

# H&H CVC



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On the **THIRD** Wednesday of <sup>each</sup> month at **8.15pm**

The Annual club Subscription is £20.00

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



## **Club Mag. January 2021**

### **Chairman's Chat**

I begin my Chat for 2021 with my customary Happy New Year greeting, and hoping that, with the current restrictions, all went well for you, and that we all remain upbeat, as far as possible.

You will notice a new photo of yours truly with this issue, which my wife says is more of a natural picture, and not taken on holiday.

2020 has been uniquely strange, and hopefully a never to be experienced again year, which has been very challenging for us, and despite the arrival of a COVID vaccine, and the challenges look set to continue into 2021, before a semblance of normality returns. Here's hoping for better times. Many of us have missed out on rallies, shows and driving events in 2020 and hopefully one has been able to make the most of one's classic(s) and not making an illicit 200-mile trip for fish and chips!

I try not to mention anything to do with Politics, Sex or Religion, and now of course, the dreaded COVID-19, but I must write something about my youngest grandchild, Seb, aged six. He was heard to say 'I will be glad when this COVID business is over and I then will be able to go to Grandma and Granddads again and play in their garden and climb up their tree' I think he speaks for us all, not that many of you would want to climb up our tree, and it has had a drastic prune recently.

In January, I am normally getting ready for my annual January Quiz at our first Club evening, but alas and alack for 2021, it is not to be, but hopefully later this year, when we are allowed to have an evening together again, I will be able to subject you to it! I keep a folder in our 'office' with notes for suitable topics mostly gleaned from my awake hours in the middle of the night, when sleep evades me and I think aha, that would be a good quiz topic but usually by the time I wake up, the topic has gone. I should keep a pad on my bedside cabinet.

On the subject of electric cars, there was more than enough items in the last magazine to consider particularly from Jim Lichfield who raised the matters of battery usage decline, when using heaters, lights air-conditioning etc, which as he says, never gets mentioned by the manufacturer. I fear this is deliberate, because when you look at the facts, the battery life drops severely. I looked at the introduction of the electric Mini which gives a supposedly 'massive' 135-mile range without as Jim says, using the heater etc! I have received an article from the RAC which talks about the relevant pros and cons of initially buying an electric vehicle, and then about running one, re-charging problems, and many other related items.

The article is very interesting if you can get it, and extends to several pages, and is well worth reading, and points out the high cost of buying the vehicle in the first place, and talks about the cost of installing, and running the charging equipment, which appears to have been glossed over. I guess all of these matters will get resolved before electric vehicles are thrust upon us, a bit like when cars started to replace horse drawn carriages. For me, I do not understand why vehicle manufacturers do not standardise on two, or three, basic battery units, and one can then exchange a nearly flat one, for a full charged one, at a petrol station, for instance. Personally, I believe that the only real electric vehicles, are those specifically designed, so like those from the Elon Musk stable rather than those conventional vehicles, converted from petrol or diesel to run on battery, like the Vauxhall Corsa, to name but one.

Whilst mentioning Vauxhall cars, I see that a 25-year-old Corsa in pristine condition

has been added to the Lakeland vehicle collection. It just shows how time marches on for us, and vehicles which we consider to be modern, suddenly end up as classics. My daughter had a similar Corsa at one time, which I recall, was an excellent car, but desperately in need of power steering.

In the last magazine, I wrote about dear Boris's plan to get everyone walking, or cycling more, and I mentioned the obstructions on our pavements, particularly vehicles parked thereon. I wrote to our MP, William Wragg, on the subject asking why the scheme preventing pavement parking in London, is not extended to the rest of the country, and owners of vehicles parked on the pavement, fined to help our cash stretched councils. I got a very detailed reply which basically says, that in order to get the scheme extended, and employ Pavement Parking Wardens, it would take an act through parliament and permission, from all sorts of people. I feel like saying that, "Does that include the Queen, Pope and Mr Trump?" Sorry, that is political, but I thought it worth mentioning.

I continue my plea, on behalf of our editor, for more articles for the magazine please, I mention in passing the excellent item from David Bowden about his coal delivery business. More like that please, as well as those about your ongoing restorations.

And so, to conclude my ramblings for this month, may I again mention the matter of used postage stamps, please keep on collecting and give them to me when we can have a club evening again.

Steve Diwall.



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## Editorial

# WISHING YOU ALL A HAPPY NEW YEAR

### **January Magazine 2021 Cover Photo.**

Keith Yates' MG ZS 180 won 2nd prize at the 2019 Club Show 1991 Onwards class. The car has since been replaced by a Mini Cooper.

We are already suffering from restrictions caused by the dreaded Coronavirus, now we've had to cancel the New Year Run. All one can do for the future is to watch for announcements on the website, which one hopes has been added to your favourites.

