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Classic Vehicle Club



PADDY HOPKIRK MBE

1933—2022

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Sunday 4th September 2022

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- Pre-War Cars (Winner & Runner Up)
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- Car 1976 – 1990 (Winner & Runner Up)

- Car 1991 – Date (Winner & Runner Up)
- Commercial Vehicle (Winner & Runner Up)
- Motorbike (Winner & Runner Up)
- Brookside Garden Centre Trophy
- High Lane Garage Trophy
- Annual Shield
- Chairman's Cup

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The Club meets at the Conservative Club, High Lane
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Annual Club Subscription - £20

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Upcoming Events...

SEPTEMBER

Sun 4th September - *Club Show* –
Brookside Garden Centre. Pre-
booking not required, turn up on the
day. Start time 10:00am.

Weds 21st September - *Club Night* –
Table Top Treasure Hunt.

Last Weekend Sept/First Weekend
Oct – *Bugsworth Steam Rally, Bug-*
sworth Canal Basin. Date to be con-
firmed.

OCTOBER

Wed 19th October - *Club Night* – *A*
talk by Mike Kelly about electric cars
and conversions.

NOVEMBER

Weds 16th November - *Club Night* –
Noggin and Natter.

DECEMBER

No confirmed activities/dates at this
time.

JANUARY 2023

Weds 18th January - *Club Night* –
Chairman's Quiz Night.

February 2023

Weds 15th February - *H&HCVC An-*
annual General Meeting.

March 2023

Weds 15th March - *Club Night* –
Rocker Box Racing.

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EDITORIAL

Keith Yates

As I write this we're all sizzling in another 'Summer of 22' heatwave and I've got my fingers crossed that some of it will just happen to reappear for the Club Show on 4th September.

Those of you that eagerly await the rattle of the letterbox or the ping of the email, sounds you might associate with the arrival of your favourite Club Magazine, will have noticed that this September issue is a bit earlier than normal. No, the Editorial Team hasn't lost track of the dates or succumbed to sun induced brain fade, it's all part of a cunning plan. The intention was to get this issue out to everybody before the Club Show, to be able to remind members of this important annual event and to get you, your vehicles, family and friends out and on display at Brookside Garden Centre. It'll be a good day out and, the best bit, it's free. So, if you're reading this prior to Sunday 4th September then the plan has worked. See you all there.

Every month, as David and I pull the magazine together, we have to carefully consider what we're going to place on the front cover. As a starting point, we have to have a good photograph to work with (preferably 'portrait' rather than 'landscape') and

to know what the 'copy-write' status is. Finally, the subject matter has to be an interesting, unusual or just downright good-looking vehicle or a 'special' person. I hope that you all feel that the brief has been filled over the previous three months and that you agree with our choice for this month. Paddy Hopkirk and his skill behind the wheel of a rally/race car was certainly 'special'.

After having such a thoroughly good time at the Club Show, why not attend the Club Night on Wednesday 21st September? Mike Coffey has prepared a 'table top' treasure hunt so, knowing Mike's run routes well, that should be very interesting. I have not been made privy as to what the 'treasure' will be but I think you may be disappointed if you're anticipating chests of gold doubloons guarded by wooden-legged men with parrots on their shoulders. Another interesting upcoming event is the Bugsworth Steam Rally at the historic Bugsworth Canal Basin. At the time of writing a firm date hadn't been decided. Watch out for next month's edition and we'll try to firm this up.

Now, a message for Albert Smith whose lovely Austin Healey Sprite featured on last month's front cover.

Albert, it isn't a GTE (nice car though). The guessing is over. It's a Firenza HP 'Droop Snoot'.

On behalf of the Editorial Team it is hoped that you enjoy reading this

magazine edition and, as ever, fingers etc crossed for some fine September weather, a good day on the 4th and lots of enjoyable, trouble free 'classic' motoring.

Graham Weaver

Sadly, I have to relay to you that long-standing H&HCVC member, Graham Weaver, passed away on Monday 8th August. Many members will have known Graham and will recall his superbly presented, white, 1952 Sunbeam (PLG 609). This was a car that Graham had more or less saved from the scrappers and restored to a very high standard. Several know-alls told Graham that it was a foolish exercise and that it wouldn't end well. How satisfying it must have been to not only complete the project but to also prove the naysayers wrong. Last September, at the Club Show, Graham was presented with the H&HCVC Memorial

Shield for his contributions to the Club over the years.

