

H&H CVC



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The Club meets at the Conservative Club, High Lane

On the **THIRD** Wednesday of ^{each} month at **8.15pm**

The Annual club Subscription is £20.00

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Continued on page next to back page.



Club Mag. July 2021

Chairman's Chat

CHAIRMANS CHAT July 2021

IMPORTANT:-

After a lot of discussion and meetings I am pleased to announce that the **Stockport Classic Vehicle Show** has been booked for Sunday August 8th. Entry is restricted to club members only but the Manchester Historic Vehicle Club have also been invited, again members only. The Three Graces Car Club are not attending due to a prior booking elsewhere but all parking areas are therefore available. Entry will be available from 9.30 only with small and medium sized vehicles coming in from Churchgate by St. Mary's Church and parking herringbone fashion in front of Staircase House. Larger vehicles to enter over the bridge from St. Peters square parking in front of the Market Hall and then into Bakers Yard.

Latecomers should enter from St. Peters square and park on the road at the entry point. The Mayor will attend at 1.00pm for cup presentations and if all is to plan, we will be

joined by Classic Motorcycles organised by Kevin Dranfield and a host of motor scooterers organised by Alan Lowe of the Vintage Market.

The front cover picture for this edition shows the two Triumph Vitesse's owned by Richard Burnham. Unfortunately, he is usually a man of few words but on this occasion has excelled himself and I leave Chris Parr in his editorial to add the words of Richard., either as part of his editorial or as a separate item. What I can tell you is that the white convertible is a replacement for a similar earlier car owned by him which got written off following an incident where an unlit lamp standard in the middle of a very dark road decided to jump out in front of him.

At this time of the year, we are usually over-run with various shows and holidays abroad, but thanks to you know what, most of them have been cancelled. However, we have managed to get the Stockport Show running and indeed our show in September looks to be OK.

We have just passed the date (Father's Day) when we should have had our annual Peaks and Dales charity run which got cancelled earlier in the year thanks to Covid. In the past, this event has been very well supported by members and many other enthusiasts and we hope to be able to put it on next year. There is a bit of a problem with the Scout Hut where we usually start from, in that it has been decided to pull it down to make way for a new health centre adjacent to the park but that is for 2022, not now, and we will resolve it. (*Watch this space*).

At the present time, the Club show at Brookside Garden Centre is in hand for September 5th, unless of course things change, and I will give an update at a later time. At the moment we plan to have a commemorative plaque for attendees and at the conclusion, a short run is planned. In keeping with the present restrictions, we are unable to have Club evenings at the Conservative Club, due to the numbers involved, but you will be pleased to know that Committee meetings are able to continue.

I have been made aware of the results of a survey carried out by the FBHVC (we are one of its longest standing members) relating to the Classic car movement and a resume of their findings is as follows. There are 1,538,927 historic vehicles registered on the DVLA database. The total amount spent in the historic vehicle sector is £7.2 billion pounds. The amount of money spent by overseas enthusiasts with British firms is £946 million pounds. There are 683,967 historic vehicle owners in the UK. The average amount spent by historic vehicle owners in the UK spent by owners in the UK is

£4,223. The average distance travelled by them is 1200 miles. There are reckoned to be 34,113 people employed in the industry in the UK. 35% of historic vehicle owners currently contribute or would contribute to a carbon off set scheme and lastly the average value of historic cars is £26,000, for motorcycles is £6,700 and tractors at £3,500. 51% of vehicles are valued at less than £10,000.

And we still get rubbish petrol!

Jane tells me that it is 30 years since the Nissan Figaro, based on the Micra of that time and she attended a birthday celebration recently in Warwick.

A couple of issues ago, Barry Lester tells us he has bought a 250cc Triumph Tigress motor-scooter which was also sold as a BSA which, for it's time, was a very well-equipped machine. Yes, I do have a Vespa, more of that in a later magazine. In my late teens I was a member of the Harrow Pirates Scooter Club, which catered for all makes and models. There were many different machines available then, including the NSU Prima, Durkopp Diana, Raleigh Roma, Capri (There was one at one of our shows many years ago), James, Velocette Viceroy, Puch Cheetah and Alpine, DKR Capella to name but a few, and not forgetting, the Iso Milano, one of those, was owned by our very own Eddie Partington. There are some machines I have failed to name but alas many of them have died.