As will be seen from our 'Forthcoming events' page, there is nothing planned for club nights yet, apart from the AGM, which is hoped will take place in April. We normally like to offer a free Hot-pot Supper - Let's wait and see how that one goes!

All that can be done is to follow the directions put out by the Government, and do as we're told. As soon as we know that we can resume activities, you will be told. As the now famous saying goes - **'Keep watching the website!'**

## **FBHVC - SMART MOTORWAYS**

One needs to look at the FBHVC website, and find their latest Newsletter, there is a piece on Smart Motorways, by a Lindsay Irvine. It's quite a long article. Historic vehicles are mentioned, far too much info to reproduce in the magazine, Well worth reading though, you won't regret it.

As autumn arrives, this normally signals frantic last minute preparations, in readiness for displaying my car at the Classic Motor show at the NEC, in Birmingham. Sadly the 2020 show, like everything else, was cancelled and so rather than prepare my car for the show it allowed me time to prepare my MG for winter storage. As most classic cars are now mothballed until spring, this is an ideal time to give the paintwork some TLC, however, we all have different ideas about how to look after our cars, for example, I have never washed my MG conventionally with a bucket of water, instead I use a waterless wash and wax solution, which works for me, as I prefer not to get my car wet, if I can avoid it. Obviously, this method is only suitable, if the car isn't heavily soiled, if so, all you would achieve using this method, would be swirls and damage to the paintwork, but many classics, such as mine, never tend to get very dirty, and this is a great way to quickly and safely wash your car, without the need to start spraying water around, that can sit in unseen areas leading to rust in the future. For those of you who like to clean your car in a more conventional manner, you should consider the following 6 steps required to detail, and protect your car from the elements, in preparation for the winter months.

### **Step 1. Wheels**

Always tackle the wheels and tyres first, as these areas are the closest point of contact with the road, and they can easily become engrained in brake dust, and dirt from driving, so you don't want any of this getting on your car later in the cleaning process, hence why this should always be the first step in the process. Use a dedicated wheel cleaner, I always prefer to use none acid based products, and a soft brush to agitate the product on the wheels and tyres, before rinsing off, and drying with a blower or towel. It is also worth doing your tyres at the same time, as this allows any tyre dressing to bond better to the surface of the tyre. You should also consider applying a wheel sealant, this will protect the wheels from road salt and brake dust, making for easier cleaning in the future.

### **Step 2. Wash**

Washing the car demands more than just rubbing a sponge across the paintwork, this method is a recipe for disaster. Consider firstly, applying some form of all purpose cleaner to the paintwork, to remove road traffic film and grime, from the lower areas of the vehicle, and after a few minutes left to dwell, simply rinse off the product from the paint. You should then move on to using a snow foam pre wash, applied through a pressure washer attachment, leaving a thick layer of foam that dwells on the surface, starting to remove dirt, without the need for contact washing, simply rinse off after a few minutes dwelling time. Once this is done, you are onto the more traditional method of washing a car, although you should use the two bucket method with grit guards in the bottom, one with warm water, and a high quality shampoo whilst the other

bucket should only contain clean water. Use a soft wash mitt, and dip that into the bucket with the shampoo, cleaning the mitt by dipping it in the bucket of clear water, and rubbing the mitt on the grit guard, in order to remove any particles that could possibly scratch the paintwork. Once this stage is complete, rinse and completely dry the vehicle using a soft drying towel, unless further decontamination is required.

### Step 3. **Decontaminate**

By now you would assume your car is thoroughly clean, however, if you can feel any kind of roughness to the touch on your paintwork, your car almost certainly has contaminants, such as road tar, and iron fallout attached to the paint, and these cannot be removed by washing alone, as they are bonded to the paint, or clear coat. You will find a range of products that you can spray onto the surface of the paint, and you will almost immediately see the contaminants start to dissolve, and run down the car, most of these products highlight the areas in fairly vivid colours, so it is easy to see the results of your labours. You can also use infrequently the clay bar method, in order to remove certain bonded particles, and I have a short video on my YouTube channel, **Shiny Paul**, detailing which demonstrates this method.

### Step 4. **Polish**

You can now consider polishing the car, this will help to remove any existing swirls on your paintwork, enhancing the colour, and appearance of the paint. This can be performed by hand, or by using a machine polisher, which will always achieve a superior outcome. Whatever polishing process you choose, it is important to only work on small individual areas at a time, in order to achieve an even finish across the whole of the vehicle, checking your finish with a small torch, will highlight any imperfections.

### Step 5. **Protect**

You will have wasted your time following the above steps, if you fail to protect your newly polished paint from the elements, and you are now faced with a whole range of products to help seal your paintwork, from gloss enhancing sealants that offer increased durability to traditional wax, that is typically available in either hard paste form or liquid. Probably due to my age, I am still a fan of car wax, this forms a waterproof barrier, making future cleaning easier, whilst preserving your paintwork against UV damage, dirt and rainwater etc. I always prefer using the hard paste wax, but if you want a quicker finish, the liquid version works just as well, it's all personal preference.

