

H&H CVC



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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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Continued on page next to back page.



Club Mag. May 2021

Chairman's Chat

On the front cover of this edition is a picture of Club member, Deborah Bradbury, with her 02 registered MG TF. This car has been sensibly customised and has the 130bhp Honda engine (as mine did in years gone by) and you can read about it in an article later in this edition written by Deborah. She also has a 1960 Mini, and has set out on many occasions on the Peaks and Dales Run in the Mini, run only to break down, and be rescued by Richard Burnham. Of course, we all look forward to the run in 2022 when hopefully this pandemic will be well under control. I am pleased to say that she has kept the Mini, it having been in her family for many years. We'll probably be seeing it again, for the next P&D Run.

The picture of me has changed with this issue showing me in the TR2 on 'drive it day', Sunday April 25th, when I took it for a short run. It was extremely reluctant to start, and didn't run too well, most likely to a combination of rubbish fuel I keep harping on about, and that the fuel was several months old. I didn't see any other classics on my trip, but on the Monday after, on a

walk-through Hazel Grove, I saw an Allegro estate like Rob Salter's, a 100E Prefect, and a De-Lorean. I was able to take three of my five Grandchildren out for a short run amidst comments of 'where are the seatbelts and where is the sat nav'. How times have changed! Drive it day was a concept from the FBHVC, when it was thought a good time for Classic owners to get their vehicles out, give them a service, and take them for a run after the winter hibernation. You can get the monthly FBHVC magazine on line, it is a very good read and has some very interesting articles. In the current edition, they tell us about the last Morris Minor to be built in 1970. This car was bought in a poor condition many years ago and the owner passed away before he had time to work on it, and the car was left exposed to the elements. It was rescued by members of the Morris Minor Owners club, and was the subject of a major restoration project, which included the engine and drive train, and is a two-door model, finished in Trafalgar blue, as many of them were. The Morris Minor has become one of our endeared classics and you can see many of them about, some in use as a daily vehicle like those of Bob Plant and Stuart Lomas.

In the last magazine the Editor has asked that if you know of any suitable advertisers to let him know. In addition, the flow of articles from the membership has been great, but please keep them flowing, not only about your vehicle, but anything else of interest, like I have said before, the article by David Bowden when he was a domestic fuel delivery specialist (Coalman) Also dare I mention, please keep on collecting those postage stamps for the dogs for the blind association. It doesn't matter how few you are able to collect, they all count.

I get regular updates from the RAC who tell continually report about the appalling condition of our roads, and the amazing (not) work done by local councils, to repair the potholes and the resulting subsequent damage to vehicles. No mention is ever made about the poor, and uneven condition, of the footpaths, which never seem to get any attention, and one has to feel sorry for cyclists with the urgent need to rob us of sections of sections of our footpaths and roads, for them to use. I won't go on about cyclists. I remember a club night several moths ago when a member of the Institute of Advance Motorist came to talk to us, and was very scathing about them. I could make a lot of comments about them, but many of them suffer from poor eyesight unable to read pedestrian only signs and in one of the Thai countries, cyclists are made to wear high Viz jackets with a registration number across the back. I am not sure about licence's, insurance, helmets and road tax etc.. The RAC also warns that in major cities, there is an increase in roadside cameras picking out motorists who do not take note of low- level signage and that local authorities are making a fortune in fines. Most of these signs appear to be warning notices rather than mandatory signs but the advice is,. take care. It would appear that the onslaught on the motorist continues.

A neighbour has one of those expensive Tesla electric cars, but at least he has no worries about the catalytic convertor being stolen. One thing to note is that the government subsidy on the purchase of a new electric car has dropped by £500 to £2500. The point about the neighbours Tesla is that the advert says it will travel for 370 miles on one charge. However, his mother-in-law lives in Newcastle -on- Tyne and he does not travel there in the Tesla. Why? Well under-

taking a journey of less than 370 miles and using lights, wipers, air-conditioning heated seats etc will soon use up the available batteries and the journey to Newcastle becomes impossible. Again, it is a case of manufacturers not telling the truth so if you are considering buying an electric vehicle just get the true picture, a bit like fuel consumption figures on a petrol or diesel vehicle.