As I mentioned in my last report, if you wish to pay your membership by cheque, this is quite acceptable, but please make your cheque payable to **H&H CVC LTD**. No other format is acceptable.

And lastly, please keep on collecting stamps for Guide Dogs for the Blind, just save them up please for when we are next able to meet. If you can only manage a few, do not worry, they all count!

Steve Diwall.

Editorial

We are looking to restart club nights at High Lane Conservative Club on Wednesday August 18th , with a Noggin & Natter.

Evening Run on Wednesday 23rd June.

After a very good meal at the Legh Arms at Adlington with David and Helen Bowden and Chris Howarth, (all socially distanced of course) we set off through the Cheshire countryside. To be honest, because we decided to eat at the beginning of the run instead of at the Brockhurst Arms at the end, we didn't see all those taking part, but we understand it was a good turnout. (*22 Routes were given out - Ed*)

The run took us past Adlington Hall, through Wilmslow, after skirting round Alderley Edge we took Brook Lane to Knutsford. We then followed the Northwich and M6 Signposts. We had a moment of panic as the Triumph doesn't do motorways but we knew deep down it was unlikely that the route would lead us there. So just before the large roundabout we turned left before the Windmill Pub. Sigh of relief. The next part of the run was lovely, we meandered down the Cheshire lanes and through Lower Peover and Plumley. We marvelled at some of the fantastic property in this area. We turned onto the A50 and immediately left into Seven Sisters Lane. Always tricky these immediate turns after a junction but we didn't miss this one as we have in the past. We were soon on the roundabouts heading for Macclesfield and in the centre turned left for Tytherington and the finish at the Brockhurst Arms. Our thanks go to Mike Coffee and all who plan the runs. We know a lot of hard work goes into them. It was a lovely evening out. Good to see people and enjoy a bit of normality. Looking forward to the next one.

Eddie and Jan Partington.

The next Club evening Run, - Weds 28th July.

See Forthcoming Events Page 30.

New Members

Paul Mellor brings a Mazda Mk 5.

Liam McCarthy comes to the club with a 1983 VW Golf GTI, a 1994 VW Corrado, and a 1998 Lotus Elise S1. Welcome both of you, we hope to see you soon. (Although we don't meet for club nights yet, feel free to join us on one of our club runs.)

Welcome to you both. Hoping you enjoy the club.

Editorial (Cont'd)

As pictured on the cover;

‘Triumphant’ - **Richard Burnham** has two Triumph Vitesses, a convertible, and a saloon.

Below is what he says.

2 Triumph Vitesses & the Ford Cortina Estate.

The **White** one was purchased about 2014, not long after my previous one got written off, I was just missing it. The car was generally in good condition, but some repairs were necessary. For instance hood & frame was pulling the windscreen frame top in by about 1½”. New hood & many adjustments sorted it – I spent 2 weeks trying to get good leak free alignment. The engine was actually worn out, so I initially fitted the engine from previous Vitesse. I rebuilt the engine after a rebore, and re-ground crank, etc., & it has been refitted for a couple of years now. The most recent job, has been an uprated gearbox from Dolomite 1850 parts, but the unknown overdrive slips when hot, so it will require replacing again.

The **Grey** one a was purchased after I decided I didn’t really enjoy driving my Alpine, although I liked the styling. So I sold it, and bought this one about 2 years ago, but this time a Saloon, with a sun roof. It looked good, but it’s not been up to my standard. I’ve done some bodywork, a new petrol tank, and I’ve rebuilt just about everything else. I have also rebuilt the gearbox out of many parts & is now reasonable. The overdrive also required changing twice in this one.

