

# The GBZ Newsletter

*Volume 1*

*April 2002*

*Number 3*

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The 18<sup>th</sup> May looms large on the classic motoring horizon! In case you haven't heard yet, that is the day when the GCVA will be hosting its first major rally of classics.

Over the last couple of months a lot of hard work has been put into the preparation and organisation of this event in order that it may worthy of us as an association but, perhaps more importantly, and an occasion the whole of Gibraltar can be rightly proud of.

I suppose there is always a danger that some may see a display of old vehicles as simply an excuse for a relatively small number to

show off their autos. In all fairness, I think there is an element of truth in thinking like that in as much as enthusiasts do derive pleasure from displaying their cars but this does not stem from ostentation but rather a desire to share with the community something which is seen by us enthusiasts as part of our heritage, albeit a neglected aspect of our history.

Those of us who have been actively involved in the restoration of a historic vehicle know only too well the expense and sheer hard graft that goes into a restoration and the costs involved in maintenance and running

expenses, not to mention the headache of finding and paying for secure accommodation.

Don't be deceived in thinking that having managed to redeem a rusty hulk, your car will ever appreciate to the extent that, should you bear to part with it, the return on your 'investment' will cover costs let alone allow you to retire to live the life of the idle rich. If there is anyone who thinks he can manage this, I'd ask him to share the secret! However, it must be said, that a great degree of satisfaction and sheer pleasure is derived from this kind of hobby.

Currently we are fortunate to have with us a number of knowledgeable and experienced artisans who are willing to teach the younger enthusiasts many of the skills and crafts that are rapidly disappearing. This educational aspect of vehicle preservation is one that the GCVA would like to promote when we have the necessary facilities.

On an other matter, I would like to acknowledge the invitations we have received by classic car clubs in the

surrounding area. Without exception, we have found all those involved in the classic car world to share a similar interest in preserving our motoring past for future generations to experience and enjoy. It would be a shame to miss the opportunities that are now being offered only to lament ourselves once it is too late.

Finally, I would like, on behalf of all our members, to express my gratitude to those clubs that have kindly invited us to their rallies, outings and other functions. Those of us who have enjoyed these visits can vouch for the friendliness and warmth with which we have been received. I know that I can count on each and every single GCVA member to return the hospitality and courtesies afforded to us and I look forward to seeing you on Saturday 18<sup>th</sup> May at Casemates and later on at The Mount.

In the meantime a word of thanks to all those who are working so hard behind the scenes to make 'The Gibraltar Rally' a reality. Happy classic motoring,

John A Ferrary

# CENTRAL GARAGE

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### Triumph Renown



Chris Lavers has sent in this period photograph depicting an interesting car that the Editor remembers seeing every day as he made his way to and from the Gibraltar Grammar School in the late sixties and early seventies.

At the time the Triumph was owned by a Mr Walker who lived at the bottom of the hill on Prince Edward's Road. Invariably it was parked by the door to his residence and its imposing lines, gleaming black paintwork and untarnished chrome were a joy to behold. This 1952 car had, Editor has learned recently, belonged to John MacIntosh, Gibraltar's great benefactor. Eventually Mr Walker was it to an RAF corporal who ran it for a while until one day Editor, appalled and aghast, saw it being towed along Queensway, hitched behind a PWD tow-truck, itself a wartime classic, as it made its way to the Europa Point Lighthouse shute and thence to the watery graveyard that lies off Gib's southernmost tip! What sacrilege!

If anyone has any information about this car, the editor would be very interested in hearing from you.

## Adverts from the Past

NOVEMBER, 1941

419

*The Morris Owner*

# Wolseley

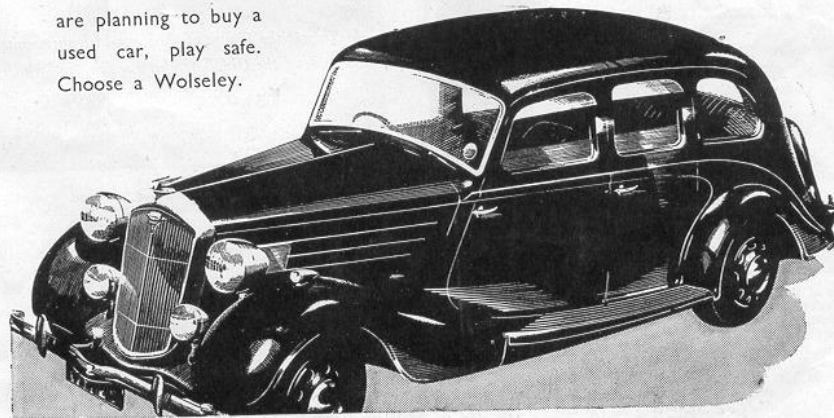
*Quality  
is inherent*



The inherent quality of Wolseley cars enables them to stand up, day after day, to the heavy strain of war conditions, with economy and without frequent recourse to the repair shop.

Not only is this acknowledged by experienced motorists. It is shown in the relatively small number of Wolseley cars available in the used car market.

This quality, the result of the high standard of Wolseley workmanship and materials, gives that generous margin of safety which resolutely resists the stress of war. If you are planning to buy a used car, play safe. Choose a Wolseley.



WOLSELEY MOTORS LTD. (Viscount Nuffield, Chairman), WARD END, BIRMINGHAM, 8. Sole Exporters: M.I.E. Ltd., Cowley, Oxford.  
London Distributors: Eustace Watkins Ltd., Chelsea Manor Street, S.W.3.

*Longleys*

MENTION OF THE MORRIS OWNER ENSURES PROMPT ATTENTION TO LETTERS.

## Gems from Yesteryear . . .

It is deplorable to have to say that some car owners are not giving assistance to members of the Forces to the extent that they did in the early days of the war.

One frequently sees the drivers of empty cars refuse lifts to service men, and one can overtake these cars some distance along the road and confirm that the refusal was not merely because they were going a short journey – they could have been of material help.

Now, frankly, we think that a serviceman on a lonely road ought not to have to ask for a lift – it should be offered, and by this means, it should be borne in mind, we can bestow a lift on the most deserving. Those who wait for the soldier or airman to ask for a lift inevitably give it to the bolder, more outspoken type of fellow; the more reserved, sensitive man, who very often is even more deserving of a lift, is likely to be passed by unwittingly.

In this connection it might be prudent to say a word to members of the Forces who require a lift at night. It is manifestly dangerous to step into the middle of the road and wave a handkerchief, as some people do when they get desperate and they have a long journey to cover; but it is a help to the motorist if they will wave a white handkerchief from the footpath, low down where it can be seen by the man who is perfectly willing to give them a lift but does not expect to keep his eyes continuously alert for signals which obviously are indiscernible at night unless something conspicuous is utilised to catch the rays of the headlamp.

