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Classic Vehicle Club



MARCH 2023 | EDITION 374



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 hhcvc1991@gmail.com

The Club meets at the Conservative Club, High Lane  
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Cheques Should be Made Payable to

**H&HCVC Ltd.**

**Chairman & Director**

**Steve Divall**

stephen\_divall@hotmail.co.uk

0161 483 4475

**Vice Chairman & Director**

**Mike Coffey**

mick.coffey1@talktalk.net

01298 27424

**Director & Committee Member**

**Richard Burnham**

ric.burnham@sky.com

(Inc. photography and runs)

07770 533677

**Treasurer & Director**

**Graham Knowles**

graham.knowles@btinternet.com

19 Bath Crescent

Cheadle Hulme

Cheadle

Cheshire

SK8 7QU

0161 439 2106

**Company Secretary & Director**

**Chris Parr**

chris.parr67@ntlworld.com

4 Bramham Road

Marple

Stockport

SK6 7LJ

0161 427 1363

07512 783818

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

Reg. N° 4999097

hhcvc1991@gmail.com

Printer: Frank Aspinall & Co. Ltd., Building 4, Unit 5,

Tameside Business Park, Denton, Manchester

M34 3QS Tel: 0161 480 2707; Mob: 07977 211213



### March 2023

**Sun 12th March** – Spring ‘Mystery’ Run – Route will be set by Andy Robinson. Start from Legh Arms (Adlington) @ 10:30 (Breakfasts served from 09:00). This will be a scenic route, possibly passing the odd National Trust site, so bring phones/cameras if you want to take photographs. Destination will be the Bleeding Wolf (Scholar Green, nr Stoke, ST7 3BQ).

**Weds 15th March** – Club Night – Rocker Box Racing (see Steve D’s ‘Tips from a Champion’ in the Dec-22 magazine and Ed Burke’s note in the February magazine).

**Sat 18th March** – Knowldale Car Club ‘John Clegg Mini Miglia’ event. See Andy Robinson’s piece in the Dec-22 magazine, the KCC website or contact Andy on 0161-430-7010.

### April 2023

**Weds 19th April** – Club Night – Visit and discussion with ‘Digi-Folk’ regarding computer, phone(s) and other ‘tech’ issues. Any questions to Steve D beforehand or on the night.

**Sun 23rd April** – National ‘Drive It’ Day – Route to be set by Richard Burnham. Details, destination & venue to be confirmed.

### May 2023

**Weds 17th May** – Club Night – Noggin & Natter.

**Sat 27th, Sun 28th & Mon 29th May** – Smallwood Vintage Rally – Smallwood, Nr Sandbach, Cheshire.

### June 2023

**Sat 3rd & Sun 4th June** – Classic & Performance Car Show – Tatton Park, Nr Knutsford, Cheshire.

**Sat 3rd & Sun 4th June** – Astle Park Country Fair (includes vintage car &

commercial displays) – Nr Chelford, SK11 9AD.

**Sun 18th June** – Peaks & Dales Charity Run – There will be one route (no greater than 50mls) concluding in Bakewell, Derbyshire. Full details for entries etc. will be made available as soon as possible.

**Weds 21st June** – Club Night.

### July 2023

**Sat 1st & Sun 2nd July** – Stars & Stripes American Show – Tatton Park, Nr Knutsford, Cheshire.

**Sun 9th July** – Caerwys Classic Car Show – Barlow’s Caravan Park, Caerwys, Nr Mold CH7 5BH

**Weds 19th July** – Club Night – BBQ @ High Lane Conservative Club.

### August 2023

**Sat 12th & Sun 13th** – Astle Park Traction Engine Rally (includes classic car, motorcycle & commercials displays) – Nr Chelford, SK11 9AD.

**Weds 16th August** – Club Night.

**Sat 19th & Sun 20th August** – Passion for Power Show – Tatton Park, Nr Knutsford, Cheshire.

**Sat 26th August** – Poynton Show, Poynton Show Ground, SK12 1BS.

### September 2023

**Sun 3rd September** – Annual Club Show – Brookside Garden Centre.

**Weds 19th September** – Club Night.

### October 2023

**Weds 18th October** – Club Night.

### November 2023

**Weds 15th November** – Club Night.

### December 2023

No planned activities.



Features member Richard Hood's immaculately restored and presented 1958 Austin Healey 100/6 2-seater.

Keith Yates

I'd like to start by welcoming everyone to this, the March 2023 edition of our Club magazine. As ever, David and I hope that you all enjoy reading it. We got some very positive feedback following the February edition so we must be doing something right.

And now some good news; the weather is improving, the crocus, iris and snowdrop bulbs are all in flower and Spring is definitely on its way. The other piece of good news that I have is that Aldi have now (finally) started to restock their stores with 'Chunky' chocolate biscuits. Nobody seems to know why this biscuit of choice had been kept off the shelves but my 'cold turkey' withdrawal symptoms (gently stroking the biscuit tin with a glazed, wistful expression) have now come to an end.

