

H&H CVC



Triumph TR2

Vespa Sportique



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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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CHAIRMANS CHAT AUGUST 2021

August 18th. Yes, I hope you are all ready for our first Club gathering on Wednesday August 18th at you know where for our first Club evening since who knows when since lockdown was imposed. Hopefully the weather will be kind to us as if you feel more comfortable meeting outside then that is quite OK or if you want to go into the main meeting room that is also OK; the choice is yours but don't forget to come in your classic if you can and don't forget your mask. I think there will be a bowling night at the same time but I have asked the Club if bowlers would kindly park their vehicles against the road wall to leave the rest of the car park for our use.

The front cover picture as I am sure you will have noticed is of my Triumph TR2 and Vespa. I wrote about the TR many issues ago and an article about my Vespa is included later in this issue. On the matter of the TR, there are just over 300 left in use at present but for my 'everyday' car, a modern classic BMW convertible, the figure is less than 300.

The availability of E5 fuels for use in older vehicles rumbles on and one must make sure when filling your older vehicle that you don't put E10 fuel in it by mistake. I had an interesting call from Dave G recently who at the time was unable to get the 1930s Austin to start which was designed to run on 'Pool' grade fuel, I think that would be two star in modern technology. Realistically I was of little help to him but failed to explain that for the TR, if it has not been running for a few weeks, I always fire it up using 'easy start' and then when the fuel kicks in it usually seems quite happy.

I have read an article relating to the electrification of classic cars which infers that some owners are ditching their classics due to fears of the switch to electrification. I must admit that sales prices of older classic vehicles at the present time are topsy turvy, depending where you look but in the main values appear to be stable and still on the increase. The article goes on to say about the introduction of clean air zones in our cities and if you want to take your older vehicle you will be forced to pay the appropriate fee. Of course, we must not forget the supposed increase in electric charging points both at large stores, car parks and fuel stations and an apparent pledge to help with charging points at your house. There is a move afoot to stop the false messaging the petrol and diesel vehicles are evil which is a myth. The Historic and Classic Vehicle Association has said that the Government are in danger of heading to mass electrification which will affect older vehicles and is an expensive programme and could prove a huge mistake.

I fear now for the future of one of our oldest marques, the Vauxhall brand and note that the Elsmere Port site is to no longer produce the Astra but is to be used to fit batteries and so forth in a variety of French made vehicles. Realistically the Vauxhall brand has not been proper British since the takeover of Vauxhall by General Motors but at the least the manufacture of Vauxhall branded vehicles continued in the UK. I fear that for the time being the name will continue but attached to French vehicles like the Peugeot range. So, in reality is it goodbye Vauxhall?

And so that's enough from me for this issue and I look forward to re-acquainting myself with many members on the 18th August. On the meetings note, the plan for September is to have a chairman's quiz night so get your brains and peculs sharpened please.

Steve Diwall.

EVENING RUN ON 28th JULY.

After a day of thunderstorms and heavy rain showers we were undecided about going on the run. We decided we would go, but in our Toyota. We left the Legh Arms at 7.00pm on the dot after having a nice chat with some club members in the car park. The route took us through Kettlethulme and on into Whaley Bridge. We passed The Hanging Gate which is where we would finish the run. After approximately eleven miles through some beautiful countryside, with spectacular views. The instructions said bear right, then turn left, which we did, and realised that we were heading for Castleton, which meant we were going down Winnett's Pass. At that point we were quite glad we were in our day car as the Triumph does not like the pass, either going down, or coming up, however the Toyota doesn't mind at all.

We commented on the amazing dry-stone walls and wondered how long they had been there, also we noticed the cows looked remarkably clean, must be down to the heavy rain earlier in the day, and the lack of pollution up there. We soon found ourselves in the village of Castleton. We saw the little cafe where a few years ago, some of us went for a Christmas Meal. It was quite icy that day but the shops were all dressed for Christmas, very festive.

The skies had cleared as we were coming over tops so again it looked lovely. Just over a mile outside the village we turned right for Peak Cavern and Peveril Castle. We didn't miss the (easy to miss) turn right for Peak Forest, and soon we were back on our way to Chapel, the Hanging Gate and the Finish. Once again our thanks go to Mike and all those who work out these routes. We were so glad we didn't let the weather earlier in the day put us off.

Eddie & Jan. Partington



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Editorial

WANTED

Items for the Tombola at the Club Show.