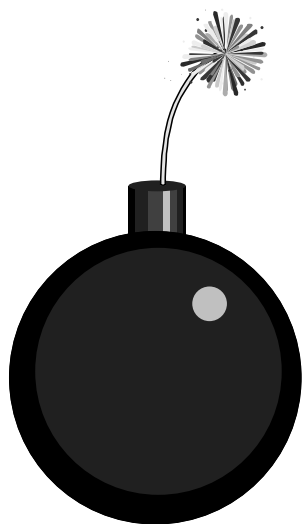
*The Morris Owner  
November 1941*

# Jimena Thanks

Judith and Stefan Nicholson deserve our warmest thanks for having organised a surprise picnic for our February outing.

A warm and sunny Sunday saw a number of GCVA cars making their way to Jimena to what had once been a bomb factory. No need to worry. The bombs in question had been made during the eighteenth century to throw at Gibraltar in an attempt to take it back from the Brits. Seeing that this rather unfriendly way of conducting business did not seem to work, the factory eventually gave up and gradually went to wrack and ruin until Dina (of Dina Pottery fame) and Brian (of Pusser's Rum and motor yacht Aubrienda fame) decided to purchase this derelict plot of land and do something with it.

The results are quite impressive with a very sympathetic restoration of the original ordinance factory and the equally sympathetic addition of some outbuildings which now serve to accommodate visitors in a picturesque and authentically rural setting. Anyone wanting to get away from it all and enjoy peace and solitude is well-advised to give Brian a call. Ventas, tabernas and markets are also to be found but ten minutes away for those unable to cope with the tranquility and serenity of spirit that comes with this country retreat!



You can contact Brian on 956 640512 or e-mail him at [spainsouth@spainsouth.com](mailto:spainsouth@spainsouth.com) as well as visiting his website [www.holidayaccommodationspain.com](http://www.holidayaccommodationspain.com)

Apart from spending a relaxed Sunday afternoon in these genteel settings, we were able to look at the possibility of commissioning a ceramic plate that is to be used as a presentation in the forthcoming Rally.

The GCVA would like to thank Dina and Brian for allowing us into their home and Judith and Stefan Nicholson for their kindness and generosity.

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## Safeway Meet

The first Sunday meets continue to prove popular with members and the public in general who enjoy coming down to view our line-up and spend some time reminiscing over motoring days long gone!

Next Meet: SUNDAY 5<sup>TH</sup> MAY

Most Sunday mornings see some of the members at the cafeteria at Safeway. Anyone wanting information about the association and its activities is welcome to meet with us. Remember! You don't need to own a classic car to join us.



## Letter from Algeciras

*GCVA member Joaquin Benedicto from Algeciras writes in to tell us the story of the first car to trundle along the streets of neighbouring town of Los Barrios. This car, an Autociclette, belonged to Joaquin's grandfather who was a doctor. Read on...*



El automóvil de la fotografía, fue el primero que circuló por la población de Los Barrios, perteneció al Doctor Don Joaquin Benedicto y Payan de Tejada, que ejercía la profesión de médico en la citada población.

Fue adquirido en el año 1913, gracias a una herencia recibida por el citado doctor, ya que su precio de entonces (unas 3,000 pesetas) resultaba prohibitivo.

Fue comprado nuevo de fabrica en Madrid, y probado en la célebre “Cuesta de las Perdices”, prueba a la que se sometían los vehiculos para comprobar su rendimiento.

El automóvil en cuestión se trata de un Autociclette de fabricación belga, con embrague de cono de cuero, caja de cambios de 3

velocidades y reversa, y transmisión por cadenas. Estas son todas las características que se conocen del vehículo, ya que a pesar de intentar localizar dicha marca en enciclopedias y revistas especializadas, no figura en ninguna de ellas. La marca más parecida es Autocyclo, de fabricación estadounidense.

Pues bien, siguiendo con nuestra historia, el Doctor Benedicto se trasladó a Algeciras en 1917. Por esas fechas y en colaboración con un joven mecánico, Don Francisco Jimenez (que con el tiempo llegaría a convertirse en Jefe de Máquinas del vapor a ruedas de paletas “Margarita” que hacía la travesía Algeciras – Gibraltar hasta los años 60) transformaron el automóvil en un deportivo, modificando la parte trasera en un ‘puro’ as estilo Bugatti ya que el Doctor Benedicto era un gran aficionado a la mecánica.

(Notice that the car carries no registration plate – there was no need, there were no other cars on the streets! Ed.)

Este automovil estuvo en su poder hasta 1930, aunque se sabe que su motor aún continuó prestando servicio en un pequeño bote de pesca hasta bien entrados los años sesenta. Durante el tiempo que el Autociclette circuló, realizó numerosos viajes a La Linea e incluso a Gibraltar.

En 1936, Doctor Benedicto adquirió un Citroen 11 Ligerio, el primero de dicho modelo que llegó a Algeciras. En esa época tenía un precio de 8,000 pesetas. Fue todo un acontecimiento, ya que numerosas personas acudieron al



tren a recibir un automovil que por aquel entonces era de una tecnología super avanzada, tracción delantera, frenos hidráulicos, carrocería autoportante.



**Doctor Benedicto proudly shows off his Citroen 11 shortly after its arrival at Algeciras in 1936 in the photograph above.**

En fin, podemos asegurar que el Doctor Benedicto fue, sin lugar a dudas, un pionero de la automoción en el campo de Gibraltar.

Saludos

Joaquin Benedicto  
(Su nieto)

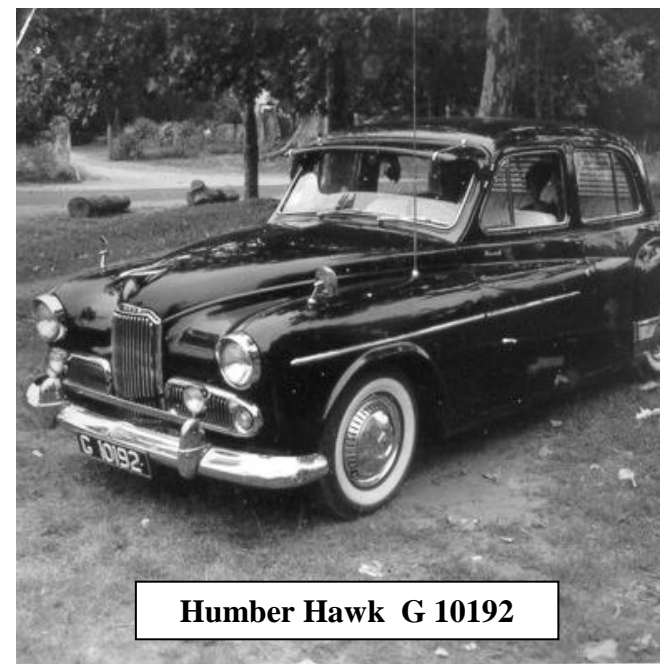
*Thank you very much, Joaquin, for this very interesting letter. Is there any reader who has heard of the 'Autociclette' marque? If so, we would like to hear from you.*