So, as I have said before, the time when Covid restrictions are lifted so we can have club nights, meetings in pubs etc before and after club runs doesn't look to be far off. I have asked the Conservative Club when they think we will be able to meet again.

Steve Diwall

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Editorial

May Magazine 2021 Cover Photo.

Deborah Bradbury with her MG TF as featured in the MG Section report, April magazine. Her story below.

My car is a 2002 MG TF 160 monogram which has also been mapped, and I bought about 5 years ago.

The monogram range were part of a programme that was offered to customers buying a new MGTF around (2002) that offered customers the opportunity to reflect their individuality, and consisted of a specific range of paint colours/ finishes, and also trim combinations and technology features. Twenty colours were available with a list of the specific paint finishes as well as a list of different coloured leather trim and facias for inside the car. My MG TF paint finish is called Bacchus, which is described as a rich iridescent wine red, and I'm told that it would have cost an extra £1000 to have this colour on the car at that time. The interior is cream leather, with burr walnut facia and door trim. As far as I know, and you can check on-line, I think that only 4 MGTF 160's were done in this colour spec at this time. There is, of course, other MG TF 160's in different colour specs of which, some are quite rare, as a lot are no longer around or have gone abroad.

I bought my MG from MGnTFBitz in Glossop and Darren is very knowledgeable and passionate about these cars, so will be able to give you more info if required. You can see his website on line and also facebook and if you Google Bacchus 160 renovation you will see photos of my car having renovation work done, just prior to me purchasing it. I did have a basic silver 135 MGTF before buying this 160, but this was the first type of sports car I had ever owned or driven, and I absolutely love driving it. It's easy and fun to drive and puts a smile on my face. I also love the colour. Great for a drive out on a sunny day with roof down.

If you want to look at all the monogram specs that mg rover were offering at that time it's on www.mg-cars.org.uk - With an article titled :-

'Monogram programme offers personalisation for MG and rover customers.'

Deborah

Bear Town Charity Cruise on the Congleton By-pass Monday 19th April



On Monday the 19th of May myself, Richard and Elaine Lomas, Neville and Pauline Oliver along with Ian Booth attended an event designed to raise funds for the new Christie cancer unit that is due to be built at Macclesfield hospital. This was organised as part of the Bear Town Road Cruise events that are all designed to raise money for various charitable causes. It was an early start as we headed from High Lane to the Wagon & Horses Inn which is situated just outside of Congleton, the rendezvous point before we headed on mass to take part in a parade of classic cars that would be the first vehicles to travel on the new Congleton link road, before it formally opened to the public.

Arriving at the pub just after 8am it was already apparent that we were in for something special, some amazing cars had already arrived and with a little help from the local Rotary club everything was very well organised with social distancing and Covid related measures in place. We were lucky with the weather, it was glorious sunshine and not a cloud in the sky as the car park quickly began to fill up with everything from old trucks and buses, through to the Batmobile and a superb array of cars in between from classics, through to modern super cars.



The pub had a large outdoor dining area so it was possible to get breakfast or tea or coffee which was very welcome after such an early start and having had refreshments we had plenty of time to take a good look at all the vehicles that had by now arrived ready for the main event. It was good to catch up with a few familiar faces whilst also enjoying seeing some vehicles that I hadn't seen before and soon it was

time to move from the pub onto the Link road to be held until the Council officials officially opened the road by cutting the ribbon. This gave us chance to stretch our legs once again and a few moments to video and photograph the long line of vehicles snaking down the road ready to begin the parade.



The parade was led by an MGC, closely followed by the Batmobile, which attracted great attention and as we began the parade it was great to see so many people lining the route waving, and taking footage of the event whilst we made our way along the route peeping our horns and waving back to people, many of whom had managed to get great vantage points on top of bridges, or high up on the grass mounds newly formed during the construction of the road. A particular highlight was what appeared to be a class of primary school children, who certainly seemed very excited to see all the vehicles and let out a deafening scream as we passed by and before long we had completed the route and it was time to head home or lunch back at the Wagon & Horses pub.