Please give to Margaret on club night.

We are looking to restart club nights at High Lane Conservative Club on Wednesday August 18th , with a Noggin & Natter.

The next Club evening Run, - Weds 25th Departing 6pm from the Legh Arms Adlington at 6pm {ensuring that people get fed before kitchens close!}

New Members

Alison Morgan who has joined us with her Mercedes SLK 230 (Seen below at Capestherne recently).



Editorial Cont'd.

As pictured on the cover;

Chairman's. - Vespa Sportique Scooter. .

In 1962 I bought, with the aid of Bank of Dad, one of the first Douglas's built, under licence, Piaggio Vespa Sportiques. Douglas had been making the majority of bodies for Vespa scooters almost from the outset and these were made in the UK Douglas factory, before being sent out to Italy to be painted, and have the motor and ancillaries fitted. The completed machines were then sent out to several countries for sale. My Vespa was a very rare Gran luxe model 150cc finished in Polychromatic Gold, and came with a lot of chrome goodies including crash bars, and double leg shields to name but a few. This machine was used by me as my daily transport to work, a round trip of 34 miles, but was also used to attend many rallies, shows and road trials in the three years I owned it. I attended only two meetings of the local Vespa Club with it where members sat around in groups, not taking any notice of a prospective new member, and to be told my Vespa was not proper as it had not come out of the Italian factory.

I subsequently joined an all makes scooter club, the 'Harrow Pirates', and never looked back. In 1964 after a dreadful winter, I changed jobs to work nearer from home and the Vespa was sold, and I bought my first car, a Morris Minor 1000.

I bought my present Vespa in January 2008 from its third owner who lived near Cardiff. I had joined the Veteran Vespa Club with the specific intention of buying a Vespa similar to the one I had owned previously. **90S BCJ** is 150cc and is a UK Douglas built model. The buff log book tells me it was registered in June 1962, and was sold by a dealership named Mead and Tomkinson who were actually motor cycle dealers and race bikes, up until a few years ago when they ceased trading. My scooter lived in Hereford for about 5 years and most likely due to MOT test problems was left to rot. It was subsequently bought by the previous owner who managed to get hold of the original lost registration number and set about restoring it.

The major problem was engine oil leaks, which he was unable to resolve and subsequently bought another 150cc engine and fitted it. Many other parts were re-commissioned, but unfortunately, he was a bit of a 'bodger' with a '*that will do*' attitude, as I was subsequently to find, The MOT tester he used must have been a mate, as I think it still ran on those originally fitted and I then restored the braking

system. One day I went into my garage only to smell petrol and then found the tank of the scooter was leaking, having been sealed with 'slosh type sealant' which, as with the Triumph, found it eventually does not work, and I bought a new replacement tank.

The fact is that only 15 Douglas built Sportiques exist and only 3 of those are on the road. No GI models like my original machine exist, but there is one so called original machine for sale, but photos of it have many, many discrepancies, so I suspect it was a try at building a 'look-alike'.

George Bute

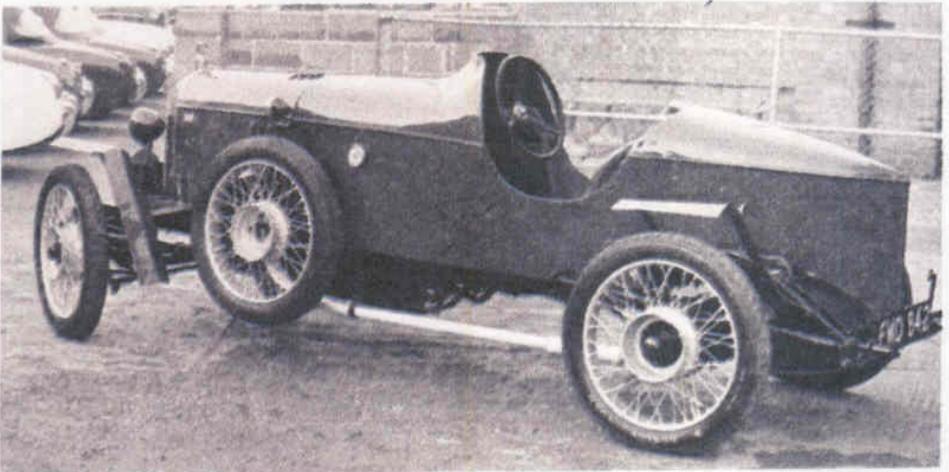
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MG, Cars, the story

