any new owner changes the transmission oil as a precaution. 'Spares are available if you need them,' he notes encouragingly. 'Also, upgrading the box to the four-speed from a 105E Anglia has always been popular, so it's easy to find a three-speed unit and they don't cost much.'

SUSPENSION, STEERING AND BRAKES

Thanks to its simplicity, the suspension of these cars is unproblematic, so even if an example has elderly bushes and worn front strut inserts, it can be repaired without undue effort or expense. 'It's all straightforward,' Mike explains. All the spares are available on the internet and from



The Anglia was the cheaper two-door option. There was also an Escort estate.



companies such as Small Ford Spares. The rear leaf springs can sag with age, but can be re-tempered if new items prove difficult to find.

Even in perfect condition, no car with worm and peg steering will feel as direct as a modern rack and pinion setup. While many of these cars have been converted to rack and pinion, those with the original mechanism need to be checked carefully. Fluid leakage from the steering box is a bad sign, although the seal **can** be replaced to cure this. However, if the car wanders with the wheel in a straight-ahead position, then the roller peg could be worn. This is no longer available, and could cause a headache-inducing search for a replacement steering box. A 100E or 107E should have light, pleasantly direct steering considering the old-school nature of the system, with less than two turns of the wheel from lock to lock.

The all-drum brake system, when functioning well, actually does a reasonable job of stopping these cars. Pre-1955 examples originally had seven-inch diameter drums, which proved prone to fade with prolonged use. A move to an eight-inch system cured that problem. Slight changes were made in 1957 to improve things further. Any 100E or 107E should pull up reasonably well,



Family resemblance to Ford's bigger offerings such as the Mk1 Consul was clear. It was also thoroughly modern in styling when compared to the sit-up-and-beg Popolars.



and in a straight line. Veering to one side indicates a seized mechanism.

The main enemy to the brakes, Mike says, is the classic status of the cars. 'Check the fluid,' he warns. 'If it's black, that means it is full of rubber. The fluid eats the seals over time, especially in cars that are only used occasionally. Any unrestored car should get a new set of rubber seals and fresh fluid. We put silicone brake fluid in. It's more expensive, but it lasts longer and cures the problem.'

Long-term, a car with the larger brakes will not only stop better but be easier to maintain. 'One thing that is rare now is the early wheel cylinders,' Mike says. 'The later ones are the same as for the 105E, so they're

cheap and easy to get.'

Originally equipped with crossply tyres, most cars will now wear radials. These are not only cheaper, but also provide significant improvements to the handling.

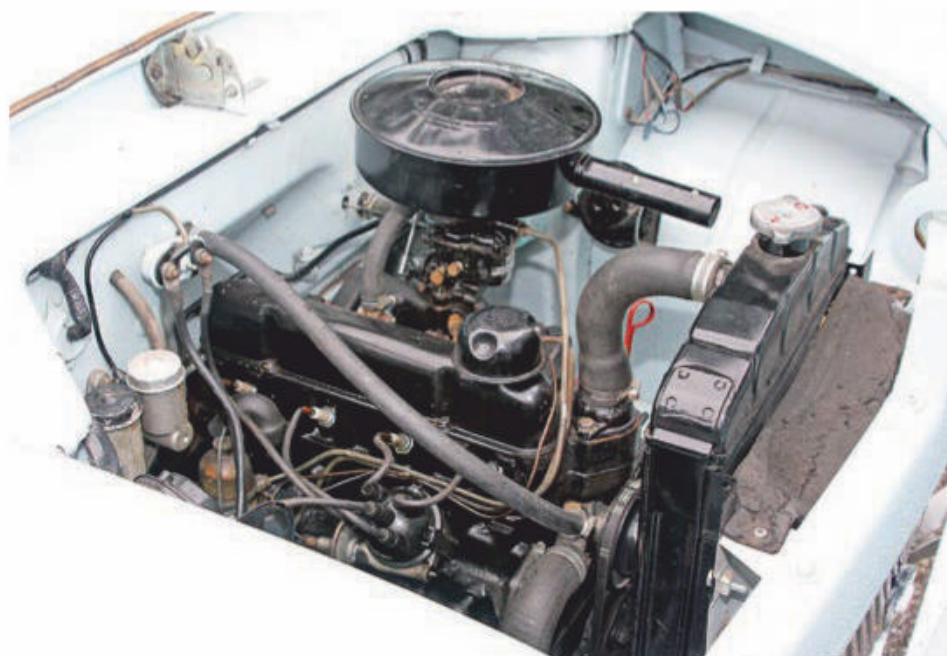
INTERIOR & ELECTRICS

Although changes were made to the 100E and 107E cabins throughout their production life, all these cars have a pleasingly simple and robust interior. It is a symphony of painted metal, chrome trim and vinyl – although some cars may have leather seats thanks to Ford's options list. It isn't a disaster if an otherwise sound car has sagging or worn seats or vinyl panels, as all the soft trim is readily available. 'Companies like Aldridge Trimming make factory-fresh

trim pieces and seat covers in all the colours,' Mike recommends.

The car may or may not feature a heater. It was largely an option on the 100E and standard on the 107E, although Mike warns that these are different units. If there is one it should work well, but check for fluid leaks as – like worn window rubbers – these can cause corrosion to the floorpan.

The 1960s was a boom time for aftermarket automotive gadget sales, so any old Ford may feature holes in its dash where auxiliary dials, switches, map lights and radios once resided. These should be viewed with caution unless you are contemplating a strip-down of the car, as interior metalwork can prove remarkably troublesome to repair. Mike also recommends a good look »



The engine, four-speed gearbox and banjo back axle were taken from the new 105E Anglia and fitted to the 107E Prefect.



Worm and peg steering was never exactly pin sharp, but when it is in good condition the car should feel light and pleasant to drive.



BUYING GUIDE FORD 100E & 107E

« behind the dash. 'People used to add equipment and do their own electrics,' he says. 'It's worth checking that there's not a rat's nest of old wiring back there, which has fire hazard written all over it.'

Overall, Mike says, the electrical system of these cars is very simple and – when in good condition – works well. 'But it's also really old,' he notes. 'Corroded terminals and bad earths are the usual causes of something not working properly, so it all needs checking over carefully and a methodical approach taken to any troubleshooting.'

The fitment of windscreen wipers powered by inlet vacuum may have saved Ford a few pounds, but has undoubtedly endangered the lives of many 100E and 107E drivers over the last six decades. Any example will have weedy, fitful wiper operation at best, which deteriorates under acceleration. Complete non-operation is also possible – an indication that the vacuum motor has died or that pipes are leaking. Happily, parts are available to fix the system. It is also possible to convert a British Leyland mechanism to fit the Ford, which provides reliable, two-speed wipers. If



you're lucky enough to find an example thus equipped, check carefully that it works well. The electrical components are notoriously unreliable and the linkage requires fettling to fit, so ensure the wiper arms don't tangle when moving.

WHAT TO PAY?

Today, the appeal of the 100E and 107E is twofold. Firstly, they are relatively affordable in comparison to the later Mk1 and Mk2 Escorts, values of which have headed for the stratosphere in recent years. Secondly, and partly because their lower value means that they haven't become sacred

cows as some 1950s cars have, these machines are eminently modifiable. This has fostered a broad church of ownership from originality purists to drag racers. Ford's little piece of post-war history is, in every way, popular and a decent 100E or 107E will provide very satisfying classic car ownership. The cars might be of pensionable age, but they are modern enough in design to be reliable, enjoyable and pleasant to drive.

Mike's advice about price is simple: 'Buy the best car you can afford, even if you plan to modify it. I think the reason so many are for sale as unfinished projects is because people get bogged down in restoring a ropery car before they can even

start with the fun stuff.'

Values vary, Mike says, on a sliding scale between £300-£400 for a basket case up to £5000-£6000 for a really good car with no restoration required, either a nice original car or a well-restored one. The asking price is a reasonable barometer of how much work they will require. However, Mike also warns against paying too much. 'I have seen higher prices,' he concludes, 'but this really is enough to pay for a very nice example.'