The Club's AGM (15th February) was very well attended. After the usual formalities and presentation of the accounts, we were all treated to a really very good hot-pot supper. Overall, a very good night's business.

The date of the AGM was also the deadline for renewal of club subscription fees – these remain set at £20pa. Should we lat-

terly have a new member or a re-joining member then the annual fee will be reduced proportionally by the number of full months that have expired from the 1st January to the month of joining/re-joining. So, if a new member joins on (say) the 5th April then he/she would not have to pay for the prior 3mths but would only need to pay  $£20/12\text{mths} \times 9\text{mths} = £15$ . They would then pay the normal £20pa w.e.f. the following 1st January.

Last month's edition featured two vehicles that had both been saved from the crusher and an endless cycle of reincarnation as baked bean tins. This certainly wasn't planned for but, as this edition was being pulled together, we noticed that we have another featured car that shares a similar story – Richard Hood's superb Austin Healey 100/6. The Austin Healey, of course, comes from a time when motor cars were individually conceived, designed and developed by men with stubby pencils, scraps of paper, tweed jackets (with leather elbow patches) and probably sucking on a log of a pipe as they were doing it. The Healey is a case in point as it has great 'sportscar' lines. It just looks a fast car from every angle

and is both good looking and brutal at the same time. A William Lyons Jaguar was meant to look like a big cat ready to spring forwards – the Healey, to me anyway, looks like a muscular wild animal that's ready to rip your face off!

And now a plea; well two really. Has anyone out there got a paper copy of the January 2021 and/or the March 2022 magazines that they'd be willing to give to me? Secondly, the Club has a Facebook account that is in need of some TLC and regular posts. If we have a member that is savvy with things 'social media' (Facebook in particular) and who would be willing to take on this administrative role,

then please contact Jane Harrop or me at the email addresses given at the back of each magazine.

So, I've reached that point where I feel it's high time for me to bring these ramblings to a close. The Editorial Team hope that you've enjoyed this edition sufficiently and that you're all looking forward to the April edition of your favourite club magazine. Fingers crossed for good weather and a good turnout for Andy Robinson's 'Spring Mystery Run' (Sun 12th March) and that we all enjoy some trouble free 'classic' motoring throughout 2023.

### **H&HCVC New Members**

This is a welcome back to previous member Gary Gough and a big hello and welcome to Leslie Todd, our latest H&HCVC recruit, who joined us during January. Leslie also took part in Mike Coffey's 'New Year's Run', giving his great looking Honda S2000 a decent blast around parts Derbyshire that only Mike seems to know. We all hope that you enjoy your memberships of our Club.

**PS** – I also hope that Leslie enjoys the brief article on the Honda S2000 – what a superb car this was and still is – elsewhere in this edition (Ed.)


### **Eric Pass**

Club members will be sorry to hear that Eric Pass, long time club member, sadly passed away during February. We send our collective condolences to his family and are thinking of them during this sad time.

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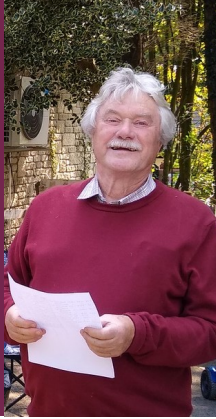
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# CHAIRMAN'S CHAT



## HALL OF FAME AWARD RECIPIENTS

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

For the March (Club Night) meeting we have the legendary Ed Burke International rocker box event. This is an event not to be missed and your participation as either an entrant or spectator, giving Ed and his team your support, is most welcome. Individual racing machines are painstakingly constructed by club members, in a wide variety of forms and based on actual car rocker boxes. The variety allows one's imagination to run wild! Having won the event last year, with my rocker box strapped to a weighted skateboard, I shall most probably not be taking part.

Awards will be made to the overall winner, the best turned out/nicely dressed machine and Ed also likes to present the annual 'hard luck' award which goes to a Club Member who has had bad luck during the last 12 months. If you are not aware, Ed has constructed a ramp, which runs from the stage to the floor, and from this participants machines will be set off in pairs to run across the floor – some reaching the finish line and others not.

We will have some catchers, at the finish line, to prevent the speedier machines from entering the snooker room! A runoff, at the conclusion, of winners and losers decides the outcome. In previous years, some machines have gone off track and have tried to run up spectators' trouser legs, which is best avoided. Ed tells me that an event is programmed for the use of very old wooden wood planes. These are now quite rare and indeed valuable but if this is to happen next year, please do not modify the plane, so as to include wheels, but strap this to a decorated skateboard or similar.

For the February meeting we had our AGM with all items approved, by the gathered membership, for continuation into the forthcoming year. Members will be aware that Chris Parr is stepping down from the Committee but remains as our Secretary and as a Director to keep Companies House sweet. The AGM was followed by a hot-pot supper which as always was excellent.

