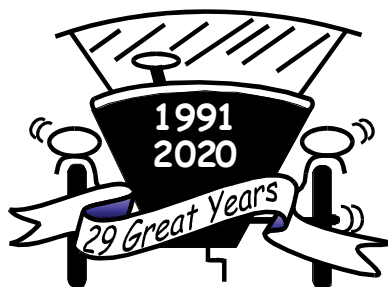


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**Continued on page next to back page.**



## **Club Mag. July 2020**

### **Chairman's Chat**

**NOW READ THIS. THERE WILL BE NO CLUB MEETING EVENING ON AUGUST 19<sup>TH</sup>. THIS HAS BEEN CANCELLED DUE TO COVID RESTRICTIONS. FOR SEPTEMBER WATCH THIS SPACE.**

After the more than successful run of Sunday July 5<sup>th</sup> (for which our thanks go to Mike Coffey and Dave Swann) it has been thought that we should have some more either evening or daytime runs before the dark evenings are upon us. Such was the turn out on the 5<sup>th</sup>, I had a bit of panic in thinking I had not got enough printed routes but as it happened, we just about had enough. I had checked the route a couple of days before, and there were no major problems.

A couple of Committee changes which I will tell you about. The first is that after several years' service, Richard Lomas has decided to retire as charity co-ordinator and I am sure you will all join me in thanking him for diligently going about the task. With cap in hand I went to Eric Dewsnap to ask for help and he has been persuaded, if that is the right expression, to take on the role. Thanks Eric. As you

know, our charity for 2020 is on hold, and will move over to 2021.

Now about magazine photographs. I have now had my hair cut and so the new photo in last month's mag is history. The front cover photo shows Franco Angrisani of Benvenuti fame, Fiat 500 outside the restaurant with his father, Vito, sat on board my Vespa Sportique. Franco has spent a fortune on the Fiat, getting it into apple-pie order and like many of us got the petrol inoculation at birth, albeit in his case in Italy where he was born. Franco also has a Vespa Sportique of 1964 vintage which lives in a bubble with the Fiat. He also has a Peugeot 205 which was previously owned by his mother, Maria. The Peugeot is also immaculate.

I seem to have been inundated with lots of information about the introduction of E10 fuel which not only affects classic and older vehicles but many vehicles around 10 years of age and older are also affected. Earlier in the year the FBHVC took part in a consultation about its introduction, this being the second such a consultation, the first taking place in 2018. This was concerning what the Government are going to do to protect the needs of many motorists. The FBHVC took a very active part in both meetings. After very careful consideration the main requirement is for a 97 RON E5 protected grade fuel to be available at fuel stations together with clear notification regarding warnings etc rather than the present system used by way of wording on the pump nozzle. Since that time the FBHVC president, Lord Steel, has received notification acknowledging that there is a need for such a fuel. This reply also stated that the Government intended to make the continued availability of the protection grade fuel available for five years, which is the longest period permitted before a review. The petroleum industry has stated that they are happy to make this grade available but in practice it is more likely to be 99 RON. I just wonder what will happen at fuel stations to accommodate this; will they give over one of their existing pumps. We wait and see.

On a personal note I hope this is likely to happen and we won't be faced with its loss in time as happened with the previous four-star leaded fuel. As you know many warnings have been issued about the damage caused by Ethanol to fuel lines in vehicles comprising of many different materials and you would be well advised to carry out a regular inspection of same. I note that Millers, Holts and Lucas to name but a few, are marketing a product said to negate the problems of Ethanol. We await the results and effectiveness of same.

If like me, during this period of lockdown, the garden has become immaculate, put off decorating jobs are underway let alone becoming expert at jigsaw puzzles, book reading and of course doing needed jobs on your vehicles. I could add watching the rubbish seen on TV but in my or should I say our case, this has been most likely been less than before.

In the free newspaper that is available at railway stations there was an article printed about the Maserati car telling about a TV programme, not on the BBC of course,

which celebrates the history of the luxury car maker. The programme starts from the Maserati Brothers' beginnings from an Italian garage with the drastic acceleration of their business until domination of motor racing. Things did not end there with the change of markets in order to survive and of course the intervention of WW2. Repeats of the programme can be seen on Sky, Amazon, Apple/iTunes, Google, Virgin, Talk Talk, Rakuten, BT, Amazon Prime and Find any film.

In the magazine before last, Margaret asked if Christine had been a passenger on my Vespa and the answer is in the negative. To my knowledge, she has not been on a motor scooter since our honeymoon in 1969 in Jersey when we hired an unmentionable make of machine. The picture printed by CP above my Piaggio article in the last magazine was of my Vespa Sportique Gran Luxe machine, now very rare and I sold it in 1964 when I bought my first car, a Morris Minor 1000. This Vespa was finished in Polychromatic Gold and had a number of accessories like double leg shield protectors, crash bars, rear carrier – the list is endless and I have yet to see a genuine one now. There have been several attempts at creating 'look-alikes' but so far none are seen to be genuine.

As you will gather, I am not a fan of the BBC for many reasons. That they are taking away the free TV licences for over 75s is unacceptable and it only seems to be AgeUK who are making a protest. My second major grievance, is that in the news, they focus concerns one or two heavily over published matters, and the rest go to pot. I make mention of the Covid 19 epidemic. My wife's half-cousin is a carer in a residential home in Bolton. Both the residents and the carers have had not one single case of the epidemic and there must be many others like them up and down the country. Is it mentioned – NO. Also, Helen Flanagan who plays the part of Rosie Webster in Coronation Street, whilst not working, has been delivering PPE equipment where needed in Greater Manchester. On one occasion in her car on a delivery the car broke down. She summoned the AA and the Patrolman was unable to fix the problem and a breakdown truck was sent for, the car and Helen being transported off. The AA patrolman took the PPE equipment in his van and delivered it. Any mention on the news – NO.