CM

Thanks:
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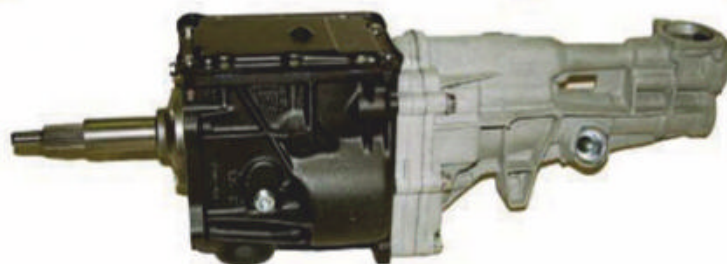


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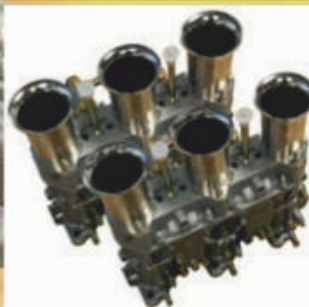
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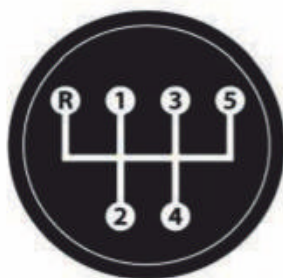
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EMERGING CLASSICS THE URBAN ON-ROADER



When Rover put the 25 in outdoor clothing during the brand's dying days, it created a car which was much better than contemporary reviews liked to admit. 17 years later and the Streetwise has proved to have enduring appeal.

Report: **Phil White**

Image, it is said, is everything, and few objects endorse this so completely as the motor car. When we purchase an off-road vehicle we expect it to look like one – rugged, capable and ready for action. But not every tough-looking car is actually equipped for the great outdoors. 1977's Matra Rancho, for instance, brought the country station wagon image to the decidedly suburban Simca brand. Although aesthetically it looked like a concept sketch for the Land Rover Discovery, it possessed no more competence in a mud-strewn field than the Simca 1100 pickup whose front section and lengthened chassis it borrowed. The Rancho sold well though, and to a much more urban, style-conscious crowd than the boxy, plebeian 1100 had attracted.

25 years later, Rover was struggling. Once a great British success, its slow ebb through iterations of British Leyland, the unhappy stewardship of BMW and the underfunded embrace of the Phoenix consortium had left it a cash-strapped shadow of its former self. It did have several competent – if ageing – models in its catalogue, but

its mostly retirement-age client base was both literally and figuratively dying.

The small-car offering was the Rover 25. This was a perfectly decent three and five-door hatchback. Originally designed in 1999, the 25 had a pleasant profile, fairly accomplished chassis, quite modern engines and a perfectly acceptable interior. It just lacked style.

Adapted as the MG ZR, the 25 had made a worthy sports hatch that retains an enthusiastic following today, largely among people who were still in nappies when it was launched. Rover, however, was a brand without MG's long-term sporting heritage. Having built its name providing comfortable transport for the professional classes, it decided to hunt for new customers among the younger denizens of the same demographic.

The rise of SUV use among the British non-rural population had been a phenomenon since the late 1990s, and vehicles such as the Range Rover and BMW's X5 had sold well by bringing urban style and comfort to the off-roader offering. Rover turned the idea



Optional accessories were available, including rear bumper and light guards, 17in alloys, a rear spoiler and 'side runners.'

round 180 degrees by dressing up a perfectly ordinary road car in outdoor active wear. And so the Streetwise was born.

Press reaction to this crossover was mixed, and not entirely objective. Rover's popularity was low, and some reviews dismissed the car simply because the 25 was neither brand-new nor very cool. However, others noted that the Streetwise was practical,

spacious, reasonable-looking and drove pretty nicely, as well as being sensibly priced. *Autocar's* correspondent took one on a shopping trip and noted plenty of positive reaction from the youths whom he encountered along the way.

The Streetwise was all about looks, which were created with chunky black plastic body components – principally bumpers, wheelarch spats, sill



“ Press reaction was mixed, and not entirely objective ”

covers and side trims. Roof bars added to the impression of outdoor-readiness, as did increased ride height. The car was raised by just 10mm, but in combination with arch extensions and 16in alloys with five thick spokes, the visual change was significant.

Revisions to the interior were welcome and well-judged. The dash was shorn of wood trim, instead getting blue-faced dials and silver detailing on a restyled centre console. Sports front seats – on some models with half-leather trim – replaced the couch-like furniture of the 25. The rear seat was optionally a standard three-place bench or a two-seat arrangement with individual seats separated by a storage binnacle. Whichever arrangement was selected, the back folded in a 60:40 split. Both three and five-door models were available.

Rover offered three trim levels: Basic, S and SE – which were joined in early 2005 by GLi and GSi interim specs. Equipment was not generous – if you wanted air conditioning you had to buy the SE – but the Streetwise was good value for money. Thanks to the generous boot, the folding rear seat and the roof rack, this

was very affordable transport for somebody with an active lifestyle. Even today, one of the regulars at my local mountain biking forest trails arrives in a Streetwise, his carbon-fibre steed on the roof and the rest of his kit strewn inside.

Thanks to a competent chassis and a range of K-series engines, the Streetwise drove pretty well. Five engine options included two versions of the 1.4 unit giving 83 and 102bhp, a 1.6-litre with 110bhp, a 1.8-litre boasting 115bhp and a 2.0-litre 100bhp turbo-diesel. Most of these were bolted to a manual five-speed gearbox, except for the 1.8 which was only available with Rover's Stepspeed selectable CVT gearbox. Performance was competent if unremarkable, 0-62mph times varying between 11.8 and 9.3 seconds, top speeds between 105 and 118mph. The quickest was the 1.6-litre version while the diesel was inevitably the most frugal, but the petrol-engined cars all give between 35 and 41mpg, which is reasonable in everyday use.

The Streetwise is easy to drive, thanks to a road-tuned chassis and tractable engines. By modern standards the diesel motor is rather noisy, but it



The SE was the top of three spec levels for the Streetwise, but all of them majored on value for money rather than equipment.

does its job well. Drivers used to contemporary cars won't be challenged by a Streetwise.

One thing that shouldn't be ignored by anyone contemplating this car is the notorious issue of K-series head gaskets failing, sometimes more than once during a car's lifetime. Any example showing a milky deposit on the underside of the oil filler cap should be avoided, unless the price factors in a repair – the cost of this has come down in recent years, and specialists now know how to make it last.

Other than that, this is a largely unproblematic car to own. It doesn't seem to rot badly and the interior lasts well. Ignition coil packs are known to fail, but are easy to replace. Owners do report electrical issues such as a windscreen wiper motor fault that trips

the tailgate lock, door lock actuators dying and a tendency for the key fob to require recoding from time to time, but in general owning a Streetwise shouldn't be a stressful experience. Rover might have been derided for its British Leyland history, but thanks to its associations through the years with Honda and BMW it knew how to build a decent car.

Despite its minority status as a niche model, reasonable numbers of the Streetwise can be found today, and because some of them were originally bought by older guys with an inclination towards something funkier than normal Rover fare, good low-mileage examples are available. Sadly, Groovy Grandad also tended to specify a 1.4-litre engine and the 1.6 (the most satisfying option) is sadly something of a rarity. However, it is worth seeking out. The SE model is the trim to go for, while base cars with 15in wheels just look wrong.

If you spend time locating a low-miles 1.6 SE model (a 1.4 will do fine, but it must be the higher-powered version) in a bright colour such as the vivid Trophy yellow or Trophy blue, you will gain a distinctive and practical everyday companion for remarkably little money. Dealers are marketing good examples at around £1500, but between £600 and £800 should secure a great car in a private sale. The Streetwise was the end of the line for a great British marque, which means that its value will climb in coming years. In every way this car is 'out there,' which is the root of its unique appeal, an appeal that goes beyond mere image. **CM**



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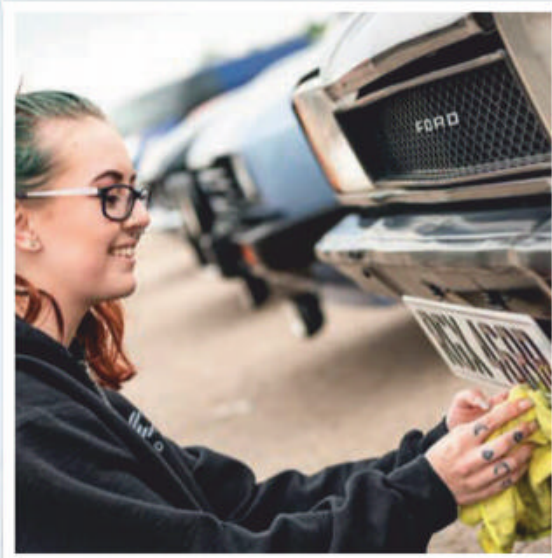
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The X308 was Jaguar's third and final iteration of the XJ40 theme, with styling that harked back to the original run of XJ6s.

