

H&H CVC



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H & H CVC Ltd

<http://www.hhcvc.com>

The Club meets at the Conservative Club, High Lane

On the **THIRD** Wednesday of ^{each} month at **8.15pm**

The Annual club Subscription is £20.00

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Continued on page next to back page.



Club Mag. February 2021

Chairman's Chat

On the unmentionable matter of the dreaded disease, I saw a completely plain van the other day with a sign on the rear door which read 'no toilet rolls or pasta left in this vehicle overnight'

I have picked up on two items from the DVLA which affects number plates and GB stickers. Firstly, relating to number plates, since 1st January this year only vehicle registered before 1st January 1980 will be able to use number plates with silver or white lettering on a black background. Those registered after that date will be required to display the current system. There does not appear to be a grace period so it is looking to be with immediate effect. Also relating to GB stickers, when travelling abroad, you are now required to display a separate 'GB' sign, the previous signage at the start of your number plate is no longer valid.

Two Committee members have more than worthy of mention at this point, namely Jane Harrop and Graham Knowles. Jane looks after the website for us, and regularly asks me to update the item on the front page, relating to topical matters, apart from keeping the whole thing in apple pie order. You are a star Jane, thank you very much for so doing And to Graham, he has only been a Director for 5 minutes and has hopefully managed to get the NatWest Bank sorted out with their demands for information about us. As I have said before, why they cannot understand that we are a group of like-minded individuals with an interest in older vehicles and raise money for charity I do not know, and that they think we are a Company producing goods and services. To them we are a Company like Sainsbury's for example. Again, thank you so much Graham, for sorting them out, another star!

In the last magazine, edition 348, Paul Clappison wrote an article Entitled 'Winter Detailing' thanks Paul, and there is no doubt that there is a marked difference between a clean vehicle, and a super clean vehicle. One major point, as Paul has pointed out, relates to wheel cleanliness, and without doubt the first job to do, is wheel cleaning. I have used Prestige wheels mobile service if your wheels are tired and battered and can recommend them, they used to advertise with us. On the point of polishing and protection, when my wife bought her new Ford we had Diamond Lite protection lacquer applied for about £100 and after six years, the car always sparkles after a wash and never needs polishing. I do not know what the situation is with a used vehicle.

A word about your 'smart' gas meter, no, you don't have to sing the Flanders and Swan song '*twas on a Monday morning*' if you have one. All 'smart' gas meters are fitted with an integral battery to make them work. The battery should last for 10 years and the meter should be changed by your supplier, after 10 years together, with a new battery of course. If the battery is about to fail before the 10 years expires, the meter should emit a beeping sound, and a flashing light should show. This is a lot of use if the meter is tucked away in a meter housing, or in a garage, store room etc., so it is worth checking occasionally. I do not know if the remote unit is also similarly fitted, as ours is in a drawer as if it is cold, we just turn the heating on, or up, whichever is the case, and worry not, about the cost. Now if your 'smart' meter was installed a few years ago it will be of an older style, and most likely is not fitted with the sounder and flashing light facility, so it is worth nagging your supplier, to fit a new one. This was found out the hard way, by my niece who came home from work one day, just before Christmas to find the house cold, and no gas. The emergency service from 'EON' took four days to rectify the problem.

I see that a classic 'D type' Jaguar is about to come up for auction presently, and is expected to be sold for between 5.7, and 7.5 million pounds. (yes, you read that right) The car was first delivered to Henlys in Manchester and was bought by one Bernie Ecclestone who promptly sold it to Peter Blood, and was seen racing with several firsts at Goodwood, Brands Hatch, Oulton park, Crystal Palace to name but a few. The car was painted in, very unusually, bright red, and has a chequered list of previous owners including the manager of Led Zeppelin, one Peter Grant. At present I am unable to find out the actual selling price.

By now the AGM and hot pot supper should have been and gone, but without us being able to have meetings, it has not been able to take place with the formal election of the Committee and Directors. And so, for the forthcoming months, until the AGM can take place, the present Committee and Directors will continue, and you will have to sing for your supper! I guess at some time, I shall have to sort my 'speech' out. As soon as normal service is safely resumed, we will have the AGM, and for the following meeting most likely my quiz, with the following meeting, with the now legendary Ed's rocker box racing evening, the trophies for 2021 are safely here, all that is needed is a change of label. By then, it will be time for our annual BBQ evening, and of course the daytime, and evening runs will be in full swing, not forgetting, of course, the Peaks and Dales Charity Run.

I note that the Dog and Partridge, where we usually start our runs from, is closed, and is up for sale, so a new venue, with breakfast facility, and ample parking, will be needed. I see the former Bulls Head pub near Torkington park is shut, and believe the Almond family are buying it, it has an adequate car park. I get my haircut in the premises next door so when I can go to be 'shorn' again I will be able to get the low down.

And so, Ladies and Gents, that concludes my ramblings for this month, and as I have said before, I look forward to when we can resume normal service with club nights, runs, etc., but in the meantime, please KEEP SAFE.

