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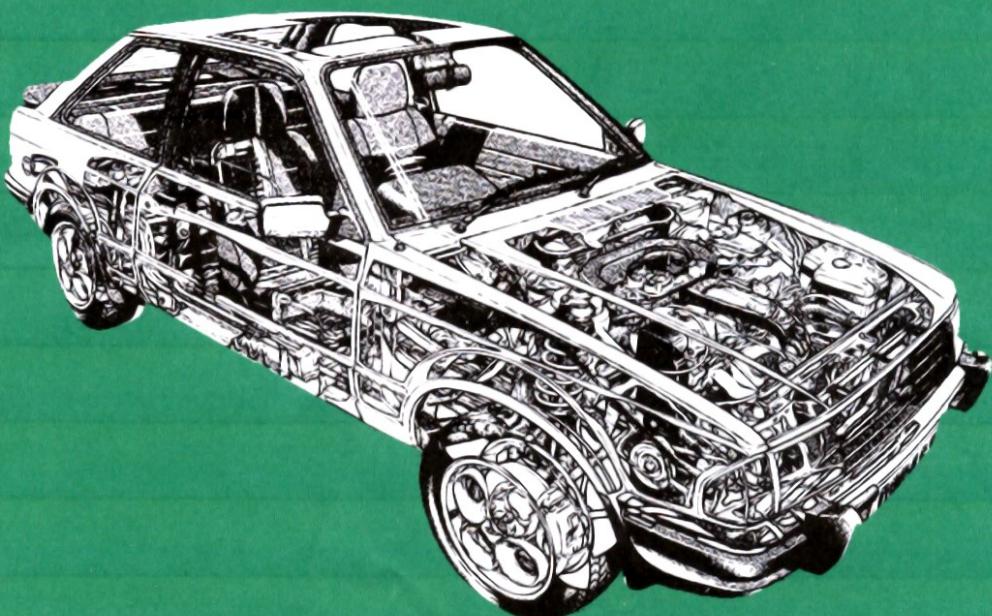
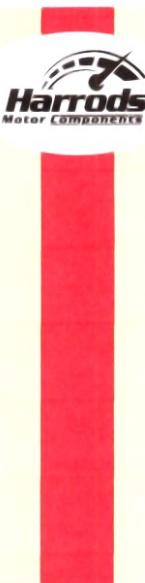
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Upcoming Events...

June

Weds 15th June - Club Night - Noggin & Natter (Pre Peaks & Dales charity run).
Sun 19th June - Peaks & Dales Charity Run.
Weds 22nd June - Evening Run.

July

Weds 20th July - Club Night & BBQ.
Sun 24th July - Woodford Avro Heritage Museum (SK7 1AG) - Classic Car Day – Car/Driver & museum pass £2.
Wed 27th July - Evening Run.

August

Sun 24th July - Woodford Avro Heritage Museum (SK7 1AG) - Classic Car Day – Car/Driver & museum pass £2.

Weds 17th August - Club Night - Choncords Barbers Shop Singers.
Weds 24th August - Evening Run.
Sat 27th August - Poynton Show (Club stand, contact Steve Divall to attend).

September

Sun 4th September - Club Show at Brookside Garden Centre.
Weds 21st September - Club Night.
Wed 28th September - Evening Run.

October

Wed 19th October - Club Night.

November

Weds 16th November - Club Night.

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Introduction to the magazine editors...

Editor

Keith Yates



Firstly, I'd like to say hello to you all as the new H&HCVC magazine editor. Next, a very big thank-you to Chris Parr, our retiring

editor, for all of his hard work and dedication over many years of editing our magazine for us, the members. I'm sure that his in-depth knowledge of the Club and editorial experience will be there for David and me to mine from time to time. Chris, I hope you enjoy our first efforts.

In the March edition of the magazine ('Calling All Cars, Bikes & Commercials') I asked for details of members vehicles so that their stories could be published and shared with other members. I'm very pleased that Peter Walvin has taken me up on this and his piece about his fabulous Jaguar E Type Series 3 Coupe can be found in this edition. Peter has indulged his passion for this car and it really shows. It still seems odd that the E Type was 60yrs old in 2021 (see the June 2021 edition) and that the Series 3 was 50yrs old during the same year.

The intention is to continue with the magazine on a monthly basis. However, the big question here is what do you, the readers and the members of the Club, want in the form of content and where is that content going to come from? David and I

Front Cover

Peter Walvin's immaculate Jaguar E type series 3 Coupe. Read more about Peter's car in his piece in this issue.

would like to invite all members to send us their suggestions or ideas about magazine content, formatting and readability. Also, if you have an article or the bones of an article for publication then please feel free to contact me and/or David so that we can discuss and take things forward. All of us have interesting cars, bikes or commercials so how about sharing their stories via these pages? Here's hoping that the June sun shines and that you all enjoy lots of trouble free 'classic' motoring.