William Morris started building bicycles in Longwall Street, Birmingham. By 1911 Morris had turned his attention to motor cars and was selling and repairing various makes from the rebuilt premises, now renamed Morris Garages. In 1922 William Morris appointed his head salesman, a young Cecil Kimber as general manager. As well as running the showroom and garage, Kimber was also a dab hand at designing special bodywork. The MG name, based on the initials of the garage, first appeared in 1923 on a Kimber bodied bull nosed Morris Cowley special in which Kimber won gold in the Land's End Trial. Although this winning car is claimed to be the prototype MG, the model recognised today as the first ever MG, or Old Number One, is a preserved pointed-tail two-seater.



Still in full running order, Old Number One was recently brought out of retirement

By 1924 a range of rebodied Morris and MG badged models was being sold as 'Kimber Specials' and an overflowing order book resulted with MG assembly taking place at the Alfred Lane works and later at a larger premise in Barton Road. Further expansion saw fledging MG production being transferred to a separate factory in Edmond Road in Cowley close to the main Morris works. In 1928 a Kimber bodied 2.4-litre MG Six was displayed at that year's London Motor Show and not long after, MG production was transferred to an old leather works in Abingdon. In 1930, the year MG went racing, the MG Car Company Ltd was incorporated and although William Morris personally owned the company, he eventually sold his holdings in MG to Morris Motors in 1935, the lead company in the Morris Organisation. The final line up of MGs built before the war were the SA 2-litre, TA/B Midget, 1.5-litre VA and 2.6-

During the conflict, Cecil Kimber left MG over a dispute about wartime production and sadly lost his life in a train crash in 1945 at Kings Cross station. After the war the first car MG produced was the two-seat TC, the model that would find its way to the North American market. This was quickly followed by the 1947 YA saloon and two years later the covers came off the hugely successful TD Midget. In 1952 Morris Motors merged with the Austin Motor Company to form the British Motor Corporation (BMC). MGs in production during the year of the merger included the YT open topped four-seater, the YB saloon along with a Mk2 version of the 1.2-litre XPAG powered TD Midget.



Although now an integral part of the newly formed BMC, MG was still referred to as the MG Car Co. At this time, long-time service manager John Thornley was appointed general manager. Although the 1953 TF was a traditional body on frame design, the unitary constructed ZA Magnette was based on a Wolseley 4/44 and became the vanguard of a stream of post war badge engineered MG saloons. Rather than adapting the aging XPAG unit from the early TF, the stylish ZA saloon was powered by an Austin sourced B-Series 1.5-litre inline four, an engine that would also go on to power the TF's successor, the 1956 MGA. Produced in two formats – an attractive coupe and a canvas topped convertible – the MGA proved a top seller for MG, although a twin-cam version introduced in 1958 was dropped due to its problematic engine.



A 1600 OHV powered MGA came on the scene in 1959 and the revised Mk2 was unveiled shortly before the introduction of the all-new 1.8-litre MGB in 1962 along with a MG version of the top selling A-Series powered front-wheel drive ADO16 saloon. By now the ZB Magnette had been replaced by the badge engineered Farina styled Mk3 Magnette, while a year earlier the new unitary constructed Midget had arrived on the scene. In 1966 BMC was renamed British Motor Holdings following BMC's merger with Jaguar and a subsequent coming together with the Leyland Motor Corporation two years later formed British Leyland Motor Corporation, a move that would result with the MG Car Company name finally being consigned to the history books.



Morris 1100 **on 15 August 1962**. The range was expanded to include several rebadged versions, including the twin-carburettor MG 1100,



Accompanying the Midget, the **MGB** was a two-door sports car manufactured and marketed from 1962 until 1980 by BMC, later the *Austin-Morris* division of British Leyland, as a four-cylinder, soft-top sports car. It was announced and its details first published on 19 September 1962. Variants include the MGB GT three-door 2+2 Coupé (1965–1980), the six-cylinder sports car and coupé MGC (1967–69), and the eight-cylinder 2+2 coupé, the MGB GT V8 (1973–76).



MGB GT - The MGC was very similar, but with a bulge in the bonnet, shrouding the 6 cylinder engine. The V8 models all had the MGB body.

In 1974 Legislation changed, and to comply with the American Market, Bumpers would be made in Plastic, so goodbye, the original Chromium Plated models.