### Step 6. **Finish**

These are the final touches that can make all the difference, and by using quick detailing sprays after waxing the car, or as a quick boost to the paintwork, from time to time, this is a quick and easy way to boost gloss levels on the paint whilst helping to revive the water repelling properties of previously applied waxes, or sealants through-

out the course of the winter months. One last tip, if like my MGB GT, you have chrome trim on your car, it is well worth treating your chrome to a layer of wax before winter, as this can help to preserve the chrome from the cold damp winter months.

If you follow the above steps, you should have safely protected your car for the winter months, whether that is in preparation for winter storage or use throughout the winter months.

Please feel free to subscribe to my new detailing channel on YouTube, '**Shiny Paul**' Detailing or follow my adventures with my 1972 MGB GT at 'white\_mgbgt'

For now, I hope you all stay safe throughout this difficult period, and I hope to catch up with everyone on the following pages..

## **Paul Clappison**



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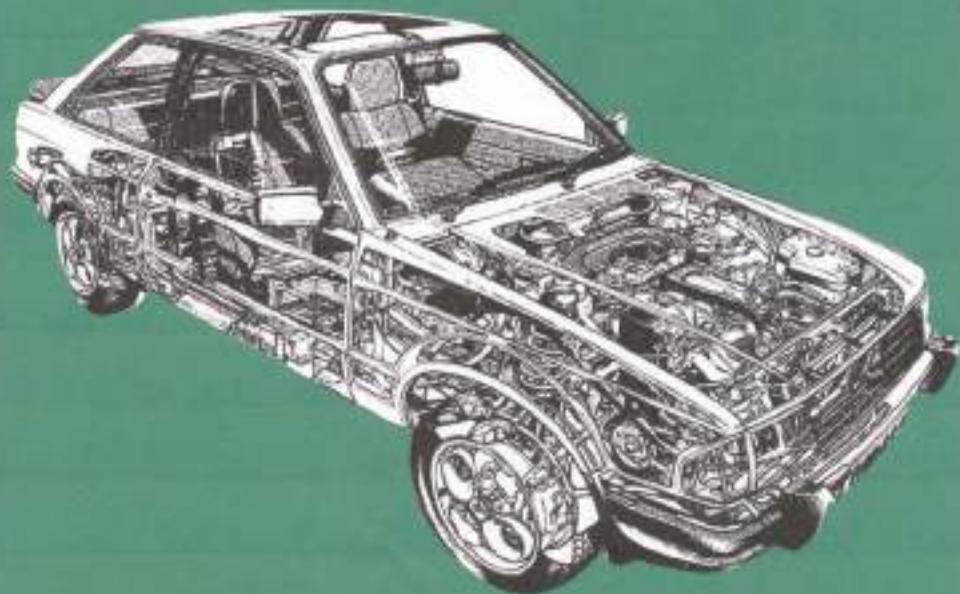
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## MG SECTION REPORT

Paul Clappison

As I write this article we are days away from Christmas 2020, after what has been the most difficult of years. The year started well as I searched for a MGTF to buy, Richard Lomas kindly accompanied me in visiting a small dealership in Alfreton to view the car that I now own. The TF has been a great fun to drive, however a lot of the longer runs I planned to make in this car haven't happened due to the restrictions in place due to the pandemic. The highlights of my year with the MGB GT would be the photo shoot for the MG Enthusiast magazine, on a lovely sunny day in late May, and the big outdoor show held at Capesthorpe Hall in Cheshire on the August bank holiday weekend, again the weather was kind to us.

The Swettenham Arms pub near Congleton finally managed to resume the Tuesday night classic car gatherings by late August and another highlight of the year was attending alongside my son Jake, and his 1979 Triumph Spitfire. Since my last article I have received my runners up trophy for the virtual 'Pride of ownership' final, that took place as part of the online classic motor show in November, it's another great piece of history, that my car has achieved, and I am proud that my car has still been able to achieve national recognition, despite everything that has happened this year.

I really hope that you all had a great Christmas, and we await to see what challenges 2021 brings, let's hope that by this time next year we are over the worst of this, and can all get back to enjoying our cars, and meeting up for social occasions once again.



Stay safe until next time



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## MURRAY WALKER

From *Steve Divall*.



