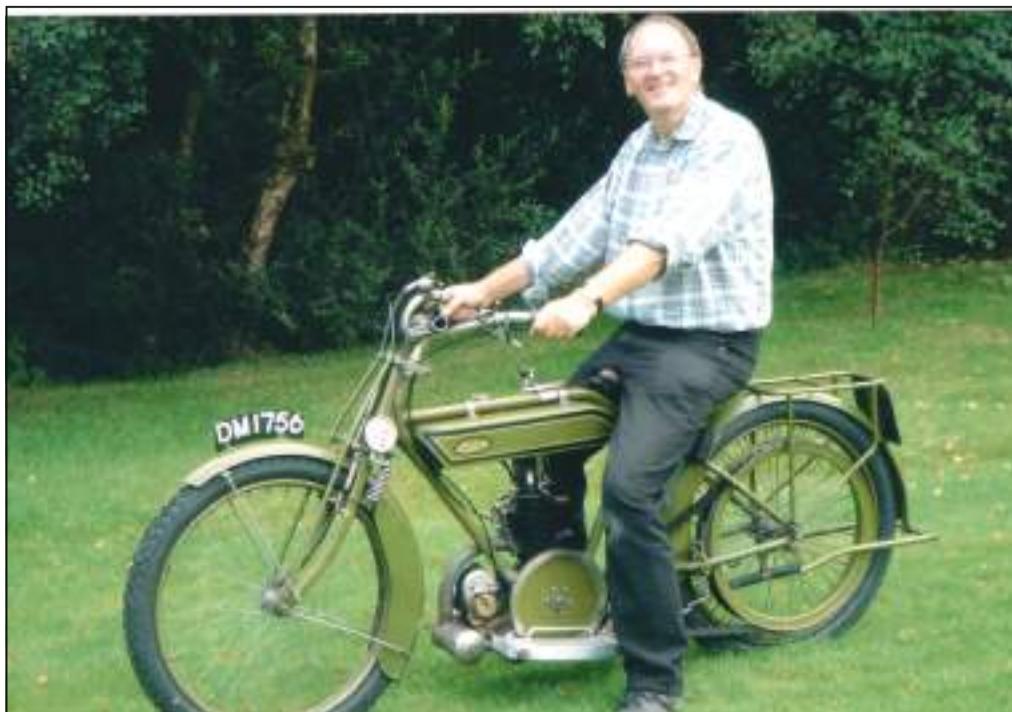


# H&H CVC



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

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



## **Club Mag. March 2021**

### **Chairman's Chat**

Sadly, club member Tom Einstein has passed away and you will find a CP obituary for him. Tom always came on the Peaks and Dales run in his Morris Minor 1000, and we always had a natter. I raise a glass to the memory of a gentleman.

Those members who have looked at our webpage will have seen that, unfortunately, a decision has been made to cancel the Peaks and Dales charity run for this year. This is due to a number of reasons some of which are as follows. In the first instance at the time of making the decision we were uncertain if we would be allowed for the event to take place due to restrictions on crowd gatherings, catering difficulties and not least the enthusiasm of the Derbyshire Police force in nabbing drivers for unnecessary journeys. As it turns out, in the statement made by Boris in the last week of February, if all goes to plan, the embargo on events like ours will conclude a few days after our planned run date. We wait and see.

We hope that we will be able to re-commence club evenings in July with maybe a Natter and

Noggin night. This would be followed in August with my infamous quiz night. See my message on the Forthcoming events page.

The club accounts prepared by David Rainsbury with the assistance of Graham Knowles have been signed off by me and sent to Companies House. I am pleased to say that the end of year balance for 2020 remains much the same as for 2019.

On the subject of finance, I am pleased to say, with fingers crossed, that the barrage of complicated questions asked by NatWest bank have been resolved, and we have a letter to that effect even with a sort of apology, for the amount of difficult and awkward questions asked by them. The problem has arisen because we are a limited company giving financial protection to members of one pound each in the event of financial ruin. Why they do not understand that we are a group of like-minded individuals with an interest in old vehicles and supporter of charities, and not a company like Marks and Spencer, is beyond me. Thanks to David and Graham for their efforts and patience in sorting this, and the accounts out.

The front picture of this issue shows Kevin Dranfield with his very rare Ixion motorcycle and later in this issue is an article from Kevin about his machine. Members will be aware that Kevin is not a club member but is heavily involved with arrangements etc for the Stockport show, also getting the attendance of the motorcycles.