*Joaquin, or 'Joaquinito' as he is affectionately known to his friends, continues in his grandfather's footsteps and is a keen lover of all things classic, especially the four wheeled variety. A keen restorer with a fine eye for detail, he is often to be found at Hector's in Sotogrande helping out with a number of restorations that are currently in progress.*

*I am also glad to report that Joaquinito purchased the Mini Clubman that we advertised in the last issue of GBZ and this has now been saved from the dreaded crusher and is assured of a loving home. We look forward to seeing it back at one of our First Sunday meets at Safeway.*

### *Members' cars*

**This very fine Humber Hawk was once owned by GCVA member Hector Zammit and is seen in this quiet and pleasant countryside scene, presumably in nearby Spain. These post-war Humbers became very popular family saloons and were also used as taxis both here on the Rock and in UK. Some Police**



**Humber Hawk G 10192**

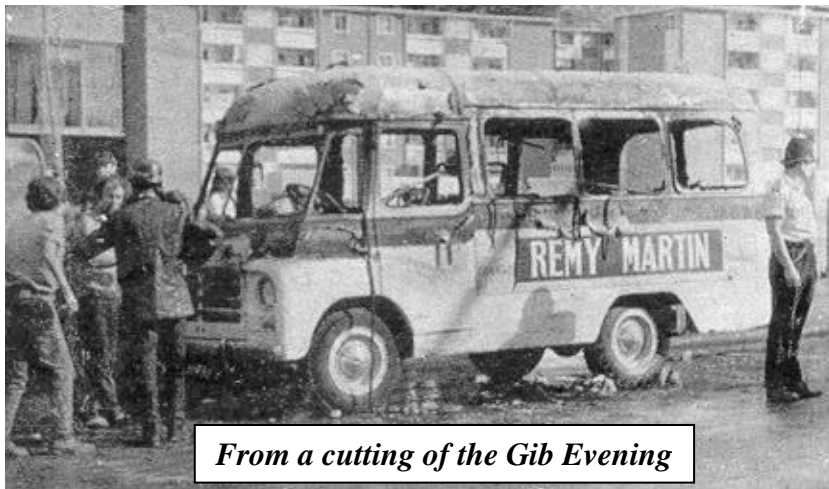
**forces in UK used them and, although not performance cars by today's standards, have now become popular with collectors and enthusiasts for their design and durability.**

**The Editor recently came across an identical model that was being offered for sale in England: 1956 Black, red leather, clearly a low mileage car with just 37,000 miles recorded. Pristine appearance, drives superbly! Asking price £5,450 Tel: 00 441751 474455.**

**Any Humber fan interested in making an offer?**

## From the Archives...

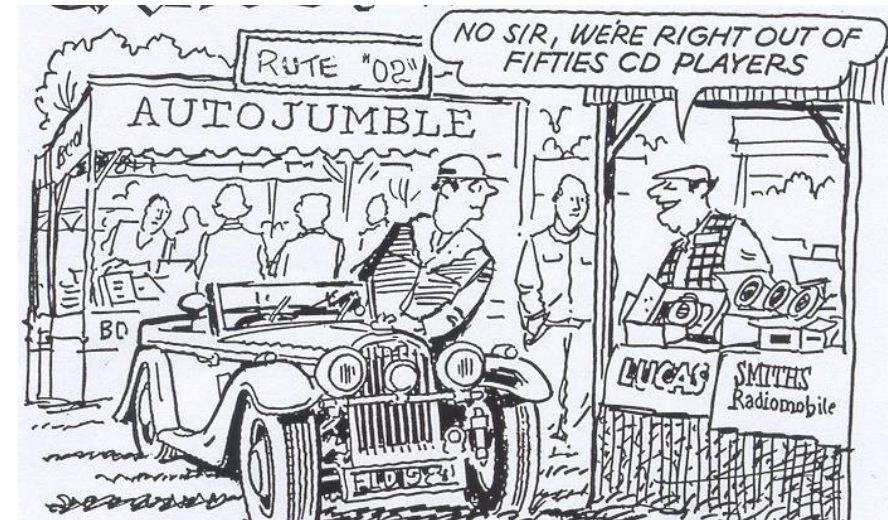
*Francis Mena sends in another interesting photograph relating to our motoring history. The early seventies seem to have been rather hapless for Whitelock Tours with yet another of their buses suffering a fire. In our last issue we informed you of a B MC that was the subject of a suspected arson attack. In this case the driver himself seems to have been responsible for the fire which marked the death-knell for this little Morris bus. Editor seems to recall that at the time of the fire this bus was employed on the arduous Willis's Road route.*



*From a cutting of the Gib Evening*

“This is the bus that yesterday afternoon caught fire and completely burned out in Winston Churchill Avenue.

It appears the fire was started when the Moroccan driver attempted to get the broken-down bus started by means of a temporary feed.”



Welcome

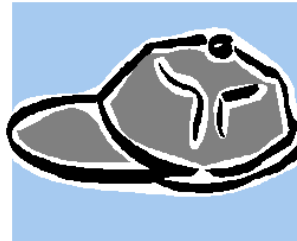


**We warmly welcome the following new members:**

78	Lewis Stagnetto	88	Richard Uriel Bautista
79	Edward Victory	89	Jose Luis Yetov
80	Martin Wright	90	Johnny Martinez
81	James Bassadone	91	Alfred Bassadone
82	Eligio Chappory	92	Peter Cross
83	Victor Mifsud	93	Peter Maginnis
84	Tyrone Sampere	94	Francisco Cabello Vallejo
85	Dennis Dignam		
86	Peter Victory		
87	Peter Goodman		

# Regalia

We are delighted to inform you that polo-shirts and caps in the association's colours and now available. These have been embroidered with our distinctive emblem and can be purchased by filling in the slip below and returning it to the President, John Ferrary, with the correct amount. Cheques can be made payable to the Gibraltar Classic Vehicle Association.



Polo-shirts are available in a number of sizes:

small, medium, large, extra large, extra extra large.

John Ferrary has a number of different sizes available if you wish to try them for size before ordering.

## Regalia Order Form

I would like to order the following  
from GCVA and enclose the correct  
to cover costs.

Please note that the  
club emblem has a  
diameter of 6.5cm

items  
amount

**Polo-shirts £11.00 each    Baseball caps £7.00 each**

**(Please note that these are only available in the Association's  
colour of bottle green)**

**This form may be left at the Imperial Newsagency in Main Street.**

**NAME .....**

**PHONE .....**



**Signed:**



## Morris 1100 re-commissioning

Sunday 7<sup>th</sup> April saw the re-commissioning of a 1967 Morris 1100 at the First Sunday Safeway Meet.