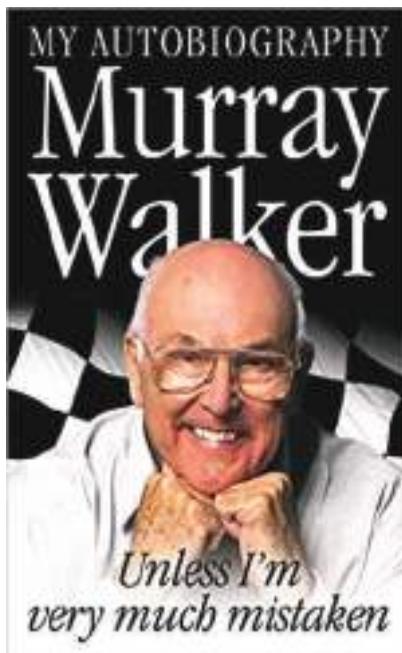
Murray was born 10<sup>th</sup> October 1923 at 214, Reddings Lane, Birmingham. His father, Graham, was a motorcycle racing champion and Murray saw his first race aged just two years. After active service in World War two, he began a very successful career as an advertising executive. He was heavily influenced by his father and had many an experience with the Royal Scots Greys during WW2. And he achieved the rank of captain during this time. His experiences in motor-cycle racing are quite legendary and preceded his introduction into racing commentaries. His debut as a sports commentator in 1949 when he covered the British GP at Silverstone for BBC radio. During his spell in advertising, he handled several blue-chip companies including ESSO AND Mars. He is a National Institution, becoming the turbo-charged commentator playing a key role in the shaping of Formula One's televised image for over 50 years for the BBC before moving to the ITV in 1997. Murray's unique brand of boyish enthusiasm made even the most dull and boring event sound like a thriller not to be missed, and it can be said that there was nobody else like him on television, and the public loved him. Michael Schumacher said of Murray 'Murray's enthusiasm and breathless energy are an inspiration to us all.

Ever since his first broadcast in 1949, Murray has entertained us all with his many commentaries on car and motorcycle racing and of course his now legendary brand of 'Murrayisms' I recall one such items from his commentaries, one when commentating on a stock car event when he was heard to say about the driver of a Mini, when Mur-

raysaid that the driver had got the vision problem sorted out in the extremely muddy conditions, the driver having a series of holes drilled in the wind-screen and the driver later rolled the car and Murray was heard to say 'what am I saying, what am I saying'. He has or has had a relationship with many of the key personalities of his era including Stirling Moss, Damon Hill, Nigel Mansell, Ayrton Senna, Michael Schumacher, Geoff Duke and Mike Hailwood. When Murray began commentating on race meetings in 1949, he also had a very successful career in motorcycle racing including sidecar events. He also had several commentary partnerships with both James 'the shunt' Hunt and Martin Brundle and has looked at how the sport moved from humble beginnings to today's multi-billion-pound industry.

Murray has experienced two 'this is your life programmes' one about himself and the other regarding Damon Hill. The one involving himself was broadcast in 1997 and in truth barely scratched the surface of the man but Michael Aspel to his credit did a fantastic job. The second 'this is your life programme was that of Damon Hill where Murray chauffeur drove Damon to the studio, much to everyone's surprise including Damon.

There is an autobiography written by Murray, and if you are able to get your hands on a copy, it makes for very interesting reading.



Happy New Year, everyone! I do hope you had a great Christmas and are emerging into 2021 with high spirits and good health. At least the vaccines are on the way to rescue the 2021 classic car show season. It's not a moment too soon. There's still plenty of water to go under the bridge though, and we can't yet rest on our laurels but, to add just one more hackneyed cliché; the cavalry seems to have arrived.

As a reminder, this is article number three from your newly appointed European correspondent. I haven't had my contract through so I'm still not sure of the salary, no doubt the mandarins at H&H HQ are working on that. How things have changed since we first set down au continent. Our family is now reeling from the loss of Carolyn's Dad, and we've wholly lost our status as Europeans. The times they are a-changin' as the song goes. Let's hope for a little up-side this year.

If it's any consolation, France remains in a stricter lockdown than the UK regime. You can only go out for a few hours per day, which for a good few weeks pre-Christmas, required an 'attestation' or 'permis' to be out and about. Get caught without and it was an immediate €135 fine.

That neatly brings me to the subject of this article; the uniquely French phenomenon of 'voiture sans permis'. It means driving a (sort of) car without the need of a valid licence or indeed having taken a full road test. Yes, you read that right. In France, there's a class of vehicle you can drive with minimal tuition from age 14. Alternatively, if you've lost your licence due to a fondness for lunchtime rosé, then you can get yourself a voiture sans permis and stay on the roads. While that looks quite shocking, it's not quite that simple. Firstly, a sans permis only just qualifies as a car. It's technically a quadricycle. Limited to a maximum 45 kph (29 mph) and with hateful looks and noisy engines these cars are never going to turn heads.

Even modern examples from engineering firms like AIXAM and Microcar still resemble a bargain basement smart car as rendered by a pre-schooler with no artistic talent. They are almost always two-seaters with little in the way of equipment, comfort or useful storage and, they're not that cheap.

One of the most irritating aspects of the average sans permis is you'll typically hear one before you see it. A petrol version sounds like a disgruntled lawnmower as it makes slow progress popping and farting along in a fog of petrol fumes. They are relentlessly sluggish and inconvenient to those 'avec permis' as they crawl around the French back roads and town centres.