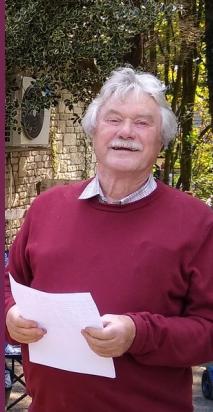
Deputy Editor

David Bresnahan



I have been a member of the club for a couple of years, after my father-in-law (Keith) suggested I should join. I was a member of the Stockport Advanced Motorists for 8 years, as an observer for most of that time. Beyond my problem with cars, my other hobbies include 3D modelling and 2D vector graphic design, fitness, and an unhealthy addiction to Star Trek. I am an aerospace engineer, and work in Bristol. I own two cars, both of which I have discussed in the magazine already. They are a Vauxhall Astra 200 Tourer, which is used as a daily driver; and an MG ZS 180, which is my pride and joy.

CHAIRMAN'S CHAT



HALL OF FAME AWARD RECIPIENTS

2012 - Chris Parr
2014 - Bob Plant
2015 - Ray Etchells
2016 - Fred Dean
2020 - David Bowden
2022 - Jane Harrop

Unfortunately, our entry for the BBC production of 'Strictly Come Dancing' has been withdrawn owing to the incapacity of Chris Parr who has fallen and broken his ankle. I am not sure who his professional partner was to be as I heard, at the last count, he was looking for volunteers from our membership. As I write this, he is in Stepping Hill Hospital undergoing a series of operations to enable his ankle to get back into operational mode whilst he enjoys their hospitality and excellent food, which from my experience no matter what you order always tastes the same! But fear ye not, this edition of the magazine has been brought forward from the intended July issue thanks to the flexibility of our new Editor, Keith Yates. Keith and David Bresnahan (Deputy Editor) have taken up the mantle and we all thank them for this.

Before leaving the CP topic, we have all to thank him for a little over 30 years-service as editor of our magazine. Chris will remain on board as our secretary and will continue to make sure we all do what we are

supposed to do. I recall from years gone past, Chris used to actually print and collate the magazine before Kevin, our printer, came on board. I remember going to Chris's house a day or two before the mag was due to be posted and his dining room being a sea of paper. Somehow, he always managed to get it posted, most likely I think, with help from Margaret.

The Peaks and Dales event for June 19th remains in strong hands with a route in the hands of Richard Burnham. This will be printed by Jane Harrop and put into envelopes in the usual manner for distribution at the Scout Hut at Marple memorial park. Just to put matters into perspective, the routes will definitely conclude at Buxton despite any rumours to the contrary. Specific entry and arrival details will be included in your route pack which you are asked to note and comply with. As always, bacon barm-cakes will be available at the start in the Scout Hut with the option of complimentary tea, coffee and biscuits. Vehicles will be flagged off by our charity for this year, the Peak

Valley rescue service who did such sterling work during the time of the dam failure at Whaley Bridge. They will also be with us at the conclusion and cup presentation at Buxton which will also be attended by the local Mayor with a bit of luck and a fair wind. (I am putting out feelers at this time).

Just to confirm matters for Poynton show which will be held on August Bank Holiday, Saturday 27th. Just let me have your name either by e-mail, at a club night or by telephone. If leaving a message please speak clearly when leaving you name.

For the May club night, we were treated to a presentation by Christine and her faithful companion Jessie from hearing dogs for the deaf. I am sure you will all join me in thanking her for, despite her hearing problem, an excellent talk and we have submitted a donation to them. Interestingly, they get no financial help whatsoever from any source including Government agencies and that one in six people have some sort of hearing difficulties in the UK.

I remind members about the laws regarding privacy and that your name, address, telephone number and vehicle details are held on computer specifically for contact details and will not be given out to anyone for any reason whatsoever. I ask that you make sure your telephone details are correct in case of emergen-

cy contact and that the number given is personal, not a place of work for instance where contact at a weekend or out of normal hours is limited. And so, to our next evening gathering on the 15th of June which is scheduled as a pre-Peaks & Dales 'noggin & natter' night. You are asked to bring your classic if possible and remember to put your registration number into the panel on the end of the bar or you will get nicked.

That's all for this month and again we all wish Chris Parr a speedy recovery.

Steve Divall.