For the front cover of this



issue we have a picture of Rick Hood's Austin Healey and with a write up within the magazine. Rick, who lives almost opposite me, bought the Healey over 20 years ago and the car has been a very long project of repairs and work as time and money has allowed. He virtually bought the car as a pile of bits but his never-ending patience has produced astounding results. Rick has been a perfectionist in getting parts to fit properly and has never had a "that will do" approach to anything.

I was watching an episode of 'Bangers & Cash' and a Farina saloon car, I think it was an Austin but it may have been one of the badge engineering variants (i.e. Morris, MG, Riley or Wolseley), as was popular at the time. This car would have been easily restored to showroom condition but the point made by Derek Mathewson was that so many of this type of vehicle end up as classic banger racers and unfortunately, end up on the scrap heap. A lot of the classic vehicles owned by us are proper sports cars (i.e. two seater convertibles rather than hot hatches) but the point I am making is that if you own one of these saloon cars, please make sure it is well and truly secure. I recall that former member, Ian Law, who passed away several years ago, had a Standard Vanguard saloon that was stolen from his garage, never to be seen again except

as a banger racer.

In the last issue our Editor, quite rightly, wrote about motorists being continually used as cash cows to boost the coffers. At one time, of the total income from the motorist, just 7% was spent on us, the remainder going elsewhere. This is continuing. At one time my sister-in-law had a Kia Picanto which, at the time of purchase, qualified for nil road tax. However, during the time she had the car a £20 annual road tax was placed on the car. Now, with the advent of pollution and the rise in popularity of non-polluting electric vehicles, they too are to be hit with an annual road tax. Will it ever end.

This leads me on to the damage caused to vehicles by potholes which amounts to several million pounds a year. I read that you can claim from your local Council for the cost of repairs to your vehicle as a result of damage from potholes. Do not be put off by them, they are masters at cricket bat defence. You will need to keep on and on at them by whatever means to get recompense.

I end with a piece of good news; Mike Coffey has managed to secure an agreement for the use of our proffered Peaks & Dales Charity Run concluding venue, in Bake-well. Further details will be provided as soon as possible.

And so, it's a goodbye from me for this issue.

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## MG CATCH UP

*Graham Scattergood*

Hi Gang.

Spring is now just about to burst out, with lighter nights the winter blues are well on the way to being dispelled.

The New Year's run was an enjoyable meander through the Derbyshire countryside even though, this year, it was in my Jaguar as the MG is having carburettor issues that hopefully I will get fixed soon.

Andy Robinson's Spring 'Mystery' Run (Sunday 12th March) sounds interesting and hopefully he will have a good turnout with weather to match.

Next up is the annual Rocker Box Racing Challenge on Wednesday 15th March. This time Ed Burke is incorporating a twist on previous years with the introduction of old wooden planes being allowed as a chassis.

I have been asked to promote a Charity run on the 7th May 2023 called the Candles Charity Run. This is being organised by West Cheshire MGO and is open to any MG and other makes manu-

factured prior to 1983. It will cost £25 per car and will be starting at Holt, nr Wrexham. If anybody is interested then please call me and I will provide you with all the relevant information.

Although this may cause some debate, I see in the motoring press that the new MG sports car, the 2-seater Cyberster, is signed off and patented and will likely be in production this year for release in 2024. No official model name has been decided but MGC EV may well be a favoured option as this has been registered as a model name by SAIC. This launch will coincide with the MG centenary but, as I've said before, diehards do not consider the NEW MG models worthy of the name. Times move on though and anything, to my mind, that keeps the famous old name in the limelight has to be good for the brand and its history.

Happy motoring and toodle pip for now.



# *A Privilege,* **Not A RIGHT'**

**Ed Burke**



Following on from Keith Yates' 'Grumpy Old Man' piece, within his February Club magazine Editorial, about the motorist having a bad deal, I have written this eye opening piece which, considering this is 2023, is really unbelievable but it is true in relation to the current Laws of the Land.

As some of you will know, I worked at the Department for Transport for over 30 years as an Enforcement/Technical Officer.

Use of the King's highway in a motor vehicle is not a right but a privilege. The majority of the UK's roads are, contrary to popular belief, privately owned. This excludes motorways, some new roads and dual carriageways where there were no previously established roads and the land has been compulsory purchased by government to make way for the new highway.

Our use of the highways goes back thousands of years but, historically, people did not travel far. The right to use these private "beaten" tracks eventually became

established in law but the only right that we have gained, is the right to pass and repass over them on foot, horse, ox or carriage etc. and to drove animals along them. We have no legal right to park on them or to congregate on them because obstructing them is a criminal offence. We turn a blind eye to most of this but it is still an offence to obstruct a highway and its footpaths in any shape or form without good excuse.

What causes some confusion is the fact that these privately owned roads, dedicated as highways, are maintained at the public expense (i.e. adopted). What is publicly owned is the tarmac and the first two spits (two spade depths) under the tarmac. There are also legal rights to lay cables, pipes and drains etc. deeper than two spits and to erect lamp posts telegraph poles and signs etc. above the surface of the tarmac.