Prompted by the current television police story from Inspector Lynley in which he drives around in a Bristol 410 car which in fact I mistakenly thought was an Alvis TD21 I have been looking into the history of Bristol Cars. In the first series he was seen to drive around in a blue series three Jensen Interceptor, why the change to the Bristol I do not know. The Bristol Aviation Company was formed in 1910 as the British and Colonial Aircraft Company and made several well-known aircraft for use in both World Wars and latterly the Blenheim, Britannia to name but a few. Much of the preliminary work on the Concorde as carried out by them in 1956. On a personal note, my late cousin was a Instrumentation engineer who worked for Dawe Instruments, and he designed the instrumentation layout for the Concorde.

After WW2 the car division of Bristol Aeroplane Company was formed becoming Bristol Cars Ltd. Their history is very complicated with input from Frazer Nash and BMW. Initially Bristol cars went into racing, not very successfully. and were well marked for the tragic accident in the 1955 24-hour endurance race at Le Mans.

The Company went into administration initially in 2011 and a new company was formed selling the assets to a company named Kamkorp who were a privately owned company involved in the transportation field but they too are no longer. Since that time the Company efforts went into restoring and selling all then models of the range whilst a new model, the Bullet, was first revealed to the public in July 2016. This however was not to be and the company finally collapsed in February of last year. In an underground car park in Bristol, at the time of the last

administration, a huge amount of ghostly dust covered prototypes and parts were found and some of the development vehicles were sold off to members of the Bristol Car Owners club whilst the rest went to auction. There is some film available on the Internet of the remaining Bristol Car prototypes etc.. *Note, - Inspector Linley Vehicle change, seen recently driving a Jensen Interceptor.*

And so, as I have been given to saying, that concludes my ramblings for this month and hopefully we will be able to have meetings again soon. There is a plan afoot for an evening run towards the end of June, if allowed, so keep an eye up for that.

Steve Diwall,

### **Thom Einstein**

Tom Joined the club in 2004,.accompanied by his friend George Carter, who died some years ago now. He always enjoyed taking part in the Peaks & Dales Charity Run with his partner Elaine Newman, in Tom's 1966 Morris Minor. He will be sadly missed.



## **New Member—Elaine Newman**

In the same vein, Tom's partner, Elaine, again, running the Morris, and has joined the club. So she will continue with Tom's membership number, and hopes to take part in the P&D in 2022 with her son Laurence, navigating.



*Tom & new member Elaine, Tom's 85th Birthday.*

'You were doing 45 miles an hour,' the policeman told the motorist he had pulled up.

The lady sitting in the passenger seat cackled gleefully, 'Book him, officer. It just serves him right. I've been telling him for years that he's a reckless, dangerous, inconsiderate driver.'

'Your wife?' queried the policeman. When the driver nodded glumly, he snapped his notebook shut and added, 'Drive on, brother. Drive on!'

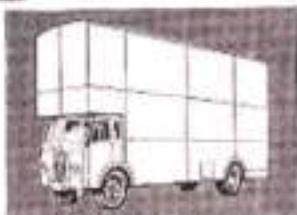


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## Editorial

### **March Magazine 2021 Cover Photo.**

1920 Ixion Motorcycle with owner, Kevin Dranfield. Kevin talks about it below.

#### **Ixion Model B** Motorcycle.

Made in 1920 in Birmingham

Villiers 269cc two stroke engine with chain primary drive

Albion 2-speed gearbox with neutral and belt drive to rear wheel

Ignition by EIC magneto

Sprung Druid type front forks

Rear brake by vee block in the belt rim

Front brake a Bowden caliper on the wheel rim

Price in 1916 £35 10-00

Welcome to the world of early motorcycling where anticipation is the name of the game! Not far removed from a sturdy bicycle but it gave many a taste of the freedom of the open road which if you had been in the trenches was freedom indeed.

It wasn't cheap when you consider £5 a week was a good wage in those times but for your money you got the reliability of a Villiers engine and a chance to commute to work.

Fitness was another requirement to ownership and use - there was no kickstarter so I'm afraid it was 'push and go' when commencing the journey and each time the rider stopped, that is if he got it into neutral, a session of paddling with both feet was needed to get a speed that first gear could manage to 'pull'.