By the start of 2000, The company was absorbed by the MG Rover Group, which actually 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.

More on MG next month.

Well, it's been a momentous month here in the French countryside as France gradually opens up. There are now more events like day and night markets, concerts and cultural gatherings that we can attend, but we'll still try to keep a safe distance for now. One high point was that the Tour de France travelled through our region recently. We saw the Peloton whizz past local landmarks we're becoming so familiar with. Thankfully, we're now fully jabbed. Our veins are swimming with Pfizer-generated antibodies that will hopefully protect us from the worst aspects of the virus.

Of course, there's plenty of gas in the bug's tank yet, I suspect. Despite this proliferation of freedoms it's become even more challenging to make a trip or two back to the Potemkin villages of the newly freed Blighty. That's despite our need to collect the DS and bring it back to its spiritual home before it's too late. So for a bit of fun as the UK stands at this risky fork on the road to who-knows-where, I thought I'd provide a rundown of some exciting but maybe not so random motors and leave you to intuit the theme. Don't worry, it's pretty simple, but even if any of the following raise even the slightest of knowing grins then, I'll consider my work complete.

So, here we go...

AMC Gremlin

What do you get when you hack the rear third from an AMC Hornet?

A Gremlin, that's what. As ungainly and disquieting a car as you're likely to see. 'How do we compete with them new and unexpectedly successful Japanese cars?' enquired the American Motor Company board in 1966. 'Let's take a lax approach to our engineering and hash together something that's a complete skip fire,' someone suggested.

And this cynical and egregious idea was duly entered into the meeting minutes. Not long after, the Gremlin arrived like some terrible genetic experiment and has blighted our sensibilities ever since.

Ford Probe

Do you remember the Ford Probe? Whatever happened to a car with the most priapic moniker in motoring history? At one point, they seemed to be everywhere and then nothing. Designed on Mazda. 6 underpinnings with a 2.2-litre engine and FWD, Ford envisaged it as a world-beater, a latter-day Capri or a poor man's Mustang.

Despite the substantial development costs, it didn't do well. Today, there are under 1000 on the road in the UK, making them a true rarity. There's one near us we regularly see in Limoux. It looks in OK nick for such a rare beast, but it's not had the same opportunity to rot away like most of them, I expect.

Charon2CV

Between 1985 and 2009, a small Dutch manufacturer built a kit car based on the chassis and mechanicals of a 2CV. The resulting 'Charon' was a well-proportioned drop-head roadster that hid its modest underpinnings with great elan.

It mattered not that it had a tiny 602cc two-cylinder engine, so Porsches were unlikely to be humiliated at the lights, but that wasn't the point. Nonetheless it's an attractive little car that most would be proud to own.

Interestingly, during early 2021 UK demand for a Charon was one of the highest in the world.

Lancia Delta

Most people will immediately think of the Lancia Delta Integrale in this context.

It's a legendary 4WD rally car, and very desirable they are too. But it's easy to forget this car began as a rather bog-standard 1300cc family runaround called the Delta when first launched in 1979.

The Delta's evolution from everyday runaround to supercharged road rocket gave it the ability to make rapid progress through cities and countryside in equal measure. Soon maybe, we'll encounter examples of the Lancia Lambda and Kappa as global Britain mixes and mingles.

Studebaker Dictator

In 1929 Studebaker added another to their car series that included the Commander and President models. They took the unusual step of calling their entry-level example the Dictator, to much controversy.

It was probably one of the worse-timed car names ever, given it coincided with the rise of actual dictators in western Europe. So much so, spin doctors renamed it the Director for European markets until the Chancellor eventually replaced it. That seems a spooky prediction in many ways.

Dodge Rampage/Mazda Scrum

Both are practical pick-ups from the US and Japan, and both have wildly appropriate names to describe the carefree hordes that headed to the pubs and nightclubs on 19 July. A bit like Dunkirk but with fewer boats.

Never in the field of human alcohol consumption have so many gagged so severely for a few unrestricted pints in a local hostelry. Maybe some were dropped off at the pub in a Rampage or a Scrum before they went on an actual rampage and ended up in a ~ some of whom were proud to have a nautical flare flaming from their fundamentals.

Vauxhall Victor

There have been quite a few variants of the stalwart Vauxhall Victor since the original 1950's F-series. There have been quite a few variants of the stalwart Vauxhall Victor since the original 1950s F-series.