A SUPER CHARGER

Rod Ker looks at the XJR, a car that took everything good about the ultimate classic Jaguars of the past, mixed it with a dose of modernity – and was all the better for it.

In 1961 Jaguar amazed the world by launching a 265bhp sports car that did 150mph, dashed to 60mph in around six seconds, and cost a mere £2000. Disregarding the fact that only the select few would be able to buy an E-Type at any price for several years, and that the real-world performance was rather less speedy, this was still brain-boggling news. But, moving forward half a century, such is progress that some diesel saloons go faster, while travelling at least twice as far on each precious gallon of fuel.

Better still for the incurably speed-crazed, about a tenth the price of an E-Type in real terms will bag a relatively modern Jaguar with performance in another dimension. Plus it has room

for four and won't throw any classic tantrums if the weather turns nasty or you get stuck in traffic. There are actually several Coventry cats that fit this bill, but the XJR built between 1997 and 2002 is a prime candidate, being cheap, stonkingly powerful, yet also completely unobtrusive. 'Anonymous' would be a less flattering description of the styling, but not standing out from the crowd can be a very useful quality in such a fast car, even though it won't save you from preying GATSOs.

Jaguar saloons have a complicated lineage. The grandfather, or possibly great, great, great grandfather, of the XJ8 series that launched in 1997 is the MkX, which first appeared a few months after

the E-Type and used virtually the same 3.8-litre engine and rear suspension. Unveiled at the Earls Court Motor Show, the new big saloon from Browns Lane had a slightly lukewarm reception. Sadly, the styling wasn't everyone's cup of PG Tips – while the idea had been to appeal to American eyes, somehow the bulbous shape didn't quite work.

However, what did work was the new independent rear suspension, which came directly from the E-Type and benefited directly from Jaguar's racing experience. Essentially the same double-everything setup was used in the XJ-S right up until the 1990s, so obviously they got that bit right.

In 1964 the MkX turned into the 420G, an almost identical

car save for its enlarged 4.2-litre engine, a more torquey but less revvy unit. Again, this came straight from the E-Type, and arguably was far more suited to power a large, heavy saloon than a sports car. The line continued four years later with the magnificent XJ6, the delayed Coupé version of which being the last Jaguar produced under full command of Sir William Lyons. It was a fitting tribute to him before the company sank into the British Leyland mire.

Leaving aside 'small' saloon offshoots like the S-Type and 420, the next branch of the XJ8 series family tree is the 'New XJ6' of 1986, usually referred to by its XJ40 codename, for some reason. Confusingly, the succeeding New NEW XJ6

»



MARQUES & MODELS

JAGUAR XJR

« and XJ12 models released in 1994 were rarely known as the X-300! That may have been because Jaguar was now part of Ford and had different ideas about brands and marketing. Although firmly based on the XJ40 platform and powered by similar AJ6 and V12 engines, the leaping cat badge was now regaining its former glory. Quality had been improving since the John Egan era, and with Ford's input (and lolly) things could only get better.

Those who had yearned for a more sporty big saloon were particularly pleased to see the XJR, which had a 326bhp supercharged 4-litre six under the bonnet. That was actually 8bhp more than the 6-litre V12, but obviously the two attracted different types of customer. Still, one thing all customers had in common was pots of disposable income, the XJR being priced at over £45k and the V12 nudging towards £70k in some forms. Were BMW and Mercedes worried? They probably should have been, because all the XJs were worthy of comparison with Germany's finest. Cue a thousand magazine shootouts with the BMW M5...

The X-300 only lasted for three years before being ousted by the XJ8 model seen here, codenamed X-308. As expected, the '8' referred to the number of cylinders under the bonnet of the more powerful variants – no surprise, because the brand-new AJ-V8 engine had debuted in the XK8

a year earlier. (As an aside, Ford or Jaguar logic meant that the XK8 was coded X-100, rather than X-108!)

It was common to assume that the new motor was a Ford hand-me-down, but that wasn't the case. Jaguar developed it from scratch, although it was actually made in Ford's Bridgend plant. Of all-aluminium construction, the V8 had four valves per cylinder and variable cam phasing, controlled by a management system that gave a quick warm-up and kept fuel consumption down to almost reasonable rates, considering the power available – in normally aspirated 4-litre form 290bhp was the figure, but the supercharged version had 30% more. With

due respect to the past, 370bhp is at least double the true output of the original E-Type 3.8, whose claimed 265bhp was more like 170bhp in real life. It's long been accepted that Jaguar press cars were a little bit special and more powerful than standard production models, which were never likely to clock that magic road test 150mph figure.

The precise top speed of the XJR is uncertain because it was governed to 155mph, as per the motor industry's gentlemen's agreement designed to stop the German authorities regulating top speeds on their motorways,

but we can safely assume that free of restrictions it would be about 175mph. Does anyone really care? It's unfortunate that in the last 50 years roads and laws have made any vehicle this fast a bit pointless unless you spend a lot of time on autobahns, and even there the opportunities to travel at unlimited velocities are diminishing. Still, it's nice to know you have the power there should you ever need it...

Sadly, *Classic's* budget doesn't stretch to continental jaunts, so when I was given the chance to try out a turn of the century XJR I had to make do



“ The precise top speed of the XJR is uncertain because it was governed to 155mph ”

The XJR was given matt black window trim, creating just a hint of bad-boy menace to go along with those eternally graceful lines.





with Shropshire borders roads, where it is considered normal to drive at a fair bit under 175mph. While I therefore can't say anything about on-the-limit handling, there was enough empty road to establish that the XJR is very fast, and has the sort of performance that would worry a superbike pilot. The difference is, of course, that while your chum on the motorcycle will be getting wet, cold and terrified, Jag man will be comfortably cosseted in leather and wood, with only a distant bass throbbing noise from under the bonnet to disturb his reverie as the scenery flashes past. So yes, it's fast, if I haven't mentioned that five times already.

Obviously, such stupendous speed would be a liability in an older generation Jaguar saloon. Just the thought of going much faster than 70mph in a MkX makes me sweat, and although the succeeding XJ6/12 handled well, it was tuned for comfort and not the Nurburgring, as an executive motor jolly well should be. Apart from soft suspension, those specially designed low-profile Dunlop SP Sport tyres were rather too squidgy, and the steering was over-light and devoid of enough feel to tackle the green hell with any excess of exuberance.

Later XJs of the 1980s and '90s became generally tauter, inevitably at the expense of a more knobbly ride, but thanks to modern technology the XJR can let you have



The supercharged 4.0-litre V8 in the XJR produced 370bhp and 387lb.ft of torque. There was no manual gearbox option, nor was a limited slip differential offered. 0-60mph times were just 5.6 secs.

your automotive cake and eat it. The principal secret weapon lurking beneath the curvaceous bodywork is CATS, which punningly stands for Computer Active Technology Suspension. Describing the full workings would take up far too much space, (perhaps luckily!) but the basic idea is that various sensors secreted about the nether regions feed information to a computer, which works out what the car is doing and adjusts the suspension to suit. While stopping short of the sort of adaptive set-ups pioneered by Lotus and Citroën, CATS is clever enough to firm up the ride when needed, ie when the black box realises that

acceleration (in any direction, presumably) is increasing.

If you fell asleep during that last paragraph, let's concentrate on the practical effect of active suspension, which is basically to keep two tonnes of XJR pointing in the right direction at silly speeds. It rides softly when wafting along, but magically becomes tighter when driven harder. Couple that with ABS and traction control, and you can appreciate that a complete bozo could drive this car fast, at least until the laws of physics intervened. To add a note of caution though, as with most 21st Century cars this isn't necessarily a boon thanks to risk perception. A wallowy 420G that threatens to lurch off into the hedgerows at 50mph might just be safer – if you're scared, you slow down!

One thing the XJR shares with its ancestral Jag saloons is a close-fitting cockpit. It's quite a large car externally, yet the interior is a reverse-Tardis affair, partly because of transmission tunnel intrusion and partly because of the characteristic low roofline. In terms of quality and construction, the X-308 was probably the best yet from Browns Lane, a world away from the Series 2 XJs thrown

together in BL's name. The cabin and instruments strike a pleasant balance between modern and traditional – customers expected slabs of wood, but not acres of it.