Mental agility helped as well. On the handlebar are levers for throttle, choke, decompressor, advance/retard with mounted on top of the petrol tank a tram like handle which yielded high and low speeds in the gearbox along with a difficult to find neutral between. The humble decompressor lever opened a small valve on the cylinder head, unknown on modern vehicles, which gave the rider a chance of push starting and slowing down if used with thought.

Such was the rate of progress in the 1920's that here was a bike in 1920 similar to ones at the dawn of motocyling history and by 1930 some machines had OHV, suspension front and rear, foot operated four speed gearboxes and attractive sculpted saddle tanks. In the Isle of Man, at the TT, speeds also improved from FL of 55 mph in 1920 to a creditable 76 mph in 1930.

**Yes, the years between the World Wars were probably the golden age of motorcycling.**

You've no rear-light showing,' said the policeman to a motorist late one night.

'I shall have to ask you for your driving licence, please.'

The motorist got out to investigate, and let out a wail of dismay. 'Oh, no!' he cried. 'It can't be! It's impossible!

This is going to cost me a fortune! The wife'll go mad!'

'Come now,' said the policeman. 'It's not as serious as all that.'

The motorist explained, 'It's not the rear light that's worrying me.

Where's my caravan gone?'

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## **ETHANOL - What you need to know.**

The Department for Transport is increasing the amount of ethanol in petrol for environmental reasons - and reckons it can cut carbon dioxide emissions by 750,000 tonnes a year.

Ethanol has been linked to degradation of components, including fuel lines, in older vehicles not designed to run with E10 fuels, & therefore fires.

The government will be running a campaign in the summer months to make drivers aware that run-up to the changes in September, has got an E10 compatibility checker ([gov.uk/check-vehicle-e10-petrol](http://gov.uk/check-vehicle-e10-petrol)).

It's easy to check what ethanol content the fuel has - Look at the labelling on the pump itself, which will be clearly labelled with either E5 or E10.

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## MG SECTION REPORT

Paul Clappison

As I write this article we finally have some provisional dates when we maybe able to enjoy using our cars again, more importantly catching up with our friends in the car community. At the moment it's a bit like the tale of two MGs for myself with the GT confined to the garage since early November, whilst I have been using the TF for essential journeys most weeks. This past weekend I had to go to Buxton to collect an item and I took the opportunity to drive past the Crescent hotel which took 17 years and £70 million to restore, I couldn't resist a quick photo opportunity with the TF and I can't wait to do the same with the GT once we are allowed. I always try to keep an eye on what MGs are for sale and recently I watched with interest as a low mileage MGB GT LE went for the hammer price of £14,900 at Mathewson's in Yorkshire. Having looked closely at the images of this car it was far from perfect, good news as values seem to have risen dramatically during this whole pandemic period and it has made me wonder what my own car would now be worth?



Normally at this time of year I am preparing my car for the Restoration show at the NEC in Birmingham and I have recently been looking back at photos of my car from previous years. It is exactly three years since my car won pride of ownership at this show, hard to believe it's so long ago and it proved to be the springboard to some of the incredible things I have been able to achieve with the car since then. Hopefully the classic motor show is able to take place later this year, we are all hoping that the vaccination programme that seems to be going smoothly so far leads us out of the dark and allows us to be able to mix again in relative safety.

Until next time, **STAY SAFE.**

## J. G. Parry Thomas

### ‘BABS’



John Gordon Parry Thomas was a Welsh engineer and Motor Racing driver who at one time held the land speed record. He was the first driver to be killed in pursuit of the land speed record. He was chief engineer at Leyland Motors, a company whose main products were commercial vehicles. He filed for, and received a number of patents, in the fields of electrical and automotive engineering. After the First World War he and his assistant Reid Railton designed the Leyland Eight luxury motor car, which was intended to compete with Rolls-Royce. His experience of driving this car round Brooklands in 1920 persuaded him to give up his career with Leyland to become a full-time motor-racing driver and engineer.

**Brooklands.** From 1923 he lived in the "flying village" there, in a bungalow converted from a First World War hut named The Hermitage. It was an ascetic life, shared only with two Alsatian dogs and his cars, in stark contrast to the hedonism of the Bentley Boys. Parry-Thomas achieved some success on the circuit, winning 38 races in five seasons and setting numerous records.