The Ford Cortina Estate I’ve had about 15 years, I’m the 2nd owner from new. The previous owner used to tow his caravan down to Cornwall. It has had lots of bits done to it over the years, including me fitting a Mexico crossflow engine & 2000E gearbox. Currently it needs minor work to 1 door, & the diff is sloppy. Last year I unbolted the front wings to do minor work to them, all my previous repairs were still good (I made them bolt on previously after doing repairs to bulkhead & strut tops some 13 years previously). .



MG SECTION REPORT

Paul Clappison

This past month started with a flurry of activity with two shows in two days, more than we managed in the whole of 2020! First up was Capesthorpe Hall and this turned out to be incredibly well attended with the whole of the large grassed area in front of the hall completely covered in cars, what a great sight after such a long time since we last had the chance to enjoy such an event. The day was made more special for me as my son, Jake joined me in his 1979 Triumph Spitfire along with his girlfriend and the weather was kind with blue sky all day. I entered my MG in the 1970 to 1979 category without success but it's always nice just to move the cars into the show ring for a chat on the microphone about the car whilst the judging takes place. I had a good look around the cars on display and it was great to see so many nice examples of the MG marque on display including my friend Dave Smith's stunning white V8 MGB GT.

The next morning and it was another early start for my old MG as we set off for a show at Gawsworth Hall in Macclesfield. Once again the sun was shining and it is always such a great venue for a car show with the more prestige models parked in front of the lake whilst myself and the majority of the cars are situated in the main field beyond the hall. I was especially pleased to see a B registered MGB that was having a go at a small rally track that was created at the back of the field and I had a good chat with the owner who showed me all the modifications and was eager to tell me about some of the rallying that he does on a regular basis with the car. It was another great turn out on the day and it was nice to get back to a bit of normality, let's hope this is the start of things to come.



Reliant Scimitar GTE SE5A

From Keith Yates

When I was a young ‘car mad’ lad I can recall a small garage that was located on the corner of Fog Lane and the A34/Kingsway in Burnage, Manchester. Sadly it has long since been swept away and replaced by one of those soulless fuel stations that, fuel aside, seem to sell everything but stuff for cars.

Anyway, this garage was quite special to me as it not only sold petrol but, out of a small showroom, some cars too. At that time (late 60’s early 70’s) I seem to think a small garage like this would hold a manufacturer’s franchise but get cars supplied to it by a main dealer. Perhaps because of it’s diminutive size, this garage did tend to change allegiance on a regular basis but, as a result, it did frequently have cars from low volume or what might have been seen as rather quirky manufacturers. I well remember being smitten by my first sighting ‘in the flesh’ of a brand new Datsun 240Z in green. I thought it was so fabulous that I dragged my Dad there so that I had an excuse to get a close look and grab a brochure. Even then I remember being unable to understand why so many people sneered at Japanese cars; the Datsun Cherry may not have been very exciting but any manufacturer that could come up with the 240Z had to be taken seriously – too bad BMC/BL didn’t then.

So what’s all of this got to do with the main ‘Reliant’ heading then? Well, it’s the following picture that’s inspired this little nostalgia trip.



The garage in point did, briefly, sell Reliant cars (not 3-wheelers) and, yet again, I dragged my Dad along so that we (well I) could inspect the quite rare beast that was the Reliant Scimitar GTE. I still have a treasured copy of the glossy 1972 brochure that, unlike the 240Z brochure, escaped my Mum's culling of 'old rubbish' that found its way to the bin. The Scimitar thereafter held a special place in my car affections for many years and so it was with a mixture of warm nostalgia and sadness therefore that I recently came across this sorry looking Scimitar GTE that's been laid up in a front garden for what looks like years now. It could have been a candidate for one of my 'Rot In Peace' articles but I decided not to include it because it's got a glass-fibre body and I'll probably turn into compost before it does. This one is a Dec72 Scimitar GTE SE5A 2994cc V6 with over-drive that was originally registered in Edinburgh.

Of course, the name Reliant (thanks to comedian Jasper Carrot and Jeremy Clarkson's infamous BBC Top Gear report), is mostly synonymous with the manufacture of three-wheeled vehicles and specifically their much denigrated Reliant Robins (aka Plastic Pigs). The fact that Reliant also made very desirable sports/GT cars for many years tends to be ignored by those that would poke fun.