Happily, there's no way one will get anywhere near a motorway.

You might think the French authorities would phase out these 70s anachronisms, but in many ways, they do have a purpose. Outside of the metropolitan centres and especially in the rural areas, owning a car is pretty much essential. Losing access to a vehicle would make it impossible to do basic stuff like shopping or going to the dentist. Whether that makes good sense given that many of the drivers have shown they enjoy a drop or two of Pastis is debatable, but there you go.

I wonder, knowing all this would you drive a *voiture sans permis* if you had to? Don't forget being seen behind the wheel of one these dreadful *karzeteks* may telegraph that you enjoy a drink. But perhaps that's an acceptable price to pay to stay mobile?

Maybe your attitude will soften when you see the new Citroën Ami One? Launched in mid-2020, it's a typically off-kilter Citroën effort. But your initial involuntary recoil may blind you to the innovative thinking that underpins the design.

Firstly, it qualifies as a true *sans permis* in that you can drive it in the circumstances outlined above. The oddly symmetrical shape is entirely deliberate. It cuts down on the number of aftermarket body panels required for repairs. The same is true for the doors which are identical with opposite hinging. Consequently, only one door design is needed to rectify shopping trolley dinks to either side.

The most significant feature is that the Ami One is an EV. You can recharge it using a domestic socket in just 3 hours. It's not fast and like all *sans permis* is limited to 45 kph, but it does have a useable 79-km range. That said, tests show it's nippy, comfortable and performs well around town. The Ami One also has intelligent storage solutions and Bluetooth compatibility.

Best of all, as it's gnat-sized, you can park it in the smallest of spaces. And in the best French tradition, a 16-year-old could, in theory, drive one on a UK provisional licence.

Despite all that it's cheap, just €6000 or around £5500. If you can get past the *avant-garde* looks, this is a perfect car to do local shopping runs or languorous urban commutes. Perhaps most relevant in our increasingly eco-conscious times, it will avoid any of the tariffs associated with the mushrooming network of clean air zones. I'll leave it to you to decide if you'd put one on your drive. I certainly would as my contribution to a greener future. Of course, you'll need something beefier for longer journeys, but with the money you'll save, it becomes an attractive prospect to maintain two cars (and a classic or two).



And that brings me back to reality. It looks like 2021 will slowly improve our lot and, boy do we need that after what we've suffered. So my recommendation is to give yourself 'permis' to have the best year you can with the hope of an eventual return to something a bit more like our pre-pandemic lives.

**Happy New Year motoring!**

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

## O! Blue Eyes & Tank Transporters

From *Keith Yates*

There isn't an obvious link between Frank Sinatra and a military vehicle used for transporting tanks about but there is a tenuous one. Before I get to that however, I'd like to take you back to a time when the world's car industries, America's in particular, vied for mass market customers with a seemingly continuous procession of good looking, exciting and even futuristic cars. They were created by engineers and stylists from sketches on paper, hand sculpted from clay and finally beaten/stamped out in metal. A golden age that arguably ran through the 1950's & 60's and started to tail off in the 1970's. Set against the current mass market models these cars would fall short in some areas and clearly lack many features (notably safety) but, it seems to me that most 'modern' cars provide about as much excitement and involvement to their drivers as a potato. Pride of ownership now also appears to be under threat.

The understandable but relentless drive to all electric cars will probably, by virtue of cost and current battery limitations, reduce cars to commodities, leased monthly, that will never really be owned and which will likely be scrapped/recycled after a few years. Will a Tesla, Nissan Leaf or a Renault Zoe ever be cherished long enough to become 'classic' I wonder. Anyway, I digress.

By the late 1940's the world had entered the jet-age, Chuck Yeager had broken through the sound barrier and the space-age beckoned. With the post-war economic power and consumerism of the USA it's car industry began producing ever more radical and futuristic designs that were inspired by Dan Dare, rockets and space craft – ever bigger fins, acres of chrome, large tail lights and wraparound glass were in and boring, plain styling was out – big time. This was the age of auto stylists like the famous Harvey Earl of GM (known as the father of American car design and creator of the Corvette) and 1950's 'dream machines' that Joe Public could actually own. What couldn't be owned, or at least very rarely, were the styling concepts that inspired these cars, the automotive art forms and sculptures that became known as 'concept cars'. Usually displayed on railed-off, rotating Motor Show stands and adorned with glamorous models, these were the real dream machines that, whilst unobtainable, provided glimpses into the future. Concepts are just that however, very few of these dreams ever come true – a roofline feature, a grille design or rear light cluster style perhaps but rarely the actual cars themselves. These are mostly consigned to the dustbin of harsh corporate accountancy and mass production profitability.