This car had lain idle for many years in a garage in the neighbouring town of Campamento. It had belonged to Doctor Julio Gil Infante who was married to Adela Abrines from Gibraltar and was first registered on 18<sup>th</sup> May 1967 as MA 60883. Shortly after the death of the doctor, his widow returned to Gibraltar and the car was laid-up.

A chance conversation between the President and a relative of the original owner led to a reconnaissance party visiting the garage and surveying the Morris. The car was found to be in good fettle, totally original and only missing a couple of brake cylinders which had been cannibalised to keep the Abrines' similar Austin 1300 on the road in Gibraltar.



Proud owner Victor Borg next to the totally original Morris 1100 which now joins the GCVA fleet.

With Derek Sene's help, the car was retrieved and imported into Gibraltar. GCVA member Victor Borg offered to purchase the car and undertake the light restoration required. Replacement brake cylinders and shoes were located and fitted and after a good clean and polish the car was made ready for its MOT test.

We now look forward to our next outing when we shall put the Morris (and Victor) through its paces. Well Done Victor!

The importance of keeping up appearances

*Below you can see two photographs of almost identical cars. Both of these cars, an Austin 1300 and a Morris 1100 date from the mid-sixties. The Austin sports its original registration mark but the Morris has been issued with one of the new-style plates upon its recent importation. Those of us involved in transport heritage cringe at having to fit such an inappropriate number plate. For the purist the fitting of such a plate is as incongruous as an octogenarian granny sporting a mini-skirt!*

*For the sake of authenticity, the GCVA would ask that allocation of age-related numbers in period style, as is the case in the United Kingdom, be allowed. There are currently thousands of defunct numbers available and we are hopeful that this will be an area of concern to us that the authorities will give due consideration.*



The Abrines family Austin 1300  
--- G 24785



Victor Borg's Morris 1100 --- G 2122 A.  
G 21222, for example, would give this car that added touch of authenticity, would it not?

## NO TAX PLEASE, WE'RE BRITISH!

Francis Mena has sent us a cutting from a well-known classic car magazine. The topic covered is one that is close to all our hearts.



### CONTINUOUS LICENSING PROPOSALS

Proposals to tax all vehicles, whether they were on the road or not, sent the classic car world up in arms last year. The proposals issued by the Department of Transport were supposed to crack down on road-tax evaders. According to the Secretary of State for Transport, this was costing the government £160 million a year in lost taxes. The consequences to the many classic car owners who had, say, cars laid-up or off the road during the winter, were extremely unfavourable.

Such was the reaction of the classic car owners that negotiations were held with the government, and a constitution paper on continuous licensing was issued in March 1995. Reactions to the paper by the classic vehicle world were, initially, very mixed. In the end, after the

Owners of cars that are 25 years old will no longer have to pay Vehicle Excise Duty (VED or 'road tax'). The Chancellor's Budget announcement on the 28 November came as no real surprise to car clubs and classic car magazines who have been actively involved with continuous licensing debate since late in 1994.

government back-down, the continuous licensing proposals have been dropped.

### TWENTY-FIVE YEAR TAX EXEMPT TAXATION CLASS

So, if your Minor was first registered over 25 years ago and you use it all the year round, then you are considerably better off! The tax exemption finally recognises that very few vehicles reach 25 years old; 150,000 are currently licensed in Britain – less than 1% of the licensed population.

### STATUTORY OFF-ROAD NOTIFICATION

Now if your car is younger than 25 years old, you will have to pay your VED as usual. Alternatively, you will need to complete a declaration stating that your vehicle is not to be used on the road. If you do neither, then you could face a penalty!

### REACTION

"Today's budget speech has answered what we have been waiting 16 months to hear," said Peter Glover, chairman of The Federation of British Historic Vehicle Clubs. "The Federations' aim is to protect the freedom of use for old vehicles."

The Association of Classic Cars clubs also welcomes the news. Roche Bentley, (**Now that's an apt name! Ed**) ACCC Chairman, stressed that taxation had absolutely nothing to do with types of road usage nor having restrictions on which types of road classic vehicles would be allowed to travel on.

Perhaps the 25-year taxation class will finally define what is and what is not a classic car.

**The question of taxation on classic vehicles, including periods when our vehicles are laid-up or undergoing lengthy restoration, was one of the areas recently discussed between GCVA and the Ministry for Transport. Ed.**

**FOR SALE:**  
1965 Mercedes  
Benz Fintail 220

# Reduced

Diesel,

Last used 1992. Interior good, bodywork needs restoration. This car comes with masses of bodywork,



interior and mechanical spares. Asking price is £500 or thereabouts. Contact member Sergio on 00 34 679668911

*This space could be yours -- for nothing, free, gratis.*

**If you have anything to sell that is remotely related to the classic world, why not advertise in this newsletter?**

**This service is free to members advertising private sales. Details of item for sale (with photographs) to the Editor.**



**FOR SALE:**

**1975 XJ6 Jaguar RHD 4.2**

All original documents, registered in Gib G 37300 with MOT until November 2002. Fully restored and in good condition. 62,000 genuine miles. Asking price is £2,500.  
Phone Bernard Daniel on 43855.



## FOR SALE:

Triumph Herald LHD complete and apparently in good condition. Tenerife registration. White roof and grey body. Available from Desguace Fanavia on Tel: 958 443661 or fax: 958443532. Stephen Shacaluga may have more details. Call him on 71637 or 77455.

## Wanted



**We are in need of help!**

Tony Collado, who will be responsible for photography on Rally Day – Saturday 18<sup>th</sup> May – assures us that he is simply unable to be at more than one place at any one moment in time.

We are hoping to produce a quality pictorial record of what promises to be a very special day for the Association and to this end we are

appealing to members who may have some talent in this field to help us out. The idea is that you would be allocated a specific point on the route and then shoot the cars as they pass by.

Obviously we would want to identify suitable locations which will provide interesting backgrounds such as Southport Gates to name but one.



If you think you would like to help out please don't hesitate in contacting Tony Collado on 78164 or John Ferrary on 72481.

The club would pay for the film and the cost of developing and printing. Copies would then be available to members who might want a particular shot as a souvenir.

### *Competition Time*

Last issue's competition seems to have flummoxed everyone except GCVA member Christopher Gwynne who sent in the only correct solution. The car in the cartoon was an Austin 7 Chummy, very similar to one that is sometimes seen going around our streets!

Christopher is the proud winner of a classic car model that has once again been donated by Tony Moreno of the BP service station at Winston Churchill Avenue.

In view of the difficulty which members seem to have encountered in the last competition we'll have an easy one this time round.

**What does the abbreviation 'RAC' stand for?**

✂ .....

RAC stands for: .....

Name: ..... Tel: .....