So who owns these roads? The landed gentry own a fair percentage and so do the descendants of the cotton mill owners and pit



owners, plus councils and housing associations etc. However, you and I also own a large proportion of them. If you live on a housing estate where there were no previously established roads, go and check your deeds because you may own the land up to the middle of the road and as wide as your front garden (I do). You own the sub soil under them (normally excluding any mineral rights) and the air space above them (aircraft can fly through your space as can drones up to 400 ft) but nothing can loiter in law including vehicles and people. The councils use a basic principle that the frontagers own the land under the road unless proven otherwise and, don't forget, we use all of this land for **free**.

So why do we need to pay tax and insurance etc. if we own them? Well, this is for their upkeep. Only a road maintained at the public expense requires road tax to be paid for its use but all places where the public have a right of access need vehicle insurance, MOT (if required) and a driving licence e.g. pub car parks and supermarkets etc. This is a requirement of the Road Traffic Act.

Just to make the ownership of these highways a little clearer, we all know of an old local toll road which was privately owned and operated in the past. These owners have, over the years, "dedicated" the land to be used as a highway

and the local authorities have now adopted them and will maintain them for our use but we all have to pay for this privilege at some point.

Do not underestimate the power of these landowners, and do not think it is a bit far-fetched in the 21<sup>st</sup> century. A well-known Cheshire Lord of the Manor had his own transport extravaganza which some of you will have attended. Each year the road which passed his estate was closed for the duration of the show but this was not some narrow country lane it was the main A49, a trunk road from Bamber Bridge to Ross-on-Wye, 140miles in total length now blocked and this was backed up and enforced by the Cheshire Constabulary.

A few little quirks of law: -

- *It is an offence to block you from driving your car off your drive onto the highway but it is not an offence to block you getting back onto your drive.*
- *You cannot legally stable your horses on a highway i.e. you cannot park your car there legally.*
- *Outside of London it is not an offence to park on a pavement (as long as you don't obstruct it) but you cannot drive on a pavement legally to park up.*
- *You cannot enter a cul-de-sac to purely park up because you are not exercising your right to pass or repass over the land and you have no other rights in law.*

- *If you park on a yellow line this is a civil offence dealt with by the local authority but if you park where there are no restrictions and you obstruct the highway this is a criminal offence and is dealt with by the Police.*
- *You cannot gain ownership of land under a highway or its verges by adverse possession.*

So, remember when you drive off next time, you are only allowed to do so because somebody has kindly allowed you to use their private land **freely** for that sole purpose and that you have certain terms and conditions to meet when doing so, by law, to maintain it and keep it safe. It could be a lot worse. If it was your "choice" would you allow

some toe rag to race across your land with no regard for you or the law, after you have been so kind? Next time you use the privilege try and work out who could own the land you are on; this could start with yourself.

Please do not get into any legal arguments based on this article as it's only an opinion based on my 30 years plus of dealing with these matters and various courts attended. Remember, only a Court can interpret what the letter of the law means not you or I, a solicitor or even the Police. It's only an educated guess until dealt with by the Courts.

Happy motoring.

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# TWENTY YEARS IN THE- MAKING



**Austin Healey 100/6**

*Richard Hood*







In my mid 20's (back in 1982) a band call Tears for Fears released a song called 'Everybody Wants To Rule The World' and in the video that accompanied the single I saw my first Austin Healey. It was a 1966 Austin Healey 3000 MkIII being driven by Curt Smith (lead singer of the band) – and so my obsession began.

Over the following decades I looked at many Healeys but they were all out of my price range; even the imported basket cases were too much! I had all but given up on my dream of owning an Austin Healey when a friend of mine came across a guy selling one in Ashton-under-Lyne.

I arranged to go and have a look, having been warned it wasn't

a complete car. This proved to be an understatement! The guy that was selling the car had found it at a local farm and it was literally just a pile of parts. Some replacement parts had been sourced, with the intention of restoration, but this had stopped as the scale of the task was just too much. This I completely understood when he proceeded to show me. The parts pile consisted of 12 tea chests full of parts, a chassis (well, I think it was a chassis) and bits of an engine – it was pretty much as he had found it. You certainly couldn't call it a car at this stage but, with all the parts, it did appear to be 90% complete.

I think the seller was asking £1,500 for the car/pile of parts and I re-





member walking away from it, thinking he should pay me for taking the scrap away!

The day after my visit I was discussing the potential purchase with a work colleague. He knew just how long I had been searching for an affordable Healey and, during the course of this discussion, he pointed out that even if I bought an imported basket case I would have to pull the car apart anyway and this one had already been done for me.

So and after further thought, the next day I bought the car (well the tea chests and their contents) which had in fact been, once upon a time, a 1958 Austin Healey 100/6 2-seater.