Car enthusiasts of a certain age may recall the early 1960's Reliant Sabre (a rather odd looking car to my eyes) but the Scimitar GT SE4 (1964-70) that replaced it was the car that started to make people sit up and take note. Here we had a stylish 2-door, 2+2 coupe from Ogle Design that was itself based on a Daimler SP250/Dart prototype. It was initially powered by a Ford Zephyr 6cylinder engine but latterly by either a Ford 2495cc V6 Essex or a Ford 2994cc V6 Essex engine. It is this car that started a lengthy relationship between Reliant and the royal family as Prince Philip drove a very special version of it – the Ogle designed 1965 Reliant Scimitar Triplex GTS. The car featured state-of-the-art glass technology (eg heated and bonded screens) and a well executed transformation from coupe to sporty looking estate car bodywork. So well received was this car that it eventually morphed into the Reliant Scimitar GTE SE5 that went into production in 1968 – probably the very first British sports estate car and with several innovative features (eg split/folding rear seats and a rear window wiper) to make it stand out from the crowd, be desirable and ultimately successful too.

In 1972 the SE5A was introduced with improvements including a small power boost that made the car capable of 0-60mph in 8.5secs and a claimed top speed exceeding 120mph – pretty quick for the time. It sold more than any other Scimitar (approx 5100 units) and, to my mind, is the best of all the variants. Princess

Anne, the Princess Royal, was given a manual/overdrive SE5 by the Queen and Prince Philip for her 20th birthday in November 1970. It was in a shade of Air Force blue with grey leather interior and it was the first of eight subsequent Scimitar GTEs owned by her.

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There are a few industries that have had what one could dub a 'good lockdown'. A lucrative lockdown where their fortunes have risen as their services became essential to our sanity.

High on this list would be the media streaming industry; Netflix, Apple TV, Prime and the like.

Many of us will have turned to bingeing online boxsets and re-watching movies to fill the gaping void left by closed hospitality and the shortage of new cinema releases. I, too, became one of those bored people who explored content that I may have put into the 'might watch' category when life was a lot busier. So if you'd like a recommendation or two, try *For All Mankind* and *Tehran* on Apple TV or *Umbrella Academy* and *Lupin* on Netflix.

I'm somewhat ashamed to say these few titles are just the tip of a Brobdingnagian viewing iceberg and doesn't include the many films I've consumed over the last year. But I want to highlight one movie I've re-watched that has a fascinating idea buried deep inside. One that I missed the first time around. It's something I might never have noticed had it not been for the hiatus brought about by a particular virus.

You'll be relieved to know I'm going to talk about the cars in the movie, so sit tight.

The film is a techno-thriller called *Gattaca* (1997). It's a dystopian tale set in the not-too-distant future where one's economic advancement is entirely related to the quality of your genes. Those with less than perfect DNA are relegated to mundane manual work, whereas society's *Übermenschen* can travel to the stars.

The film's story concerns a 'low born' man who has developed an extensive toolbox of ways to re-work his genetic identity to that of the chosen few—all to achieve his dream of going into space. But his fortunes are threatened by a murder investigation that thwarts his efforts to avoid scrutiny. You can seek out the film if that piques your interest but now let's get on to the cars.

Three cars feature prominently in the story; the lead's Studebaker Avanti, the love interest's Citroën DS19 cabriolet and the cops' fleet of Rover P6s. The film's soundtrack implies they run using futuristic electric or turbine engines, but they all look exactly as they should.

They may seem strange vehicles to star in a sci-fi drama, but the film has an elegant retro-futurist design palette to complement its noirish tone. The actors wear smart thirties style clothes, the furniture and buildings are sleek mid-century modernist, and the cars are from the 1960s. All are aspects that juxtapose intriguingly against the story's futuristic themes of space travel and eugenics. Even the cinematography uses the muted and the grainy appearance of a much older movie — it's clever stuff and a joy to behold.