In 1950 Chrysler's chief stylist, Virgil Exner, set himself and his design team on an exercise to wow the buying public and to deflect a general impression of Chrysler being dull and uninspiring. This resulted in a series of 'idea' cars that were fabulous

automotive sculptures exploring design themes for the future. Each of them had a drivetrain and chassis from one of Chrysler's divisions but most were actually crafted by Carrozzeria Ghia in Turin; one of the foremost Italian auto coach-builders, designers and stylists at that time. One of these cars in particular became a show stopping star and created the wow factor that Exner had been looking for – it was the 1953 Dodge Fire Arrow. As a conceptual exercise the car pretty much had everything but, despite this, Exner couldn't persuade Chrysler to get it onto a production line. Enter stage left, a man called Eugene Casaroll.

Casaroll was the owner of a car transporter business that, perhaps for obvious reasons, was based in Detroit and had also sponsored successful Indy race cars. He also owned another business that made the previously mentioned tank transporters for the military. These had two engines, one at the front and one at the back, that inspired the company's name 'Dual Motors'.

After visiting the New York motor show Casaroll approached Chrysler for the rights of the Dodge Fire Arrow and Ghia with a view to production. This resulted in a partnership called Dual-Ghia and Chrysler agreeing to sell V8 engines, chassis and designs but refusing to give up the rights to the Fire Arrow name; why not call it the Firebomb then? Prototypes were made that significantly mirrored the original concept car. Fortunately the Firebomb name didn't stick and all subsequent production cars were simply known as Dual-Ghia. From 1956, Dodge produced a rolling chassis for each car. These were then shipped from Detroit to Turin where Ghia crafted each with their bodies and interiors before shipping them back again to Detroit for drivetrain and electrical installations. No wonder then that a 1957 Dual-Ghia cost circa \$7700; at the time a very high price indeed.

The premium price of a Dual-Ghia placed the car into the rarefied Cadillac and Rolls Royce market, affordable only to the rich, the powerful and famous A-list high-rollers – like Frank Sinatra for example. Sinatra was known to be a car enthusiast, loved his cars and, of course, had the fame and wealth to indulge himself in virtually anything he wanted. History doesn't tell us if his ownership of a Dual-Ghia influenced others in his showbiz circle but several members of his 'rat pack' (including Sammy Davis Jr and Peter Lawford) also owned examples of these rare motor cars. Other owners included President Eisenhower, Debbie Reynolds, Hoagy Carmichael, the Shah of Iran and Ronald Reagan.

So, given this star patronage and eye watering price tag, was Dual-Ghia and the car successful? Well the short dollars & cents answer is no. It is believed that around 100 cars were actually produced before cessation at the end of 1958. Eugene Casaroll was said to have lost about \$2000 on every car sold; not sustainable even for a wealthy man. On the flip-side to that is the more romantic answer – Casaroll fell in love with a beautiful show star and made sure that Virgil Exner's dream became a reality. Ol

Blue Eyes had also fallen for the Dual-Ghia good looks and star qualities and, perhaps fittingly, these very rare and sort after motor cars have mostly spent pampered lives amongst the wealthy and stars of a different kind.

The story doesn't quite end there though. When Casaroll backed out of the project, Ghia decided to run with it on their own. They came up with the Dual-Ghia L6.4; a hardtop, 2dr coupe redesign powered again by a Chrysler V8. This is a car that, with its looks alone, could only be crafted by Italians but which also has obvious American influences too. It just looks staggeringly good from every angle; but at a cost – it was about double the price of the original car. The plan was to produce around 50 cars but Ghia only managed to produce, it is believed, 26 from 1961 to 1964. As with the first model, Frank Sinatra owned one of these ultra rare cars and so did Dean Martin. These days you're most likely to see a Ghia L6.4, not on the drive of a crooner but on the lawns of an exclusive American concours d'élégance.

Want a cheaper alternative? Corgi Toys made 1000's of toy Ghia L6.4 models during the 1960's. I have a prized one with my die-cast car collection. A good one can be picked up off eBay for under £50.

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## **Turnpike Roads around Buxton part 4**

*Chris Howarth*

Not only have I been reading about Turnpike Roads around Buxton but I found a book about Roman Buxton recently. The two books have interesting parallels, despite being around about times 1,500 years apart. There were only two spa resort towns founded by the Romans in Britain, Bath & Buxton. Buxton was the most northerly spa in the empire. Five major Roman roads met at Buxton, connecting it to the large Roman cities of Derby, Chester, Manchester, Sheffield & Newcastle & these are still the basic road layouts today. Interestingly most of the main street layouts in Buxton are still in the Roman layout. Most Roman towns grew from forts so tended to have the same sort of grid layout, whereas Buxton was a civilian settlement & had a much less regimented layout, although there were walls & town gates. There are still sections of the walls incorporated into, & visible in, current buildings. The present Market Place was the centre of the town & many present buildings are on the footprint of Roman buildings with the same function, such as the Methodist Church, which is in the same position as a Temple, possibly to Apollo, next door was the Macellum, an indoor market, which is now Sainsburys, the floor plan having been found there in 1860. Buildings on the facing side of the Market Place are on the alignment of the Roman road. One building has four pillars at the entrance which are thought to have been reused from the Temple almost opposite.