Graham's funeral will be held at 1:00pm on Monday 5th September at St George's Church, Poynton, SK12 1NH. This will be followed by the committal at 2:15pm at the Cyprus Chapel, Stockport Crematorium for family and for anyone else wishing to attend. Afterwards (from 2:00pm onwards) there will be refreshments at Hazel Grove Golf Club, off Buxton Road, SK7 6LU.

I know that members will join me in offering our collective condolences to Graham's family at this very sad time for them.



Patrick 'Paddy' Hopkirk MBE

1933 - 2022



All images taken from the BMW Press Archive. Front cover BMW ID: P90141933, Above BMW ID: P90141921

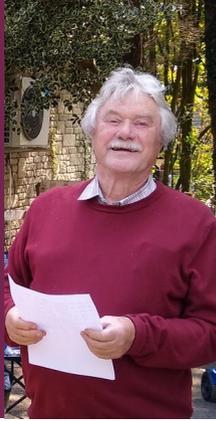
The rally supremo and British sporting hero Paddy Hopkirk sadly passed away on 21st July. He will be remembered by many for his famous win (with co-driver Henry Liddon) in the 1964 Monte Carlo Rally driving the works BMC Mini Cooper (33 EJB). It should be noted however, that Paddy's illustrious motor sport career saw him achieve successes in both rally and circuit racing events and in a wide variety of cars. After retiring from competitive motor sport Paddy turned his attention to building successful business interests – 'Hopkirk' branded Mini performance accessories will have featured on many a Mini owner's Christmas list.

Perhaps akin to a typecast actor, Belfast born Paddy was forever linked with his epic 1964 Monte Carlo win. He never seemed to mind though. He regularly appeared with his equally famous

Mini and good naturedly regaled journalist and fans with the story of his success. And what a success it was too; the whole country went bonkers! Famously and immediately after the win, Paddy Hopkirk, Henry Liddon and 33EJB all appeared on stage, to a standing ovation and in front of a television audience of millions – Sunday Night At The London Palladium was compulsory TV viewing in 1964.

Just to underline that Paddy Hopkirk wasn't just a Mini man, he also won the 1964 Alpine Rally in an Austin 'Big' Healey 3000. Finally, and perhaps surprisingly, Paddy always said that his favourite win was the 1967 Acropolis Rally driving another works Mini Cooper. Why? Because it gave him the greatest satisfaction. What a wonderful man and a well lived life. A true motor sport great.

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

The front cover for this issue shows a picture of the late Paddy Hopkirk who died recently. He was born in Belfast and very successfully, along with other cars, rallied minis in the 1960s; by that I mean proper minis. He most famously won the 1964 Monte Carlo Rally in a Mini Cooper S. A feature, elsewhere in this edition, will tell you more about the motoring legend that he became.

With the present 'epidemic' of Clubs folding or teetering on the edge, so as to speak, I thought it timely to talk about the health of our Club. Membership remains constant at around the 135 mark – with the exception of the unfortunate passing of a few members, our membership has also been boosted by several new members. We continue to try to find new and interesting speakers for our Club nights and with the help of several club members, the Committee, Mike Coffey and others there are organised evening and daytime runs to a variety of interesting places. Since the onslaught of the dreaded COVID about three years ago, there has unfortunately, been a marked drop off in attendance at club evenings

and on runs. I have to say at this point that a lot of effort is put into organising these events by both club members and the Committee, all of whom operate for our benefit on a purely voluntary basis. I look forward to both evenings and runs being supported by you all as has happened in the past, before Covid.

The BBQ night was a point in question. It was not supported as greatly as we have seen in past years. I remember in years gone by; one could not get into the car park at the Conservative Club owing to the huge number of Classic vehicles parked. Hopefully for 2023 these days will return.