The first incarnation was a faux Chevrolet Bel Air complete with chrome garnish, tail-fins and 3-speed column shift. Over the next 20 or so years, the Victor evolved through several iterations to compete with mid-market Fords in the family motoring segment. And overall, they were successful, if rust-prone, 'meat-and-potatoes' motors remembered fondly by several generations of families.

So, in summer 2021, after a protracted global calamity, the still-virulent UK is opening up. Does this mean that the exceptional Brits are Victors now or just an over-optimistic populous desperate for its freedoms, whatever the cost?

We'll soon find out.

Until next time happy classic car motoring, everyone.

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

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The plan was that Judith (Mrs Y) and I would travel up to Richmond in North Yorkshire, have a week's holiday, and then drive across to Pickering, meet up with our daughter and son-in-law and have a couple of days with them before motoring home. This was all during August 2019 so you may just about be able to recall those carefree times before the dreaded Covid lurgy hit us all. Anyway, some time before travelling to Yorkshire I'd finally (well, sort of finally) come to terms with the fact that I needed to move on my much loved MG ZS 180 so that I could make room for another car in the fleet. I was fortunate in that my son-in-law, David, loves the ZS as much as I do so a gentleman's agreement had been made that when I found something then David would take the ZS over and it would therefore be cared for, kept well and remain in the family. The alternative was the nightmare scenario that some spotty Herbert would get their grubby hands on it and rag it around like a hooligan on so called 'track days' before ramming it into the Armco. We couldn't, wouldn't let that happen. Incidentally, we know this is true because David has subsequently been approached by at least one aforesaid Herbert (not sure if he was spotty or not) to see if he would sell the ZS to him so it could be used as a 'track day car' -the answer was a very definite no! So, my search for a replacement commenced.

The first and perhaps obvious consideration was what did I fancy to replace the ZS? Truth be told I didn't put a lot of thought or effort into this as I still didn't really want to let the ZS and it's glorious V6 go. My initial thinking centred upon an early (02/03) BMW Mini Cooper S. Most of the ones I looked at however, were rough and/or well ragged and/or just too much money. An early(ish) Porsche Boxster S or a BMW Z4 both briefly tickled my fancy but Porsche/BMW purchase and maintenance costs didn't and besides, I already had an ageing but fabulously good fun Mazda MX5 at a fraction of the cost. I then flirted with the idea of a 'fast' Ford and the original Focus ST170 seemed appealing. Problem was that these are now quite rare cars and those that haven't been wrapped round a tree or had their engines transplanted into a Mk1/11 Escort are usually well looked after and bring high prices. So what about that Triumph TR7 I'd always promised myself? Ditto my Mazda MX5 and, based on previous experience, just far too much rust to have to battle with. Then, whilst thinking about old and rusty cars, I had a eureka moment; why not get a 'classic' Mini and revisit those early 'messing about with cars' salad days? I hadn't driven or worked on a Mini for over 40yrs but I still retained a fairly good working knowledge of them and their faults. The watchword would of course have to be RUST; there isn't really anywhere that a Mini doesn't rust. So, could I manage to find myself a good (preferably fairly original) car without too much of the dreaded tin-worm? Let the Mini search begin!

Not surprisingly, the hunt for a good, original Mini (of any specification) can be long, hard and frustrating. Any car that's well sort after and in reasonable original/lightly restored condition (I didn't want a fully restored or heavily messed about one) will always bring a premium

price and, my word, Minis are still very much sort after. Have you seen the prices that a good Mini Cooper S can command these days or even a good 1275 GT with it's less desirable Clubman front end? Even the once ubiquitous 'run-of-the-mill' Minis can command high prices these days. The problem, as ever, with a search like this is that you have to sift through a whole heap of rubbish before you find something like a gem -sellers seem to hold the unrealistic view that a Mini must be worth good money just because it's a Mini and regardless of the fact that they're selling a basket case. Add the magic Cooper name to one of these cars and the money numbers move up from good, through strong to 'how much!'. All of this can be quite disheartening but I wasn't at all desperate and therefore not eager to throw money at the wrong car and a black-hole, off-the-road restoration project. I wanted a car that was as original as possible, that I could drive and have fun with and which I could tinker and improve upon whilst doing it. Past car buying experience told me that there was a car out there for me and, daft as this might seem, if I was patient it would find me.