As for the engine itself, only a very faint whistly whine gives the supercharger game away, but there is something of a novelty to being in a Jaguar with a V8 rather than an engine with a multiple of six cylinders. It's no secret that William Lyons was dead against V8s because that's what the American opposition had under their hoods. He had to modify his view slightly when Jaguar bought Daimler and inherited the Edward Turner designed V8, which was quickly put to good use in the 2.5 saloon and in 4.5-litre form (as seen in the Majestic Major) could easily have formed the basis for an SP450 sports car that would have humbled the E-Type. A prototype was built apparently, but that's another story.

Back to this story and we have established that the 1997-2003 XJR was a fine tribute to Jaguar heritage. One snag was the price – the basic list being over £50k. Add in a few extras and you have one expensive motor, so the British option was no longer an affordable





MARQUES & MODELS

JAGUAR XJR

alternative to a Mercedes or Beemer. In Y2K the original owner could have been around £60k poorer, and expecting to lose at least 20% of their 'investment' a year later. Not long after that, depreciation would have knocked a zero off the £60,000.

It would be rude to ask what the owner of the BRG missile I drove paid for it in 2012, but the base price of survivors from a relatively short production run seems to be increasing. Remember, though, that cheap cars very often turn out to be more expensive in the long run. Better to pay more initially for one with a bit of history. For buyers, the main potential pitfall is (or was) the original AJ-V8's Nikasil bores. There won't be many of these left now because the failures were dealt with long ago. As with all cars made in the last couple of decades, electronic malfunctions are the other bugbear. Just make sure everything important works and there are no mysterious dashboard lights.

Over seven years as a daily driver, the one I tried has been a picture of reliability. It needed a new set of discs and pads for



The dash was a big improvement on what had gone before, the rectangular pod of the XJ40 giving way to three recessed dials à la XK8. There was of course acres of leather and a sprinkling of wood.

the first MoT, but that's almost it apart from a slight tweaking of the exhaust system. A developing noise from the back was fixed with a secondhand replacement diff at reasonable cost. Inevitably, the big engine has a big thirst for unleaded. On a long cruise consumption figures rise into the mid 20s, but unleashing more of the 370

horses will empty the tank and your pockets. If we can forget the little matter of paying 30p per mile just for fuel, one advantage of running a high-performance car registered before 2001 is that it doesn't suffer graduated VED rates, saving around £300 a year.

So it's a great car, but going back in history, all XJ saloons

have had an uphill struggle to be accepted as classic, partly because so many were made. Jaguar made about 125,000 X-308s, including some 15,000 XJRs. Plenty are left now, but expect supercharged models in particular to be prized in the future and prices to rise, fuelled both by reducing supply and increasing appreciation. **CM**

“Plenty are left now, but expect supercharged models in particular to be prized in the future and prices to rise”





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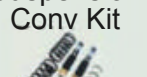
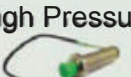
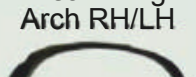
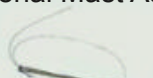
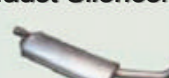
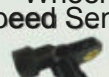
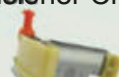
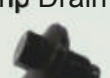
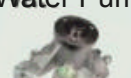
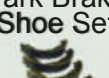
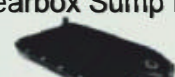
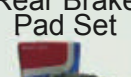
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PRESS PICTURES A-Z

Join us on another trip down memory lane as Simon Goldsworthy samples a selection of press and publicity photos from manufacturers, this issue ranging from M for Mercedes through to P for Princess.



► MERCEDES

This images sees the Mercedes W25 Silver Arrows race cars being taken on a victory parade after winning the Eifel Race at the Nurburgring on 3rd June, 1934. That was a hugely significant occasion, marking as it did not only Mercedes-Benz's first race win, but their first competition entry too! With a supercharged 3.4-litre straight-eight engine, the Silver Arrow was capable of 155mph, quite terrifying really when you think of the technology of the day. Supposedly, the cars had been painted white, but this was stripped off to help get them under the 750kg weight limit.



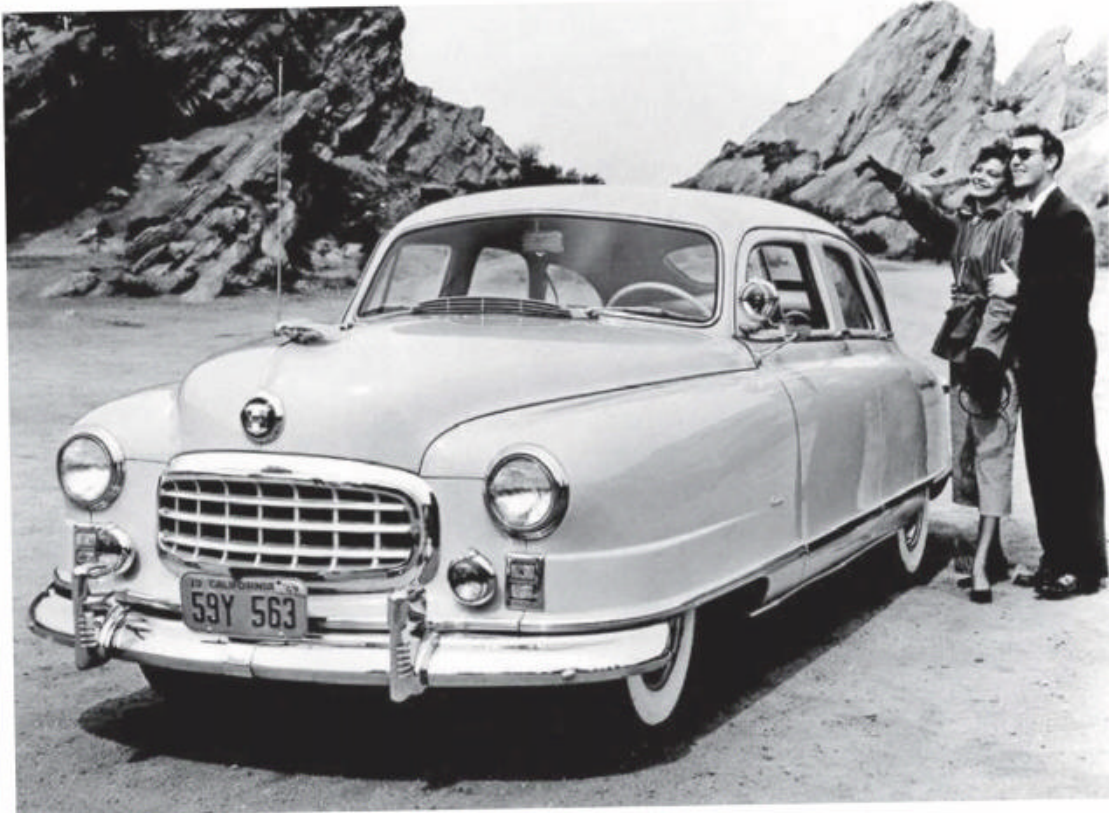
◄ MG METRO 6R4

The MG Metro 6R4 did not owe too much to either MG or the Metro, but it did both names proud. There were already MG Metro 1300 and MG Metro Turbo versions of the little shopping trolley being built at Longbridge by the time that the 6R4 was announced in February 1984. With a 2991cc V6 engine mounted amidships producing either 410bhp in International form or a more modest 250bhp in Clubman guise, the lack of a turbocharger ensured this came on tap without any lag. It was accompanied by up to 270lb.ft of torque. With acceleration of 0-60mph in just 3.2 seconds, *Autocar* said it was the fastest wheel-driven car they had ever tested.

► MAZDA

This delectable machine is the first Mazda Cosmo sports car, a name that lasted in production from 1967 to 1995. The L10A had been shown at the Tokyo Motor Show in 1964, but production proper did not begin until May 1967. Under the bonnet was a two-rotor Wankel engine, something that was to become a Mazda USP for decades – the 'unique' part of that designation being that the company made a success of the technology, in direct contrast to everybody else who dabbled in it. The '90th Anniversary' tag is because the image was released by the company in 2010 'to celebrate 90 years of technical innovation' – the Toyo Cork Kogyo Co Ltd was taken over by Jujiro Matsuda in 1920.