Peter Walvin

Having decided the time was right to go "classic" and after discounting a Ford Consul (I learned to drive in one) or a Peugeot 205 1.9 GTi (I owned one previously) a friend suggested that I should weigh in heavy and buy something that would be worthwhile maybe a Jaguar E-Type???

So, after viewing and being driven in my neighbours Series 2 on 01/01/2019 and after a few hours on the internet, on the 20/01/2019 I ended up buying a Series 3, V12 5.3 litre in British Racing Green oh dear!!!

After transporting the Jaguar back to Manchester I spent the next 5 months "getting it right". Rob, my

trusted mechanic, did however, have a job list considerably longer than mine!

After a new water system overhaul, new Fossway disc brakes, carbon fibre torsion and anti-roll bars, leaking differential sorted and new rear brake pads that was the first stab at getting the mechanicals spot-on. Internally came a new leather interior, hatch door card, door seals and trims. Next, a Bluetooth 'period' radio and a recalibrated speedo from kph to mph (the Jaguar's first 21 years had been spent in South Africa). Mechanicals stab 2 resulted in new adjustable shock absorbers all round, stainless steel manifolds and exhaust, new SU carburettors (the Strombergs were too troublesome)

plus lots of other sundry bits added by the end of 2021.

Now the jobs I did - fitted a new screen washer bottle, rubber splash guards to the front wheels, fitted 50% of the passenger grab handle (the easy half) and lots and lots of polishing.

Entering my fourth year as custodian of the Jaguar and looking forward to some dry weather motoring.

The cost – yes; I can't swing a spanner and when I do something usually goes wrong. However, the pleasure my brother and I get from driving and the smile that stays with you makes it a privilege to own such a car.

Stand out journeys. The first was our trip to Elvington for a track day driving five modern supercars. The view was that the best drive that day was

driving the E-Type. The second memorable journey was last year's trip to celebrate 60 years of the E-Type at an event at Shelsey Walsh – together with about 400 E-Types in the reserved car park.

This year's "tweaks" have included a full bottom end rebuild to stop a couple of oil leaks, a new battery and a new fuel tank (it would appear that in the past someone may have used the petrol drain off point as a jacking point!).

Head turning- for sure. Enjoyment, 100% despite the costs. Smiles per gallon – more than the actual miles. Cheers BPA 242K – looking forward to having a party to celebrate 51 years in November of this year.

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MG CATCH UP

Graham Scattergood

Hi Gang,

A couple of things to mention. As many of you will know, our venerable Chris Parr has managed to break his ankle. Due in no small part to his ongoing medical issues, the fix turned out to be much more complicated and after various methods involving an orbital cage, which was a failure, another operation to remove the same and fit internal plates is proving to be more successful. It is obviously going to be a long road to recovery but I am sure I speak for us all in wishing Chris all the best and as speedy a recovery as possible.

The last meeting involved a visit in respect of hearing dogs for the deaf and was extremely interesting and informative. Again, a few more in attendance would have been nice.

I am looking forward to the Peaks and Dales run and thanks to Mike Coffey for finally getting the Spring Gardens and the Council on side after a last minute serious hitch. Also thanks to Jane and Margaret for their

efforts with the production of the rally boards and ancillaries. I am sure anyone who can help on the day or in the setting up of tables and chairs at the scout hut on the Saturday would be greatly appreciated. All we need now is for the weather to cooperate!!

A bone of contention for many is that the new MG's, some say, sully the heritage of MG as they are manufactured in China! Whilst I cannot envisage owning one of the new breed myself it has put MG back somewhat into the limelight with the younger generation. I therefore think that anything that keeps the marque alive can only be beneficial in the long run.

Lets hope the sun comes out and we can all get out and about in our pride and joys. I hope to see as many of you as possible at the next meeting.

Keep safe and keep it on the black stuff!



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**PRACTICAL
CLASSICS
2022**





TOBJAT

David Bresnahan

Practical classics came back this year with a vast selection of cars young and old. To the left is a lovely Ferarri Dino, which in my narrow mind is one of the best looking Ferraris ever made. Featured as part of the *Paddock Life* collection, its stablemate was an equally stunning Lotus Esprit Turbo.

As you can imagine, at these events it can be difficult to get any decent pictures of many of the cars, but I shall try my best to give some of the highlights that were around for viewing, with a small amount of information for each.

There was something for everyone here, just not something I could af-

ford to buy. However, there were plenty of machines for sale, a sizable autojumble, and an entire auction section dedicated to cars of all ages. Above is a beautiful Simca 1000 Coupe, designed by Bertone.