Virtually every car I've ever owned, by fate, good fortune or design, has 'found me' and I've only ever regretted it once. A 1974 Daytona yellow Ford Cortina MkIII Estate, that was an absolute nightmare to own. So and anyway, back to the beginning of all this, and our trip to North Yorkshire in August 2019.

The weather had been fine and we'd all just enjoyed a great day out in Whit by. The drive back over the North York moors was as glorious as ever and so, whilst everybody was in such a good mood, I suggested a slight diversion and a visit to Mathewson's Car Auction in Thornton-le-Dale (of 'Bangers & Cash' fame). I'd had a quick look beforehand and knew that they had several Minis listed for sale in their next auction, the following week, on 17th August. Upon arrival, the first car I looked at was a much modified early 1960's Mini in race/rally spec; fine to look at but, I guessed, uncomfortable, noisy and tedious to drive any further than the shops. The second was a 1997 Rover Cooper that had wide after-market wheels on it but which wasn't in bad overall condition; perhaps worth consideration and another look later? On to the third then, a classic lady owner, never been raced or rallied and another 1997 Rover Cooper. This was finished in attractive red/white and stacked with all sorts of factory fitted extras. A nice enough car but it looked a bit too much like a Scalextric car and it just wasn't calling to me or floating my boat. On to the next one then. It was parked up on the forecourt and hiding itself between two bigger cars.

Lot Number 196 was a 1993 Rover Mini Cooper 1.3i SPi in British Racing Green, Diamond White roof/bonnet stripes, a black half-leather interior and the original/never used spare wheel and tool kit. A Dudley based, family owned from new car with less than 36000 recorded miles, 10mths MOT and, so far as I could establish, markedly original from having left the factory at Long bridge. The usual checks confirmed the car's originality and the recorded mileage could be authenticated from the collection of each and every MOT certificate. The car appeared to be mechanically sound apart from the expected worn engine stabiliser bushes, a weeping thermostat housing, signs of oil leakage around the sump area (nothing unusual for a mini and the oil does

tend to inhibit front subframe corrosion) and an obvious oil leak from the oil filter pipe. The bodywork was then critically examined. To my great surprise and relief it was significantly sound and with just a few issues needing early attention. These included a patch of rust (under the 'stone-proof' coating) on the N/S floorpan, the usual scabby rust around the front wing(s)/front panel seams, the front N/S windscreen scuttle area and the body/floorpan/sill welded seams—all appeared to be retrievable 'surface' rust rather than full-blown corrosion and a dent in the boot lid was just a 'to do' body-shop cosmetic job. I knew immediately that if I was going to have a do at a Mini then this was the car for me, it was 'talking' to me and so the hunt seemed to be over. All I had to do now, was to win any bidding war at the actual auction.

I decided to sleep on the issue, travel home from Pickering the following day and then finally make my mind up about going ahead with a bid. The M62 gave me the chance to mull everything over and I quickly came to the conclusion that I'd have to go a very long way to get a better Mini than Lot 196. It was exactly what I'd been looking for, I already felt that I had a relationship with the car and it was therefore a no-brainer - I had to at least put in a bid and hope it was enough to secure 'my' Mini. The auction guide price gave an indication of the expected sale price but I'd worked out my own valuation and so left a registered bid with Mathewson's based on that and what I'd be willing to pay. Everything was now down to fate but, as I stated earlier, I was feeling confident that 'my' Mini had found me. Saturday the 17th August came and went and I'd had no notification as to the success or otherwise of my bid so, unable to abide waiting any longer, the phone call to Mathewson's just had to be made on the following Wednesday morning. "Hi, just phoning about a bid I left for Lot 196, I haven't heard so I'm presuming that it was unsuccessful, could you just check and confirm for me please"? Yes, will do, Lot 196, let me see - tap, tap, tap, click, click, click, rustle, rustle, rustle; "things have been a bit manic after the sale but yes Mr Yates, your bid was successful so congratulations; do you want to finalise everything now?" I couldn't get my plastic out fast enough! So, the Mini Cooper was now definitely mine and all I had to do was drive the 100miles or so back to Thornton-le-Dale and then drive the Mini the same 100miles or so back home on the Saturday evening with Judith as my tail-gunner- all on her birthday too!