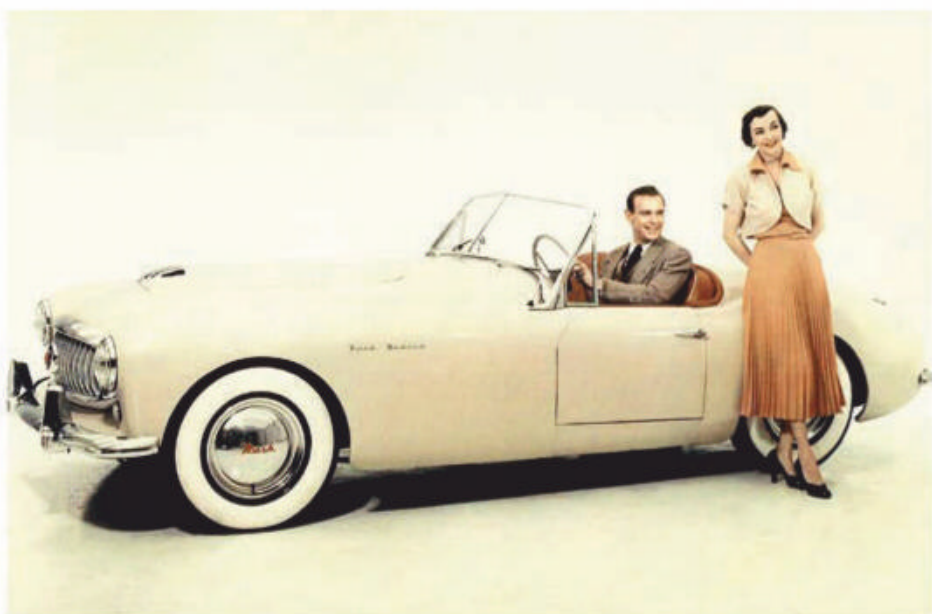


◀ NASH

This is the Nash Ambassador of 1949, and it marked a new departure for the Wisconsin company. The Ambassador name was first used by Nash for the most luxurious version of their Advanced Six in 1927, but with the introduction of the Ambassador Eight in 1932, it became a model range in its own right. The 1949 models introduced unitary construction, but it was the styling changes that grabbed the most headlines as serious attention was paid to streamlining – those enclosed front and rear wheelarches were more than a styling gimmick.

▶ NSU

Remember the days before commercial hand washes when people use to clean their own cars? Back then, the alternative was a mechanical wash that was a thrilling adventure for the kids, but risked damaging your paint or pulling off a mirror. This family were all mucking in to spruce up their NSU TT, a rapid little beast with its rear-mounted OHC engine. The Neckarsulm company was bought by VW in 1969 and folded into Audi, the NSU name disappearing with the Ro80 in 1977.



◀ NASH-HEALEY

This 1951 photo is from the launch of the Nash-Healey, built by Donald Healey using Nash Ambassador underpinnings for the American market. After a Pinin Farina redesign in 1952, it had probably the longest production line in history as the running gear was shipped from the USA to England, the rolling chassis were then sent to Italy to be bodied and the finished cars returned to the US. It was financial madness, and the model was laid to rest in 1954.

▶ NISSAN

Very apt since we are introducing our new Figaro project this issue, this picture shows the opening ceremony for the Nissan Oppama Plant near Yokohama in 1961. The car is a Cedric Model 30, the first of the Cedric line that was updated and reinvented to compete with Toyota's Crown until reaching the end of the road in 2004. Originally it replaced the Austin A50 that Nissan were building under licence, but why was it called Cedric? Supposedly that name was chosen by Nissan's CEO and comes from the main character in the novel, *Little Lord Fauntleroy*. No, we don't really see the connection either.





► OLDSMOBILE

Admittedly this is not really the target era for *Classics* magazine, but we couldn't let the Os slip by without including the Curved Dash Oldsmobile. Built from 1901 to 1907, it was credited with being the first mass-produced automobile, being built on an assembly line using interchangeable parts. With a tiller instead of a steering wheel, a single cylinder 4.5hp engine and chain drive to the rear axle, it may look antiquated today, but it has every right to do so because it is nearly 120 years old! Its influence was immense though, and it was America's best-selling car from 1902-1905. However, Olds only put the Curved Dash into production initially because a number of alternative designs were lost in a fire and they had no other option!

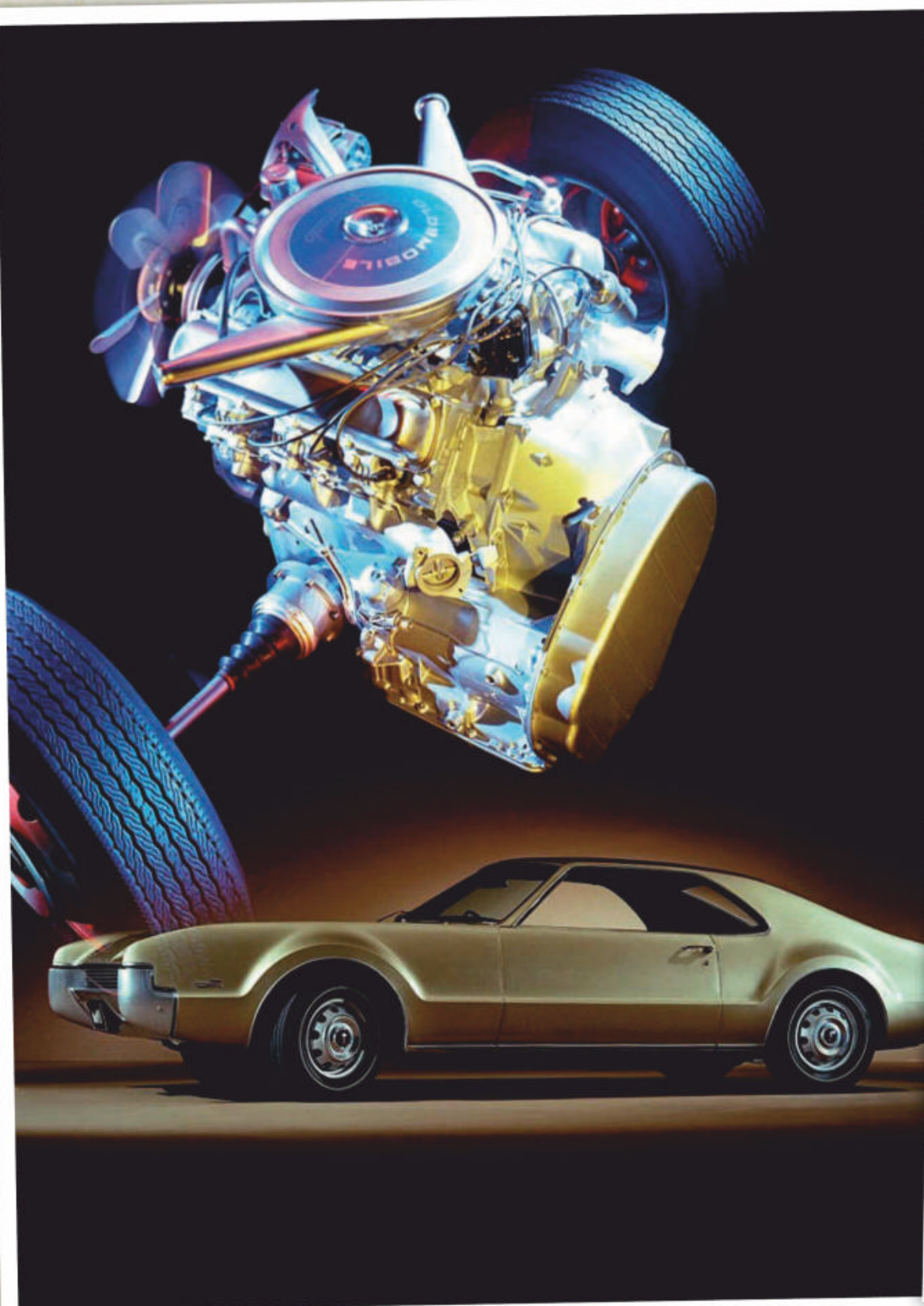


◄ OLDSMOBILE

We're giving Oldsmobile a second bite of the O cherry not because there aren't any other options, but because we thought this Toronado from 1966 contrasts so nicely with the Curved Dash model above. Its big selling point is displayed clearly in this image – the 385hp, 7-litre Super Rocket V8 engine in this behemoth drove the front wheels! Firestone designed a tyre specifically for this application, with a stiffer sidewall and unique thin white pinstripe.