There was a strong showing from Blue Oval fans, with a fantastic range of Ford cars from the ages, and here are just a few. To the right is an Escort 1600i, with a highly cherished original Ford Focus RS in the background.



To the upper and lower left are three cars that have all been through the Tickford workshops. The two Capris are the more well-known Tickford works. However, the Ford Puma shown here is part of a fairly rare set of Racing Ford Pumas that were all produced by Tickford. There were 500 of these produced in total.

Some great British cars to the right, including a spotless MG Midget (including a snip of the stunning wire wheels to the very right of the page), a Triumph TR7, and an MG Metro Turbo.





No particular information on this one, other than what the picture says. There were not too many track cars at the show, but the cleanliness of this Porsche certainly caught my attention. This was part of a display from an exhaust company.

This scant collection cannot convey the diversity of the vast collection of cars on display. Hopefully, you've enjoyed the small collection of photographs I managed to get, regardless of the shuffling. It would of course be a travesty without leaving a couple of Minis!





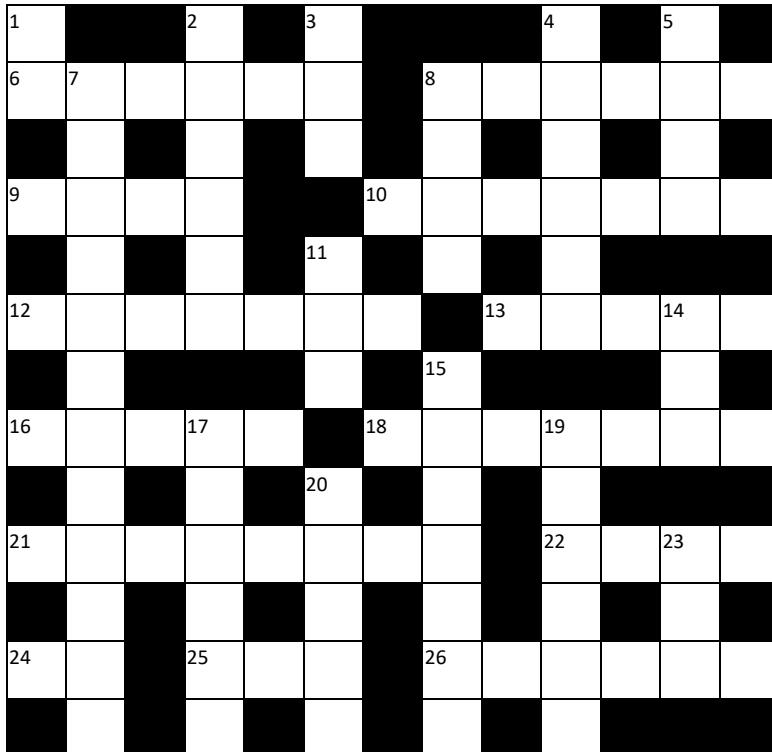
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THE H & H CROSSWORD



Crossword Clues

Across

- 6) Make famous for its 1913 Bullnose.
- 8) See (18) Across.
- 9) These can be found in your carburetors.
- 10) A 1950's Chrysler model or one of the Queen's gaffs.
- 12) These types of cars are usually load luggers.
- 13) A 1940's Lancia for the "common man"
- 16) First part of that which gets the fuel/air mixture to the cylinder.
- 18) See (8) Across – The first James Bond car (7 & 6)
- 21) An American NASCAR racer (5 & 3)

- 22) Pseudo FIATs that came from the East.
- 24) The best car in the world – initially.
- 25) Part of a wheel.
- 26) It lives at the front of the gearbox and behind the engine.

Down

- 1) A Citroen model for the autostrada perhaps?
- 2) A Vauxhall range topping model.
- 3) A German make famous for a very stylish rotary car.
- 4) Dustin Hoffman made this beautiful little Alfa a movie star.
- 5) Il Commandatore's first moniker.
- 7) These were German 6cylinder autobahn cruisers (4 & 8).
- 8) Another Citroen with a rear window like a Ford Anglia (model & number).
- 11) A Mercedes Benz distinction in letters.
- 14) A once famous racing car name, now defunct.
- 15) Engines will use too much fuel if they do this (3 & 4).
- 17) A Ford to accompany you perhaps?
- 19) What you do before you drive off (4 & 2).
- 20) An American Plymouth model or a Mini based kit-car.
- 23) Initially, a 2door, 4seater rag-top coupe.