A great run out.

Paul Clappison

MG SECTION REPORT

. *Paul Clappison*

As restrictions have finally started to ease it has meant that we are able to enjoy using our MGs once again. Sadly this past month has seen yet another MG lost to an arson attack, an elderly gentleman lost his pride and joy, along with the contents of his garage when it was set alight. A JustGiving page was quickly set up as although the MG was insured, the garage and other contents were not, unfortunately money is unable to bring the car back as it was too badly damaged. A couple of weeks ago I travelled to Mathewson's in Yorkshire, home of the TV programme Bangers & Cash as you are now allowed to view the vehicles pre auction, although the actual auction is still conducted online for the next few months at the very least. Mathewson's has a wide range of cars up for auction every month including a wide choice of MGs and my attention was drawn to a 1958 MG Magnette Varitone, this car had been mostly restored, however the ill health of the owner along with the sudden death of his assistant in the project meant the car was now available to purchase.

Whilst walking around the cars I met none other than Derek, head of the family and the main man at Mathewsons, who after a nice chat kindly obliged with a photo capping off what was a thoroughly enjoyable day. I also recently went to view a 1970 MG Midget that was available locally, it was a really good looking example, unfortunately it needed various things sorting and we couldn't agree on money so I have decided to leave it for now.

Until next time safe motoring and enjoy our new found freedom!



French Fancies (Part Two)

Anthony Boe -

May 2021

Bonjour tout le monde, I hope you're all well and are now thoroughly vaccinated, ready to face the world anew. Looks like there's a good chance at least a few classic car shows will be going ahead. And if Joris Bohanson's predictions are correct, then from June, life returns (almost) to normal.

Let's see how that all transpires.

Before then, I thought I'd treat you to yet another vicarious car show with a few more pictures of some typically French voitures. All to get you ready for when the heady smells of petrol and glossy vintage leather once again become part of your classic car experience.





A rare Renault Vel Satis. At one time the spearhead of Renault's executive offer. The name is a portmanteau of Velocity and Satisfaction. Also, Car magazine's review called it "ugly and very French" That didn't help and it sold poorly.



Discontinued but very rare HF pickup. Still in daily use at a coastal oyster farm where it transports fresh seafood straight into the mouths of indulgent visitors.

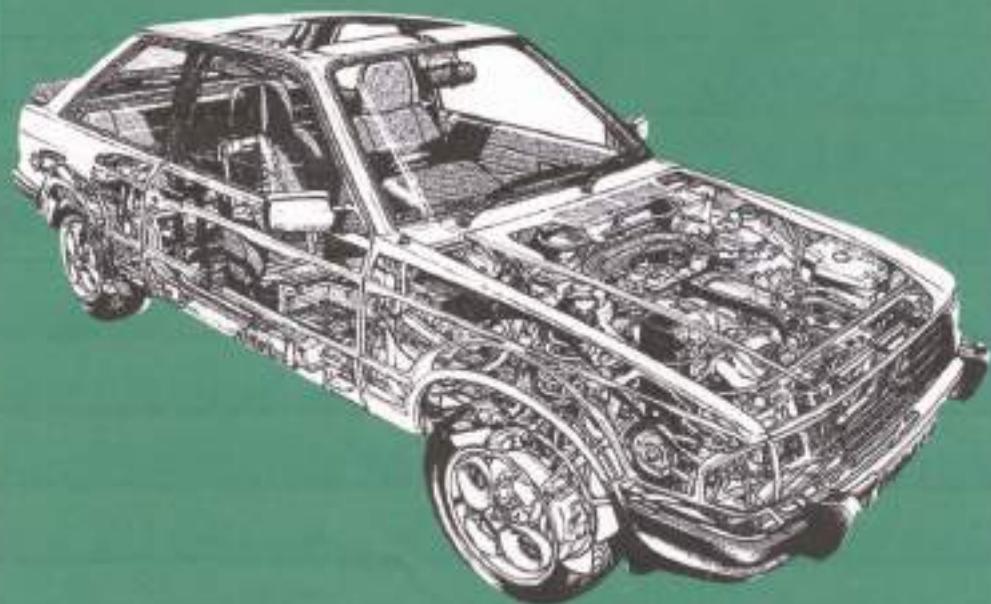
*You can read more of Anthony's car-related writing at his blog:
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A Run on local Turnpikes