▼ OPEL

This family (from Groß-Gerau in Hesse according to the German number plate) have not strayed too far from their Opel Ascona to enjoy a roadside picnic. We have to say that the young lad does not look too happy at being dragged away from his mates, though. This was the third generation of Ascona, the Ascona C built from 1981-88. This marked a shift to FWD for the model. UK buyers, of course, know it better as the near identical Vauxhall Cavalier.





◀ PEUGEOT

This magnificent beast is the Peugeot 403 Familiale. The 403 was launched in 1955, and the estate car was a massive 15ft long despite having only a 1468cc engine. The Familiale version of this had seating for up to eight arranged over three rows, which presumably is why there are so many people crowded around this example. There are nine bodies in the picture, but then again who really counted that carefully in these pre-seatbelt times? Incidentally, the TV detective Columbo drove a two-seat convertible version of the 403.

▶ PANHARD

We are staying in France for our second P and this delightfully futuristic looking Panhard PL17 from 1960. The PL in the model name stood for Panhard et Levassor, which had been the company's name when founded in 1887. They ditched the Levassor name after World War Two, but were taken over by Michelin in 1965 and then folded into Citroën. The Panhard name disappeared from cars in 1967, but continued to find a home on armoured vehicles into the new millennium.



Twin fuel tanks with one filler on each side allow the big Jaguar to carry sufficient fuel for its thirst without eating into luggage space too much.

◀ PORSCHE

This picture represents the start of an enduring legend, showing as it does the launch of the Porsche 911 in 1963 at the Frankfurt Motor Show. An update of the Porsche 356, the 911 had a rear-mounted six-cylinder engine, air-cooled initially but water-cooled from 1998. The model was initially going to be called the 901, until Peugeot objected to that because they had exclusive rights to the #0# naming format in France. The 911 is still in production today, massively updated but with the family lineage clear for all to see.

▶ PRINCESS

We'll wrap up this issue's selection with a T-plate Princess 2.0HL pictured, we would guess given BL's photographic preferences in the 1970s, in Wales. And yes, we are entitled to place this under P for Princess because although the big wedge started out wearing a choice of Austin, Morris and Wolseley badges, within six months of launch they had all been rebranded as Princesses. This image would have been to push the new Series II versions, with 1.7 and 2.0 O-series engines rather than the old 1.8 B-series lump. There was also a 2200 option with a transverse straight six.



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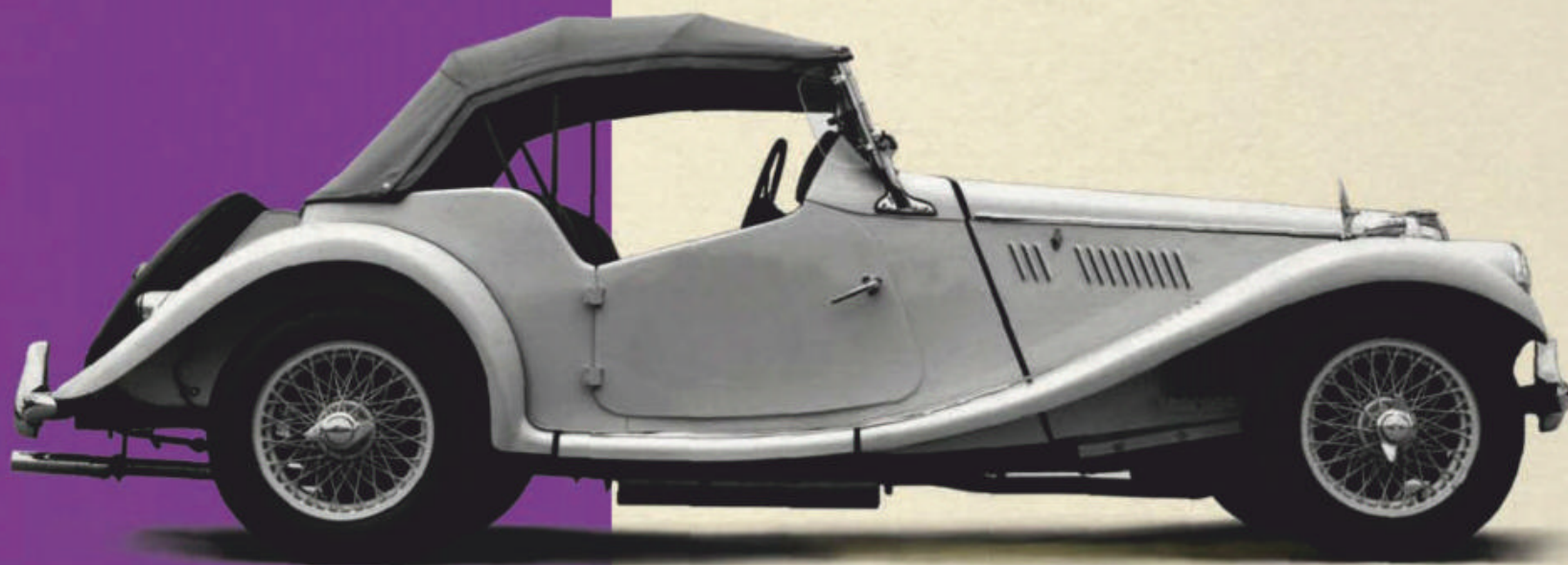
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ALFA ROMEO
GTV


1999, 130,000 miles, £1,200. 2.0 Twin Spark Lusso. Our own Classic Car Buyer project car now surplus to requirements. MoT October 2020. 130,000 miles. Lots of history, three keys. Recent cam belt and clutch, newish tyres. New rear brakes. Black Momo leather interior in lovely condition, paintwork could do with tidying. Viewing by appointment in Peterborough, Cambs. Contact ccb.ed@kelsey.co.uk or 01733 353378.

SPIDER


1975, £17,950. Well maintained example in excellent condition throughout. Recent new interior and mohair hood. Please call 01844 281700, Oxon (T) 12596

AUSTIN-HEALEY
SPRITE


£15,500. Nicely restored, to a high standard with the addition of a balanced fast road engine, this little Sprite is a car you just want to keep driving. This Sprite is perfect for country lanes or motorway driving and for me, this Sprite ticks all of the boxes. The gearbox is precise, just as you would expect and the standard interior gives the car a nice feel but the addition of a CD changer in the boot and radio with speakers adds a little comfort and enjoyment. Please call 01420 564343, Hants. (T) 11020

BENTLEY
S2 CONTINENTAL


1961, 68,000 miles, £130,000. Magnolia piped Red, known to us for many years. Excellent history file. A stunning example of the scarce and much sought classic. Please call 01732 886002, Kent. (T) 12134

S-3 RHD


1965, 160,000 miles, £4,500. Same owner for 26 years. New Ac + heat, new head liner and carpets. Small tools, owners, manual and first place. Please call 202 330 9681, USA. 12119

BMW
328i CABRIOLET


1998, 210,000 miles, £750. Spares or repairs. One owner but no MoT. Garaged from new, would make a great restoration project, hood is immaculate. Please call 01572 823465, Rutland. 12782

E28 520i


1983, 160,000 miles, £3,800. Same family ownership since 1987. Engine rebuild in 2013, original blaupunkt exhaust, drives well, long MoT and reluctant sale. Please call 07751 941240, Hertfordshire 12761

DETOMASO
PANTERA


1972, 32,000 miles, £120,000. Details to follow. Please call 01623 411476, Eakring (T). 12576

FACEL
VEGA


1963, £58,500. LHD, owned 12 years, full photographic restoration, on rust free car, 3 owner only, extensive paperwork, UK registered, extremely rare, wire wheels, stainless bright work and admired everywhere. Please call 07737 174200. 12663

FERRARI
348


1993, 82,333 miles, £28,500. Left hand drive, garaged for a few years, in need of restoration. Car all there, rear lights changed, but originals go with. Sensible offers only, asking price or over. Please call 01256 783576, Hampshire. 12105

TRIBUTE MX 250


1992, 72,000 miles, £9,950. Beautifully presented replica of 250 GTO Ferrari. Based on Eunox MX5. In perfect body and mechanical condition and requires nothing. Uprated brakes and dampers. Sale due to loss of licence (eyesight), engineer owned, totally reliable insured for £15,000. Please call 01276 23078, Surrey. 10816

FORD
MKII


1978, £16,250. New engine, electronic ignition, a new suspension and new brakes. MoT and tax. Please call 01928 735162, Cheshire. 12631