Lots of nice interesting articles in the last magazine for which I thank the contributors. Please keep it up, and as I said, they need not necessarily be car related, and if you had an unusually or interesting job, which leads me into Dave Bowden's report in this issue, of his life as a fuel delivery person (Coalman). And so, that's enough of me for this issue.

Steve Diwall.



*All ready for the off - Cars assembling for the 19th July Run.*





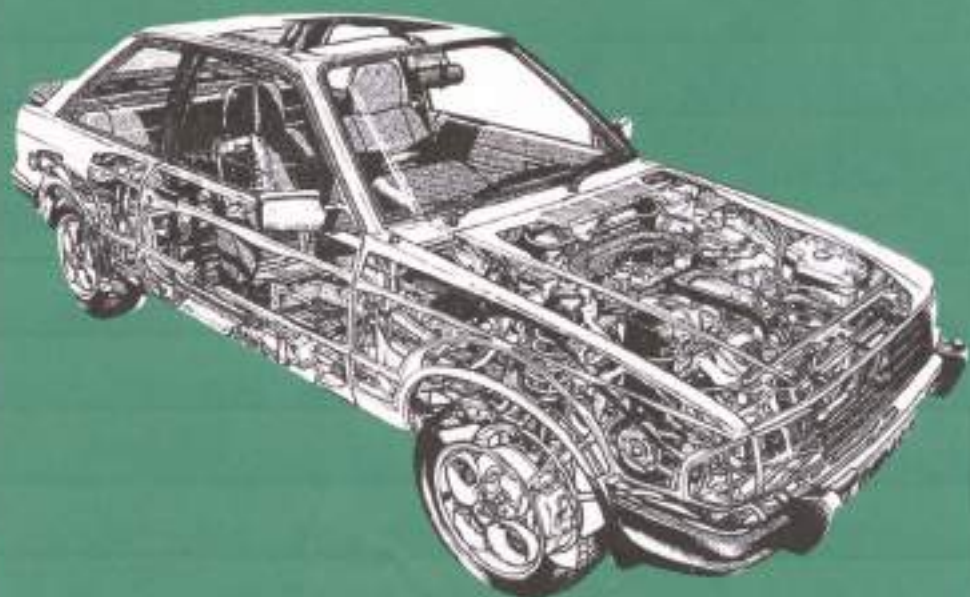
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# Editorial

## **August Magazine 2020 Cover Photo.**

Vito Anrisani tries the Chairman's Scooter for size alongside  
His son Franco's Fiat 500.

## <sup>U</sup> **IMPORTANT Club Show**

**After much thought and deliberation, in view of all the risks involved of social distancing, also bearing in mind the government restrictions on numbers of people at events it has been decided to cancel The club show. We need to play safe.**

## **New Member**

**Jon Russell** has an MGF, and was on the run on the 19th July, welcome Jon (Who likes to be known as *Russ*), we hope to see you soon.

## **Runs**

**Club Run on Sunday 23rd August 45 /50 miles from The Leigh Arms, Adlington, SK10 4NA** The pub is open for breakfast and you can book a table on 01625 829211 We will leave around 11-00 am. The pub at the end of the run may be fully booked for meals, so bring a picnic. See *Forthcoming Events, page 30*.

### BUSINESS CLOSURES

It's leaked out that our plumbers business has gone down the pipes.

A local bricklayer has gone to the wall.

A ladies underwear firm has gone bust.

A submarine factory has gone under and no one can fathom why.

A maker of food blenders has gone into liquidation.

An origami company has folded.

Intertlora is pruning its workforce.

Dynorod's gone down the drain.

A local dog collar makers has had to call in the retrievers.

And sadly, our ice-cream van man has topped himself...

(Nuts with raspberry-ripple sauce and a flake).



The following is a letter sent to Kinder Mountain Rescue.

On Thu, 23 Jul 2020 at 21:50, Richard Lomas <[richard.lomas@yahoo.com](mailto:richard.lomas@yahoo.com)> wrote:

Our family would like to thank Kinder Mountain Rescue For coming to the aid of our granddaughter and her boyfriend on Kinder Scout yesterday 23rd She had a serious strain on her ankle and had to be helicoptered to Sheffield hospital.

I'm a member of the Hare and Hounds Classic Vehicle Club and we have sponsored Kinder In the past never thinking we would have to use their service.

Again our thanks to all of your members, and HM Coast Guard Helicopter crew for their help. Today Megan has celebrated her 21st birthday in a slightly different way than she expected, but is recovering well.

Regards, Richard and Elaine Lomas - Just goes to show eh? (Ed)

## **Fire to destroy all you've done.**

*From Barry Lester*

Or gone in 60 seconds.

It's amazing how a single event can totally change your mindset. A few weeks ago a Guy in the Marcos Club posted he had purchased a kit built Marco's 2ltr, he had wanted one for years and was really excited about picking up the car.

The following day he posted the horrific disaster that had befallen him on his drive home. Fifteen miles into his journey flames started to appear from the dash top panel, luckily he got out, and the car was destroyed in minutes.

Not sure of the cause, but suspect fuel related.