Chris Howarth

I've been reading a series of books called the Buxton Spa Mysteries by a local author, Celia Harwood. I have found them fascinating because they are set in Buxton in the early 1920s & one of the main characters has a Bentley, & it features in a number of the books by chasing the bad guys on various local roads, or taking part in a road race from Buxton to Castleton - & despite it being a handicap race, winning. Celia is very interested in local history & I have learnt a lot about what life was like in Buxton then.

Celia & I have had an ongoing correspondence on various local topics, & Bentleys. At the moment there are five books in the series, the sixth, '*High Pique*', being at the publishers at the moment.

When Celia was writing '*High Pique*' she was saying that Phillip Danebridge, who has the Bentley, buys a new one in 1925, & takes Eleanor, the main character & a local solicitor, for a run out to try it out. We thought through what would be a nice route to do that, & I suggested that the A515, Ashbourne Road is the obvious way to set off & get your toe down on the long straights. In 1903 speed limits were raised to 20 m.p.h. nationally, but as speedometers were not required this was not enforced. Some of you may recall that there was a plan to have a High Peak Road Race Road in the mid 1950s. The section of the A515 from Newhaven the turn to Monyash was the fastest section with the Start/Finish line, & Grandstand at Parsley Hey. Having travelled the A515 twice a day for 10 years I know that is a section of road where a decent speed is possible.

At Newhaven the route Philip uses turns left to Grangemill & carries on to the Via Gellia, which has the honour of being the only road name that is used only once in the UK. It is also twisty & quite challenging, so a good test of the cornering of the new Bentley. At Cromford he turns left to join the A6 & left again to Matlock Bath. Going into Matlock Bath the New Bath Hotel is on the left & Philip takes Eleanor there for afternoon tea. Refreshed they set off in the Bentley through Matlock on the A6 through Darley Dale to Rowsley. Where the A6 bears left you bear right towards Beeley, with the impressive view of Chatsworth House then pass the attractive village of Ensor.

At the roundabout in Baslow they turn left onto left onto the A623 past St Anne's Church & continue through Stoney Middleton for some miles. At the Anchor Crossroads, a dangerous crossroads later made into a staggered one to avoid the many accidents when drivers drove across without stopping, then on through Bradwell to

Brough. A nice mixture of open roads with some twisty bits to open up the Bentley & test the new four wheel brakes, which would have been a vast improvement over having only rear wheel brakes on his earlier one.

At the T junction with Hope Road, opposite the Travellers Rest, they turn left & through the village of Hope to Castleton – which gives my Dad’s old saying of “Live in Hope, die in Castleton”. Going through Castleton towards Winnat’s Pass. In 1925 the road carried straight on & up Mam Tor, however in the 1970s “The Shivering Mountain” shivered too much & the road subsided. After a couple of years it happened again so the decision was made not to repair it again & use Winnat’s Pass as the usual route. All I can say is that it is a good job that brakes have improved over the last few decades. When you get to the top of Winnat’s Pass turn right at the T junction . After about a quarter of a mile the road bears sharp left which is the route of the road when the Mam Tor option was available. This road is another fairly straight & level road until it starts to drop towards Chapel-en-le-Frith. Go through Chapel-en-le Frith towards Whaley Bridge. At Horwich End there is a crossroads. They turned left, onto what is now the A5004 but in 1925 was the A6, Long Hill. Follow this road into Buxton. By the Devonshire Hospital as it was in 1925, now the University of Derby, bear right down Water Street towards the Opera House, not onto St John’s Road. When they got to the Old Hall Hotel they turned left into the Crescent, where Philip takes Eleanor to dinner at the St Ann’s Hotel to round off a special day.

‘High Pique’ will be available soon & I would commend the series to you whether you be interested in that time, Buxton, or detective stories. The characters build over the series, so it is good to read them in order.