MKII 1600 GHIA


1979, 45,574 miles, £5,000. Original and complete, dry stored since 1992. Some surface rust, but no rot. Interior like new, engine runs. Perfect for nut and bolt rebuild. Please call 07779 782406, Sheffield. 12689


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GRANDA



1975, 150,000 miles, £35,000. I have the only American Ford Granada Hot Rod that is in show quality condition in America. It has a new 408 stroker engine with dual quads and much more. Please call 206-327-5739, USA. 12461

JAGUAR

XJR



93,700 miles, £8,995. Registration number M44 XJR, beige leather interior, full service history, garaged, owned by myself as my company or my private car from 1,500 miles. MOT till April 2020. Excellent condition throughout. Please call 01206 853239, Essex. 12744

MAZDA

MX5 ROADSTER EUNOS



1993, 75,000 miles, £1,875. Series one, pop-up lights, three previous owners, MoT June and serviced. Good soft top as always garaged. Radio, SORNED at present due to winter weather. Please call 01743 860362, Shropshire. 12734

MG

MGB ROADSTER



1970, 30,000 miles, £14,000. Glacier white, overdrive, chrome wire wheels, immaculate, always garaged, many extras, all MoTs and bills. Must be seen. Please call 01462 813400, Bedfordshire. 12570



Karen Wallace had been shopping. She'd just come out of the supermarket and was getting into Daisy, her Morris Minor Traveller. That was when a stranger approached her with this perfectly reasonable request. Though at first a little taken aback, Karen understood exactly why he'd asked. She kindly agreed. The man poked his head in and breathed deeply. He emerged with a blissful smile. "Thank you so much. That takes me back..." We're not surprised. A Morris Minor is distinctive and appealing in so many ways, not least the unique smell of its vinyl and wood.

Karen and her husband Mike are lucky enough to own three Morris Minors. The aforementioned Daisy is used on a daily basis for domestic duties and generally getting about.

Then there's Boris, their workaholic van, decked out in the stylish Wallace Cattery & Kennels logo they recently had painted on the side.

And finally, there's Doris, a real looker, a Morris Minor convertible that they like to drive when the sun's shining. Two models were purchased from Charles Ware's Morris Minor Centre, and all three are serviced there regularly.

Go to www.morrisminor.org.uk/morrisminorstories for the full story.



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MGB LE



1980, 73,000 miles, \$9,000 USD. Very nice and all original. Runs great. 4 speed, LHD. Located in Alexandria, Virginia USA, near Washington, D.C. Shipping arranged at buyer's expense. Please call 202-841-5493, USA. 12568

MGF



2001, 91,000 miles, £1,295. 51 reg, metallic black, 6 services, new engine, 4000 miles ago, MoT December 2020, full black leather interior, no accidents and a stunning example. Please call 07544 181832, Somerset. 12670

MINI

AUSTIN MINI



1980, 48,700 miles, £5,250. Car is in good running order but does have a few marks on the paint. Please call +35387 6315215, Dublin. 12638

COOPER SPORT



69,000 miles, £12,000 Ono. Full service history, MoT Nov 2020. British Racing Green and full service history. Please call 07468 563573, West Mids. 12711

MORRIS COOPER 1275



1969, £17,500. Originally stored for 37 years, total rebuild all on, CD, full vinyl sunroof gutter and window modifications. Please email paulridley2@aol.co.uk. 12680

MORRIS

1000 PICK UP



1969, 85,000 miles, £4,500. Refurb app 8 years, all steel cab, taken off chassis, good brakes, all new including servo, wooden back with tilt. Please call 01543 262800, Staffordshire. 12626

MINOR



89,000 miles, £5,499. The previous owner passed away and it spent a short time in storage. This included 4 new wheel cylinders, water pump and bypass hose, nearside genuine front wing and 4 new tyres. Please call 07545 703474, Southampton. (T) 12340

MINOR 1000

1964, 30,472 miles, £5,499.

Included in the history for this Morris minor is 14 old MoT, handbook plus invoices, work includes 4 new steel wings, 4 doors and boot lid, alternator and servo fitted, new carpet set and underfelt. Please call 07545 703474, Southampton. (T) 12341

OXFORD VI

1967, 30,200 miles, £2,500. Taxed and MoT'd, body in good condition, recent engine, gearbox, working overdrive and spares included in the price. Please call 07391 202128, West Midlands. 12646

NISSAN**100 NX SPORTS**

1995, 105,000 miles, £695. 2

owners, convertible, targa roof, 5 speed, manual, e/w, e/m and p/s all new drive belts, MoT May 2020, interior very good, drives superb, very solid and couple of rust spots. Please call 07578 389835, Cornwall. 12625

MICRA COLLETE

1986, 46,547 miles, £995. Starts every time, very reliable, it has been a second car and very useful good runner. Please call 01242 680689, Gloucestershire. 12717

PORSCHE**924 CARRERA GT**

1981, 81,500 miles, £16,500. This Porsche 924 Turbo is; low ownership, low mileage with a fabulous service history. Add that to the list of "unobtainium" parts and hundreds of man hours that have been employed to create a Carrera GT homage and you get something very special. During the transformation, the engine had a top end rebuild and was enhanced by a Mittal Motors distributor improving the engine's performance. At the same time the suspension was refreshed, the interior had new carpets and headlining, whilst new Recaro heated and cooled seats were sourced for some added support and comfort. Please call 07722 415321. 12718

924 S

103,000 miles, £9,799. The Porsche has the added luxury of 'Sports Porsche Script' seats which have a larger and more comfortable bolster than the standard option. Everything inside this example has been kept in stunning, unmarked condition. This includes the dashboard which does not have any cracks or wear. Please call 01454 501314/07519 392083, Bristol. (T). 12591

924S LE MANS

1987, 95,000 miles, £10,250. Mechanically Sound, refurbished interior and all good. Please call 07971 232446. 12573



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ROLLS-ROYCE**SILVER SPRIT**

1982, 46,000 miles, £6,500. Finished in deep ocean blue with magnolia hide. File to include many invoices plus original bill on sale. MoT test certificates, service history, lambs wool rugs, garaged, new tyres fitted and workshop manual. Please call 07971 232446, Newport. 12758

SILVER SPUR II

1991, 94,000 miles, £11,500 Ono. Private sale, immaculate condition inside and out. Pewter grey with cream leather and always serviced with new tyres and springs. Please call 01797 362002, Greatstone. 12526

RENAULT**21 1.7GTS SYMPHONY**

1988, 15,000 miles, £2,495 Ono. Titian Red with Ash grey velvet trim. 15,000 miles, former Renault UK press car, video on ClassicsWorld YouTube channel showing as-new condition inside and out. CCB project car, now needs new home. Please call 07981 116066, Cambs.

ROVER**216SLI**

1991, 86,000 miles, £500 Ono. MoT June 2020. Recent engine/gearbox service, new windscreen, two keys. Everything electric works, tidy interior with no rips/tears/burns. Low mileage for age, reliable, comfy cruiser/practical daily. Flame Red over Tempest Grey - tasteful launch specification. Rare to find pre-facelift R8 with this mileage for the money. Please call 07765 766393, Cambs.