*Babs* began as 'Chitty 4', one of Count Louis Zborowski's series of aero-engined cars named 'Chitty Bang Bang'. As it was built at Zborowski's estate of Higham Park near Canterbury, it was also known as the *Higham Special*. Using a 450 hp (340 kW) V12 Liberty aero engine of 27 litres capacity, with a gearbox and chain-drive from a pre-war Blitzen Benz, it was the largest capacity racing car ever to run at Brooklands. Still not fully developed by the time of Zborowski's death in 1924, it was purchased from his estate by J.G. Parry-Thomas for the sum of £125.

Parry-Thomas, Tommy, to his friends, rechristened the car ***Babs*** and rebuilt it with four

Zenith carburetors and his own design of pistons. In April 1926, Parry-Thomas used the car to break the land speed record at 171.02 mph (273.6 km/h).

*Babs* used exposed chains (covered by a fairing) to take power to the drive wheels. It has been rumoured that the high engine cover required Parry-Thomas (Tommy as he was known) to drive with his head tilted to one side. This story is not true; photographs show that the driver could see straight ahead.



On a Speed record attempt at Pendine Sands, (6 miles long), South Wales on 3 March 1927, the car went out of control at speeds in excess of 100 mph. The car rolled over and Thomas was partially decapitated. At the time it was thought that a drive chain had snapped. - Later investigation of the recovered wreckage suggested that a failure of the rear right-hand wheel may have caused the accident. Following the inquest into Thomas's death, *Babs's* seats were slashed, the glass in the dials smashed, and the car was buried in the sand dunes at Pendine.



Wreck being buried on the beach of Pendine

## Resurrection

In 1967 a vehicle restorer, Owen Wyn Owen, decided to excavate and restore *Babs*. The site of the burial was identified from old photographs, but it was found to be within the perimeter of the present-day rocket establishment. The military authorities granted permission for the excavation on condition that Parry-Thomas's next of kin did not object. It took Wyn Owen two years to locate a living relative, a nephew living in [Walsall](#), and finally the wreck was recovered. This recovery was controversial at the time, less so after the successful restoration. The prevailing opinion was that the wreck would be unsalvageable for anything more than a pitiful museum display. Few expected that the wreck would ever resemble a car again, let alone be restored to running order.

The car was in very poor condition. Much of the bodywork had corroded, so a new body had to be constructed, melding in where possible any existing original material. The mechanical running gear, however, was in good condition. Even where components could not be used, they were sufficiently preserved to act as a pattern. The engine was salvageable, but many new replacement parts had to be made from original designs.

### Restoration

Some 42 years later in 1969, it was controversially recovered, and over the next 15 years was restored by Owen Wyn Owen, at the time a member of Bangor University. For part of every summer, *Babs* is on display at the Pendine Museum of Speed, Carmarthenshire. Following Owen Owen's death, in the 80's, the car has since been driven by his son, for demonstration purpose.

The car was first successfully tested on The Helyg straight in the early 1970s. The test consisted of being towed by the local garage owner's Land Rover (Dafydd Hughes and his mechanic Allan Hughes), to 60 miles per hour (97 km/h) and then *Babs* was bump started. The gearing was so high that being towed was the only way to get *Babs* moving under its own power. The car was later successfully demonstrated in front of the world press and television on an airfield near RAF Valley, Anglesea.

The restoration work took place in Owen's garage in Capel Gurig, and *Babs* is now displayed in the Pendine Museum of Speed during the summer months. The car was run at the Brooklands Centenary in 2007. In 1999, Owen was awarded the Tom Pryce Trophy, engraved with the words *Atgyfodwr Babs* (English: Resurrector of *Babs*). Owen died in 2012, the car is driven occasionally by his son Geraint.





*Testing 2005*

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## A Shanty

So it seems the age-old sea shanty has captured the 21st-century zeitgeist. Not wanting to miss an opportunity and, to show I'm still down with the kids, here's my car-related effort that you can sing to the tune of the ubiquitous Wellerman.

Why not get your vocal chords warmed up and have a go?

### **Verse 1**

There was a man who bought a car.  
A classic admir'd from way afore.  
With song in heart and a wish fulfilled  
He'll go to a classic car show (Huh!)

### **Chorus**

Soon though the rust will come  
The engine's shot, and the body's done.  
One day his classic'll start  
To take away his dough.