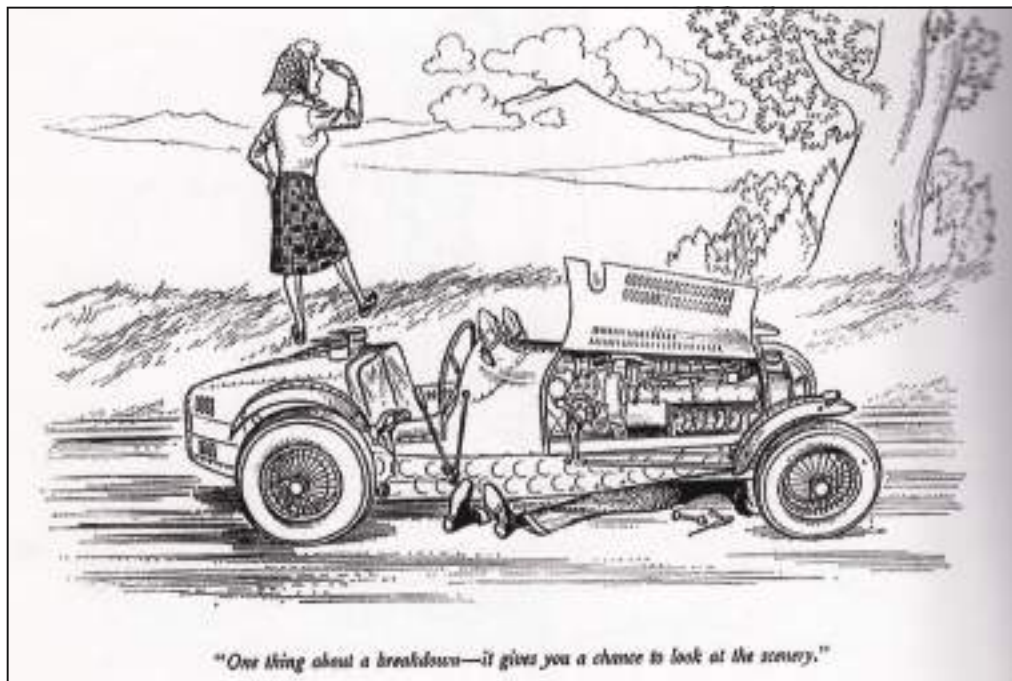
So, major check on my cars and any suspect fuel lines replaced, and also fitted a battery isolator in the car not under the bonnet. This Ethanol seems to attack the hoses and they are talking of a increase to 10%.



I



have fitted a Fire Grenade under the bonnet of my classic. The You Tube video is impressive, hope I never need it.



*"One thing about a breakdown—it gives you a chance to look at the scenery."*

# George Bute

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## MG SECTION REPORT

*Paul Clappison*

During the past month I have been trying to drive my MGs as much as possible, however the recent wet weather hasn't helped. A few weeks ago I took the GT for an enjoyable ride down Winnats Pass whilst heading towards my intended destination of Tideswell, it was great to see so many classic cars out and about, sadly the show season looks like a write off this year. Asda have just produced a new MG t-shirt and at a cost of £10 I was delighted with the quality, so much so that I have purchased three of the same item and having shared my purchase on several MG related car groups I have visions of turning up at the next car show with everyone wearing the same MG T-shirt!

The Swettenham Arms pub near Congleton have finally resumed the summer Tuesday evening car gatherings and I had the pleasure of attending the first one with my son Jake, along with his stunning Triumph Spitfire. This was a great moment as it was the first time we had chance to display our two cars together, along with Richard Lomas who brought his RV8, and Ian Booth in his Humber. Having attended this event many times previously I have never seen it so busy and it was great to catch up with some friends for the first time this year. I believe the club run on July 19<sup>th</sup> was very well attended and we await to see if the club show is able to take place on the 6<sup>th</sup> of September at the new venue of Brookside Garden centre, Poynton.

Until next month, stay well and let's try to keep using our cars as much as possible.



## WHAT'S IN A NAME?

One of the big problems faced by pioneers was what to call their vehicles.

Among the terms proposed were horseless carriage, autobain, automobile carriage, automatic carriage, self-propelled carriage, motorcycle and autocar.

The British finally chose 'motor car' as the most appropriate name for the new invention. The name had been coined by consulting engineer Frederick R. Simms in a letter he wrote to his partner as early as 8 February 1891.

France and America chose a name of more classical derivation 'automobile'.

The Scots-born pioneer car maker Alexander Winton is said to have introduced the term 'automobile' into the American vocabulary.

Frederick Simms also gave the English language the word 'petrol', which he coined in 1890 when people were beginning to worry about storing inflammable motor spirit. Simms's logic was that since 'petrol' was a meaningless word, it would allay these fears. It was registered as a trade name to describe motor spirit marketed by Carless, Capel & Leonard of London, but eventually came to describe motor fuel in general in Britain. In America the universal term has always been 'gasoline'.