P6

1968, 48,700 miles, £8,950. Manual, Zircon Blue with black leather interior. Loads of record going back to 1990's to confirm mileage. Very good condition throughout. Please call 01455 612790, Leicestershire. 12635

SAAB**900 S AERO TURBO**

1990, 122,000 miles, POA. Absolutely beautiful condition. Automatic drives superbly, FSH with receipts. £4850 with 15 inch alloys or £5350 with Carlsson alloys. Please call 07879 118777, Darlington. 12168

SUNBEAM

TALBOT 90



1953, £3,000. Body sound but needs paint. Mechanically good, many spares of all types, original plates and literature etc. Please call 07759 649889, Cumbria. 12163

STUDEBAKER

SILVER HAWK V8



£POA. Beautiful example, paperwork with the car confirms a Long Beach Neurologist who graduated from the University of California Los Angeles School of Medicine owned the car for many years. Please call 01246 451772, Chesterfield. (T) 12403

TOYOTA

CELICA



1991, 91,800 miles, £9,500. Carlos sainz special edition 4WD turbo no 805 + 5000. Superb condition and owned by me for 20 years. Please call 01252 713075, Surrey. 12470

TRIUMPH

SPITFIRE MK4



1971, £9,000 ONO. Car will come with 12 months MoT, bodywork in excellent condition, engine was rebuilt Sept 18, all brake pads and shoes and electrics in great conditions. The car is open for inspection. Please call 07580 212430, Sandwell. 12656

TR5



1969, £74,995. Restored and maintained to concours condition by the current owner. Extensive collection of trophies, outstanding history. If you want the very best TR5 this is it. Please call 01487 842168, Cambridgeshire. (T) 12136

TR5



1968, £39,995. Original UK car with overdrive. Signal red with black interior. Body off restored some years ago and still in excellent condition. Runs and drives beautifully. Please call 01487 842168, Cambridgeshire. (T) 12138

TR5



1968, 20,000 miles, £48,995. A bare metal respray was carried out by marque specialists TR Enterprises, where it had 3 outer wings replaced with original items along with various repairs. It still looks as good as the day it was finished. The engine bay is presentable, please see the pictures. The interior is very nice, with the addition of a Retro Sound model one radio and a working CB system. Please call 01623 411476, Eakring (T). 12579

TR6



1974, £14,995. Original UK fuel injected car with overdrive. Inca yellow with black interior. Massive and comprehensive history file. Uprated engine with fast road cam. Please call 01487 842168, Cambridgeshire. (T) 12135

TR6



1972, £22,995. Sapphire blue, genuine 150 bhp UK car with overdrive. Professionally restored in 2004 comes with one of the most detailed and extensive history files we have ever seen. Maintained to a very high standard and drives exceptionally well. Heritage certificate. Stainless exhaust, electric fan, bur walnut dash, minilite replica alloys, just a really great example and ready to go. Please call 01487 842168, Cambridgeshire. (T) 12771

TR6



1971, £6,995. Barn find, original engine. Car requires complete restoration but is very complete. Engine runs with good oil pressure. The car was originally Damson but has at some time had a colour change (you can see the Damson paint under the Blue in many places). Heritage certificate... Good opportunity to restore an early car. Please call 01487 842168, Cambridgeshire. (T) 12772

VAUXHALL

ASTRA



1984, £3,000. Stored for the last 20 years. Non runner and this GTE MK1 is complete. Please call 07740 179399, Northants. 12142

ASTRA BELMONT

1990, £400. Light green velour interior, original paint and alloy wheels, pearl red paint needs bodywork, MoT expired Sept 2019 and was very reliable. Please call 01406 330587, Lincolnshire. 12237

SR NOVA



1984, £12,000. Four pot front brakes, Bilstein suspension, 16"x7" alloy wheels with Toyo tyres. Competition exhaust system include some parts. Open to offers. Please call 01732 862613, Kent. 12519

VOLKSWAGEN

GOLF



1999, £1,899. Manual box, electric windows, power steering, power hood, 2 keys, remote central locking, abs brakes, 16" BBS alloys, in black, recently had a new gearbox. Please call 07545 703474, Southampton. (T) 12342

GOLF GTI



1996, 138,900 miles, £750 Ono. Mk3 2.0 8-valve, CCB project car, four owners, MoT September 2020, Dragon Green, 138,900 miles, recent cambelt, four new tyres, new front discs and pads, new front spring, refurbished headlining with new material, various new fittings. Generally tidy, but in need of minor TLC. Everything works and very reliable. Cat C in 2008. Viewing by appointment in Peterborough, Cambs. Contact ccb.ed@kelsey.co.uk or 01733 353378.

VOLVO

440XI

1993, 63,000 miles, £1,200. Green, MoT till July 2020, FSH, new cam belt and more and overall excellent condition. Please call 01793 812408, Wiltshire. 12235



CLASSIC TAILS

TIPS, TRICKS AND NOSTALGIA FROM A
LIFETIME IMMERSED IN OLD CARS

ANDREW EVERETT

THE WAY WE USED & ABUSED ESCORTS

There is always a flurry of interest around ex-Works competition cars, and I'm pleased to say that I once had one. Well, sort of. In 1987 I fancied building a Mk2 Escort. I really wanted a Mexico Mk1, but most were absolutely rotten while the ones that weren't were at least £2000 and I couldn't afford one, plus the insurance was insane. So I scanned *Motoring News* (as it was then) and the *Thames Valley Trader* (as it was then) and found a 1975 Escort 1300 Sport, LLU 356P. Painted black and with a seized engine as well as having no interior, it looked incredibly solid and was just £350.

I went back the following afternoon with our works hack, a 1978 Escort 1300 Estate, and a towing dolly and dragged this thing back. A better examination with a screwdriver revealed that it wasn't quite as good as I thought – the back arches were superbly crafted from filler, as were the front wings in places. Still, panels and MIG wire were cheap, so new inner and outer arches were fitted, new front wings from Ford (£30 each) plus a few minor

repairs, but not the sills because they were perfect.

As it was originally a disgusting metallic green (Jade), it needed a colour change, but upon DA sanding the black paint off, we found traces of gold and sign writing from Norman Reeves, the West London Ford dealer. Had this been a racer in a former life? The fact that it was a 1300 and not a 1600 Sport would seem to preclude that, but I never found out either way. Did they buy a cheap 1300 Sport in a grotty colour, fit a 1600 engine and race it? Who knows – even Google tells me nothing.

Diamond white was chosen, along with NOS Ford red 1300 Sport stripes. As for the interior, that problem was solved by a 1975 Escort 1.3GL I bought for £30. Bright yellow, rust free but lightly shunted front and rear, this donated an immaculate black cloth interior complete with carpets and the desirable full height door cards and front head rests. I stripped the car of anything useful and weighed in what is now a very valuable shell.

Next we needed an engine.

I wasn't going to trouble the insurance company with a proposed increase in capacity and so the V5 remained at 1298cc.

[Do not do this! Andrew's only excuse is that he was young and foolish and didn't know any better! – Ed] As it happened, some chancer moved into our village, bringing with him a motley collection of crap old cars. One of these was a very ropey Escort two-door with some very desirable bits – four spoke Revolution wheels with newish tyres, a roll cage, a superbly fruity twin box exhaust and, best of all, a 1600GT Crossflow motor.

The car itself was quite the tattiest Escort I'd ever seen. The registration was SOO 750R, nine years old and terminal. Escorts were always bad for rust and a look under the car on a ramp showed that it was utterly devoid of underseal. No carpets either and no sound deadening – clearly this had been a race car.

It turned out that SOO had been a racer in the Escort Sport Challenge – there is a good photo of these cars in 1975-78 Ford brochures, and they replaced the earlier Shell Sport series that used Mk1 Mexicos. There's almost no information anywhere about the series, but Ford built a number of SOO cars in 1977, raced by the likes of Frank Williams.

So, SOO was relieved of the useful bits and given away. I don't know what had been done to the 1600 Crossflow mill, but even on a single twin choke 32/36 Weber (craftily bored out to take a pair of 36mm chokes) it absolutely flew. The 1300 Sport ran a 4.1 ratio final drive, and this allied to the 1600GT resulted in a car that

went like a rocket. It idled quite well and a run on the dyno – our family founded AmD in 1986 – revealed that it was doing about 100bhp at the flywheel, not bad for a car weighing 800 kilos or so. I eventually put the 4.44 diff from SOO in, not knowing what a limited slip diff was. I took it out again a week later upon learning its actual value and finding the car just too revvy and noisy at speed. I eventually settled for a stock 1300 Escort 3.89 diff that made it better at speed, but which hardly affected the acceleration – on the original 4.1 diff it was nearly as fast as an RS2000, which annoyed them when they clocked the 1300 Sport decals.

Other mods followed. The RS1800 type front bib spoiler and black rubber boot spoiler were obtained easily enough. Capri front struts and brakes were used, and with the inevitable rear lowering blocks between the axle and single leaf rear springs it sat nice and low. Bicester town centre square before it was pedestrianised in the 1990s was a hive of youthful activity with Escorts, Chevettas, Minis and so on hooning around, often pretty sideways if it was wet.

I sold LLU 356P in 1989 to fund a V12 XJ-S. I've no idea what happened to it, but I suspect it was thrashed and abused before donating the many good bits to other Escorts. It was last taxed in 1994, but when I had it, the car looked like new and gave many other cars a bit of a scare. Escorts, like Minis, were a rite of passage to a 1970s youth; it's such a pity they are now so outrageously expensive. **CM**



SOO 750R had been a racer in the Escort Sport Challenge of 1977.

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