### **Verse 2**

On a Sunday morn, he's oft observed.  
With a bucket and sponge he sets to work.  
To clean off all the grime and grease  
He's off to a classic car show (Hey!)

### **Chorus**

Soon though the rust will come  
The engine's shot, and the body's done.  
One day his classic'll start  
To spend all of his dough.

### **Verse 3**

In a Cheshire field, he sits with pride.  
And lets admirers look inside.  
He eats some chips and spends some cash.  
He loves a classic car show (Hah!)

### **Chorus**

Soon though the rust will come  
The engine's shot, and the body's done.  
One day his classic'll start  
To use up all his dough.

### **Verse 4**

Then one day he turns the key.  
And bugger all happens, he's all at sea.  
His car's a lie-a-billy-o'-tea.  
He'll miss the classic car show (Doh!)

### **Chorus**

Soon though the rust will come  
The engine's shot, and the body's done.  
One day his classic'll start  
To decimate his dough.

### **Verse 5**

When the rust appears, it seems a joke.  
Until he starts to prod and poke  
Now he's got a hole so deep.  
He sees Australia's shores (Drat!).

### **Chorus**

Soon though the rust will come  
The engine's shot, and the body's done.  
One day his classic'll start  
To empty out his dough.

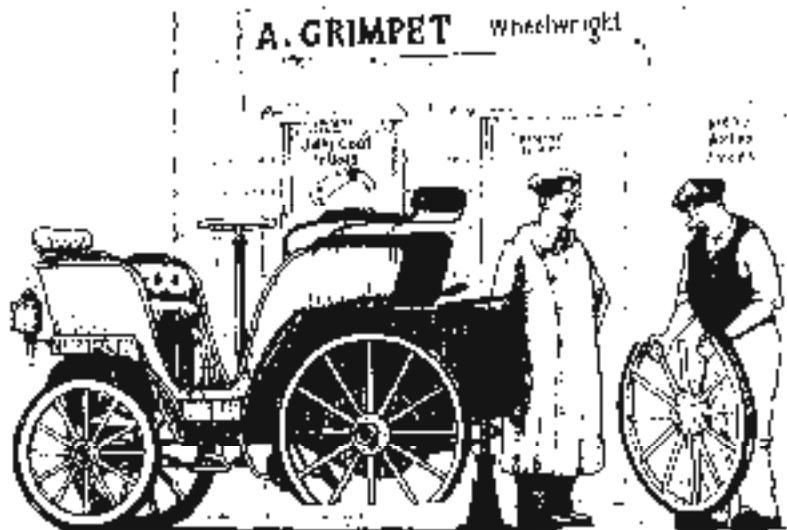
### **Verse 6**

Should this be a tale of woe  
Is a classic car the way to go?  
But with eyes full wide and a stack of cash  
You'll get to the classic car show (yay!)

### **Chorus x 2**

Soon though the rust will come  
The engine's shot, and the body's done.  
One day his classic'll start

*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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## **A Run on local Turnpikes**

*Chris Howarth*

A circular tour is suggested in the book, & with a it of addition would make a nice run from a starting place we know. As HHCVC will not be doing a Drive it Day run this year, if you are able to go out this is an option.

The route starts at the Ashwood Dale end of Spring Gardens in Buxton. From Stockport you could come up Long Hill, part of the old Manchester – Derby Turnpike. There is a Wetherspoons in Ashwood park, although parking is not easy so if you wanted to have breakfast there it would be easiest to park in the public car park at the end of Spring Gardens.

Take the A6 up the hill towards Manchester. This was the Buxton & Sheffield Turnpike. After about half a mile on the right there is a row of cottages at an angle to the current road. This was on the line of the old turnpike & the position of the Stone Bench Toll Bar. At the top of the hill turn right onto Waterswallows Road by Selecta Tyres. The line of the Buxton & Sheffield Turnpike crosses the Common near the junction as a track but we carry on & after the speed limit change rejoin the original route. At the junction bear right past Lomas Distribution & carry on down the hill past Tunstead Quarry & up the opposite side of the valley. The views of the quarries give an idea of the amount of industry that is there.