One Roman road went to the fort at Navio, now Brough, near the Travellers' Rest, & carries on to Sheffield, & nearby the road from the fort at Melandra near Glossop joins it.

The turnpikes that served the purpose of taking traffic from Buxton to Sheffield followed much the same route as the Roman road from Brough, but went a rather longer route from Buxton, towards Chapel-en-le-Frith with one going from the top of Bar-moor Clough to The Wanted Inn & Winnats Pass to Castleton & Brough, then another one from Chapel-en-le-Frith along Rushop Edge & down Mam Tor, on the road that had a couple of landslips in 1974 & 1977 & was eventually permanently closed in 1979, when the route to Castleton was redesignated via Winnats. One of the few cases where the road is more difficult & dangerous than it was 100 years ago.

A number of turnpikes were created in this area to connect both the existing & new turnpikes, as industrial requirements grew through the eighteenth & nineteenth centuries, & to upgrade packhorse holloways to be practical for wheeled vehicles.

The last of the Turnpike Trusts in the area were created in the early nineteenth century, the Ashford & Buxton, in 1810, on what is now the route of the A6, & in 1812 from Tideswell to the current A6. The Ashford to Buxton one was a difficult route, for although the Wye flows both through Buxton & Ashford to build a road alongside the river would be extremely difficult. The route decided upon follows the river from Ashford before rising up through Taddington & across the plateau to Topley Pike, where a descending shelf was blasted out of the rockface to give the still impressive descent to the riverside level. It must have required some imagination & the enthusiasm of the early Industrial Revolution to consider building such a road, which would be challenging today – doubtless why the Taddington Bypass, opened over 80 years ago & part of the plan to dual the road from Manchester to Derby, still sits in splendid isolation. The Tideswell Turnpike to join Tideswell to the Ashford & Buxton Turnpike via Millers Dale then to the Ashford to Buxton Turnpike between Taddington & Topley Pike was created in 1812. At the Ashford end it was also extended to Endsor

The Duke of Devonshire was the prime mover of these early nineteenth works, which he mainly funded & also which joined his various interests such as Chatsworth to Buxton where the Dukes had created much of the improvements over the past 40 years, including the Crescent.

Although the turnpikes significantly improved the quality of the roads they were really quite expensive to use. Charges were made when passing a toll bar, although they were usually only chargeable once per day. Toll gates were not at the ends of a turnpike, as we would imagine these days, but at various points on the turnpike. There were far fewer side roads so the toll gates were placed to collect the toll for a particular section. For example, there were 15 toll gates between Manchester & Buxton, of which 8 were in Derbyshire & 7 & between Longsight & Hazel Grove. Some were relatively close, like Wellington Bridge & Bramall Lane, others rather further apart.

Charges varied significantly both between types of traffic & over time. On the Manchester – Buxton turnpike a passenger vehicle with 4 wheels & 4 horses was 8d in 1724, but that rose to 2/- by 1821 & a 2 wheeled vehicle drawn by one horse 4p to 6d over the same period. The smaller vehicle would have been the equivalent of a family car. Bearing in mind that the clerk for the Manchester – Buxton turnpike was paid £200 p.a. which was far more than any of the other turnpike clerks, i.e. £4.00/week, & the lengths men who maintained the turnpikes were paid in the

order of £1/week so a length's man would have spent an eighth of his income on tolls, assuming that he could have afforded a horse & trap. Cattle were mainly charged at 10p per score.

It would appear that the weight of the vehicle & the width of the wheel made a significant difference to the wear & tear on the road surface, as it still does, because the toll for a waggon in 1793 with wheels a breadth of less than 6" was 6/-, of 9", 4/-, & if 16" it was 2/-.

This rather belies the real cost of some journeys if more than one turnpike was used. Around Buxton was especially expensive as 6 turnpikes terminated at or near Buxton, but only one passed through, meaning that, as an example, for a 2 wheeled cart & horse travelling from Flash to Castleton, a relatively short journey of about 18 miles, the toll would be 3 shillings & a penny, although that would cover the return journey provided it was on the same day. Clearly the turnpikes were really only viable for commercial traffic & well off travellers.

Few of the turnpikes covered their costs over their lifetime. Mostly there was a 5% interest rate included in the Act that set them up, & some had difficulty paying the interest, never mind paying back the loan to build the turnpike, which was secured on the value of the turnpike itself. Most turnpikes ended up writing off the unpaid interest & outstanding capital & closed between 1872 & 1884.

The book includes a route from Buxton following much of the Buxton – Sheffield Turnpikes & parts of the Buxton – Manchester Turnpike. I think that it would make a nice run out in 2021.