Solution in next month's magazine

Keith Yates

In the April 2022 edition, Chris introduced us to the idea of having a 'Dream Car' section within the magazine and the potential of a car/picture each month. The first was the very desirable Ford Cortina 1600E – a good choice. It reminded me that, circa 1977/78, I'd once been given the chance to buy one of these cars for, I think, £650. The owner had had the car from new, he was well known to me and I knew that it had been well looked after and cherished. It came with a low mileage, a full history and it was quite fabulous; certainly a step up from and a lot cooler than the 1976 Ford Escort Mk2 1300 Popular Plus that I was running at the time. Anyway and for some unfathomable reason, I turned away from the deal – yet another great car that I let slip through my fingers! Unfortunately there's been several over the years. A BMW 3Series e30 318iS is another one that got away when I shouldn't have let it do.

Perhaps interestingly, I've just noticed that I've compared the 1600E with the Escort Mk2 Popular Plus and said that the former was cooler than the latter. Does that therefore mean that the Cortina 1600E is a 'Dream Car' and, potentially, a 'Cool Classic' too? Well, one thing I can be sure about is that a Ford Escort Mk2 Popular Plus was never 'cool' – a nice enough car at the time but it

never was and never will be cool. So what is a 'cool' car and in the context of classic cars, a 'cool classic' – or cool anything for that matter? I'm not sure that anybody has ever (or ever will) come up with a definitive answer to that question. To put this another way, we all know what an elephant is but could we actually sit down and describe one? For it to be said that someone or something is 'cool' is so difficult to explain. It's certainly not an exact science but, generally speaking, we all understand what it implies and would more than likely agree. For a person to be truly 'cool' then perhaps they would need to be restrained, relaxed, informal, attractive, a creator of trends and to have an obvious trendiness about them whilst not necessarily being fashionable. In my eyes the obvious example of this is the late, great film actor Steve McQueen – in my lifetime, the coolest man on the planet bar none. Can we then begin to define what it means for a car to be cool? This is highly subjective and amongst any group of car fans there will be different opinions on this matter but perhaps it's a car that took pride of place as a poster on bedroom walls or maybe it's become the 'wallpaper' on computers or smartphones. Such cars are ageless and/or were instant classics but there's also that indefinable something that may be down to

the cars with a racing or rallying pedigree and perhaps a limited production run for homologation requirements too. The inherent risk and danger that links these cars to motor-sport could also help promote the cool image. Does a car's name help in the cool stakes? A 1968 Dodge Charger just sounds like a very cool car but a Ford Probe doesn't and never will do – it sounds more akin to something a doctor would push into unmentionable parts of your anatomy!

How about a celebrity connection and can a cool person's persona rub off on the car(s) that they drive? Steve McQueen drove a 1968 Ford Mustang GT Fastback in the film Bullitt and particularly so during what is possibly the most famous car chase in film history. Would the Ford Mustang be the revered car that it is today without McQueen's stardust on it? That Dark Highland Green Mustang was quite understated and

understatement can certainly help give a car the cool factor. Cars that scream big and brash and look at me are not really cool at all. That said, I don't think that the cool status of McQueen could even begin to rub off on the understatement and blandness of, say, an Austin Maxi or a Reliant Kitten!

Anyway, enough of all this speculation. You, the readers, will be aware by now that David and I are taking over as editors of the magazine with effect from this month's edition.

Chris's 'Dream Car' idea is something that we'd like to take forward and pursue in future editions of the magazine. So, drop me an email or have a quick word when you see me at events and we'll put your 'dream car(s)' into the magazine. We'd also like to introduce you all to 'Cool Classics' as a future feature. Again, get in contact and let us know what you consider to be 'cool classics' and we'll feature them.

DREAM CAR #2

MG SV



1957

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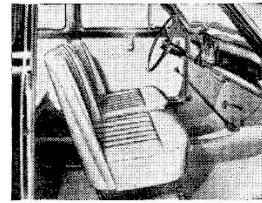
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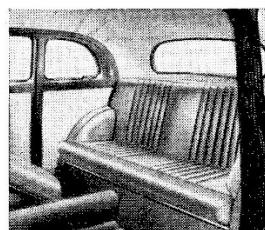


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INSTANT CLASSICS: ALFA ROMEO 4C

Do you have one of those cars that you believe that will always run away from you faster than you get there? Other than the MG SV on the previous page, which is my own dream car; the Alfa Romeo 4C is a car that I suspect will always appreciate faster than I can get towards it. What a stunning piece of artwork.



A short by David Bresnahan

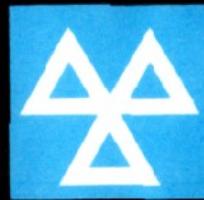
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Disclaimer

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

NEXT MONTH'S ISSUE

More monthly dream cars and a cool classic!

THE BEST VIEW

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