Now here's the remarkable devil in the detail. Car enthusiasts will know that the DS and the P6 have much in common. The Rover's designer David Bache was deeply inspired by the groundbreaking thinking that went into the DS. Key to the construction of both the D series and the P6 is the use of unstressed bolt-on body panels supported by a strong steel skeleton and a rigid box section chassis. As a result, you can drive both cars without their outer skins, without a problem.

Take a look at some of the design cues on the P6. Where the A-pillar meets the roof is pretty much identical to the DS. Then there's the wide slanted C pillars, the hidden windscreen wiper spindles, or the use of inboard brakes to reduce unsprung weight. Interestingly both cars didn't get the engines they deserved. The DS was supposed to receive a specially designed air-cooled flat-six. Similarly, Rover planned the P6 would use a radical gas turbine engine hence the colossal engine bay and (like the DS) its clever suspension solutions.

Neither drive train materialised, but both cars got upgrades to more powerful but entirely conventional power plants as time passed. There were even plans to introduce an aerodynamic sharklike front, similar to that of the DS, on future P6 iterations. That said, the Rover eschewed the modern interior plastics of the D, preferring instead a quintessentially British cabin with gentlemen's club leather and wainscoting as found in contemporary Jags and Wolseleys.

Now, have you spotted the fascinating subtext? It seems apt that in a film where the theme is a man masquerading as someone else, the car choices have clear parallels. Can we draw inferences from the idea that the P6 is a DS in disguise? With its D style engineering, the P6 is striving to be like something else. Rover's designers certainly worked hard to appropriate some of the cutting-edge qualities from the innovative French car to perhaps appeal to those who might consider buying the Citroen.

I wonder, was this information known to director Andrew Niccol? Did he drop this detail into the film like a prescient easter egg, as they are now called? Even if he didn't, it's still a compelling idea, and one all genuine car fans can ponder then bore fellow watchers as they drone on about the semiological significance of the cars as they relate to the film's plot.

Of course, we can conclude by agreeing both are fine cars with excellence and irritation built-in as standard. Let's hope that there are plenty of Ds and P6s around in a future when the disquieting notions of gene-based societal stratification do indeed come true.

Happy classic car motoring, everyone.



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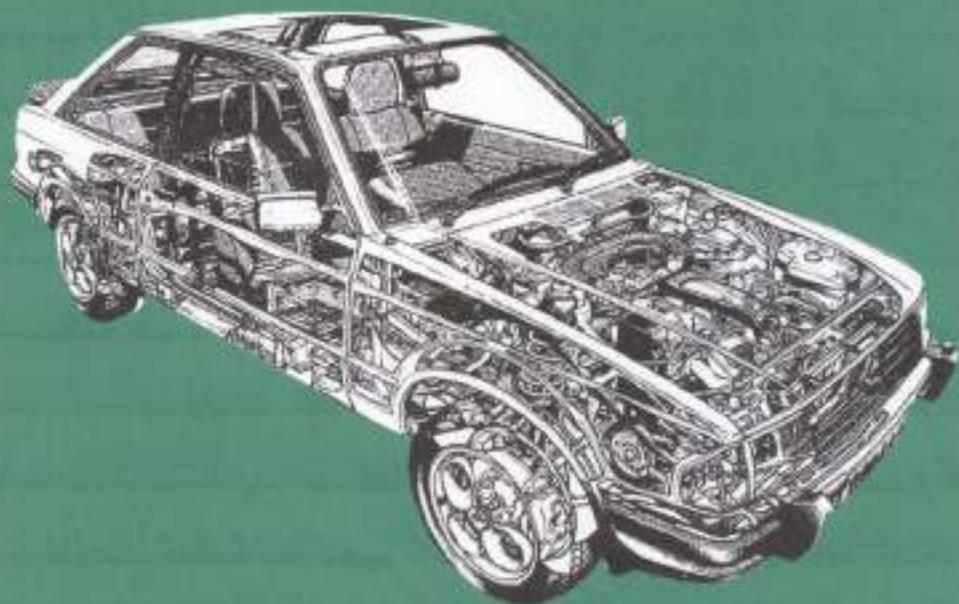
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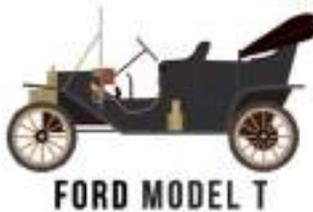
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From Boring Car Trivia

‘When the Ford Model T was introduced in 1908 it was available in several colours. In 1914 the quest for greater mass production efficiency saw the colour palette reduced to just one which prompted Henry Ford to say, "Any customer can have a car painted any colour that he wants so long as it is black". In 1926 Ford started offering the Model T in other colours again.’