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Driving over a mountain pass a lady motorist narrowly missed a head-on collision when another car came swerving around a tight corner.

As the two cars passed, a large man in a peaked cap stuck his head out of the window and shouted, "Cow!". Angered by his apparent rudeness, the lady wound down her own window and yelled, "Pig!".

She rounded the corner and drove smack bang into a cow.

## What you got in there mate?

From *Barry Lester*

Well with all this time spent indoors, I've rekindled a interest in You Tube. There is a really interesting series on Allen Millyard, Now Allen is a engineering genius, check out his Viper V10 and a measly 8ltr motorcycle and yes, on the road with a single gear 0 to 200+ mph. He also makes multi cylinder bikes, Kawasaki 4's into 6 cylinder's and also a mighty 5ltr made from a 1930's aero engine and called 'The Flying Millard'.

Now, one interesting thing, is his workshop, this is not some state of the art, computer controlled environment. It is a single width double length garage on a 80's housing estate. He has a small lathe and basic hand tools, but the main thing is, no Clutter.



So I decided to analyse my own workshop, which is quite large, a look around, and what do I see, a Full size 1930s Jukebox, (See over), a 1952 fridge, assorted valve radios awaiting repair, 2 motorbikes, Shoes, coats and in the roof, a spare pull out wartime bed, just in case. And why do I keep half full cans of paint from 10 years ago?.

Well, there is room for the Marcos and I can just about open the doors. Most of this stuff, is 'rainy day', or maybe junk, but strangely comforting.



So in this new year, it might be time to access your own place of worship, and it could mean a (if allowed) trip to the tip, now, where's my trailer?

**Happy New Year to everyone, and let's hope it's better than the last xxxx**



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## **Police story**

*The following item from 'Cops & Robbers', book from Ant Anstead.*

Proof that light bars can have a massively detrimental effect on both fuel economy and performance comes from a lovely anecdote involving the West Midlands force. One warm summer night, the coppers were moving a human organ for transplant from Birmingham to Northampton using a 5.3-litre Jaguar XJ12 Se1 with a full light bar on. Over a distance of around 65 miles, the car; flat out with its blue lights on for most of the motorway route, as time was of the essence, used well over 20 gallons of fuel! A fact the crew didn't realise until they spotted that the previously full tank {which held 24 gallons) was empty as they were setting off to come home with the transplant organ safely delivered. That's less than 3mpg ...Even allowing for the Jag V12's famously thirsty character, that's pretty bad!

**WOW!**



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## **Forthcoming Events**

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

H&HCVC are planning to have the usual programme of Runs & Shows. The shows require registration & forms etc will be available. Please keep your eye on the Events page in each magazine & our website as any updates will be shown here & by email. We haven't got email addresses for some members. Please let Chris Parr have your address, or any changes. Email: [chris.parr67@ntlworld.com](mailto:chris.parr67@ntlworld.com)  
As you no doubt expect all these are subject to the rules allowing them to happen so none are certainties, but I've been in touch with the organisers & they are all of a mind – if we can we will!

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

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

**25<sup>th</sup> April - Drive it Day (shorter run).**

**28<sup>th</sup> April - Mid-Week Club evening Run.**

**3<sup>rd</sup> May Gawsworth Oldtimers Show (Club stand).**

**9<sup>th</sup> May VE Day Show Pavilion Gardens Buxton.**

**15<sup>th</sup> May GVEC Manor Park Show (Club stand).**

**26<sup>th</sup> May - Mid-Week Club Evening Run**

**31<sup>st</sup> May - Gawsworth Youngtimers Show - (Club stand).**

**5<sup>th</sup>/6<sup>th</sup> June - Tatton Park - (Club stand).**

**20<sup>th</sup> June - Peaks & Dales Charity Run.**

**21<sup>st</sup> June - Sheffield Hallamshire Motor Club's, Traveller's Rest Show.**

**23<sup>rd</sup> June - Mid-Week Evening Club Run**

**27<sup>th</sup> June - Lymm Festival (Club Stand).**

- 11<sup>th</sup> July - Didsbury Park Show - (Club Stand).  
28<sup>th</sup> July - Mid-Week Evening Club Run.  
8<sup>th</sup> Aug - Stockport Market Place Show.  
15<sup>th</sup> Aug - Chesterfield Motor Festival.  
21<sup>st</sup>/22<sup>nd</sup> Aug - Tatton Park (Stand to be decided).  
25<sup>th</sup> Aug - Mid-Week Club Evening Run.  
29<sup>th</sup> Aug - Poynton Show.  
5<sup>th</sup> Sept - Annual Club Show at Brookside Garden Centre.  
22<sup>nd</sup> Sept - Mid-Week Club Evening Run.  
17<sup>th</sup> Oct - GVEC SSAFA Show, Manor Park, Glossop.  
27<sup>th</sup> Oct - Mid-Week Club Run.

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