Members will be pleased to learn of two new purchases on our behalf. These having been obtained by Mike Coffey, for which I thank him. The first is a new Public Address system which means that I will no longer have to shout at our Club Show and as Mike put it, I will no longer be invited to sing. Not that I ever did and can't anyway. The new system is much lighter than before and has a wire free microphone so I will be able to interview attendees at our car

show and other events. The second purchase has been a long overdue advertising banner which is nice and tough and no longer has a date which needs altering for each event. At this point I'd like to remind members and indeed non-members who own a classic, about our annual show at the Brookside Garden centre on Sunday September 4th which should be as good an event as last year. The winners' cups have been engraved and are ready for me to collect, so with a nice sunny day we should be all set.

I have recently been 'pinched' for exceeding the speed limit in a 30 mph zone at 37 mph in Cheshire. I was given the option of paying a fine and getting three penalty points on my licence or going on a speed awareness course, which I opted for, by way of a 'zoom' meeting. The cost of the 'zoom' meeting surprised me at £85. Much better than getting three penalty points on my licence, at an initial cost of £100 and let alone the ongoing effect on Insurance premiums for up to five years. Interestingly enough there were about 10 of us on the course, all in the same boat, but one of us was a delivery driver and another the owner of a campervan. I learned that with a campervan, if this was bought as a camper vehicle, it is subject to normal car vehicle restrictions but if a van conversion, then it remains the subject of van rules. The object of the meeting was to tell us about the effects of accidents whilst exceeding the speed limits. It was heavily em-

phasised but to be honest, I remain in the dark regarding the speed limits on various types of roads. Of the 10 folks on the course, when we were asked to state the speed limit on various types of road, the only correct answers related to built-up areas and the open motorways, the others remain a mystery. One thing I did note is that on a smart motorway, if the overhead sign changes or gets lit up as you approach it, you have one minute to adjust your speed accordingly. The powers that be have decided that teaching us the error of our ways is better than an un-educational fine and three or more points. I hasten to mention that the speed awareness option is dependent upon the speed you were doing at the time of the offence. Following completion of the course, the individual's details will be retained on a national police database for 3.5yrs. If you are caught speeding again within that period then you will automatically be prosecuted and get three or more points on you licence. I continue with my belief that the motorist gets a poor deal and with poorly maintained speed cameras hidden behind trees and bushes, I can only suggest that you all take greater care with your speed on our roads and when maintaining the correct speed you invest in a spare rear bumper owing to 'tailgaters'. And so, it's goodbye from me, see you at the next club night and at Mikes treasure hunt.

Steve Diwall.



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MG CATCH UP

Graham Scattergood

Hi Gang,

Well, as I write this, sat in the garden, I am sure that I have noticed Cacti growing!!

We are now being told that we will all be washed away shortly with heavy rain and flash floods! Oh what joy our weather is bringing but at least we have all had some good weather to get out and about in our cars. Top down, factor50 applied, re-mortgage applied for so that we can manage to pay for the fuel to go out!!

Don't forget that 'MGB 60' is fast approaching at Gaydon. It looks like it could be some event to celebrate 60 years of the MGB. The entry fee will include entrance to the museum and the Collection Centre, the world's largest collection of historic British cars, including many MGs. A star exhibit for the MGB fan is a cross sectioned MGB GT. There will also be a time line of all MGB models from 1962 to 2022 including competition cars and models of interest.

Other attractions will include Club stands, displays, entertainment and trade stands. There is a picnic area and the museums Junction 12 Caf  serving meals and refreshments. It promises to be something of a good day out and expect it to be extremely busy.

A couple of us are heading for 3 days in Wales, on a preplanned MGB trip, just as we have been told those days are the most likely to see rain! Oh well what will be etc.

I have also heard that a new motor-ing museum is planned for us in the North West, at Blackpool. The owner of a collection of over 100 cars and 200 motorbikes has secured a former industrial unit and hopes to be able to open to the public within 12–18 months time. The collection is mostly restored British classics, some with interesting histories or important heritage. Plans are in place for an American style diner and caf  to be included so maybe we will have a future venue to arrange a club visit.

Well toodle pip for now and keep it on the black stuff!!