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Standard Triumph

In November 1944 what was left of the Triumph Motor Company and the Triumph trade name were bought by the Standard Motor Company and the Company became Standard Triumph.

Standard had been making a range of small saloons named the Standard Eight and Ten, and had been working on their replacements. The success of the TR range meant that Triumph was considered a more marketable name than Standard, and the new car was introduced in 1959 as the Triumph Herald. The last Standard car to be made in the UK was replaced in 1963 by the Triumph 2000.

The pre-war Triumph models were not revived and in 1946 a new range of Triumphs was announced, starting with the Roadster, which had an aluminium body because steel was in short supply and surplus aluminium from aircraft production was plentiful. The same engine was used for the 1800 Town and Country saloon, later named the Triumph Renown, which was notable for the styling chosen by Standard-Triumph's managing director Sir John Black. A similar style was also used for the subsequent Triumph Mayflower light saloon. All three of these models prominently sported the "globe" badge that had been used on pre-war models. When Sir John was forced to retire from the company this range of cars was discontinued without being replaced directly, sheet aluminium having by now become a prohibitively expensive alternative to sheet steel for most auto-industry purposes.

In the early 1950s it was decided to use the Triumph name for sporting cars and the Standard name for saloons and in 1953 the Triumph TR2 was initiated, the first of the TR series of sports cars that were produced until 1981. Curiously, the TR2 had a Standard badge on its front and the Triumph globe on its hubcaps.

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2000. Standard-Triumph was bought by Leyland Motors Ltd. in December 1960; Donald Stokes became chairman of the Standard-Triumph division in 1963. In 1968 Leyland merged with British Motor Holdings (created out of the merger of the British Motor Corporation and Jaguar two years earlier) which resulted in the formation of British Leyland Motor Corporation.



The British Motor Corporation Limited (BMC) was a vehicle manufacturer, formed in early 1952 to give effect to an agreed merger of the Morris and Austin businesses. BMC acquired the shares in Morris Motors and the Austin Motor Company. Morris Motors, the holding company of the productive businesses of the Nuffield Organization, owned MG, Riley, and Wolseley. The agreed exchange of shares in Morris or Austin for shares in the new holding company, BMC, became effective in mid-April 1952. In September 1965, BMC took control of its major supplier of bodies, Pressed Steel, acquiring Jaguar's body supplier in the process. In September 1966, BMC merged with Jaguar Cars. In December 1966, BMC changed its name to British Motor Holdings Limited (BMH).

BMH merged, in May 1968, with Leyland Motor Corporation Limited, which made trucks and buses and owned Standard-Triumph International Limited, BMH becoming the major part of British Leyland Motor Corporation.

A subsidiary company called "British Motor Corporation Ltd" (later "BMC Ltd") remained a part of BMH and BLMC, before being renamed "Austin-Morris Ltd", thus the BMC name had completely disappeared from the public view. The Austin-Morris division of British Leyland consisted largely of the old BMC marques and operations.

'Rupert'

From *Keith Yates*

If you are a farmer or countryman in certain regions of Italy or France then the chances are that you'll have a faithful hound by your side to sniff out truffles from under the forest floor - hence the term to 'truffle out'. Well I've come to the conclusion that I too have a truffle hound, not to root out cobs of rather smelly fungus but to find rotting old cars hidden away in fields and gardens etc. I'd like to introduce you to Rupert the 'car truffler'.