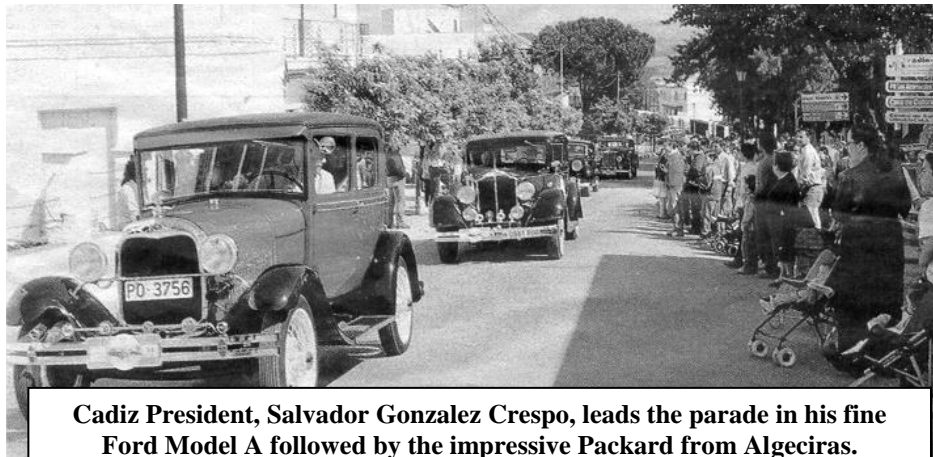
Answers to GCVA address or left at Johnnie Ritchie's  
**Imperial Newsagency.**  
Closing date is 31 May 2002.



## Benalup / casas -- viejas

Joaquin Duran's suggestion that we meet up with a classic car club from Cadiz was to result in a very enjoyable day outing on Saturday 9<sup>th</sup> March.

Eight Gibraltar cars met up with a similar number from Algeciras and Los Barrios at Venta El Frenazo from where we made our way to Medina Sidonia to meet up with an interesting collection of vehicles and their charming owners. At what was ostensibly a pit-stop at a remote shrine, a table was produced from somewhere and a great picnic was thrown. Suitably labelled bottles were soon doing the rounds and we were treated to 'anti-freeze', 'distilled water', 'engine oil' and 'brake fluid' that quite remarkably tasted like the finest finos, olorosos and moscatels available in that part of the world.



Cadiz President, Salvador Gonzalez Crespo, leads the parade in his fine Ford Model A followed by the impressive Packard from Algeciras.

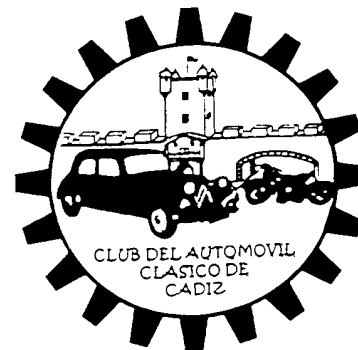
All levels having been checked and replenished, we then headed towards Benalup where the thirty or so classic cars were met by the Policia Local who escorted us around the narrow and winding roads that were lined with hundreds of benalupenses who wanted to catch a glimpse of these fine

automobiles. Once our vehicles were lined up in the town square we were invited in to the casa de la cultura where all participants were welcomed by the mayor who stated that Benalup was delighted to host this first visit, hoping that the participating clubs would return next year. Gifts were then exchanged between the municipality and the host club before Cadiz President, Salvador Gonzalez Crespo, called upon GCVA President to approach the podium where he was presented with a very original memento consisting of a mounted

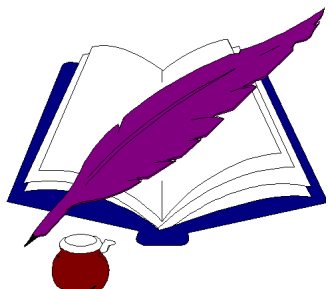


and engraved connecting-rod.

Following an aperitif, all participants were bussed by the Ayuntamiento to a venta in the countryside where we were invited to a great meal.



On behalf of all the GCVA members who took part in this rally, the President would like to thank all those who made this very enjoyable visit possible especially GCVA member Joaquin Duran, Salvador Gonzalez Crespo from the Club Del Automóvil Clásico de Cádiz, the Mayor and the delegada de la Delegación del Ayuntamiento de Benalup.



## *Letters to the Editor*

*Dear Sir,*

*I was interested to read the interview with Mr Farrugia in Sur-in-English of 1<sup>st</sup> March, about classic cars. In particular, I was interested to read that your President, Mr Ferrary, owns an Austin 7 Chummy. I wondered if he was aware of the journey through almost the whole length of South and North America (South to North) made by John Coleman some years ago. He wrote a book about it and I believe we have a copy somewhere but I cannot lay my hands on it at the moment.*

*Yours sincerely,*

*Henry Kapps*

Indeed, Mr Ferrary is aware of the existence of this book. He remembers avidly reading it when still at school, little knowing that one day he too would own one of these incredible machines. From this account he learned that on the few occasions when a 7 meets a hill that is just a little too much for it, it can be turned around and the incline negotiated in reverse since the ratio of the reverse gear is lower than that of first! Unfortunately, Ed's copy of the book has also been misplaced – loaned never to be seen again. Ed would be happy to buy a copy if anyone has one out there. Ed.

Dear Sir,

Saw the article about you club when I was in Marbella recently and though you might be interested in the special services we offer the Classic Car Clubs around the world.

We specialise in copper and copper-nickel brake/clutch and fuel pipes for all cars plus a range of related items. For more details you can see our website at [www.automec.co.uk](http://www.automec.co.uk)

We offer special discounts to car clubs and club members.

Regards,

Ray Smith



AN APPEAL

*We welcome letters from members on any issue related to our club and activities. Suggestions, comments, constructive criticism, anecdotes, in fact, anything to do with classic vehicles will be gratefully received. Please send articles or letters to The Editor at our temporary address or fax to 72033.*

Also welcome are photographs of old Gibraltar cars, buses, lorries and so forth. Originals or copies may be sent or, preferably, handed personally to John Ferrary who undertakes to copy and return them promptly.

Francis Mena continues to build up database of old Gibraltar-registered vehicles. Please send us details such as registration numbers, colour owners' names and any other information that you think might be of interest.