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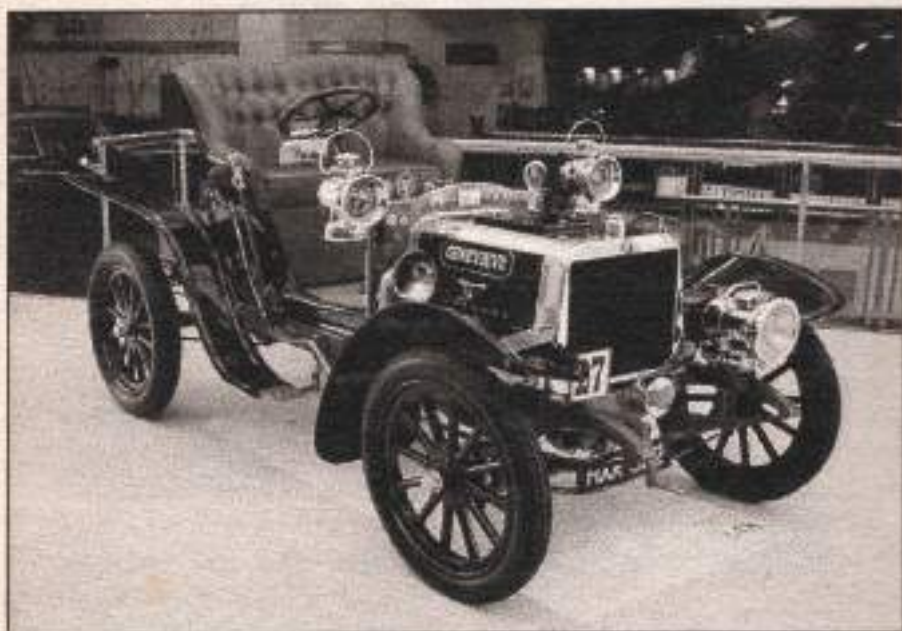
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THE 1904 TWIN-CYLINDER DARRACQ, 'STAR' OF THE 1953 BRITISH MOVIE, GENEVIEVE.

The modern interest in historic vehicles owes much to the 1953 film 'Genevieve', a comedy based on the annual London-Brighton Veteran Car Run, whose four-wheeled star was a 1904 twin-cylinder Darracq. The film caught the public imagination, played a major role in transforming the Brighton Run into the world's most popular motoring event and making the collection and restoration of antique cars the widespread hobby it is today. Genevieve's owner, Norman Reeves, found the publicity more than he could handle and sold her. She spent the next 35 years in Australia and was acquired by the Dutch National Motor Museum, in 1993, for £130,000 (hammer price). Her 'co-star', a four-cylinder Spyker, was redated as 1905 by the Veteran Car Club of Great Britain and became ineligible for the Run. It, too, is now in the Netherlands.

Before she was called 'Genevieve' (chosen as her stage name because Geneviève was the patron saint of Paris, where the Darracq works were located) Norman Reeves's 1904 Darracq was known as 'Old Annie'. The car still takes part in the Veteran Car Run each November.



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## Czech Mate

Anthony Boe – August 2020

Well, here we are again! Still, no car shows, what are we to do? We'll have to go into 'if only' territory once more. Happily, I have an excellent subject to discuss. A car that's piqued my interest of late and one I'd like to see in the metal at some car show somewhere, sometime soon.

Of course, by now you'll know I'm a fan of big, daft, unorthodox and complicated cars. I own one in fact, and you'll have read much in these pages about what a burden that has been over the years. Unsurprisingly, the car I'm about to discuss falls squarely into that territory in that all of the above superlatives certainly apply and, a few more to boot.

I'm talking about the astonishing Tatra 603. Have a look at the picture. Have you ever seen such a remarkable looking thing in all your years of car enthusiasm? Indeed, have you ever seen one period?



What you're looking at is a 16' x 6' behemoth powered by a rear-mounted 2.5 litre air-cooled V8. The 603 was built in different variants from 1956 – 1975 by the Czech firm Tatra as an executive class saloon. It's one of the most distinctive cars you'll ever see. With Marmite styling and insane engineering, it's a genuine one-off in car terms and, today, an absolute unicorn.

Before we go on it's worth talking a little about Tatra Motors that still has a long and venerable vehicular history which started with making horse carriages in 1850. Tatra

built its first car in 1900 and quickly gained a reputation for designing exceptional luxury cars. In the pre-WW2 years, the company became prime exponents in developing powerful air-cooled engines fitted into equally remarkable aerodynamic vehicles such as the 77 and 97.

Despite that, they're best known for the controversy over the VW Beetle and one of the most notorious examples of corporate pillaging. Most motor historians acknowledge that Ferdinand Porsche, encouraged by one Adolf Hitler, effectively 'borrowed' the engineering ideas of Tatra designer Hans Ledwinka in creating the Bug. And if you look at the design of the Tatra 97 that predated the Beetle, you'll see the resemblance is striking.

It took years to sort out, and VW did eventually pay reparations in 1965. However, the whole thing was buried for decades, especially as Tatra was pressed into war manufacture then spent years under the yoke of Russian-dominated communism. As an interesting sidebar: during the war, Tatra cars became known as the Czech secret weapon due to the huge numbers of Nazi officers killed speeding around in tail-happy Tatras that they couldn't handle.

OK, back to the 603. In the face of a succession of woeful soviet cars in 1953, Tatra got the green light to develop a high-spec saloon. The 603 was conceived as a luxury car for the transportation of senior communist officials. The 603's architecture followed the well-proven Tatra layout of a rear-mounted air-cooled engine and a body designed to be super slippery through the air. Many early prototypes featured a huge rear fin; presumably, to offset the issues associated with oversteer in rear engine cars (as copiously demonstrated by the German Army).

The mark one 603 sported a distinctive triple headlight array and borrowed some styling cues from American vehicles such as chrome bumpers with bullet overriders. The car could comfortably accommodate six passengers having both front and rear bench seats facilitated by fitting a column shift system.

Indeed, the front seats could fold down to create a perfectly useable bed. And if it was a little parky overnight, a petrol-powered heater offered some precarious comfort.