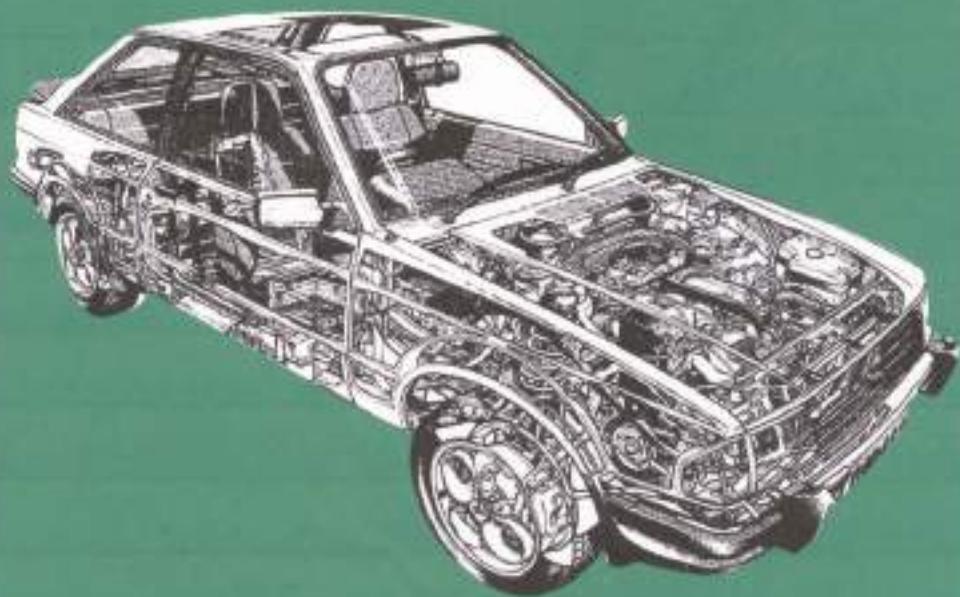
Steve Diwall.

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Editorial

February Magazine 2021 Cover Photo.

Like the rest of us, Mike Coffey & Sharon, making the most of the mist we are in! In Mike's 1973 Rover 2000 (Photo taken on the New Year Run last year.)

Sad news - P&D

Afraid the Peaks & Dales Charity Run for 2021 is **CANCELLED** due to Covid. There are many reasons, the simple fact being, that after 12 months, the virus remains rampant, and still being spread easily. OK, we now have vaccines, but not everyone has been vaccinated yet, and it's still easily catchable.

New Member

David Bresnahan is from the Swindon area. He has an MG ZS 180 V6, and a Vauxhall Corsa VXR, and his daughter runs a Subaru Impreza WRX, so they've got the classic bug in their house!

Da-

Everybody is in a quandary?????

By 2035, sales of new petrol, diesel and hybrid cars will be stopped in the United Kingdom. This had originally been due to happen by 2040, but the date has since been brought forward by five years. The term 'petrol and diesel ban' has appeared a lot in news coverage of the change, creating speculation that a total ban on any petrol and diesel cars is on the horizon. For classic car owners, it's understandable that this has caused concern. The good news for now is that it's only new car sales that will initially be impacted. However, classic car enthusiasts should be aware of the potential impact of the change on resale value and availability of fuel, as well as keeping up to date with the government's long-term plans.

What are the government's plans for petrol and diesel cars?

Put simply, the proposed ban means that no *new* petrol, diesel or hybrid cars will be sold in the UK past 2035. The ban will not affect the sale of motorbikes or second-hand vehicles, and currently there is no proposed date for a full petrol and diesel ban.

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WINTER DRIVING

C.P.

There are many more crashes when the weather is bad, especially when the roads are icy.

When driving in winter conditions:

- Always listen to weather forecasts and don't make any unnecessary trips if the weather is forecast to be particularly bad.
- Make sure that you clear your windows properly of ice and snow before you start your journey.
- Add anti-freeze to the radiator and additive to the windscreen washer bottles.
- Check your tyre tread depth and pressure.
- Keep your lights clean and your battery fully charged.
- Use dipped headlights in hail, snow and rain.
- Drive slower to take into account the weather conditions.
- Give yourself more time to brake as brakes don't work as well in icy conditions – it can take ten times longer to stop in icy conditions than on a dry road.
- Leave plenty of distance between you and the vehicle in front.
- Use the highest gear possible to avoid wheel spin.
- When braking on ice and snow get into a low gear earlier than normal, allow your speed to fall and press gently on the brake.
- If you do end up in a skid, ease off the accelerator but don't brake suddenly.
- If visibility is reduced by fog use your fog lights – but remember to switch them off when visibility improves.
- Keep sunglasses in the car for the winter sun.
- Keep some warm clothes and a torch in the car.

Simple - **If the conditions are very bad – don't drive**

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So as 2021 begins we are already starting to see our plans for the forthcoming show season beginning to be cancelled due to the ongoing pandemic. This is always a difficult time of the year to write much, however I have been fairly active in recent weeks with my MG on a number of online events and articles. I recently took part in the online FB group Revs-Limiters event, its theme was Origins and I uploaded a video all about my 3 year journey travelling up and down the country searching for the right MG for me to buy. This topic made me reflect on how hard it was to find an MG that actually matched the description from the seller, it is incredibly frustrating to travel hundreds of miles only to find that you have wasted your time and whilst I appreciate these are old cars I don't think it is too much to ask for an honest description of the vehicle advertised.