Happy birthday to you, oh, by the way, would you like dinner in Pickering and another old car parked on the driveway? Saturday, 24th August 2019 saw Judith and I retracing our trip up to Thornton-le-Dale with the Pug GTi stuffed with tools, foot-pump, oil, water, brake fluid and anything else I could think of 'just in case' the Mini had issues on the way home. Upon arrival, the final paperwork was completed, Derek Mathewson confirmed his thoughts that the Mini was a good little car and that it had been driven in rather than collected. The keys were handed over and our little Mini adventure began. They say that the start of any long journey is the first step so, after a quick visual check over, getting comfortable in the driving seat and the rather odd driving position, a turn of the key, an easy engine start, and I was

away on the road to Pickering and the hotel car park where we were having dinner. The Mini was noisy, the suspension and short wheelbase gave a slightly bouncy ride, and everything seemed to rattle, squeak or vibrate - I loved it! You forget just how basic a Mini is compared to a 'modern' car but on the open road they feel still pretty quick, handle so well and are such great fun to drive. Once at the hotel the tyre pressures and all of the lights were checked over, the oil and brake fluid levels were both ok and the only slight concern was the coolant level I knew the thermostat housing gasket was dodgy and there were no other signs of leakage - so a quick top up and we were ready for a good meal and then a nice steady evening drive back home. Over a 100 mile drive you get to know a car well and the Mini and I were getting on swimmingly; the car never missed a beat, we maintained a good motorway speed, all the gauges were spot on and there were no odd, or suspicious noises to get concerned about.

The only problem I had was that as night and the darkness came on I realised that the original headlights were providing about as much illumination as an anaemic glow-worm - not great when negotiating road position with massive trucks, white van man and the Leeds M62 boy racers in their Audi A3s and VW Golf GTI's. The other thing I noticed was that people stared, smiled and waved at the Mini throughout the journey. Bye the bye, we all got home safely, the Mini was parked up with the rest of the fleet and Judith and I had a well earned cup of tea and a good nights sleep.

The next morning I checked everything over again and found that (expectedly) the coolant level had dropped but everything else remained bob-on. I really started to believe that my instincts had been right and that I had a Mini with good bones that could be enjoyed, reinvigorated and improved without too much grief or aggravation. Time for a list of things in need of being done, service parts and priorities and a number of Mini issues no doubt.



To be continued.. *Keith Yates.*

INCREASED ETHANOL CONTENT IN PETROL: THE EFFECTS IT HAS ON CLASSIC CARS WHILST LEFT IN STORAGE

The ethanol content of petrol in the UK is currently at 5% volume but the government plans to increase this to 10% in all UK petrol stations from summer 2021.

In Europe, the 10% volume is virtually all that is available, and in the USA it is widely 15% volume with plans to increase the volume further .

Ethanol is a sustainable additive that is added to petrol to reduce pollutants released when the fuel is burnt during the combustion process.

There has been much talk during the past few years about the 'side effects' of ethanol in petrol and the 'rumoured' problems it can cause in fuel systems in older and classic vehicles, predominantly any petrol engine vehicle manufactured prior to 2000.

The Problem with additional Ethanol As far as we are aware, the addition of ethanol in the fuel only really becomes an issue when vehicles are left inactive for lengthy periods - classic vehicles that are 'put away' for the winter being prime candidates.

The ethanol in the petrol absorbs water which has two consequences:

1. The water attracts bacteria that then creates corrosion in metallic components and can lead to the breakdown of rubber and plastic components that are in constant contact with the fuel during these periods of inactivity, especially if rubber hoses or plastic floats have not been changed for several years.
2. It can start a chain reaction that will create acidic molecules in the fuel when left to sit for lengthy periods.

Corrosion & Oxidation

The corrosion problem is increased when two dissimilar metals are in contact with each other whilst exposed to, or submerged in ethanol content petrol. For example, the float bowls of SU carburettors where there is a steel stud threaded into the inside of the float, which is made from aluminium.

Two types of corrosion have been identified in the fuel systems of vehicles 'laid up' for extended periods with fuel still contained within their systems.

1. Galvanic Corrosion occurs where the ethanol fuel is in contact with two dissimilar metals. and it is this type that would be more prevalent in older vehicles 'laid up'

for long periods. Oxidation occurs when oxygen combines with molecules on the metal surface to create a metal oxide. This can then react with the previously mentioned acids created when water and ethanol mix.

2. As far as we are aware, the addition of ethanol in the fuel only really becomes an issue when vehicles are left inactive for lengthy periods classic vehicles that are 'put away' for the winter being prime candidates.
3. The ethanol in the petrol absorbs water which has two consequences:
4. The water attracts bacteria that then creates corrosion in metallic components and can lead to the breakdown of rubber and plastic components that are in constant contact with the fuel during these periods of inactivity, especially if rubber hoses or plastic floats have not been changed for several years.
5. It can start a chain reaction that will create acidic molecules in the fuel when left to sit for lengthy periods.