Most of the 603 production-run were reserved for the Communist elite and other high-ranking officials. Many 603s became exports delivered throughout the communist world. They became highly coveted and very comfortable state cars for many a tyrant. Fidel Castro was one such proud owner having acquired a white Tatra 603 compete with custom air conditioning.

Estimates indicate that Tatra constructed around 20,000 Tatra 603s until the end of the production run in 1975. This long manufacturing cycle produced three distinct but equally remarkable variants. And while in production, they built a reputation as being one of the eastern bloc's best built, reliable and most coveted luxury cars.

Accurate production numbers are a little blurry. This is because old older 603s were not stood down and scrapped. Instead, they returned to the Tatra factory and

benefitted from a full refurb, upgraded to the latest spec' and then reissued to the next eagerly awaiting dignitary.

If you want to see a genuinely bizarre advert extolling the virtues of the 603 then head over to YouTube and look up a promotional film called Happy Journey. I won't offer any spoilers but make sure you watch until the end when they do a demo that is entirely unexpected and wholly astonishing. If that doesn't make you want to own a 603, then nothing will.

As a coda to my little history, I have an additional piece of information. I know where there's a 603 in the UK, and I'm acquainted with its owner. It's stood inside a secret deconsecrated church with many other rare and exciting cars somewhere in Yorkshire. Part of me thinks I should enquire if it's for sale.

Then there's another part of me that says: 'don't be a bloody fool, what are you, made of money?' While I let those competing voices wrestle it out, I'll conclude, as ever, by wishing you happy classic motoring!

*You can read more of Anthony's car-related writing at his blog:  
[sylvianscribblings.blogspot.co.uk](http://sylvianscribblings.blogspot.co.uk)*

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## **How could it possibly get worse? Continuing a Jaguar restoration, from Ian McDowall - Carrying on!**

The Jaguar 420 was the last development of the compact saloon jaguars before the XJ6 models appeared in late 1969. With the revised engine capacity came a whole raft of changes particularly to the front suspension. Variomatic power steering was fitted which apart from the hydraulic steering assistance on what was quite a heavy car reduced the turns from lock to lock from four and a half to two and a quarter turns. This makes a tremendous difference to the driving experience which becomes much more relaxed and makes manoeuvres such as negotiating roundabouts more fluid and so more comfortable for driver and passengers. The brakes were significantly more powerful with larger disks, three pot callipers and brake pads that had almost double the contact surface area of the standard Mk2 specification. Apart from shorter breaking distances they were also more resistant to fade. After some hours of poring through the workshop manuals and parts lists for both cars the only significant difference was the length of the road springs. The Mk2 springs were considerably shorter no doubt because the Mk2 was the lighter car.

With a complete 420 front subframe sitting in the garage the upgrade looked like a goer even though the frame itself was, like the engine block, rather old and nasty. Nasty as it was, it had the bits needed so work could begin straight away. To strip this subframe was an absolute mission. I'm a great fan of television restoration shows and if you watch as many as I have you could easily believe that all old cars come to bits with the lightest twiddle of screwdriver or spanner. A hint of WD40 or PlusGas, for the truly seized bolts, and away you go.....or maybe not! My new favourite tool in the toolbox became the blow lamp. Without this to heat the many rusted nuts, bolts, fulcrums and set screws the frame would still be together today. One tip for fellow enthusiasts though.....the smell of burning WD40 seems to spread all over the house if you're working in an integral garage and that smell is not attractive to the ladies, apparently.

With a great deal of heating, hammering, twisting and pulling the assembly did come apart with only one minor fire along the way and a few bolt casualties. Reusable parts were cleaned and painted but I drew the line at refurbishing the brake callipers which were too rusty to clean up. I have previously used, and heartily recommend, Classic Car Spares in Macclesfield who can restore any calliper to better than new. Even the housings are disassembled and re-plated to a much better standard than the original manufacturer's with the benefit that they stay looking good long after being refitted to the car. Most of the new components, bushes, discs, springs etc., were sourced through Jaguar club events and recommended club suppliers and once everything was collected together the rebuild could begin.

You know how sometimes you do something and wished you'd thought it through a little more before you started? Well this was one of those occasions. For ease of access when rebuilding the subframe I set it up on a builder's step which was on a raised plinth just outside the garage door. Very particular care went into siting the step and mounting the subframe to it as you can see in the photograph. Plenty of access all round especially for fitting the long fulcrum bars would make the build-up a real pleasure. The build went well and after a few hours spread over three days we had a completed subframe. Such a pity then that I hadn't thought about how it was going to get off the builder's step and back under the car. Still at least it looked great.

This really was a puzzle because I couldn't get the engine hoist close enough to the centre of mass of the suspension unit because of the brick plinth. It weighed a ton and was far too heavy to man-handle. I was beginning to think I might have to partially dismantle it to make it moveable but after much trial and error, with two winches, a builder's plank and a jack handle I was able to slide the axle down the plank until the engine hoist could gain a safe purchase. Talk about stupid! With the road wheels back on the hubs the subframe was wheeled across the garage entrance, out of the way, and wrapped up in polythene to await the full transplant operation.