25
SEP
2022

MGB 60th Anniversary

START TIME: 10am, Sunday 25 September

END TIME: 4pm, Sunday 25 September

LOCATION: Gaydon, CV35 0BJ

TICKETS: Available now

[+](#) ADD TO CALENDAR

[BOOK NOW](#)

Across

- 1) Cadillac
- 6) Audi
- 8) Popular
- 9) Solo
- 11) CH
- 12) MG
- 13) RS
- 14) Alvis
- 15) See 17 across
- 16) TI
- 17) AC Aceca
- 19) DAF

- 20) Polo
 - 22) RM
 - 24) DB
 - 25) DeSoto
 - 27) Fuego
 - 28) PSI
 - 29) ETA
 - 30) Elan
 - 32) Standard
- Down**
- 2) Amphicar
 - 3) Imperial
 - 4) Lola

- 5) Corolla
- 6) Austin
- 7) Iso Grifo
- 10) LM
- 16) Talbot
- 18) Europas
- 19) Dodge
- 21) Edsel
- 23) SU
- 26) Stag
- 27) FINA
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Vauxhall

Firenza

HP—"DROOPSNOOT"

This is a car that's a bit of an oddity, a paradox too in a number of ways. It was officially known as the Firenza High Performance or HP but was best known as the Firenza Droop-Snoot. In production number terms (believed to be 204 in total) it was a failure but its styling and aerodynamic lines gave rise to several best selling Vauxhall models, and indeed Ford models, in the mid/late 1970's. It was, in its time, a fast or very hot car but, at the same time it is very, very cool. In 1973, Vauxhall revisited their Firenza range and re-badged the majority as Magnum Coupes. Going forward, the sole carrier of the Firenza name was a radically restyled car with a very distinctive, aerodynamic nose cone that had been moulded from glass reinforced plastic (GRP) and featured Cibie headlights behind covers of toughened glass. Interestingly, this nose cone treatment was very similar to the Renault Alpine A310 front end styling and, indeed, shared the same headlight units. Overall, the Firenza's clean, flowing lines gave the car a very low drag coefficient in its day and certainly when set against competitors.

The engine was a development of the 2.3 litre, slant four OHC that produced a very useful 131bhp and 144 lbft of torque. By way of its relationship with the Bill Blydenstein Racing Team (Vauxhall Firenza based racers, known as 'Old Nail' and 'Baby Bertha', that were driven very successfully by the late and great Gerry Marshall) the Droop-Snoot utilized a number of specialist parts that included twin 175 Stromberg carbs, a high-lift camshaft and a free-flow tubular exhaust manifold. All of this gave the Firenza a 0-60 time of just 7.6secs, 0-100 in 23.5secs and a maximum speed of 120mph – exceptional in its class in 1973. The brakes were beefed-up, the suspension was both lowered and uprated and, unusual at the time, a 5-speed ZF gearbox was installed. A feature that really enhances the look and stance of the car is the set of alloy Avon safety wheels – designed to keep the tyre in place should a high speed puncture occur. Finally, every car was painted the same colour, Silver Starfire, and

each had a black interior with the exception of the silver/grey cloth faced seats.

As stated earlier, the styling and aerodynamic positives that the Droop-Snoot brought to the table were incorporated into subsequent Vauxhall models (the Cavalier and Chevette in particular) and a very significant competitor's model too. The early 1970's fuel crisis may have been the root cause of the Droop-Snoot's production number failure but check out the Ford Escort MkII RS2000. This very successful (and desirable) Fast Ford is clearly, in terms of styling and with its GRP nose cone, taking its influences from the Firenza Droop Snoot.

So what about the here and now? The Droop Snoot hasn't really dated. It still has clean and svelte good looks and, as a package, the black window surrounds, silver paint, chrome bumpers and alloy wheels really set the car off very well. So, a car that was underrated, not as successful as it should have been but just so ice cool.



It's exceptionally rare I see any electric cars that I feel even deserve a second look. However, my mind changed when I recently saw the new Audi E-tron GT. Regardless of its questionable powertrain, I suspect that this

car has the potential to be a future design classic, even next to its Taycan sister.

David Bresnahan



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Derek Bell – Memories Of Le Mans (The Film)

As Featured In An Article/
Interview By Mick Walsh In Classic and Sports Car Magazine 2011.

Graham Scattergood

Firstly, an explanation. This article is a link from the previous Bullitt Ford Mustang pieces (see the July & August editions), via Steve McQueen, to the classic 1970 motor-racing film 'Le Mans' that he starred in (released in 1971) and finally to Derek Bell, one of the professional drivers used during production.