My MG has also received some incredible publicity this month as an article I wrote currently features on Mike Brewers Motoring website and this has been advertised on Mikes various social media platforms attracting over 3000 responses on his Instagram page. MGOC spares are currently running a photo competition to feature in the forthcoming spares magazine and I have submitted some photos so will wait to see any are chosen. Another online activity has been a spate of photo challenges on FB, front end, read end, side view etc. All a bit of harmless fun and something to keep us occupied until hopefully we are free to use our cars this summer.



Until next time, stay safe and look after yourselves.

Well, it's not getting any better, is it? We won't forget 2020 in a hurry, but it seems 2021 is now making its bid for the Worst Year of the Year Award!

Another much-loved award around yearend is to select the 'word of the year'. A single word that best describes the previous 12 months. Contenders for the 2020 Collins dictionary competition included: 'furlough,' 'Megsxit' and 'TikToker'.

The winner was 'lockdown' for obvious reasons.

As an aside, and for your lockdown entertainment, the 2020 nominee list also included the remarkable Korean word 'mukbang'. No, it's not what comes out of your exhaust after a misfire, it's actually a person who chats to an online viewing audience while chomping their way through vast amounts of food. There's a lot of this on YouTube if you care to look. It's a fun if gut-wrenching way to waste some time if that's your kind of thing.

And in early January it seems we got an odds-on contender for the 2021 word of the year. Could it be 'variant' that will be chosen in December? We could equally wonder how many of us will be here to see if this early prediction comes good?

As ever, this got me thinking. Perennial readers will know I've written several times about my love/hate relationship with the aptly named VW Bug. While there's much to admire about its engineering, there's also some unseemly baggage that comes along too.

It's a schizophrenic motor in so many ways. It was initially commissioned for a murderous tyrant as a nationalist people's car, but very few devotees to the Third Reich ever took delivery of one. During WW2 the Beetle's platform was re-worked for military use as the Kubelwagen and the amphibious Schwimmwagen that helped Hitler to lose the war. We could also mention that a Beetle has been the conveyance of choice for quite a few serial killers over the years.

With the British Military's help, VW's Wolfsburg assembly plant developed the type 2 van on the Bug chassis. Over the years this carrier format was offered in several variants; from campers to pick up trucks and even ambulances.

In the mid-50s, along came the sublime Karmann Ghia; not a sporty car and, still a Bug in disguise, but a delight to behold, nonetheless.

By now some of you will have seen where I'm going with this. You'll be already thinking: oh right, he's going to segue into talking about the VW Variant. If that's the case, well done, you're spot on. VW made a series of cars, based on the Beetle format, one of which was known as a Variant.

It was part of a range that also included the Fastback and oddly named Notchback models. The new designs were aimed at the family motoring niche, which was a gap in the VW offering at the time. These new cars had spacious cabins, better storage and bigger 1500 or 1600cc engines.

Launched in 1961 the Variant was effectively an estate car with an overhead opening tailgate. It was a practical but clunky, looking vehicle but with increased utility for domestic use. They were known as Square-backs in the US, a much better name than the rather vague Variant moniker to be fair. And while they were well-designed cars that met their individual USPs, they failed to topple the Beetle in customers' affections. The range sold a modest 2.5 million before being discontinued in 1973 to make way for the Passat and eventually the evergreen Golf.

For my money, I prefer the Fastback version of this cul-de-sac in the VW canon. Indeed, when I briefly flirted with the idea of having a VW classic, this is the one I'd have gone for instead of a Beetle. To my mind, they look incredibly purposeful when given a Californian makeover with slammed suspension and minimal garniture. Today they are rare cars, and I'm always delighted to see them on the car show scene when the odd one turns up.

Finally, in 1964, VW's rear-engined, air-cooled concept mutated into its evolutionary zenith with the launch of the Porsche 911. The DNA of the humble Beetle manipulated, spliced and re-engineered into a hair-raising, high-performance uber-mobile. A car that's coveted by serious drivers who want adrenaline-fuelled motoring from a machine that can be a handful if not treated with respect.

And right there we have a perfect analogy. The UK's abject failure to treat the Coronavirus seriously allowed it, much like the Beetle, to mutate into a super-charged variant with a much-enhanced ability to see us all off.



Fastback

With our 'help' the UK C-19 variant has morphed into a world-beater. And like driving a 911 into a blind curve on a frosty February morning; if you're not super-careful, you could end up in a terrible state indeed.

Happy classic motoring everyone and, as ever, stay safe.