During the subframe removal from the car at the outset of all this work, we noticed that when the steering wheel was turned the lower end of the steering shaft moved a good half inch in whichever direction was the path of least resistance. This is a typical symptom of failed bushes in the steering column and quite common on this era of Jaguar. The final fix for the steering then was to remove, dismantle and refurbish the steering column. As expected the lower column bush had disintegrated completely and the upper bush was so worn that you could move the steering wheel laterally from left to right. This is the sort of job I like as it can be done sitting at the bench, in comfort with good light and a vice. Cleaned, painted and with new nylon bushes fitted, it looked great but..... I could barely turn the inner shaft. Why is it that every job seemed to need doing at least twice and sometimes three times over before it came right? I tried everything, lubrication, fitting the inner column into a drill to spin it in the bushes at 2000 rpm. Nothing relieved the drag which if left would mean no self-centring and unacceptably heavy power assisted steering.

Internet research suggested you have to be very careful in resizing nylon bushes. If the centre aperture is not perfectly round and correctly sized to the moving part, the wear rate is so high it will, in a very short time, become sloppy. Ideally the bushes should have been removed and resized with a reamer. Even more ideally the manu-

facturer should have sized them correctly in the first place. The final solution was to glue some 1,000 grade glass paper to a correctly sized wooden dowel with a tapered lead in. The principle was to allow the glass paper on the lead in to resize the aperture of the bushes and then the correctly sized dowel and glass paper to ensure the aperture remained properly rounded. Not a proper engineered solution but it worked in as much as the turning drag was gone whilst leaving no lateral play at all. Time will tell if it is going to ware excessively.

After five weeks and still no engine the time was used to clean up the engine bay and rebuild the heater box whilst also modifying it somewhat to possibly add a little heat in the cabin and on the windscreen. I had heard that a heater matrix from an Austin Metro would fit the Jaguar heater box and contacted the long suffering Ken again to see if he'd heard of this modification. "Why don't you fit the upgrade kit from Clayton Classics?" was the sage advice and "mainly because I'd never heard of it" the less informed answer. One very reasonable internet purchase later I had a new high-flow heater matrix core and a much more powerful fan motor.

I rather enjoyed this rebuild too because, well you've guessed .....it could all be done whilst sitting at the work bench. The heater box was pretty rusty inside and although only surface rust it was extremely difficult to get to. It made sense therefore to have it professionally media blasted. The company I took it to confirmed they could blast-clean it safely but also recommended that they powder coat it inside and out, including all its internal air flaps. They explained that the powder coating system is ideal for a job like this because the powdered paint is electrostatically attracted to the charged metal surfaces. This means everything gets a coating even where the gun cannot get direct access as the powdered paint will be attracted to all of the metal surfaces. The net result is that I got back a better than new looking heater box which should now be resistant to rust for a good few years.

With both internal flaps free and moving through their complete arcs of travel, with new gaskets and seals made from sheet materials and with the matrix and flap control springs fitted, the now more efficient heater was ready to fit. As previously mentioned, the Mk2 engine bay is quite restricted with such a large engine in it so the finished heater box was left to one side until after the engine was refitted to give some very useful access space. With all that done I looked forward to basking in the warm cabin of this Mk2 Jag with clear windows and no old car condensation ever again! Did I say how I seemed to do every job at least twice? Well no exception here because once fitted to the running car again the enhanced heater box didn't give any heat at all but again, that's a story for another time.

Finally, after a two month wait I got the call to come and collect the fully machined engine. This time it would be me who rebuilt the whole thing and despite receiving it back in a "Ready to Build" state, I was definitely going to clean it again myself. I can learn my lesson you know. Especially the more painful ones! **More to follow.**





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• Motoring humour has its own coelacanth, a living fossil of a joke entitled 'Japanese Rules of the Road' which first saw the light of day on 3 September 1918 and is regularly quoted as though it were new-minted: 'When passenger of the foot hove in sight tootle the horn trumpet to him melodiously at first. If he still obstacles your passage tootle him with the more vigour and express by the word of the mouth the warning "Hi, hi".' This cobweb-shrouded jest was in fact written in a few moments by *The Motor* magazine staffman B. A. Hunt to fill a last-minute gap left by the wartime censor's scissors.



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## **S. Bowden & Son, Coal Merchant**

The story of Member David Bowden's working life.



Our coal business was first established in 1870, by my Great Grandfather at Hays Farm, Marple Bridge, which is now the Hogarth Estate opposite Ludworth School. Besides delivering coal, they delivered Lime, from the Lime Kilns in Marple, and also did furniture removals. They also did the occasional funeral, taking the coffin to Mellor Church. A receipt still exists for this job for Ten Shillings. All the work was carried out at that time was using a cart drawn by shire horses. The business was passed on to my Grandfather, then to my Father, and finally to myself.

I left school in 1955, but didn't want to work in the business, because I wanted to be a Chef. I had an interview at the Imperial Hotel in Blackpool, and whilst waiting for a placement, I started helping my Dad out, and by the time a job became available, I decided to stay in our business, I was 15.

In those days, all the coal was delivered to Marple & Rose Hill Stations. There were two shunts per week, There were 4 branch lines at each Station, and all the wagons had to be emptied within 2 days, or we had to pay demurrage by the day. We had to shovel the coal out of the wagons by hand, into bags, weigh them on scales on the back of our trucks, and load them up. We used to have a couple of Bedford TK lorries. As time went on Dr. Beeching stepped in and closed all the yards down, which meant the fuel had to come by road.

My Dad retired in 1972, and I took the business over. We were able to rent Rose Hill Station Yard from British Rail, so all the fuel was brought into there. When I first started, we served nearly all the houses locally with fuel. We delivered to nearly all the farms in Rowarth, most of the local Pubs, and some of the Chapels. We had customers in Mill Brow, Romiley and Werneth Low, covering approximately a 5 mile radius.