During the next 20+yrs those tea chests were slowly emptied one by one. Every single part from each box was, to coin an old engineering phrase, 'knackered', broken, seized, rotten ..... the list goes on. The only part which I was informed was OK was the gearbox – this had apparently been refurbished.

I was very fortunate to be working at Mirrlees Blackstone, in Hazel Grove, at the time of this restoration. This gave me access to a wide range of machines and skilled machine operators who all helped me to refurbish many, many parts. As time went on, there weren't many parts that hadn't been blasted, painted, made, or machined and then put back on/in the car.

Just to add, all work was carried out in my lunch breaks and out of hours!

I remember several highs and lows over the course of the rebuild - just a few of these are:-

When the engine was first started (a high).

When the engine blew the bulk-head core plug out – engine out again (a low).

The first look at the car after the respray (British Racing Green) that had been undertaken by Paul at Mini-chanics (a high).

The refurbished gearbox (it hadn't been!) had no overdrive so I had to spend 4/5 Saturdays at The Northern Healey Centre with expert guidance from Paul and Ben. They helped me to completely refurbish the gearbox and overdrive (a low)

As with any classic car you never really finish but, with a lot of the snagging completed, I was finally able to take my dad for a drive in my Austin Healey, which I think he enjoyed but I'm not sure that his false teeth did.

A big thank you to everybody who helped me during the 20+yrs restoration; without you all I could never have afforded to get the Healey back on the road again.



## The 2023 H and H CVC International Rocker Box Racing Championship

As most members will be aware, the March Club Night is the Rocker Box Racing night. The idea is that Simon Isles, Craig Isles and I (Ed Burke) will arrive early, say 6:30ish, to set up the track for say an 8:15 start.

If anybody needs to try their car, they can have a run down the ramp (once set up), on their own so as not to give anything away reference speed etc.

Once the event starts, at around 8:15, two cars will be placed on the top of the ramp and aligned down the track. The cars will then be held there, at the start gate, until ready.

The starter will then let the cars go; first across the line wins and it will receive a winner's ticket. If it's a draw, then both cars will get a winner's ticket and if neither car makes it then the one travelling furthest gets the winner's ticket.

Once everybody has had a go, all the winners will stand to one side and all the losers will run off against each other, just as above.

In this heat, each losing car will be knocked out and the winners will keep returning to the start, for another run, until the last one left is declared the winner of the losers (WOL).

The WOL will then join the previous winners (who stood to one side) and we will repeat the same exercise for this group until an overall winner is declared.

Three prizes will be presented by the Judge, One for the overall winner, one for the best dressed racer (the car not the person) and one for the best laugh (worst luck) on the night.

Please try to conform to the build rules but remember, it's just for fun and the race committee will have the final say.

**PS** Don't forget we also award the Piston Broke Trophy for any member who, during the previous show season, has had some classic car related bad luck. So, please tell the committee if you know of a suitable nomination.

Cheers and good luck.

Ed Burke





# HONDA S2000 1999—2009



Honda UK Media Newsroom

## *Keith Yates*

As a part of its 50<sup>th</sup> anniversary and following very positive reviews of its SSM concept car (unveiled at the 1995 Tokyo Motor Show), Honda made the decision to build one of the best two-seater sports cars ever made and to make it available to the buying public – the Honda S2000. This shouldn't have been too much of a surprise as Honda had previous form in delivering superbly engineered sports cars with DNA rooted back in the mid-1960s. The S2000's blood-line truly began with the 'mighty' Honda S800 that had been introduced to the World at the 1965 Tokyo Motor Show. For those in the know, the S800 was a diminutive but very rewarding driver's car that is now rare, highly sort after and an oh so cool classic.

At its heart, the S2000 has a very powerful and lightweight 1997cc, 4 cylinder, twin-cam, 16 valve, non-turbo engine with variable valve timing (VTEC) so as to allow it to produce more power over a much wider range of driving conditions. All of this tech' and engineering produced an engine that could rev up to a staggering 9000rpm redline, produce maximum power of 247bhp at 8300rpm, torque of 208Nm at 7500rpm and propel the car to 60mph in only 6.2

sec's and a maximum of 150mph in 6<sup>th</sup> gear. There's only one word (even now), WOW!!!

Looking beyond the engine, what made the S2000 such a superb sports car package was its precise steering, oodles of grip, exciting rear-wheel-drive handling, limited-slip differential, and a six-speed close ratio sports gearbox – it was and remains a car enthusiasts dream.

So then I hear you ask, if the S2000 was so good then why did it fizzle out of production by 2009 and not have Mazda MX5 longevity? Well, I think that the Honda came a bit late to the party and was always quite an expensive car. Firstly, the MX5 has always been a very good sports car that is not that expensive to own and maintain. It's been around since 1989 and, even after several facelifts and 'Special Editions', has managed to firmly establish itself with the sports car fraternity as the successor to the 1960s Lotus Elan. That said, it would appear that sports car enthusiasts have now woken up to the undoubted charms of a good Honda S2000. Take a look at used values, they are staggeringly high compared to a good but ubiquitous Mazda MX5.