As the hill levels off you are into the countryside & soon you pass a milestone near Hargate Hall going towards Wormhill. There is a small junction & carry straight on Summer Cross rather than following the road to Wormhill. This is a fairly twisty narrow road that drops down the side of the valley past the later station. In a modern car this road is not a great problem, but it must have been quite “interesting” in a coach on a winter’s night. At the bottom of the hill in Tideswell turn left & left onto the B6049 past the Cathedral of the Peak. After about half a mile cross the junction at the Anchor Inn. Ignoring a couple of roads to the right carry on towards the double bend & but take the right turn just before it, joining the original route again towards Great Hucklow, joining the original route of the turnpike again. This road goes through Bretton on Sir William Hill Road to Grindleford. After the steep, twisty drop to the T junction by the War Memorial turn right for a short distance then left at the B6521 junction. Having crossed the bridge the old toll house is on the left. Imagine what that last couple of miles must have been like without power brakes.

The road now follows much of the original route, although some of the present road follows the 1825 diversion with a right & left to Fox House public house.

The route to get you back again will be in the next magazine.

## MG - Company history. - Continued.



Cecil Kimber - Founder

1925 'Old Number One'

William Morris's Garages in Oxford, was the Oxford agent for Morris cars. Cecil Kimber joined the dealership as its sales manager in 1921 and was promoted to general manager in 1922. Kimber began promoting sales by producing his own special versions of Morris cars.

Debate remains as to when MG car production started, although the first cars, rebodied Morris models that used coachwork from Carbodies of Coventry, were known as "Kimber Specials", bore both Morris and MG badges.

Demand soon caused a move to larger premises in Bainton Road in September 1925, sharing space with the Morris radiator works. Continuing expansion meant another move in 1927 to a separate factory in Edmund Road, Cowley, Oxford, near the main Morris factory, and for the first time, it was possible to include a production line.

Kimber stayed with the company until 1941, when he fell out with Morris over procuring wartime work. Kimber died in 1945 in a railway accident. William Morris owned MG personally, and in a re-arrangement of his various personal holdings, he sold MG in 1935 to Morris Motors (itself the leading member of his Morris Organisation, later called the Nuffield Organisation),

The company really made a name for themselves in the 1930s with a class win with the K3 at the 1933 Mille Miglia road race, being the first non-Italian team to have won.



## A MOVE TO ABINGDON

MG's increasing popularity meant the company soon outgrew its original facilities. MG would eventually move to a town that became synonymous with the marque, Abingdon on Thames. Abingdon would play host to MG production for the next fifty years.

Notable date, 16th May 1956, which marked the 100,000th MG to ever be made.

Models produced.

1924–1927: [MG 14/28](#)

1927–1929: [MG 14/40](#)

1928–1933: [MG 18/80](#)

1929–1932: [MG M-type Midget](#)

1931–1932: [MG C-type Midget](#)

1931–1932: [MG D-type Midget](#)

1931–1932: [MG F-type Magna](#)

1932–1934: [MG J-type Midget](#)

1932–1934: [MG K-type Magnette](#)

1933–1934: [MG L-type Magna](#)

1934–1936: [MG N-type Magnette](#)

1934–1936: [MG P-type Midget](#)

1935–1939: [MG SA saloon, tourer and drop-head coupe](#)

1936–1939: [MG VA saloon, tourer and drop-head coupe](#)

1938–1939: [MG WA saloon, tourer and drop-head coupe](#)

1936–1940 & 1945–1955: [MG T-type Midget](#)

1947–1953: [MG Y type](#) (saloon and) tourer

1953–1956: [MG Magnette ZA](#)

1955–1962: [MGA](#)

1956–1958: [MG Magnette ZB](#)  
1959–1961: [MG Magnette Mk. III](#)  
1961–1968: [MG Magnette Mk. IV](#)  
1961–1979: [MG Midget](#)  
1962–1980: [MGB](#)  
1967–1969: [MGC](#)  
1973–1976: [MGB GT V8](#)  
1992–1995: [MG RV8](#)  
1995–2002: [MG F](#)  
1983–1991: [MG Maestro](#)  
1985–1991: [MG Montego](#)  
2001–2005: [MG ZS](#)  
2001–2005: [MG ZT](#)  
2007–2013: [MG 7](#)

Over the years, MG has had many owners. Following the collapse of MG Rover in 2005, the Chinese automaker Nanjing Automobiler acquired the Longbridge plant, and the MG marque for £53 million. Nanjing Automobile formally established NAC MG UK Limited as a holding company for the plant and marque on 12 April 2006. In March 2007, Nanjing Automobile unveiled the first MG vehicles manufactured in China, the MG TF, MG 3, and MG 7. Assembly of cars restarted at Longbridge in August 2007, with production of the MG TF LE500. In 2007, Nanjing Automobile was acquired by SAIC Motor, and in early 2009 NAC MG UK Limited was renamed *MG Motor UK Limited*.