Squareback

*You can read more of Anthony's car-related writing at his blog:
sylvianscribblings.blogspot.co.uk*

The World's First Supercar

From *Keith Yates*

Whilst looking for a piece of information recently I got distracted by one of my books, 'Supercars Of The Seventies' published by Hamlyn in 1979. This is basically a collection of Motor magazine road-tests that celebrates some of the finest sports and GT cars of that era. Looking through the 20 cars that are listed however, I started to disagree with some of the author's choices. For example, could a Jaguar XJ-S ever be considered a supercar? Yes, a fabulous machine (now getting deserved recognition), but surely not in the same league as exotica from the likes of the Lamborghini, Ferrari, Porsche, Maserati, Aston Martin etc stables. Even worse, the Lancia Stratos wasn't even listed. So then, another of those vexed car related questions that tend to be argued over when two enthusiasts get together – usually near a pub bar! We've all heard of or been involved in one of those 'is one car better than another' type arguments but few ever seem to get resolved due to strongly held opinions. So, to you readers out there, I pose three questions that will hopefully prompt some future responses:-

- 1) what is the definition of a 'supercar'?
- 2) what would be your all-time best/favourite supercar?
- 3) what was the first ever supercar?

Well, to throw my penny's worth into the first part of that, I believe that a supercar has to be able to produce extraordinary performance, be rare and exclusive and have eye-popping looks that can attract attention wherever it goes or a crowd when it's parked. That gorgeous body, with its swoops and curves, must however, be underpinned with a proven ability to crush those important measurements of 0-60 and 60-0 times and maximum (sustainable) speed. That old adage of 'it looks like it's doing 100mph when it's stopped' springs to mind – perhaps 200mph though in this league! That said, a supercar is arguably a frivolous exercise in style over practicality – would you really take your Lamborghini Aventador to do your supermarket shop and where would you put your kids and bags?



There are any number of 'modern' cars that could fall within my supercar definition. The issue though is perhaps clouded by ever increasing use of electronically controlled driver aids and dynamics and the advent of superfast hybrid and all electric cars - machines that have taken things to another level and become known as 'hypercars'. The days of mighty V8 and V12 engines are now rapidly coming to an end.

Put on the spot, my choice of all-time best/favourite supercar would have to be the one that, to me, epitomises the title and the definition; the Bugatti Veyron. It definitely has crowd stopping, almost brutal, good looks and delivers 0-60 in 2.4 seconds and a maximum speed of 267mph! Yes, it has a plethora of electronic aids but they are mostly unobtrusive compared to some of its

more recent 'PlayStation' rivals. The performance numbers and data point to the Veyron as being a hyper-car but that detracts from the magnificent piece of auto engineering that it truly is. Volkswagen engineers started from scratch, with a clean sheet of paper and a brief to create the most superior supercar of them all. Every aspect of the car had to be reimaged, designed and redesigned to enable it to perform as it does. They smashed it and I don't believe that, to date, it's been bettered. The Bugatti Veyron gets my vote.

Bugatti Veyron



And so to the first one. There are many beautiful pre-war cars to consider and many, for their times, were capable of high speeds (the Alfa Romeo 6C2500 for example) but they were designed to be luxurious, fast sports cars for the wealthy and their overall performances are mostly restricted by the technology and knowledge available to manufacturers at that time; chassis, braking/suspension systems and tyres tending to be unsophisticated. The immediate post-war years and early 1950's mostly saw cars that were developments of pre-war models. As that decade ended there were numerous sports convertible and GT/Coupe cars (the Aston Martin DB3 for example) but nothing really seems to stand out as falling within the supercar definition. There was a lot of behind the scenes development going on but that didn't really come to fruition until the very late 50's and early 60's.

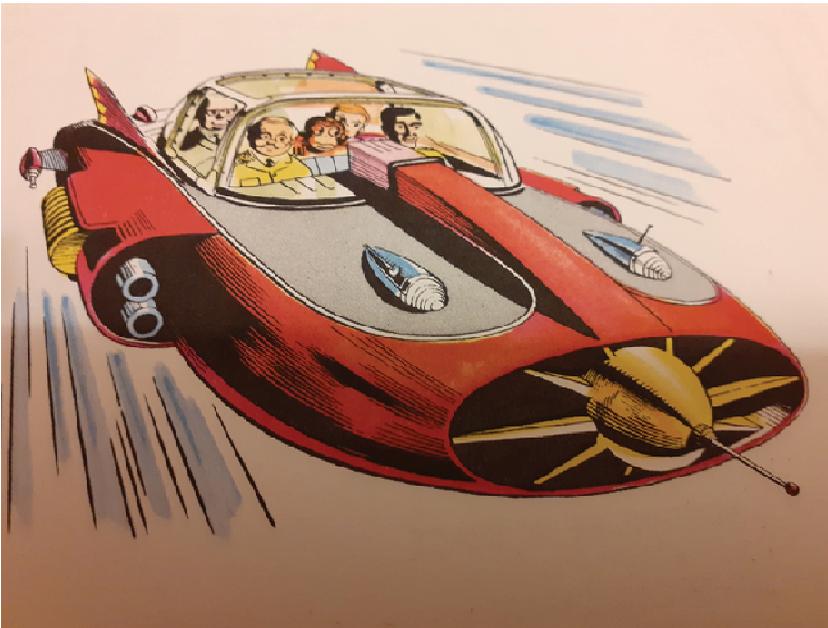
The story of the battle between Ford and Ferrari at Le Mans is well known and documented. Henry Ford II's fury at Enzo Ferrari (backed by corporate power) resulted in the Ford GT40 in 1964. Ford eventually destroyed Ferrari's sports car racing dominance and ambitions and they won at Le Mans in 1966, 1967, 1968 & 1969. The specification of these machines leads one to think that the GT40 is a strong contender to be the World's first supercar. The problem is that they were designed as pure-bred racing cars and whilst a few, heavily detuned, cars were sold for road use they were never really suitable for that purpose and so fall short.