When the fuel had to come in by road, we then had to shovel it off the floor using number 10 shovels. Two of us would move say, 8 tons per day, and 4 and a half shovels full would fill a cwt bag.

After many years of shovelling off the floor, I decided to invest in a hopper and a tractor. I went to Southampton to collect the hopper, but then couldn't get the hopper off the back of the truck, meaning a crane was required to off load it. The job then became much easier.

We used the tractor to fill the hopper, which took 2 tons of fuel. We stocked 4 grades of coal, Coalite (which I used to go to Grimethorpe, or Bolsover in our tipper truck, to collect from the works where it was made) Home fire Phurnacite, 4 types of Anthracite, all different sizes (Stove nuts, Stove Ease, Grains & Beans) , This came from South Wales, but during a strike, it came from Vietnam + Sunbrite Coke. When Smokeless zones came in, it affected us quit a lot, as a lot of people changed over to Gas fired Central Heating.



1988 - *The Team* - David on the left

*To be continued. Next month Carnival time.*

## A Lifetime's Fascination – The Early Years Part 2.

### From Keith Yates

Things got a bit bigger after the A35 when Dad went up in the world and got a two-tone (white and turquoise) Austin A55 Cambridge with nice Farina lines to it. I wasn't old enough to be influential in this purchase but I do remember getting excited when he took me with him to the Austin showroom on Deansgate, Manchester to pick it up. Whilst the deal was finalized, I had a good look around a huge Austin Vanden Plas limousine and a mighty Austin Healey 3000 – what a truly fabulous car that was and still is. The Cambridge was also the car in which I took my first 'driving lessons'. To 'encourage' my interest in cars (or just keep me quiet!), Mum and Dad bought me a plastic steering wheel that included a horn, column change gear lever and indicator stalk. This was held on a plastic steering column and secured to the (painted metal) glove box lid by a big rubber suction cup. I would happily sit next to Dad copying what I saw him doing and 'driving' for miles – without a seatbelt of course. Can you imagine the horrendous implications of an accident? It was all ok in the 60's though.

I suppose that there wasn't a great deal wrong with the Cambridge but the 60's kept throwing up new and more 'sexy' cars and the siren call of Ford, in the shape of a white, 1964 Zephyr 4 Mk111, had to be answered. This may be a controversial view but I still think that Ford was the leading mass-market manufacturer and automotive style influencer of the 60's and 70's. The Cortina exploded onto the scene, left the car buying public gagging for it and every other mainstream manufacturer playing catchup. Ford had a range of models and versions that the likes of BMC, Rootes and Vauxhall struggled to really compete with. From the Anglia up through the Cortina, Corsair, Zephyr and Zodiac, Ford had a car for everybody. Unfortunately for me though, Dad's Zephyr was just that bit lacking in something. It certainly had the looks, style, column gear change, chrome pistol-grip handbrake and a radio but, oh dear, it's 1703cc, 68bhp, 4cyl engine performance was about as exciting as a wet weekend in New Brighton. I remember boasting to a friend that my Dad's car could do 120mph (that's what the speedo was calibrated to anyway) but that was only if you drove it off a cliff! This was the first car to result in me having car envy.

Our next door neighbours, known to me in that very northern fashion as Uncle Ronnie and Aunty Alice, saw Dad's car and wanted one too. All good so far then. The problem was that they get an 'imperial maroon', 6cyl Zephyr 6 and it was so cool – oh dear again!

By this stage and trying to get my timing in line with the purchase of the next family car, I started to extol the considerable virtues of the Rover P6 2000TC; Dad had looked over a nice white one during a trip to Shrewsbury and I thought we might be in with a chance.

At about this time, circa late 1966 I think, the Rootes Group introduced a badge engineered line of cars that they called their Arrow Range. This was to compete with the Ford Cortina and included the Hillman Minx, Hillman Hunter, Singer Gazelle, Singer Vogue and Humber Sceptre.

To be kind to these cars, they were more modern looking than the direct competition BMC range; but that's not saying much and I don't think that the guys at Dagenham had any sleepless nights over them. They were eventually flogged off to Iran, a decision that may well have been instrumental in starting bad feelings between the West and Middle East!

Needless to say we didn't get the Rover. A lacklustre, 'Midnight Blue', 1496cc, 64bhp Singer Gazelle filled our garage. It was sold to Dad via Tom Garners, at their showroom on Peter's Street in Manchester, by a salesman with the worst/best comb-over I have ever seen, before or since. Even my Dad didn't like it (the car not the comb-over). He spent 12 months wondering why he'd bought the thing before, at last, doing the right thing and getting getting rid of it. Oh dear again!

Then totally unexpectedly and without any badgering from me, Dad managed the seemingly impossible – he actually got us what I considered to be a modern, well styled, desirable and cool car. Bear in mind that this was 1968, I would have been about 11 yrs old and had no real idea what 'cool' actually was but I guess you know it when you see it. This was the best car my Dad ever had. It was a 'monaco white', 1968, F reg, Vauxhall Victor 2000 with black interior and faux walnut dashboard. It had a 1975cc ohc, 104bhp engine and transatlantic 'coke bottle' styling – fabulous! I'd wanted him to get a Viva HB SL90 or Brabham but the Victor blew those into the weeds and I was a happy lad. But then the inevitable happened; it was time for another 'oh dear' moment.