As is mostly known, McQueen was a huge film star in his day (it could easily be said that he still is) but he was also fascinated by most things mechanical and if he could drive it or ride it very fast then that was all the better. Basically, he was a film actor that wanted to be a racing driver and he used his wealth and his star status to indulge his many motor-racing passions. One of these passions (which quickly became his obsession) was the film project 'Le Mans'. At the time the film cost a fortune to make and it was only McQueen's clout as it's star that got it completed. It is generally seen as a bit of a box-office flop but, if you enjoy classic motor

racing and particularly sports car racing, it has grown in stature over the years and is now considered by many to be the greatest motor racing film ever – the high speed race scenes (many planned out by Bell), close racing action and photography are all superb.

So then, to Derek Bell. There is little doubt that if you randomly asked people to name a famous British racing driver then they would probably come up with the likes of Moss, Clark, Hill, Stewart, Mansell or Hamilton. All are famous, some are World Champions and/or Knights but it is the high profile of Formula 1 that has mostly provided those drivers with their public fame and celebrity. If however, you sweep aside the circus that is F1 and centre on actual driving achievement, well, in the pantheon of great British racing drivers Derek Bell MBE is up there with the absolute greatest. Bell has been known to deny knowledge of how many races he has actually won in his career but the extraordinary highlights are Two World (Sportscar) Drivers' Championships, five Le Mans 24hrs wins, three Daytona 24hrs wins and, just as an aside, he's been a works driver for the likes of Ferrari and Porsche, has been teamed up with some of the greatest, most skilful drivers ever and



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has had innumerable F1 and single seater drives too – how's that for a CV and a starter for ten? And so, to move on to the meat and potatoes of this piece, we

come to some of Derek Bell's memories of the film 'Le Mans' and his final contribution to it and its production. A truly marvellous article by Mick Walsh.

'Le Mans'

Not all the action of Le Man was contained in the film cans as one Derek Bell once recounted: Steve McQueen could never have imagined the drama that would play out during the filming of Le Mans in 1970. After shooting during the 24 Hours, Solar Productions organised for the crack crew of drivers including Derek Bell, Jo Siffert, Gerard Larrousse, Jon Sage and Masten Gregor to carry out some high speed manoeuvres. Bell, who also helped to coordinate the dangerous high speed sequences, recounted that they all didn't go according to plan. During one session at White House, I was involved in the worst accident of my career in the Ferrari 512M borrowed from Jaques Swaters, Bell remarked. Steve and I were running at 130 mph and the GT40 camera car, with its roof cut off, was doing about 80 mph, so it looked impressive. We'd completed a run up to the Ford Chicane from Mulsanne when the clutch packed up. By the time that I'd turned the car, Steve had vanished like a dose of salts in the 917. There was this pop just as I came out of Indianapolis and the car

erupted in flames. In a split second the whole thing was on fire and because I was wearing an open face lid, I thought, 'Oh my God...' as the flames seemed to shoot straight at me. I applied the brakes, but it is amazing how long it takes to stop a car when you're in a panic. I undid the seatbelts and tried to open the door but there's an extra clip as well as the handle in the 512M. Eventually I managed to leap out and began running up and down shouting for a fire truck. Of course there was nobody in sight and the Ferrari just burnt itself out at the side of the road. All I could do was wait. After what seemed like forever an old Renault ambulance turned up and I was instructed to strip off in the back. Unfortunately, the driver set off with such a jerk that the ambulance doors flew open and my stretcher shot out onto the track. It was like a scene from a French farce. At the hospital, the doctor put some cream on the burns and then – in the best Gallic tradition – everyone seemed to disappear because it was lunchtime. My wife Pam was left stranded with the children, but fortunately Steve was a tower of

strength and reassured her that I was ok.

Bell was patched up and headed to Sicily for an F2 race: That was agony due to the volcanic dust that percolated everywhere. My skin puffed up and recovery wasn't helped by pulling my helmet and balaclava off three times a day. After the race I flew to Paris to see a specialist and realised how lucky I was not to have damaged my left eye.

The crash marked the end of my involvement with the McQueen film – one of the most interesting spin-offs from my career.

So not all things for a race driver run smooth and are beers, wine and caviar!