Moving on, the car that I'd give the crown to as the undisputed and first ever supercar has to be the Lamborghini Miura from 1967. It ticks every box and also invents a few too. In May 1966 and on the eve of the Monaco GP, crowds of people gathered

around a sleek but curvaceous sports car that had been parked up in Casino Square. A lot of these people would have been rich jet-setters well used to expensive and glamorous sports cars but the Miura with its mid-mounted 3.9 Litre V12, 0-60 time of circa 5.5 seconds and a top speed of 160mph was an absolute sensation. This is a 1960's car that could still hold its own against many of today's cars.

So that's it, decision made – or is it? Thinking about this over again, there can really only ever be one contender for the title of the first supercar and it's been staring me in the face all along – amongst my more treasured books I have a 'Supercar Annual' published by Wm Collins & Sons in 1962. It quite clearly cuts through all of this speculation and we can forget Lamborghinis and GT40s and all of that; they don't come close to the first and only Supercar. This futuristic hybrid of a car, plane, boat, submarine, rocket and spacecraft (as the song said, "up in the sky or under the sea, it can journey anywhere") first appeared in 1960. It was (and perhaps still is) based at a top secret HQ deep in the Nevada Desert and from there it could be called to attend rescue missions wherever needed. This mind popping machine was designed and developed by two scientists called Dr Horatio Beaker and Professor Rudolph Popkiss and was 'piloted' by the heroic and square jawed Mike Mercury. Surprisingly, Mike occasionally went on missions that required the assistance of a young boy called Jimmy Gibson and a monkey called Mitch! Anyway and just to give you some figures, Supercar's engines could spin to 15,000rpm, a rocket powered vertical take-off system took it off the ground where retractable wings could then be unfolded and it be accelerated up to 1500mph.

So there we have it, the World's first ever supercar was well, Supercar. It's all pretty clear cut and obvious really. Here's a picture to remind you.



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MG - Company history. - The early years.



MG MORRIS GARAGES IS FOUNDED

Cecil Kimber joined Morris Cars in 1921 and became General Manager of Morris in 1922. He began producing his own tuned versions of Morris cars to boost sales. These cars took the name from the place they were sold, the Morris Garage. The first MG was the 14/28, based upon the Morris Oxford.

MG's increasing popularity meant the company soon outgrew its original facilities. MG would eventually move to a town that became synonymous with the marque, Abingdon on Thames. Abingdon would play host to MG production for the next fifty years.

THE MG CAR CLUB IS BORN

On the 12th of October 1930 the MG Car Club is formed. 30 MGs attend a meeting at the Roebuck Hotel, near Stevenage. The Club grew quickly and attracted over 500 members by 1933.

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Roebuck Hotel, near Stevenage. The Club grew quickly and attracted over 500 members by 1933.

MG WIN IN ITALY

MG became the first non-Italian marque to win the Mille Miglia (1000 Mile) race in Italy. MG's K3 Magnette took a class win and MG's place in the world of motorsport was cemented.



RECORD BREAKERS

EX181, based on the MGA, was taken to the Bonneville Salts flats as MG returned to the world of record breaking. The 1489cc engine developed 290bhp and legendary driver Sir Stirling Moss took the car to an incredible 245.64mph.



World War II saw thousands of American servicemen head to Great Britain and Europe as part of the war effort – during their time in the UK they came across the MG

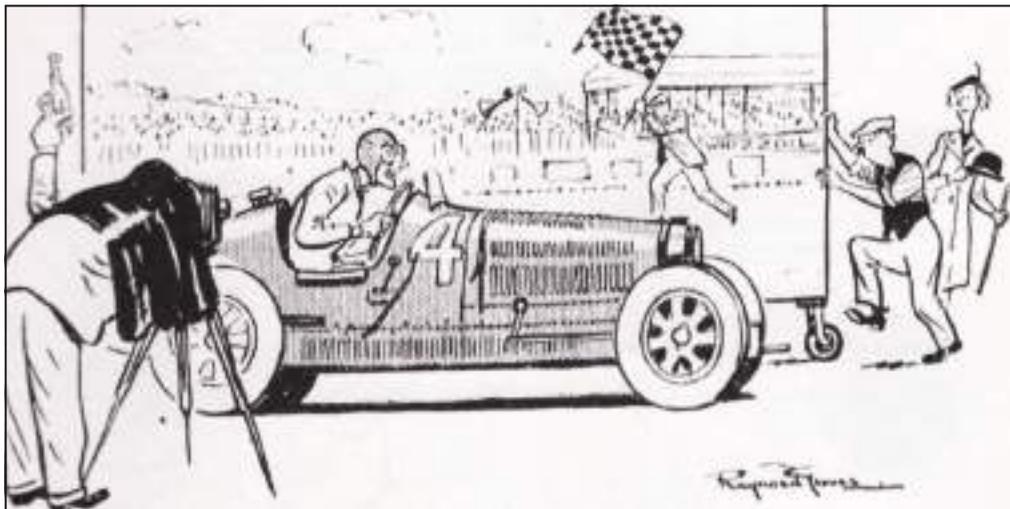
T Type sports cars and many took them home to America. Britain's export drive saw huge numbers and the USA became MG's most important export market.