# **Beating Them At Their Own Game: PAT MOSS- CARLSSON**

## **The Story Of The 1960 LIEGE – ROME – LIEGE Rally**

As the 'little' sister of Stirling Moss and a motor racing superstar it should have been of no surprise that Pat Moss started to drive at an early age. During her younger days however, her competition experiences and numerous successes came from the world of horses and show jumping in particular – something that 'big' brother Stirling had also excelled at. At the age of twenty she decided to take on a different kind of horsepower and, after first driving a Morris 1000 and then a Triumph TR2, BMC provided her with an MG TF with which she entered the 1955 R A C Rally – she won 3rd ladies prize. Following that introduction to rallying she subsequently drove various cars for BMC until, in 1960, she was put in an Austin Healey 3000. By the middle of that year she had already amassed fifteen firsts, nine seconds and third ladies' prizes in cars as diverse as Morris 1000s, Austin A40s and, latterly, the (big) Austin Healey 3000s. Personally, whenever I hear of the Austin Healey 3000, I remember reading a 1960s road





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test report where the tester described it as being “the last of the hairy arm sports cars”. No servo assisted brakes or power steering on these!

From late 1959 BMC had started to compete with the ‘Big Healey’ and, for the 1960 Alpine Rally, four cars were prepared. The crews were Pat Moss & Ann (Wiz) Wisdom, the Morley twins, John Gott & Bill Shepherd and Ronnie Adams & John Williamson. BMC won the team prize with Moss & Wisdom winning 2nd overall and 1st ladies prizes.

Of the nine rallies that had been competed in during 1960, six in AH 3000s, the next was generally considered to be the toughest and roughest rally in the world at that time – known as the “Marathon de

le Route” it was the Liege – Rome – Liege Rally. This consisted of ninety plus hours and 3000 miles of, more or less, non-stop driving over more Alpine passes than you knew existed. This was where Pat Moss was going to take on the cream of the world’s rally drivers.

BMC had fitted the four entered Healeys with heavier duty gearboxes and overdrive units. Pat, because she considered the top speed to be too high, asked the preparations department to fit a ‘slower’ differential. A 4.8:1 diff (from a taxi) was fitted to replace the 4.1:1 unit on her car. This reduced the speed, in direct top gear, to about 80 MPH and the 0 to 60 time was reduced to about 6 seconds. According to Motor magazine, the top speed of a Healey

3000 (fitted with a standard 3.9:1 diff) was 98MPH in direct top gear and 115MPH in overdrive top. So, this meant that the car was slightly over geared in overdrive. If we assume that 98MPH was true and accurate then overdrive top, with a 4.8:1 diff, would give a maximum speed of 97MPH in Pat Moss's car.

The other BMC drivers were John Gott, Peter Riley and David Seigle-Morris. A Frog Eye Sprite, bored out to 975cc, was prepared for John Sprinzel to drive. That car was owned by John Patten, the co-driver, and had been prepared to full 'Sebring' specification.

The rally was to be held on open public roads with drivers being told where the police were likely to be on the route. As it turned out, the Italian police would not allow the rally to travel too far into Italy (because of the Olympic Games) so roads in Yugoslavia were used to make up the mileage shortfall. Most of these were unmade and because horses were a popular form of transport, the competitors found themselves having to cope with lots of punctures that kept the Dunlop repair crews busy.

### **Scrutineering and the Run to SPA (31 August)**

The courtyard of the Palais des Princes-Eveques (in Liege, Belgium) was utilised for the scrutineering of 83 cars and this included a check that each car had four

wheels (I am not joking!). Any amount of tuning was allowed as the organisers assumed that highly tuned cars would not last the distance and were therefore accepted. Porsche were the most favoured to win but of the 14 Porsches entered, only 3 made it to the end. At 6PM the cars were flagged away and they set off, in convoy and complete with a police escort, to Spa.

### **Spa to the Italian border (1065 miles) from 10PM (31-08-60) to 8:20AM (02-09-60)**

#### *82 starters – 64 finishers*

This was an easy start to the rally but it did include several timed tests. The first, within 10 miles of the start, was an 11 mile section (3.5 miles unmade) on the twisty roads around Stavelot that had a target time of 11mins 49secs at an average speed of 57MPH. First was Oreiller (Alfa), the only car to achieve the target time, followed by four Porsches. Moss was timed at 12mins 42secs with Seigle-Morris in 8th and Gott in 13th. Several cars either broke bits or went off on this section so 76 cars were left when they reached the next stage, the first of the Italian passes. The Passo di Pennes and the Monte Giovo were easier than expected and only a sole Lotus Elite went out with a broken radius rod.