Just to add a little more to these memories, in Simon Taylor's 2013 book 'Motor Sport Greats – In Conversation' Derek Bell reflects on just

how committed Steve McQueen was to his pet project: -

He (McQueen) was a brave guy. Before the insurance company stopped him, he was driving too. Once we were doing a sequence, me in the (Ferrari) 512, Steve in a (Porsche) 917. We went through White House at 160mph nose to tail, with Steve trapped between Seppi (Jo Siffert) and me so he couldn't lift off. When we got to the end of the shot and climbed out, Steve was pretty shaken up but he was smiling. Another time Seppi and I came through White House flat out and some idiot was lying on his stomach in the middle of the track with a camera. We were furious, and complained to the director John Sturges. Turned out it was Steve, trying to get a better shot.

Priceless!!!



To The Editor

Sir:

It was with a great deal of relief that I noted your assurances that Chris Parr would not be taking up alpaca wrangling following his retirement from the editorial seat (Issue 366 Editorial).

It really does need to be said that there are just far too many of these South American natives being allowed access to our shores and, most specifically, our beautiful Lake District. The Fells are for Herdwick sheep and should be kept that way!! Why anybody should want to pay good money to walk around with what is basically a small camel on a lead, well, it is totally beyond me. I approached some of these daft, toothy looking animals once and they made it perfectly clear that they did not like me one bit – I was met with a cacophony of high-pitched bleating and a torrent of very unpleasant spitting. It seems to me that if people want to spend money leading an animal around the Lakeland Fells, then they could do far worse than to get a farmer to throw a harness on one of his Herdwicks and see where it took them. I have been campaigning hard to get the Lake District Authorities and National Trust to take up what is my campaign plea of "Harness A Herdwick" but have met with little, if any, success so far.

Whilst on the subject of annoying animals being allowed access to the Lake District, I feel I need to warn your readers of another issue that the authorities seem unwilling to grasp by the horns – speeding cows!! Whilst on a recent visit to Caldbeck and the Northern Fells I came across the signage shown to the right.

I suppose that we should all be grateful that someone is at least trying to do something to slow down these frisky 'Fast Lane' Friesians, but I am not too sure that it deserves too large a pat on the back. A polite 'please drive slowly' is all well and good but what this requires is Police involvement and the use of Speed Cameras. What is needed is a short,

sharp shock and to bring back the discipline of the dairy!

Lunch in the village pub gave me the opportunity to question an elderly farmer about this serious issue. Admittedly, he did look as though he had been quaffing numerous pints of Trogmore's Topsy Turbot Bitter but I did manage to decipher enough of his countryman gibberish to establish that, as ever, it is only a few farmers that have been letting down the countryside-code and allowing their cows to run fast, loose and free across the Fells. After persuading me to purchase him a pint of extra strong Bladder Buster Bitter, my man's final words on the subject was that all cows should be banned from driving and to have the keys to their JCB Fastrac GTi Turbo tractors taken off them!! Take that opinion as you will but please be extra careful when driving across the Northern Fells and those Lakeland 'B' roads.

I remain etc, etc

Bernard Rassbottom Esq (address supplied)

(the views expressed are solely those of the correspondent - Ed)



A SPECIAL MG GATHERING





One of the cars that helped to bankrupt MG Rover group, it is very rare to see one of the 80 or so MG SVs that are scattered about the globe. However, it is incredibly rare to see four of them together. This small collection featured at the post-Abingdon MG celebratory event under the MG Car Club.

I was rather fortunate to have a potentially controversial conversation with the owner of an SV at the MGs in the Park event last year. When I mentioned that this is one of my dream cars, he surprisingly said that he wouldn't pay anything over £40,000 for one.

Featuring a Ford Mustang V8 under the bonnet, the group had abandoned the Rover V8 that traditionally occupied the engine bay of many performance British cars. It occupies a strange heritage in that it is partially Italian, being based on the Qvale Mangusta chassis.

However, the production process for this motor was inordinately complex, despite the cheap Fiat Punto headlights peering from the front of the car.

Slightly ridiculous, initial fans included Jeremy Clarkson and Rowan Atkinson. For those who understood the desperation of MG Rover, this gathering may become a once in a 500-year event!

David Bresnahan

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Disclaimer

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NEXT MONTH'S ISSUE

A Falklands War veteran, a rare 1930's beauty, centenary of the 'big car in miniature' and Freddo goes racing.

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