In late 1969 and to great fanfare, Ford introduced 'the car you always promised yourself'; the Ford Capri. In my car brochure collection I have the launch brochure. This has a picture of a handsome, happy looking owner, an exotic location and a top-spec 1600 GT on the front cover. It still looks fabulous now so imagine the stir at the time. Anyway, this brochure indicates that there were at least 26 different Capri model options. These ranged from the Capri 1300 to the Capri 2000GTXMLR. 'Custom Plan R' included such must haves as Rostyle wheels and sporty 'sub-gloss' (mat) black bonnet. Anyway, Dad must have reckoned that this was indeed the car he'd always promised himself, traded in the Victor and came home with a 1970, Hreg Capri. However and bearing in mind all those options, he'd managed to choose the 1300 bog-standard, no frills/thrills, totally unadorned model. I'm pretty sure that this was the only Capri of it's type anywhere or at any time and that the salesman at Manchester Garages couldn't believe his luck that he'd managed to get rid of it.



So, that was how my 60's car years ended. I optimistically looked forward to the 1970's, to starting 'big' school and to my Dad dumping that Capri before my mates got too close a look at it.

It would be very interesting to know what club members remember as their own 60's car favourites. My personal favourites? A bit of a cop-out perhaps but there are just too many to list. The cars that fascinated me the most during those formative years or that had a lasting influence? Well, the Mini Cooper S (Paddy Hopkirk, the Monte and all that), the Jaguar e-type (Enzo Ferrari believed it to be the most beautiful car in the world), the Aston Martin DB4 & 5 (James Bond/Goldfinger), the Ford Mustang (Steve McQueen/Bullitt), the Lotus Cortina Mk1 (with the great Jim Clark behind the wheel), the Lotus Elan (beauty and Emma Peel too) and the Ford GT40 (Le Mans, Ferrari and brutish good looks) are just a few that readily spring to mind. If I really had to choose one 60's car though? Without any doubt my go to 'Desert Island Discs' car would have to be the incomparable Lamborghini Miura P400 – in red naturally. In 1966 Lamborghini were coming to the end of the Miura's development. It was low, it was curvaceous, it had a transverse, mid-mounted, 325bhp V12 engine and it was the World's first and definition of 'super car'. Nobody had ever seen the likes of this car before and it became an instant legend. If confirmation is needed, watch the opening scenes from the original film The Italian Job!

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## The Tale of a Bentley Book II Chapter 63

*Chris Howarth*

Bentley customers were having different styles of bodywork fitted to the 3 litre chassis, & some, having limousine bodies fitted, found that the performance suffered. In 1924 WO designed a bigger chassis with a larger & smoother engine. He developed a 4¼ litre 6 cylinder, which he fitted into a disguised body, which he called a "SUN". WO took it when went to watch the 1924 French Gran Prix. On his way back to Dieppe he saw another disguised car & recognised the driver as the Rolls Royce test driver, who also recognised WO. A race along the Routes Nationales ensued & WO only gained an advantage when the hat blew off the Rolls Royce driver's head & he had to stop to retrieve it.

This impromptu race was a turning point in the development of the Bentley as WO realised that the 4¼ litre car was only as fast as the car that Rolls Royce were developing, which, of course, was not acceptable. As a result he increased the bore from 80mm to 100mm, which increase the engine size to 6597cc. It had an overhead camshaft & 4 valves per cylinder, surprisingly advanced for almost 100 years ago, however the block & head were a one piece casting made of cast iron, which must have been heavy, but saved having problems with a head gasket! The compression ratio was 4.4: 1 resulting in 147bhp at 3,500 rpm.

Other improvements were made to the car. A dry plate clutch with clutch brake for faster gear changes replaced the cone type one, & the 4 wheel brakes were power assisted & had finned drums. The front brakes had 4 leading shoes, & all 4 brakes could be adjusted by the driver whilst the car was moving. Clearly this would be very useful when racing.

Considering that 4 years before the car only had rear wheel brakes the new car was a dramatic improvement & had a number of features which sound quite modern now.

In 1928 he introduced the Speed Chassis as a more sporting version of the 6½ litre. It had a high performance camshaft, twin SUs & a higher compression ratio of 5.3:1. This gave 180 bhp, which, interestingly, is slightly more than the Mulsanne of the early 1980s with twin SUs.

Until next time ...

**Our club meeting on Wednesday the 19<sup>th</sup> of August is cancelled.**

The next Club run is on the 23<sup>rd</sup> of August. It will start at the Leigh Arms at Adlington, leaving at about 11.00. The run will be about 45 miles & finish as the Izaak Walton Hotel near Ilam.

Note:-

We finished a run there some years ago & it was very well liked. As of the beginning of August breakfast will be available at the Leigh Arms (01625 829211) & lunch at the Izaak Walton Hotel (01335 350981) Booking probably advisable. I'll send a reminder email the week before.

Sun 24th - GVEC Run from Glossop Town Hall car park.

Capesthorpe - showing the 29<sup>th</sup> of August is still going ahead, as far as we know.

**IMPORTANT NOTICE**

**Sun 6<sup>th</sup> Septembe H&H CVC Club Show at Brookside Garden Centre is CANCELLED.**

Gawsworth are waiting for the situation to become clearer from whatever advice we get from the Government. Rupert Richards told me that he would want to have a get together later in the year, when possible. He asked me to send his best wishes to his friends at the HHCVC. The August Bank Holiday is a possibility. - Information will be sent out by email, and put on the Website.

The answer is "Watch this space."

**Committee Continued from back of front cover.**

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Contributions for the Magazine in by 1<sup>st</sup> 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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