On to the famous Stelvio Pass which, excluding the easy run

in, consists of 44 hairpin bends to the 9000ft summit and 33 hairpins on the way down, a distance of nearly 19 miles with a target time of 36mins. Oreiller was again the fastest (the only one to achieve the time) with Moss coming 3rd some 25secs late. The only other British driver in the top ten was Gott, 1min 27secs late. Seven cars either broke down or were too late and one car had an accident on this stage. Although she didn't know it, Moss's car had left its gearbox oil plug somewhere on Stelvio and she just made it to Brescia with the 'box getting noisier and noisier. The BMC mechanics robbed a service car to solve the problem.

From Brescia to Pazin was 214 miles and although it was regarded as easy, it was tiring and needed careful navigation. However, five more crews dropped out on this section of the rally, leaving 64 still competing. The top positions were:-

1st Oreiller (Alfa Romeo)

Joint 2nd Buchet (Porsche) & Moss (Austin Healey 3000) both 1min 18secs behind

Joint 12th Trautmann (Citroen) & Gott, 14th Seigle-Morris, 17th Riley and 27th Sprinzel.

**Yugoslavia (320 miles) from 8:20AM to 6PM (02-09-60)**

*64 starters 30 finishers*

The organisers had thought that Yugoslavia would decide the outcome of the rally and this would prove to be correct. The power advantage of the larger cars would be lost on the rough twisty stages.

On arrival at Kozina the top ten were separated by 2mins 50secs but by the time the rally reached Kranjska Gora this had stretched to 36mins. Trautmann was now leading and Sprinzel was up to sixth. Impossible stage times and punctures had seen the demise of 34 cars, 20 through mechanical failure and 14 due to OTL (over time lateness). The average speed on the longest section of 57 miles was set at 37MPH but a diversion was in place and no extra time allowed. This meant the average speed was nearer 44MPH. The dirt roads made it hard to see where you were driving and rainstorms had turned them into skid-pans.

Pazin to Matulji was a 30mile stage and whilst the leaders managed to clean it, 32 cars got penalties. The two stages from Novi to Vrbonko and then on to Cabar were so bad that everybody gained penalty points. Oreiller retired because he had had so many punctures that he ran out of tyres, as did others, a common ailment. Gott had had a puncture and the bonnet also blew up; the time lost put them within 5mins of maximum lateness. Peter Riley had done the recce for BMC in Yugoslavia so he knew ex-

actly what it was like and drove accordingly. He ended these tough sections in fourth place. Even seasoned entrants reckoned the last ten hours was the hardest they had ever encountered. Pat Moss had managed a steady drive, without incidents and that meant she was in fifth place. The positions at Kranjska Gora were:-

1st Trautmann (Citroen) 15mins 51secs

2nd Coltelloni (Citroen) 17mins 45secs

3rd Buchet (Porsche) 18mins 18secs

4th Riley (AH3000) 31mins 53secs

5th Moss (AH3000) 34mins 18secs

6th Sprinzel (AH Sprite) 37mins 4secs

12th Seigle-Morris (AH 3000) & 28th Owens (MGA)

**Kranjska to Barcelonnette (750 miles) from 6PM (02-09-60) to 6:15PM (03-09-60)**

*30 starters – 13 finishers*

The first 34 miles section was over the Moistrocca and Predil passes with the time allowed being 50mins. Trautmann was clean, second was Seigle-Morris with a 27secs penalty. The next section was very difficult. Cibiana to Roverto was a distance of 163 miles but the drivers were only allowed to be 15mins

late, otherwise they were excluded. Five cars were awarded penalty points but six were excluded. The next stage, over Passo Duran, was, according to some crews, worse than a goat track. The next, over Colle Xomo, was not much better and was responsible for two of the leaders being excluded. Both Trautmann's Citroen and Strahle's Porsche holed their sumps. The fan blades fell apart on Riley's car and damaged the Healey's radiator badly enough to force his retirement too. Buchet got lost and was OTL when he finally reached the control. Pat Moss and Sprinzel were now second and third with only Coltelloni's Citroen ahead of them. The Austin Healeys and BMC were the only team left standing. Moving onwards to Berceto proved to be easier on the cars but the leading Citroen's suspension had had enough and collapsed whilst on this section. The British crews were now leading the 'Marathon' but all was not well with their cars. Moss's car was leaking oil from its gearbox and the Seigle-Morris car had wheel bearing trouble. However, the cars made up time and both cars got repaired in time. The positions at Barcelonnette were:-

1st Moss (Austin Healey 3000) 39mins 42secs

2nd Sprinzel (AH Sprite) 44mins 33secs



3rd Saunders (Porsche) 46mins  
17secs

4th Poirot (Porsche) 54mins 42secs

6th Seigle-Morris (AH 3000) & 11th  
Gott (AH 3000)