It’s not a good idea to throw a parking ticket on the ground, at least that’s the experience of a motorist in Kent who was fined £1,000 after he’d removed the ticket from his Jaguar, and hurled it on the ground in disgust. He was fined for dropping litter!

MG review (Continued)

David Bresnehan

Last time, I ended on the temptation of using the MG's V6 at maximum throttle at all times. Going back to my wife's Subaru, it's a fantastic car to drive, and the aggressive, glowing dials, STI labelling, and sharp looks can put you a little on edge. But it is the screens that cause the biggest distraction. The constant changing of the boost gauge, the bleeping, the bizarre MPG indicator, and the large central screen are no worse than any other modern car; but it makes you realise that technology is turning us into slaves to devices, to screens, to the 24-hour way of living.

The contrast that the MG makes me *relax* is in total opposition to what I expected. As I join the M4 on my commute to work, I settle to a gentle speed close to that of HGV's, and the stress flows away. The joy of classic cars then does not merely go as far as a show and shine at car events, but for me has become integral to releasing stress.

The gentle tickover of that wonderful V6, the absence of screens, and the feeling that I am now driving something special, makes for a driving experience that is a self-contained event. The best part of my working day becomes the knowledge that at the end of that day, I get to jump back into the MG.



The soundtrack of the V6 is unique. A raspy airiness makes for a soulful (how Italian!) experience. The work that the engineers at Rover put in is still bringing joy to me and other people even today. I often find myself wondering what happened to the people who built my car? Even if they were just doing a job, with no particular interest, I would like to think that they could feel that they are still bringing happiness to the owners of these cars, 20 years on.

It is then that one of the best things about this car is one of the problems it faced when it was released; that it was not modern enough. This fact is being acknowledged by the MG Car Club. There was a lot of snobbery regarding the Zed range of cars when they were launched, being regarded as not 'proper MGs' (again, whatever that means). I'm not the world's biggest fan of

the newer Chinese MGs, but they are still MGs; I quite fancied an MG 6 at one point!

Other cars of the era that were competing in terms of performance included the Mondeo ST220, the Mazda 6 MPS, the Vectra VXR, and the BMW 325i. I think Audis were a shade rarer then. The KV6 produced a very respectable level of performance, especially when normalised to the size of the engine.

The E46 had a shapelier interior, and I suspect that the Alfa 156, which had the best interior of the mid-size saloons of the time really forced the competition to move on to more swept dashboards and increased complexity in the mouldings.

Recently the *Save our Zeds* campaign was launched by the MG Car Club to try and get people to rescue these wonderful machines. Given the good parts supply for these cars, particularly for the four-cylinder engines, I would advocate that these still make a great 'first classic' for anyone.

Living with the MG so far, has not been an expensive affair. I am most fortunate that my father-in-law was the previous owner of the car, and hence it was meticulously cared for. The fuel consumption is high, but by no means any worse than its contemporaries of the time. It also does not take well to the somewhat poor condition of many UK roads. The steering feedback is excellent, but will slightly hunt on damaged and troughed surfaces. There have been suggestions that the 1.8 is the better car in terms of balance, as the V6 is a weighty unit. For me, the noise and character of the V6 is well-worth the exchange in agility. The power delivery is fantastic and was a focus of the engineering. A smooth torque curve provides a wonderful feeling of urgency, without making the chassis lose composure. Though not quite a classic by most definitions, I certainly hope that the rescue of the entire Zed range of cars is successful.

I hope this has been an informative (if scattered) and hopefully enlightening ramble into the ZS at its 20th year. I would like to thank my father-in-law, Keith Yates, for gifting us with such a fantastic motor.

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Rot In Peace

Keith Yates

It would appear that the practice of car composting is still very much out there and has a far and wide following. Regular lock-down walkabouts have uncovered a number of examples of which the following are but two: -



Both cars are clearly Ford Fiestas of a similar age and both have been laid up for a good few years or more. The blue one is a genuine (Oct-O6) 2.0ltr ST whereas the red one is only pretending to be one. Of the two cars, at least the red one has been parked on a solid surface. The blue ST however, has simply been parked up on a front garden lawn and left to an uncertain fate with the grass growing around it. No doubt the constant moisture will have rotted the floor-pan and suspension/brake components. A really nice little car that's probably well on its way to bottom up compost rather than with a caring 'Fast Ford' owner/home.

