

Report on the IMI Yorkshire Region Members Association event 23rd Feb 2011.



Mal Nicholson of Trentside Classic cars gave an excellent talk about restoring old vehicles, it was a very informative evening with the topics ranging over how things were done when the vehicles were made, to the impact that modern requirements have on restoring or recreating these vehicles. Not to mention the work that goes into doing the restoration and building.

He started with how he and his team are first class designers, mechanics, precision engineering specialist, parts manufactures, body builders, paint work and coach trimming specialists, a team of dedicated craftsmen set about recreating and building a 1959 Ferrari F1 winning car.

This car was the 'missing link' between the style of racing car that had been made pre war and the 'new beasts' that came into production in the 1960's.

They had very little to work on, just a few photographs and written notes.

The '59 Ferrari F1 cars had been raced by Ferrari for three seasons from 1958 to 1960. The cars were continuously developed from race-to-race. With very little written down about what the changes were and even less saved. Numerous wins and podium finishes gained 2nd place for Ferrari in the constructor's championship in 1958 and 1959.

After retiring the cars at the end of the 1959 racing season, Ferrari dismantled all of the surviving cars for spares and redevelopment.

One of the best exponent of driving this car was Cliff Allison. When the replica was completed, Mal dedicated the car to Cliff in a moving ceremony that had been televised so there were clips to see.

Mal then took us into 'new waters' with a descriptions pictures and clips of how he and his team had restore one of the Last Humber sailing sloop, a sea going cargo vessel of 200 tons.



It was surprising to see how some of the same techniques for restoring this sloop were similar to those in restoring cars, some others were totally different, ship building skills that had been all but forgotten. Riveting the steel hull for example. Now the Spider T has been transformed, it took over 12 year, to her original condition on the outside, with a striking Edwardian interior. The last time she was fully rigged was in 1939, so they commissioned a traditional sail maker to re-create the 1920's style sails of tan sailcloth, another of the skills which Britain was the world leader, slipping away to far eastern machine made, man made material.

The evening concluded with a quick look at some of the other cars he has restored, and a promise to come and talk in more depth about them in the future.

This was an excellent evening and enjoyed by a full room of members, so much was covered it is impossible to write in a short report. So I will conclude by saying if you have the opportunity to hear Mal speak Go.

Michael Hare M.A. I.Eng M.I.M.I.
Regional Secretary.