Corrosion & Oxidation

All metals are affected -brass, copper, steel, aluminium, and stainless steel.

The corrosion problem is increased when two dissimilar metals are in contact with each other whilst exposed to, or submerged in, ethanol content petrol. For example, the float bowls of 8U carburettors where there is a steel stud threaded into the inside of the float bowl which is made from aluminium.

Two types of corrosion have been identified in the fuel systems of vehicles 'laid up' for extended periods with fuel still contained within their systems. Galvanic Corrosion occurs where the ethanol fuel is in contact with two dissimilar metals, and it is this type that would be more prevalent in older vehicles 'laid up' for long periods.

Oxidation occurs when oxygen combines with molecules on the metal surface to create a metal oxide. This can then react with the previously mentioned acids created when water and ethanol mix.' 1. The water attract. bacteria that then creates corrosion in metallic components and can lead to the breakdown of rubber and plastic components that are in constant contact with the fuel during these periods of inactivity, especially if rubber hoses or plastic floats have not been changed for several years.

FBHVC clarifies the introduction of E10 petrol for historic vehicle owners. - *Serious stuff.*

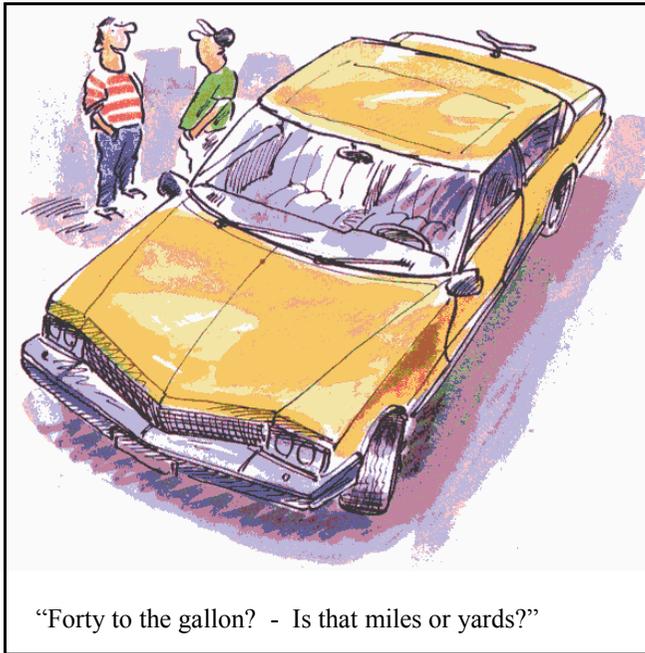
After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super ES protection grade would continue to be available.

Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane ES grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol>.

It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.



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Forthcoming Events

Chris Howarth

15th August Chesterfield Moto Fest.

18th August - CLUB NIGHT - Noggin and Natter

21st/22nd August Tatton Park – If you want to go, enter as an individual entry.

22nd August GVEC Manor Park Classic Vehicle & Military Show – I need to know numbers.

Weds 25- Mid-week Evening Run From Legh Arms, Adlington . NOTE - 6pm prompt Start please . Destination not yet known See you at the Legh Arms.

25th August H&HCVC Mid-Week Evening Run

22nd August GVEC Manor Park Classic Vehicle & Military Show – I need to know numbers.

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

The club show is open to anyone as before and entry is free. It is at Brookside garden centre from 9.30 onwards on . Enter from the main road and follow signs to us at the main car park. Prizes for best in class will be given out at 2.30. You will be given a plaque to attach to your vehicle and a commemorative pen. There will be a short celebratory run afterwards for those interested and the usual facilities will be available e.g. Snacks, meals, lunches toilets etc.

18th September - CUB NIGHT - Chairman's Quiz

Committee Continued from back of front cover.

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Regalia - David Bowden 0161 427 3584
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Associate members - Company Auditor David Rainsbury

Hall of Fame Award Recipients:-

2012 - Chris Parr
2014 - Bob Plant
2015 - Ray Etchells
2016 - Fred Dean
2020 - David Bowden

Vehicle Valuations for Insurance - Contact Mike Coffey - 01298 27424

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