(If you are looking at a printed magazine, the blue car has white stripes down the back.)

Keith Yates

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The museum will be offering an experience entitled 'Drive Dad's Car' which allows visitors to drive one of a pool of 32 historic vehicles on a closed 6-mile course.

The cars are split into 3 Collections : Classic (17 cars), Premium (12 cars) and Luxury. Please browse the collection and decide which cars take your fancy.

www.drivedadscar.com



No doubt our 'Runs team' will be organising a visit out there, so watch this space. - Ed.

Lambrettas, Vespa and Triumphs Eh!

My knowledge of scooters is limited to say the least. Never really got on with hand change gears, but its all changed we now are the proud owners of one, and I strangely love it.

I know Steve owns a Vespa, and an old friend has just got a 1965 LI 150cc Lambretta which was not cheap.

So, Kay was on Facebook a few weeks ago, and showed me this Triumph Tigriss 250cc twin for sale. It had a genuine 4,700 miles from new, so before we had finished that bottle of red, it was ours.

BSA, Sunbeam, and the Triumph were the same machine (badge engineering) they came in a 175cc two-stroke and a 250cc Edward Turner designed twin. The twin has a top speed of over 70mph, but never really caught on with the Scooter Enthusiast in the UK.

Changing gear is by foot, not on the handlebars like most scooters. I've been out for a short ride, and I am impressed, it's nippy and smooth, but the 60year old tyres are heading for the bin asap.

A full service takes the best part of a day, as you have to remove the sump to clean the oil filter, 12 awkward bolts, and the side panels have to be unbolted. On the plus side, it has a geared primary drive, and a duplex final drive, which I've only seen on a Benneli 6 super bike.

Five years after its launch, it was gone from the catalogue. Maybe it was a good idea, but too late, still a fine vehicle though, Strange I've never seen one on the road 'til now. Roll on Summer.



**Keep well, and
see you all soon.**

Barry.





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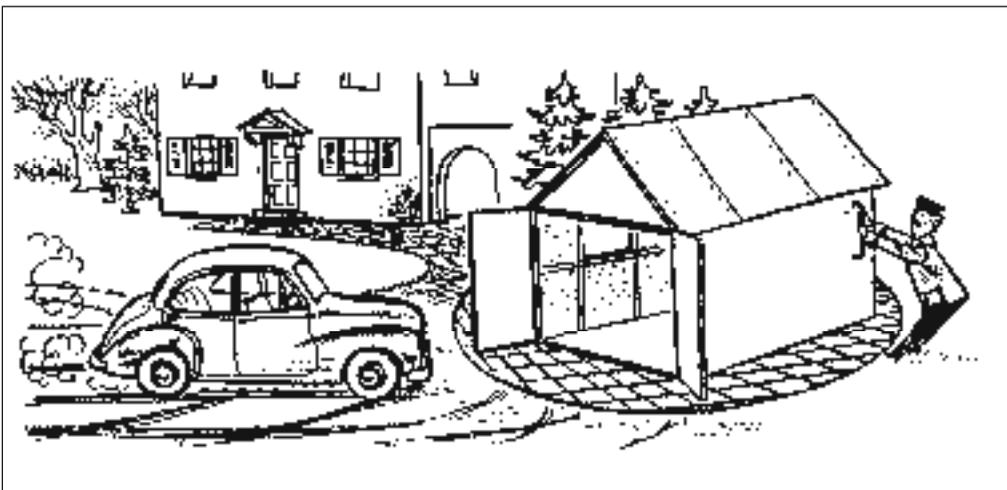
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Soon after Triumph Stag production ended in 1977 it became clear that the TR7 was tanking and the yet-to-be-launched four-seat Lynx coupe was going to be aborted. To salvage their sports car reputation BL hatched a plan to put the Stag back into production, this time using the Rover V8 engine. The idea was abandoned when it was found that some of the body tooling had already been scrapped.