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**1950's MG Magnette ZA**

**1960's 1100/1300** (Not shown on list.)





MG Midget

MG MGB





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## Speeding Through The Years

From *Barry Lester*

Well, I suspect most members of our club went to school in the 60s and 70s when we got our first taste of speed. Maybe on a push bike or a home made bogey with no brakes. I used to get the catalogues of Viking and Dawes bikes but then that 10 speed bike was always out of financial reach, so a 3 speed Sturmey Archer it was for me. Around 10 or 11 years old I got into model aircraft and built many of these that would fly above 100mph and I've still got a few.



So now we move on to being 14 years old and my mate Roger from the Stockport Model Aircraft Club had a D7 Bantam 175cc which he would take me on the back of to Vernon Park on a Sunday to fly our planes. No helmet, and I had on a rucksack and a plane under each arm. Now it taught me a lesson....nothing is anything unless there is a comparison to be drawn.

I thought the Bantam was fast until he changed it for a 1961 Thunderbird. How could anything accelerate that fast? And still no helmets.

And so to the magic year of 1968. I got my first bike....a Bantam D14 sports and I passed my test after 2 weeks. In those days you could ride anything after that so I (didn't tell Dad) had a test ride on a 1966 orange Bonneville. Opening the throttle and feeling the bars nearly ripped from my hands was an absolutely amazing experience. My Dad was having none of it (which to be honest was unusual for him), but 2 weeks

later he found me, in Accrington, a BSA 441cc Victor with just 500 miles on the clock. Just loved it and very quick up to 80mph. Still got one today. But the goalposts moved, and another mate Max rolls up on a very early Honda 750/4. How could ANYTHING be this quick? I eventually got one, and even today, a pretty rapid bike.

It's the same with cars we used to drive around in, one of which was the 1600E which I thought was fantastic until you get into a 4.2 E type. It's all about comparisons. Now at my age I've done the fast bikes, Honda CBX 6, Yamaha V max thing, and am now building a Triumph/Ariel Bobber which should hit 60mph on a good day. The pictures are me at 16 years old, on 441cc BSA 110mph speed model,



and the Bobber under construction.



Keep well and see you all soon.

*Barry.*

## **Forthcoming Events**

A note from the Chairman:- Most forthcoming events, shows and Club nights are in abeyance for the time being. There is no certainty for anything up until 17<sup>th</sup> May and we then wait on ruling from the Government.

Drive it Day is scheduled for 25<sup>th</sup> April and we await clarification from FBHVC if we can go ahead, and in what form. More information will be given in the April magazine.

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**19<sup>th</sup> April - Bear Town Charity Cruise to be on the new Congleton bypass before it opens. Registration required - £10. Form at <https://www.facebook.com/groups/705918586678666> Starting at the Fairground car park in Congleton. Finishes at The Waggon & Horses on the A34 where toilets/food/drink will be available.**

### **NOTE**

**There is a good chance of a run on ‘Drive it Day’ 25th April.**

**Look out for details in the April Magazine - Mike Coffey.**

Watch this space also for Gawsworth & Tatton

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

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

**25<sup>th</sup>/27<sup>th</sup> June - Holmfirth, Huddersfield., Yorks. from [www.ymsf.net](http://www.ymsf.net). Hill Climb,**

**11<sup>th</sup> July - Didsbury Park Show - (Club Stand)**

**28<sup>th</sup> July - Mid-Week Evening Club Run**

**8th 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.**

**27<sup>th</sup> Oct - Mid-Week Club Run.**

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**Associate members** - Company Auditor David Rainsbury

**Hall of Fame Award Recipients:-**

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**2014 - Bob Plant**

**2015 - Ray Etchells**

**2016 - Fred Dean**

**2020 - David Bowden**

**Vehicle Valuations for Insurance - Contact Mike Coffey - 01298 27424**

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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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Reg. Office - 2, Kings Drive, Marple, Stockport SK6 6NQ

Reg. N° 4999097

**Printer:** Frank Aspinall & Co. Ltd., Building 4, Unit 5, Tameside Business Park, Denton  
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