**The French Alps (280 miles) from  
6:15PM to 3:15AM (03/04-09-60)**

*13 starters – 13 finishers*

On this section there were five timed climbs and Sprinzel lost 1min 44sec to Saunders (Porsche) who was really trying, as were the other Porsches which were now sensing victory. Because of repair times, Pat Moss was bringing up the rear of the other competitors. As she approached the Col d'Allos the marshal, thinking that all the competitors had passed through, opened the road to normal traffic but, even with this added problem, Moss still made fourth on this stage. On the Les Augiers to St Geniez stage, Saunders set the fastest time taking a precious 44secs out of the Moss lead and passing the AH Sprite. The Col de Noyer was next, a loose gravel stage where Moss clawed 6secs back and Seigle-Morris finally overtook a DKW to claim fifth place. Next came the Col de Luittel were Gott, not wanting to be left out of the action, overhauled the Porsche that was tenth but Moss lost another 15secs to Saunders and was now only 17secs ahead of the hard charging Por-

sche. The final serious stage was the Col du Granier, Porte and Cucheron. It was on this stage that the Saunders' charge suddenly slowed, giving victory to Pat Moss. Sprinzel put in a spirited drive but had to concede to the superior power of the Porsche only losing out by 1sec on this stage.

**Final Run to Spa (525 miles) from  
3:15AM to 5:30PM (04-09-60)**

*13 starters – 13 finishers*

To some crews this was the worst part of the rally as, after driving so many hours and over some of the trickiest stages with precious little sleep, it was all too easy to make a mistake. The three Citroens that were left ran in convoy as did the Austin Healeys, taking turns to lead each little convoy. As they approached Spa the number of finishers was nearly reduced to twelve when the Triumph TR3 sustained a puncture and didn't have a spare. Luckily, it happened close to a spectator who happened to be in his Triumph and who offered his spare. Near to Spa the Healeys were run to a garage for a wash and polish ready for a triumphal entry with an escort for the first British car, with a British crew and the first female crew to win the 'MARATHON'.

**OVERALL RESULTS**

1st Moss/Wisdom (Austin Healey

3000) 1hr 3mins 4secs

2nd Saunders/Saunders (Porsche)  
1hr 9mins 11secs

3rd Sprinzel/Patten (Austin Healey  
Sprite) 1hr 10mins 56secs

4th Poirot/Guillemain (Porsche) 1hr  
14mins 4secs

5th Seigle-Morris/Elford (Austin  
Healey3000) 1hr 21mins 6secs

10th Gott/Jones (Austin Healey  
3000) 2hrs 17mins 12secs

13th Neyret/Terramorsi (Triumph  
TR3) 3hrs 51mins 18secs

Manufacturers Team Prize – BMC/  
Austin Healey Team

Coupe des Dames – Pat Moss/Ann  
Wisdom

So, a question; did Pat Moss out do her brother's (Stirling Moss) stupendous drive on the 1955 Mille Miglia with this marathon effort?

### **Some Final Titbits**

Erik Carlsson, champion rally driver for SAAB and future husband of Pat Moss, was asked to drive one of the service vehicles and was put in a Morris 1000. This was one of Pat's old rally cars and was known as 'Granny'. After the gearbox repair to Pats car and being the fastest of the service car drivers, he was asked by Marcus Chambers, the BMC Rally Team Manager, to follow Pat. By this time poor old

'Granny' had been "nearly run into the ground" by Erik so Marcus gave him the keys to his own Austin A90 service car, known as The Admiral's Barge'. On one of the special stages Erik set the second fastest time of the rally!

Whilst the cars were having a wash and polish the AH3000 drivers and navigators hired a room at a nearby hotel so they could have a bath. Four males had one room between them to wash off all the Yugoslavian dust. In their tired forgetfulness they forgot to lock the door and a chamber maid entered the room to be confronted by four naked men having a wash. What happened next wasn't reported.

Of the 96 hours of the rally, over half were driven flat out.

Coltelloni said jokingly, at the prize giving, that he would put up a "Coupe des Hommes" in future.

Not to take anything from this fantastic drive, Pat Moss was not the first woman to win a European Rally. That honour goes to the Belgian driver Gilberte Thirion when she took the outright win on the 1956 Tour de Corse (Corsica) Rally.



**Financial Administrator**

**Jean Knowles**

judojean@btinternet.com

**Magazine Editor**

**Keith Yates**

keith.yates1957@outlook.com

0161 4498432

**Motorcycle Section**

**Steve Divall**

See page 2

**MG Section & Advertising**

**Graham Scattergood**

scatt911@outlook.com

**Publicity**

**Helen Bowden**

01614273584

**Vehicle Valuations for Insurance**

**Club Stands**

**Mike Coffey**

01298 27424

**Website Administrator**

**Jane Harrop**

janeharrop148@outlook.com

**Deputy Magazine Editor**

**David Bresnahan**

dwbresnahan@outlook.com

**Commercials Section**

**Dave Rawson**

davidrawson54@yahoo.co.uk

**Minutes**

**Jill Dewsnap**

dewsap35@gmail.com

0161 3382098

**Charity Co-ordinator**

**Eric Dewsnap**

dewsap35@gmail.com

**Associate member (Auditor)**

**David Rainsbury**

**Disclaimer**

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