*

In the mid-seventies Sweden sold 1000 Volvos to North Korea. The Pyongyang government took the cars, and a load of Scandinavian industrial equipment, but never paid for them. As a result, Sweden still sends North Korea a twice-yearly bill for over \$300 million.

*

Many of the body tools for the DeLorean DMC-12 ended up at the bottom of the Irish Sea after the receivers sold them for scrap and they were bought by a company that used them as weights for commercial fishing nets.

During development of the V8-engined, rear-drive MG ZT 260, engineers noticed an undesirable amount of axle tramp from the back under hard acceleration. Rather than crunching numbers in a super computer to find the root of the problem, they lashed a prototype to the walls of the R&D workshop, got someone to light up the tyres in an extended burnout and made some poor sod slide under the back of the car to have a look at what was going on. The problem was solved by the unusual addition of a third damper in the middle of the axle.

*

In 1994 BMW bought Rover Group for £800m. In 2000 they sold Land Rover to Ford for £1.85 billion and Rover to four Midlands businessmen for £10!

Good eh?

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For Sale

1934 Standard 12 saloon, Cream.



Also

**1968 Morris 1000 Traveller, in White, needs tidying up.
Both cars are taxed and roadworthy.**

Offers on both of these vehicles considered,

Contact Eric Pass 07748 237800

Free To A Good Home (Garage Clearance)

A number of ongoing car/bike projects are forcing me to critically review some of my garage contents. These have been stored on the usual 'just in case' or 'it'll be useful one day' basis but the space it's all taking up is now more important. As I uncover and dust off this stuff I've decided to give it away or, if there are no takers, throw it on the tip. To take a first step, the following are free to anyone that can collect and make use of them: -

Two of Goodyear GT70 Tyres – size 185/70 R13 86T

These are old tyres but they have never been fitted to a wheel/car and still have the original Goodyear stickers on the treads. The rubber is in good condition as the tyres have been stored away from any sunlight/UV. I think these would make a good 'period' spare tyre for a 1990's classic/show car.

Interested? Phone Keith Yates - 07762 568849

Forthcoming Events

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 the mag, & our website as any updates will be shown here & sent by email.

Wed 26th May - Mid-Week Evening Run

Mon 31st May - Gawsorth Youngtimers Show - Club Stand

5th/6th June Tatton Park – cancelled, amalgamated with the August Show

Sun 27th June - Lymm Festival - Club Stand

Wed 23rd June - Mid-Week Evening Run

**Fri-Sun 25th – 27th June - Yorkshire Motorsport Festival – Holmfirth.
(Hill Climb) Details www.ymsf.net**

Sun 4th July - Drive & show at Crich Tramway Museum Registration required by end May. Book on their Website Free entry for car & driver. Group rate for passengers. Apparently free trips on the Trams too.

Sun 11th July - Didsbury Park Show - Club Stand

Wed 28th July - Mid-Week Evening Run

Sun 8th August - Stockport Market Place Show Hoping we'll be joined by members of Manchester Historic Vehicle Club.

Sun 15th August - VJ Day Show in Buxton Pavilion Gardens.

Sun 15th August - Chesterfield Moto Festival look at website.

Sat/Sun 21st/22nd August Tatton Park – to go, enter as an individual entry.

Sun 22nd August GVEC Manor Park Classic Vehicle & Military Show

Wed 25th August H&HCVC Mid-Week Evening Run

Sun 29th August Poynton Show - cancelled

Sun 5th Sept Club Annual Show at Brookside Garden Centre

Wed 22nd September H&HCVC Mid-Week Evening Run

Wed 27th October H&HCVC Mid-Week Run

Now, with all the restrictions slowly being cancelled, we hope to be able to start having club get-togethers at High Lane Conservative Club once again, so keep watching the magazine.



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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

mick.coffey1@talktalk.net

Club email address - hhcvc@yahoo.co.uk

Contributions for the Magazine in by 1st of the month please.

Please note that the opinions of the Editor and any Contributors are not necessarily those of the Chairman or Directors of the Club.

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