Rupert is of Pomeranian heritage (aka throwback Pom') and actually belongs to our daughter. Usually about once a week however, Judith and I take him out for a good walk, the occasional adventure, perhaps a spot of lunch and lots of tummy rubbings. What I've noticed is that when we go on our walks, frequently punctuated by lots of sniffing, snuffling and leg cocking (Rupert not me!), we can virtually guarantee that we'll come across some of the afore said rotting old cars. During a recent walk around the Nelson's Pit area of Higher Poynton, we came across the following well hidden collection of Ford cars that have been

dumped in a small copse of trees and neglected for several years.

The first picture is obviously a Ford Capri and I'd guess it's probably from the mid/late 1980's. It actually doesn't look too bad from a distance (good from far but far from good perhaps) and considering its circumstances; good for spares if too far gone for restoration perhaps.



I've tried to work out what the car behind the Capri is, but I'm a bit stumped. I can only come up with the possibility of a messed about Mazda RX7.

The second picture is of a couple of Mondeo s both of which look well used and past their prime. Again, possibly useful as spares but then who's restoring or even looking after an old Mondeo these days? Like the Ford Sierra and Mk3/4 Cortina that preceded it, how many do you see on the roads these days?



I'll see what I and Rupert the 'car truffer' can come up with, for next time then.

Keith Yates

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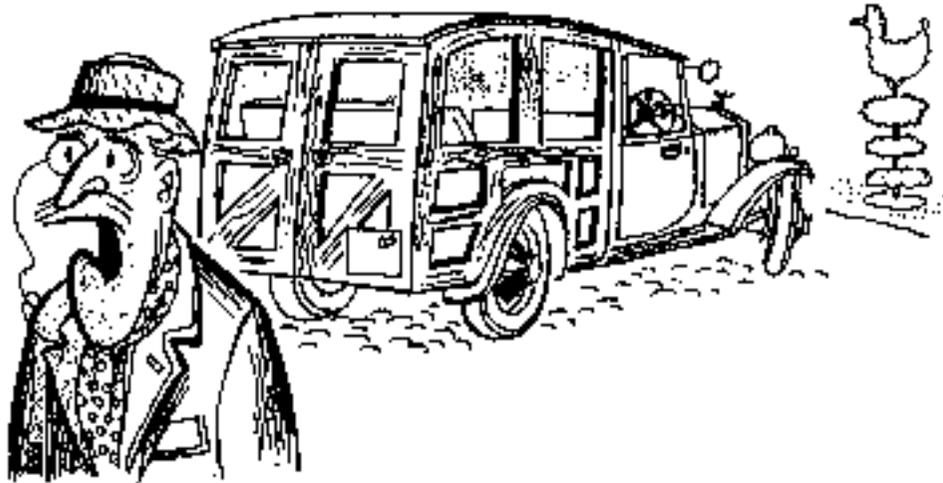
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Members News



Another History Lesson

The Rally Boards above belong to Chester Maddox,, who joined the club in 2004

A Nod To The 60's



Ask a teenager today what's a Nodding Dog ? More than likely it will be a blank expression. But back in the early 60's these parcel shelf Nodding Dogs were everywhere. They came in all breeds and the Bulldog was a popular one.

Not too sure about the trouser dropping man from I think 1980's. Always thought he could get you in a awful lot of bother.

Moving away from that, car accessories are big business, with manufacturers loading up the price to nearly double on some vehicles. But here's one that should be on the new Defender, The Acrowtool but would it be a offensive weapon these days?

And if you were lucky to have a running Imp, overleaf, a very stylish wind deflector. And finally, the same as I still use today, the Wesco pump Oil Can, non better!



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1972 MGB GT In great condition £10,500. ONO.



Also Breaking 1977 MGB GT (Plastic Bumper Model)
Buyer collects. All parts extracted.

Peter Ludlaim 0161 487 1301 - 07885 075265

A female learner-driver's joke on her boyfriend turned into a crashing disaster as she damaged two cars and , demolished a garden wall, causing £2000 worth of damage. As well as losing her boyfriend, she also lost her driving licence.