## Saturday 18<sup>th</sup> May 2002

*Saturday 18<sup>th</sup> May is a 'red letter day' in Gibraltar's classic motoring calendar and you are well-advised to pencil it in your diary.*

*On this day the GCVA will be hosting its very first 'international' rally of classic vehicles when cars from the Malaga and the Campo de Gibraltar will be joining us for the day. Some friends from the Cadiz club have also said that they want to travel down for the occasion.*

*The day will commence at 10.00 with cars assembling at Casemates Square. Spanish cars will be met at the Frontier and escorted to Casemates as they arrive. Participating vehicles will then report to the Rally Marshall who will present them with a pack which will include a numbered rally plaque which will have to be displayed by participating vehicles. The Marshall will then ensure that the vehicles make their way to the demarcated areas within the rally arena where they will be displayed for the general public to enjoy.*

*It is imperative for the smooth-running of this event that all participating vehicles be prompt and arrive by 10.00.*

**At 13.30 all the cars will parade up Main Street. Again, it is crucial that all drivers be in their cars by 13.20 to ensure their participation in the parade which will start at 13.30 SHARP.**

*After a tour around the Rock, the procession will make its way to The Mount where we shall enjoy a buffet lunch in the lovely and appropriate settings of this fine mansion. After lunch cars will once again be displayed at*



*Casemates until 19.00*

*while our visitors are taken on a guided Rock tour. A selected representative number of cars will make their way to the runway for a photo shot.*

*Owners of classic vehicles are welcome and encouraged to enter their vehicles for the rally. A special appeal goes out those who are currently restoring a car that they do everything possible to be with us on the day. The cost of entry is £20.00 for car and driver plus £12.00 for any additional passengers.*

*Non-owner members who may wish to join us for the buffet meal only will need to pay £6.00. Booking forms are available from the Association if you have not received one yet.*

*We count on your support to make this day a memorable one for all.*

# HELP WANTED

The Association is keen to hear from members who might be prepared to help out with the Rally on Saturday 18<sup>th</sup> May.

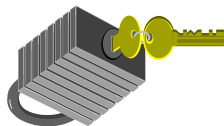
Letters have already been sent out to all members and, I'm glad to say, some have already replied that they are willing to assist.

At present John Canepa requires help with the escorting of vehicles as they arrive at the frontier. Ideally you would need to possess a moped and would form part of a team of five, responsible for delivering the visitors to the Rally Marshall at Casemates Square.



Assistant Marshalls are also required to assist the Rally Marshall, Chris Lavers, with the registering of vehicles and passengers as they arrive at Casemates and allocating them a designated space in the display arena. Marshalls would also be responsible for the departure of the parade from Casemates and their subsequent return after lunch as well as parking arrangements at The Mount.

Derek Sene will also be requiring a number of persons to assist him with security arrangements at the Square, ensuring that displayed vehicles are looked after while owners are shopping or on the Rock Tour. Entrance to The Mount would also need to be



controlled by this team.

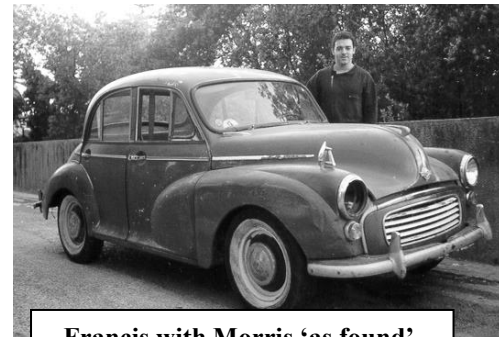
If you reckon you would be able to help us, please do not hesitate in contacting Darrell Farrugia on 45700.

## Major Restoration on Minor Car

Tony Collado provides us with an update on the brave restoration project undertaken by Francis Mena on the very last Gibraltar Morris Minor 1000.

It was not so long ago that one could find an abandoned car on any of our roads but recent legislation and an acute shortage of parking space has put paid to potential gems lying about until some foolhardy car lover comes on the scene to save it from a certain crushing death.

Some great love stories have emerged from this now extinct tradition of simply parking a car and leaving it there for years. Alas, the old car squatting on its flat tyres and evoking memories of a time gone by are now a thing of the past. I am sure we can all remember a favourite from our childhood days that seemed to be part of the neighbourhood and even blended in with its surroundings. Amazingly these cars that today would be classified as 'derelicts' stood intact for years on end. Nowadays a vehicle need only be in the same spot for a few days before attracting the unwanted attention of the vandal or the tow-truck!



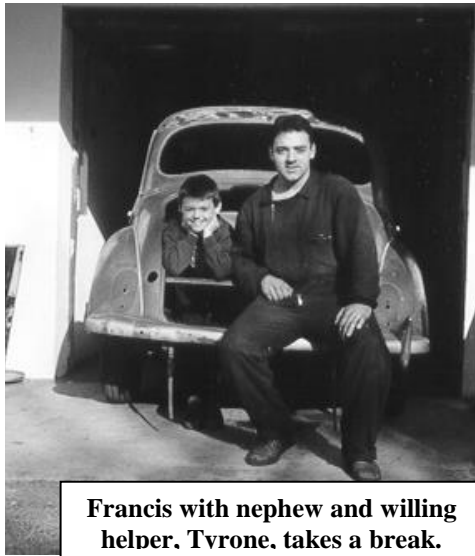
Francis with Morris 'as found'.

The story that I am going to recount goes back to those days. GCVA member Francis Mena was walking around the St Joseph's area one day when he spotted a rather sorry-looking Morris Minor 1000 in a very tatty state but with all the its original bits in the right places. Investigations revealed that the car belonged to a Mr S Rocca and, in a



moment of madness from which he has not yet recovered, Francis proceeded to make him a meagre offer which, after some haggling, Mr Rocca accepted, no doubt incredulous that anyone should want to acquire his heap of ferrous oxide.

Francis was now the proud owner of a 1970 Morris Minor 1000; probably one of the last ones ever brought into Gibraltar. After a while, Francis decided to move the car to more secure premises where he would be able to commence work on it undisturbed. It was at this point that his horror story commenced. Rather unkindly, someone had smashed his headlights and when he opened the driver's door this fell to the ground. Anyone in his right mind would have said this was a case for the knacker's yard but, as everyone knows, those involved in old car restoration need to be a little insane and if you are stark raving mad all the better!



**Francis with nephew and willing helper, Tvrone, takes a break.**

*... those involved in old car restoration need to be a little insane and if you are stark raving mad, all the better!*

Those who know Francis know that he is not one to shy away from hard work. While anybody in his right mind would have cut his losses and ran, Francis returned from the depths of despair to continue the fight, this was now a personal matter, a question of

honour! This car was going to be salvaged and restored, come what may!!

The door pillars and sills had in the past been 'repaired' twenty times over and were now so rusted that no more reasonable repairs could be

carried out. Most of the chassis and structure would need to be replaced with new pieces and endless welding.

The interior was reasonable except for the carpets and the seats needed some stuffing and support.

Stoically, Francis did what he could. The engine was removed for a complete overhaul and the car was stripped to the bare essentials. New panels were ordered and when they arrived Automotive Enterprises had the daunting task of making this shell look something like a Morris Minor.



Much of the car was a series of gaping holes and flaky rust. This photo shows how rust had eaten away at the headlight and indicator surrounds. The door pillars were simply not there; its underneath – obscene!