Last of the line MG TF

MG underwent many changes in ownership over the years. Morris's Nuffield Organisation merged with Austin to create the British Motor Corporation Limited (BMC) in 1952. Its activities were renamed MG Division of BMC in 1967, and so it was a component of the 1968 merger that created British Leyland Motor Corporation (BLMC). The MG marque continued to be used by the successors of BLMC: British Leyland, the Rover Group and, by the start of 2000, the MG Rover Group, which entered receivership in 2005. The MG marque along with other assets of MG Rover were purchased by Nanjing Automobile Group (which merged into SAIC in 2007). MG production restarted in 2007 in China. The first new MG model in the UK for 16 years, the MG 6, was launched on 26 June 2011.

To be continued next month.



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'MOTORING SHORTS'

During a test carried out by one of UK's motoring magazines, a reporter was wired up to a heart and blood pressure meter, and then asked to take a long journey.

The results were alarming (in fact, enough to send your blood pressure soaring and your heart beating madly)

The driver's heart was beating at a healthy 60 beats per minute (55 bpm is normal) and it maintained this until a car suddenly pulled out in front of him - then it shot up to 100bpm. Dangerous enough, but a 114bpm peak in this test came o the motorway with the rain beating down outside, underlining the potential problems of driving long distances, especially when the weather or viasability is poor.

Professor Gary Cooper, a stress specialist at Manchester University, was not surprised by the results. 'The problem is that, when you drive somewhere to a deadline, you initially feel as if you are in control; but due to factors such as traffic hold-ups, you aren't, and the growing powerlessness is what causes so much stress'

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After the Second World War a commission of British industrialists led by car-making magnate Sir William Rootes was invited to inspect the ravaged Volkswagen factory in Wolfsburg and the car design it was built to manufacture. Upon returning to the UK Rootes filed a report in which he wrote, "The vehicle does not meet the technical requirements of a motor car. As regards performance and design it is quite unattractive to the average motor car buyer. It is too ugly and noisy - a car like this will remain popular for two or three years, if that. To build the car commercially would be a completely uneconomic enterprise." The Volkswagen Beetle went on to sell 21.5m cars over a life of 57 years. The Rootes Group no longer exists.



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12 SAFETY TIPS FOR DRIVING IN WINTER



1 Before starting, remove any ice and snow from the windshield, windows, mirrors, head bolts, steps, deck plates, and also radiator shatters.



2 Make sure the cooling system is full and there is enough antifreeze in the system to protect against freezing.



3 Make sure the defrosters and heaters are working, and that you know how to operate them.



4 Make sure the windshield wiper blades are in good working condition and can sweep off the snow properly. Make sure the windshield washer works, the washer antifreeze to prevent freezing of the washer liquid.



5 Make sure you have enough tread on your tires. It is especially important in winter conditions. The drive tires must provide traction to push the rig over wet pavement and through snow.



6 You may find yourself in conditions where you cannot drive without chains. Carry the right number of tire chains and axle cross-links that fit your drive tires. Make sure they are in good condition and you know how to put them on.



7 Make sure the lights and reflectors are clean and working properly.



8 Start gently and slowly. When first starting, get the feel of the road. Do not hurry.



9 Drive slowly and smoothly. Keep a steady speed. If the road is very slippery, you should not drive at all. Stop at the first safe place.



10 Make turns as gently as possible. Do not brake any harder than necessary, and do not use the engine brake or speed retarder. They can cause the driving wheels to skid on slippery surfaces.



11 Be aware that as the temperature rises to the point where ice begins to melt, the road becomes even more slippery. Slow down more.