The oil-rig worker left the girl sitting in his BMW with the engine running when he popped into a Chinese takeaway in Middlesbrough in March 1989. She decided it would be fun to hide the car -the man's pride and joy, naturally - around the corner, but she pressed the accelerator instead of the brake. The BMW smashed into the back of a parked Ford Fiesta and then careered into a garden wall. The angry householder dialled 999 and the poor girl was arrested, breathalysed, and charged.

Magistrates fined her £100 and banned her from driving for 18 months after she admitted driving carelessly, and with excess alcohol, having no insurance or L-plates and being unsupervised. She also faced damages claims for £700 for a new wall and £680 for repairs to the car she hit.

For Sale

1934 Standard 12 saloon, Cream.



Also

**1968 Morris 1000 Traveller, in White, needs tidying up.
Both cars are taxed and roadworthy. Want a nice Classic?**

Offers on both of these vehicles considered,

Contact Eric Pass 07748 237800

Factfile

The most expensive car ever built was the 1971 Lunar-Rover, with a top speed of 10 mph/16 kph and a range of 57 miles/92 kIn -and a price tag of \$19 million for a production run of four vehicles. Three of these were actually landed on the Moon as part of the Apollo space programme, and the lunar speed record of 10.5 mph/16.9 kph was set by astronauts Young and Duke during the Apollo 16 mission. They covered a total of 60 miles/ 96 km - equivalent to \$320,000 a mile.

In Britain in 1903 the speed limit was raised to a meteoric 20mph and though this was welcomed by the motorists, of which there were an ever-increasing number, it was not welcomed by pedestrians, horse-riders, or those who lived by the side of roads and had to suffer the increasingly large clouds of dust kicked up by these new cars.

The police were brought in. Stop and prosecute the speeders, they were told. They carried out their new role with the utmost energy, stopping motorists and booking them with monotonous regularity. One of the speed-traps, if you can call it that, was between Brighton and London, Brighton then being a very fashionable resort regularly visited by the Royal Family among others.

The motorists soon tired of the attentions of the local constabulary and so started to organise their own police-spotting squads. These were usually groups of hired cyclists who would go down the route first, looking for the hidden police officers, and then report back to the drivers, who would then, given a clear run, speed down to Brighton, or, if there was a speed trap, presumably head further up the coast, perhaps to Worthing instead. All of this palaver does of course beg the question, why not go by bike in the first place? Well, back then, the car was still exciting, cycling was pretty boring, and the car ultimately got you where you wanted to go quicker than a pedal bike would - though it wasn't much quicker if the car driver stuck to the speed limits!

Funny how things change; now, thanks to today's traffic congestion, it is often quicker to go by bike!

Learner driver Joan Eadington passed her driving test in January 1994. Nothing too surprising in that, you might think. Well you'd be wrong, because Joan had been learning to drive over a 20-year period, and had taken, and failed, no less than 20 driving tests.

' At times I was absolutely desperate: said 67-year old Joan, who started to learn to drive after winning a Vauxhall Victor in a competition. Vauxhall ceased production of the Victor back in the mid-1970s.

28th July - Mid-week Evening Run From Legh Arms, Adlington

Note - 7pm prompt Start please -

32 Miles to 'Hanging Gate', Chapel-en-le-Frith. See you at the Legh Arms.

8th August H&HCVC Stockport Market Place Show – Please see Chairman's Chat.

15th August VJ Day Show in the Pavilion Gardens. - Hoping to have details on the website.

15th August Chesterfield Moto Fest

18th August - CLUB NIGHT - Noggin and Natter

21st/22nd August Tatton Park – If you want to go, enter as an individual entry.

22nd August GVEC Manor Park Classic Vehicle & Military Show – I need to know numbers.

25th August H&HCVC Mid-Week Evening Run

29th August Poynton Show - cancelled

5th September Club Annual Show at Brookside Garden Centre.

18th September - CUB NIGHT - Chairman's Quiz

Wed 22nd September - Mid-Week Evening Run

Wed 27th October Mid-Week Run (Probably Daytime)

Remember, Keep watching the website.

Committee Continued from back of front cover.

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Hall of Fame Award Recipients:-

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

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