While this was happening, Francis booked a trip to UK and after travelling far and wide he returned to Gib loads of bits and pieces. The new cylinder head, valves and tappets came in as hand luggage on the flight! Most if not all the moving bits were replaced or overhauled. The only modification to the vehicle has been the cylinder head,



**The body shell is primed and made ready for its first coat of green.**

which was bought to allow the car to run on unleaded petrol. All the car's original features have been retained including its colour, almond green. Francis has ensured that this time round his 'baby' will be rust free for the rest of the vehicle's life. All the new work and panels to the bodywork have been treated three times over to protect them from the dreaded rust.

All that is left now, four years on, is the front suspension, some re-chroming and fitting of the brakepipes. The GCVA certainly looks forward to seeing this Morris back on the road on 18<sup>th</sup> May(?).

If anyone is thinking of restoring a car, especially a Minor, he would do well in speaking to Francis who has amassed a wealth of experience, not to mention bills! He also has many useful addresses in the UK.



**Johnnie Hernandez tows the Minor to Automotive Enterprises.**

## Asbestos threat to classics

The classic car world could be rocked by harsh new legislation that outlaws any car fitted with asbestos parts. The proposals, which came into force in France on January 1 2002, would ban the sale, transfer or even storage of any vehicle first registered before January 1997 unless it has been stripped of components containing asbestos.



This means that all classic cars fitted with brake pads, clutch plates and even head gaskets containing the dreaded material will be banned from the road unless all the parts are replaced with non-toxic components. A check will then be carried out to prove that the vehicle is 'clean'.

In the UK, asbestos is a banned substance but vehicles currently fitted with parts containing it are not affected. A Health and Safety Executive in UK has said, "There are no plans to bring this (the legislation) into the UK."

Jim Wyman of the Federation of British and Historic Vehicle Clubs said, "This law is going to have a massive effect on the French classic car scene, but quite how this is going to be policed is another matter."



## Gibraltar Classic Vehicle Association

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The GBZ Newsletter is a quarterly publication produced by this association as a means of keeping members informed of club news and events.

You are welcome to contribute items and articles, which may include photographs, and they should be sent to The Editor, at the above address.

# ZZZZZZ

## Armando Torres suffers traffic accident.

On going to print we have heard that club stalwart, Armando Torres has suffered a road traffic accident resulting in a badly fractured right arm.

First reports reaching the editorial office would seem to indicate that he slipped off his moped on Prince Edward's Road by Carter's shop. A lorry had oozed some of its load which happened to be liquid cement which made the road surface more slippery than a skid-pan. The matter is under investigation.

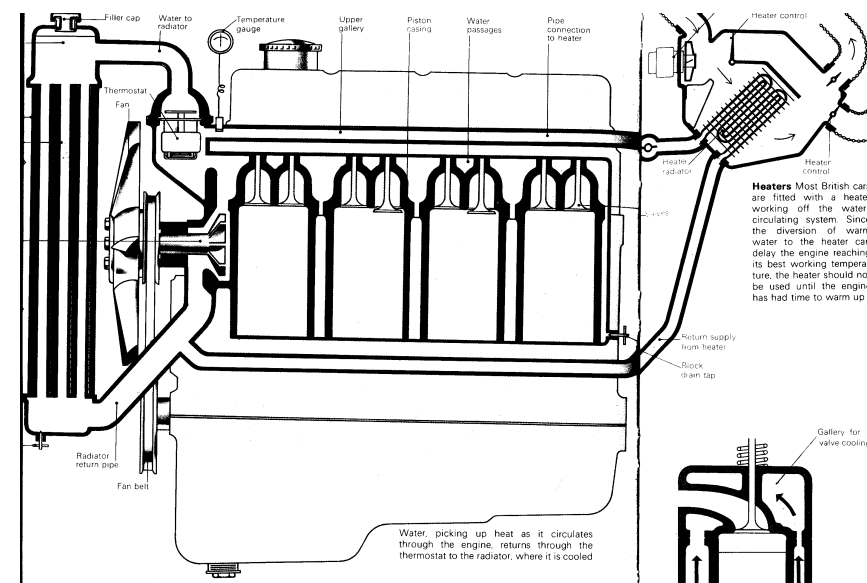
Armando had hoped to have had his 1932 Ford Y ready for the rally but this now seems very unlikely. We wish him a speedy recovery.

Getting to know your car...  
(a beginner's guide)

## The cooling system

### Water Circulation

Less than a quarter of the heat energy developed in a spark-ignition engine is converted into useful work.



The remainder of the heat has to be disposed of without causing any engine part to become so hot that it ceases to work. At full throttle, about 36 per cent passes out of the exhaust system, some 7 per cent is lost to internal friction and heating the lubricating oil, and a further 33 per cent is dissipated in the cooling system.

There are two types of cooling systems: direct and indirect. In the direct system, air is blown over the fins on the outside of the cylinders and cylinder heads. In the indirect system a coolant, usually water, flows through passages inside the engine.

The essential parts of a water –cooling system are:

A **jacket** surrounding the hot regions – the cylinder bores, combustion spaces and exhaust ports. Some inlet manifolds have a jacket which helps fuel evaporation.

A **radiator** in which hot water returning from the engine is cooled by air.

A **pump** to drive water round the system.

A **fan** to draw air through the radiator.

**Hoses** at the top and bottom of the radiator, connecting it to the engine to make a circulatory system.

A **thermostat** at the water outlet from the engine, to restrict the circulation of cooling water until the engine reaches an efficient working temperature.

A **pressure cap** on the radiator to raise the boiling point of the water, and so suppress the formation of steam pockets near the combustion spaces. Such pockets could lead to hot-spots, distortion of the cylinder block or head, and piston seizure.

The best working temperature for an engine, no matter what its speed, is one which heats the coolant at a point near the thermostat housing to about 80 - 85°C. But engines can overheat – for instance when there is not sufficient water in the radiator, or on long climbs.

### ***Corrosion***

Hot water circulating in contact with different metals will set up corrosion and form deposits if the water contains no corrosion inhibitor. The addition of anti-freeze helps prevent this process.

## **GCVA Weekend Break 1 – 3 June**

We are in the process of organising a visit to the Tajo del Aguila which is a beautiful lake retreat passing Alcala de los Gazules in the Sierra de Aznar (no comment, please!). Those wishing to stay the weekend can do so in log cabins which are near to quiet picnic areas close to the lakes. The price per day for cabins housing one to four persons is £58.00 but if you choose to stay the three days it will then cost you £158.00. Anyone wanting to go for the day will have to take their own picnic.

Lydia Darham and Stefan Nicholson have kindly agreed to organise this outing and they can be contacted on 74322 or e-mail [darham@gibnynex.gi](mailto:darham@gibnynex.gi) (Lydia) and 77187 (work) or 44643 (home) for Stefan. Please contact them for further details. I am told that there is a small shop in the area but it is advisable that tea-drinkers take their own ‘PG tips’ or similar!