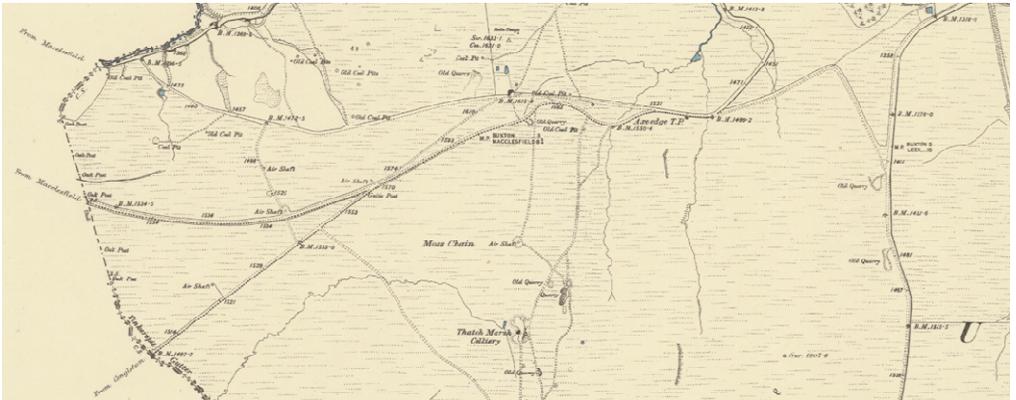


12 Avoid driving through deep puddles or flowing water if possible. If not, you should slow down, place transmission in a low gear, and gently put on the brakes while driving through water. When out of the water, maintain light pressure on the brakes for a short distance to heat them up and dry them out. Make a test stop when it is safe to do so.

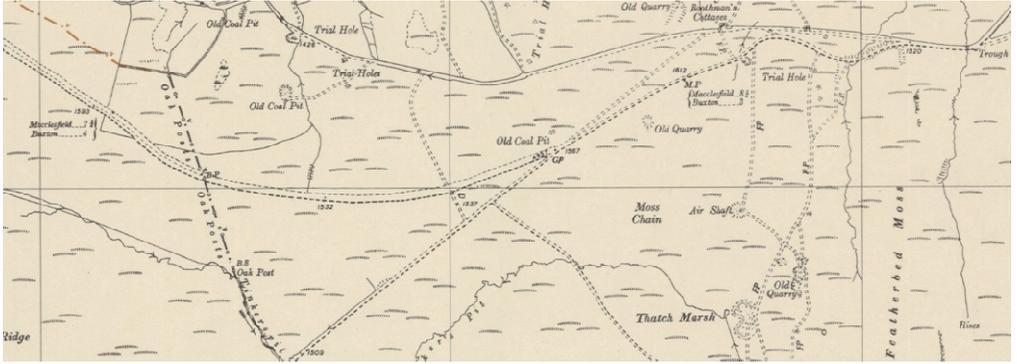


The A537/A54 Cat & Fiddle/Congleton

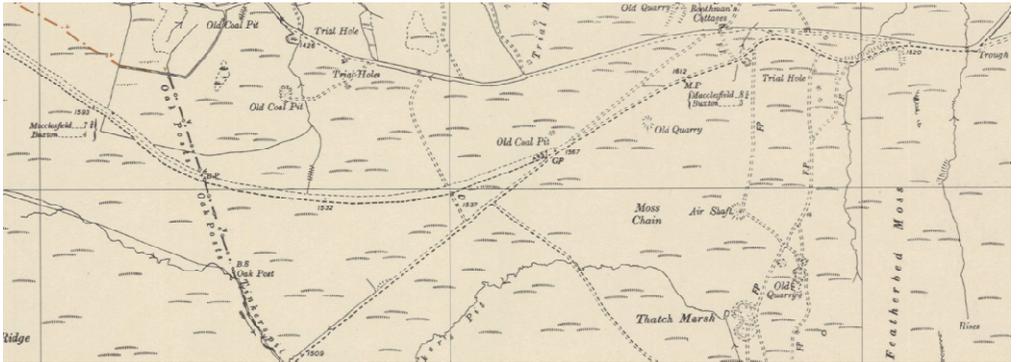
A bleak piece of road, but look how many roads were there in 1878. You can still see many of the old roads crossing the moors if you know where to look, which you will if you study this. There were a surprising number of coal pits & even a colliery, Goyt Colliery, off the map to the top right. I've never noticed it, although there are a number of cart tracks in that area. There are also quite a number of air shafts shown on the map. I assume that a coal pit is open cast where the coal measure comes to the surface, as there are quite a lot of pits on the surface in the area that are shown on the map. Assuming that the colliery was what we would call a deep mine that would explain the air shafts shown on the map. It is interesting to see the distance that they spread from the colliery, which is about half a mile off this map. Ordnance Survey 1887/8



Following, is the same place in 1949. What I find odd, is that there are a couple of buildings shown here, particularly the one in the triangle of the junction between the Congleton/Cat roads, which is where you would expect the Toll Bar to be. As the turnpikes were still open on the earlier map but closed a couple of years after it is unexpected. The air shafts seem to have disappeared & the coal pits have become "old coal pits" Next time you are up there find a spot to park & see how much of this you can see. You can use the + button on Acrobat to magnify the maps.

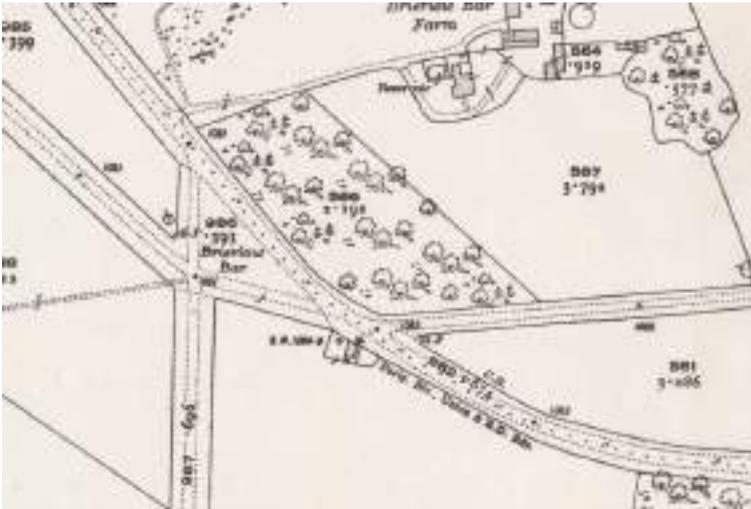


Another familiar junction, known now for the Bookstore & café. This was in 1919 The top road on the left is the A515 Manchester – Derby Turnpike, although it had not been a turnpike for nearly 40 years. The road on the left below it the Macclesfield – Buxton Turnpike, now the road from Harpur Hill. There is a short section of road making a triangle & joining the Ashbourne Road opposite Coal Pit Lane which goes to Chelmorton & the A6. What would be the Toll House is on the junction.

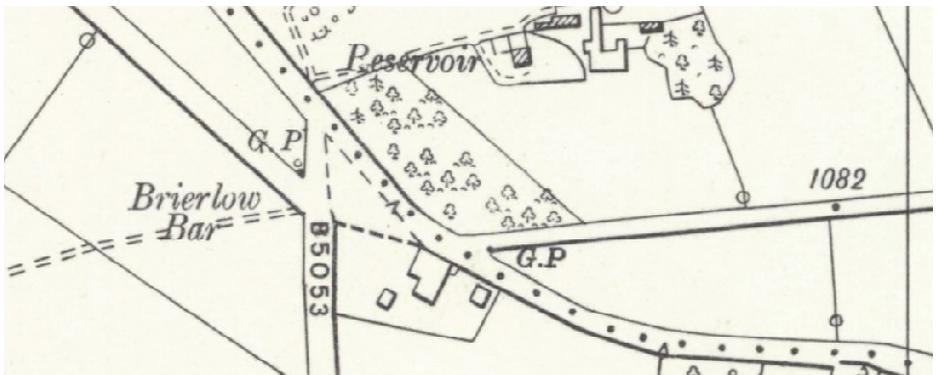


Brierlow Bar Junction.

Another familiar junction, known now for the Bookstore & café. This was in 1919 The top road on the left is the A515 Manchester – Derby Turnpike, although it had not been a turnpike for nearly 40 years. The road on the left below it the Macclesfield – Buxton Turnpike, now the road from Harpur Hill. There is a short section of road making a triangle & joining the Ashbourne Road opposite Coal Pit Lane which goes to Chelmorton & the A6. What would be the Toll House is on the junction.



By 1949 the Toll House had gone & the section of road making the triangle had also gone. What was to become the wider junction & slip road had been marked out. The buildings are a semi detached house & the garage & filling station built in the 1920s. Some time after this map Coal Pit Lane was re-aligned to meet the A515 at right angles. If you call in at the Bookshop they have photos of the garage when it was in use, probably taken just after the War.



There is a suggested route to use a number of local turnpikes that I will include next month. An interesting run out.

Forthcoming Events

As you no doubt expect, all these are subject to the rules allowing them to happen so none are certainties, but I've been in touch with the organisers & they are all of a mind – if we can we will!

We are planning to have the usual programme of Runs & Shows. The shows require registration & forms etc will be available. Please keep your eye on the Events page in each magazine & our website, as any updates will be shown here, and by email. We haven't got email addresses for some members. Please let Chris Parr have your address, or any changes. Email: chris.parr67@ntlworld.com

Late Jan/early Feb - Bear Town Cruise on the new Congleton bypass before it opens. - Nothing heard yet.

25th April - Drive it Day (shorter run).

28th April - Mid-Week Club evening Run.

3rd May Gawsworth Oldtimers Show (Club stand).

9th May VE Day Show Pavilion Gardens Buxton.

15th May GVEC Manor Park Show (Club stand).

26th May - Mid-Week Club Evening Run

31st May - Gawsworth Youngtimers Show - (Club stand).

5th/6th June - Tatton Park - (Club stand).

20th June - Peaks & Dales Charity Run.

21st June - Sheffield Hallamshire Traveller's Rest Show (Now cancelled)

23rd June - Mid-Week Evening Club Run

27th June - Lymm Festival (Club Stand).

11th July - Didsbury Park Show - (Club Stand).

28th July - Mid-Week Evening Club Run.

8th Aug - Stockport Market Place Show.

15th Aug - Chesterfield Motor Festival.

21st/22nd Aug - Tatton Park (Stand to be decided).

25th Aug - Mid-Week Club Evening Run.

29th Aug - Poynton Show.

5th Sept - Annual Club Show at Brookside Garden Centre.

22nd Sept - Mid-Week Club Evening Run.

17th Oct - GVEC SSAFA Show, Manor Park, Glossop.

27th Oct - Mid-Week Club Run.

As in all things, wait and see what this year brings.

WE suggest, as usual, that you watch the magazines, and the club Database - hhevc.com



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