IT IS IMPORTANT THAT THOSE INTERESTED CALL BY 30 APRIL.

**B B B B B B B B B**

### ***A USEFUL CONTACT***

Quite how I came across Rick Calve of ‘The Albion Workshop’ I do not know but I’m glad I did because he was able to help solve my head problem, the Austin 16’s cylinder head, that is!

Rick is happy to offer his services to us and informs me that he is willing to help any club member that wants to buy a good Austin, BMC, Armstrong Siddley,



Standard or Jowett. More importantly, his contacts often allow him to find that obscure part although this may take a little time. Over the past 25 years Rick has repatriated spares from as far away as east Africa and New Zealand and enthusiasts in Europe, America, Iceland, the Canaries (and now Gibraltar) have benefited from his expertise.

The Albion Workshop currently has an Austin A90 Atlantic FHC sports. It is unrestored, runs and drives but clutch doesn't easily release. Stored for decades, it is in remarkable condition with a 2.6 litre twin SU engine. Asking price is £3,500. Tel / Fax: 0044 1264 738393

**Hector Capurro**  
– **Honorary Life President of Los Barrios Classic Car Club**

Saturday 20<sup>th</sup> April saw the GCVA joining our friends from Los Barrios and the Campo area on a very pleasant day outing that attracted over twenty-five cars from the area. After mustering at the new bullring in Los Barrios, we made our way via the country roads to La Estación de San Roque and thence to San Roque's recreational park at Pinar del Rey.

All the participants as well as all those who stopped to see the cavalcade of classics as they passed through the villages along the route had a truly great day.

A barbecue rounded off what was a very relaxed and pleasant day out but not before the members of the Los Barrios club held their annual meeting under the glorious spring sunshine and the welcome shade of the pine trees. Sergio Rodriguez Bravo was voted President; Joaquin Ruiz Duran is Secretary and Juan Manuel Herrera becomes Treasurer. Also worthy of note is the fact that Hector Capurro, Gibraltar's doyen of classic car enthusiasts, was unanimously voted Honorary Life

President of the Spanish club in recognition of the effort and enthusiasm he has put in over many years in establishing the classic car movement in the Campo de Gibraltar. Congratulations Hector!

The Gibraltar Classic Vehicle Association would like to congratulate the new office-bearers and offer them support in promoting the shared aims of extending the joys of classic motoring and preservation of the transport heritage in the area.

A big 'THANK YOU' to our Spanish friends for their hospitality – we look forward to the next one.

*Hillman Minx and Simca 1000 found*

News reached us recently of a Hillman Minx that had been found in a nearby Spanish town and after making enquiries, John Canepa, Tony Collado and the President went off to view the car in question.

*If anyone is interested, this Minx is a LHD version of the model that was produced by the Rootes Group between 1961 and 1967 and was popular in Gib. It has a four-cylinder 1592 cc petrol engine, which is said to be running but with head gasket trouble. On inspection it was noted that the radiator was missing (but may be available). The bodywork is in need of heavy restoration, all rubbers need replacing but the interior seemed saveable. All in all, not a project for beginners, the weak of spirit or those not fortunate enough to have an understanding wife. I dare say many a winter's evening will have to be spent in the garage.*



*A small consideration will probably secure this car (which has already had a rear side window broken) otherwise I fear it will be off to the wreckers before long. Anyone who wants a bash at it should contact Joaquin on*

**0034676943036. Tony Collado has some photo of the vehicle in question while above you have a copy of the very similar 1967 Singer Gazelle Series VI.**

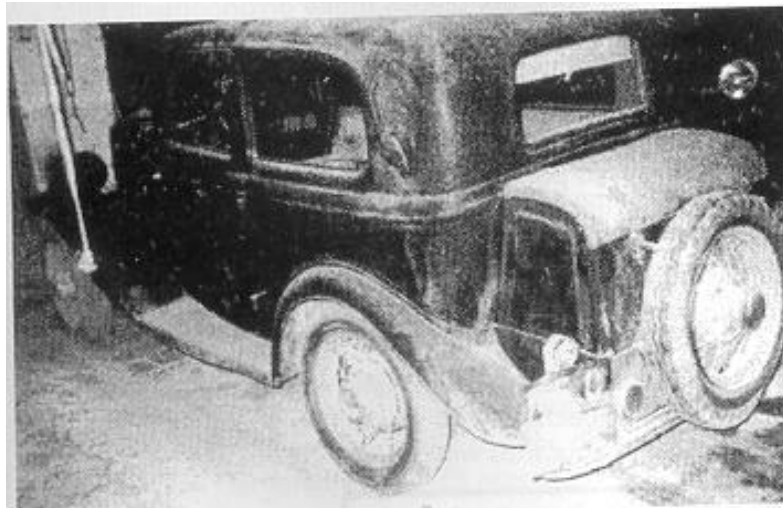
***We have also heard of a very nice model of a Simca 1000 with 34,000 kms on the clock and in a very presentable and original condition who is looking for a caring home. Unlike the Hillman above, this car needs very little - if any - restoration. At present it is stored in a garage where it has lain for many years gathering dust. Joaquin can give more details if anyone cares to take it on.***

## **Progress Report on Ford Y**

**Taken from 'Transverse Torque - Ford Y & C Model Register'**

***February 2002 issue.***

“The second bit of excitement came out of Gibraltar, of all places. (What’s that supposed to mean? Ed.) New member, Armando Torres, has bought a French barn find in the form of a very early Asnières assembled short radiator Model ‘Y’ with a boot added and is



actively restoring it.

The numbers on the Asnières brass plaque on the bulkhead tell us that it was the 564<sup>th</sup> Model ‘Y’ to be assembled at the French Ford plant (the earliest known to date) and that it has a chassis number Y7118 (manufactured at Dagenham in December 1932). I had the pleasure of meeting Armando at the NEC, who produced some photographs of the car as found. It shows a foretaste of what will surely be a feature of a future Members’ Cars article.”

## **Please hand in your slips!**

Members who have not yet returned the slips informing the committee of whether you will be attending the rally lunch are urged to do so as soon as possible. We need to inform the caterers of the numbers expected.

**Classic car owners are also no fill in their registration forms and return them together with the registration fees. Numbers of participating cars increase on a daily basis and it may now be necessary to limit the number of entries so don’t dilly dally and get those forms in!**

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## ***Advertisers Required***

The Association would be very glad to hear from any business that would like to advertise in our Newsletter.

As you will have realised, your copy of the GBZ has been posted to you so as to ensure you receive it within a reasonable time.

Posting requires postage stamps. There are also other costs involved in the production of this modest magazine as you can imagine.

If you would like to help out please contact any committee member. Thanks!