

# H&H CVC



*Club Mag October 2021 - Edition N° 357*

# H & H CVC Ltd

<http://www.hhcvc.com>

The Club meets at the Conservative Club, High Lane

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

The Annual club Subscription is £20.00

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



## **David Bowden**

Sadly, long term member Dave has passed away, having suffered with heart problems for many years, and recently with a broken hip. He will be sorely missed.

He joined the club in 1991, with his wife Helen, and was a regular attendee at club meetings and events, at first with a Panther Lima, in the last few years with a Ford Anglia.

On Club Runs - David regularly took part, and he and Helen were always there on club nights.

**The October meeting on 20th October sees a Memorial Drive honouring David.**

**Starting at 5.00 pm from the Conservative club in High Lane, with a Hot Pot Supper, again at High Lane at 8.00, with the compliments of the club. All members will be welcome to have Hot Pot, then there will be a Noggin and Natter afterwards.**

**October club night starts at 7.30, by which time, all those on the drive will have returned.**





## **Club Mag. October 2021**

### **Chairman's Chat**

Sadly, I have to report to those members who don't already know, the passing of Club and Committee member David Bowden, who lost his battle with life on September 5th, the day of our club show at Brookside Garden Centre. He never really recovered from a fall in which he broke his hip, and that together with heart and other problems resulted in his passing. Our thoughts are with Helen, Carole, Richard, Graham and family at this time. To me personally, I have lost a dear friend. Chris Parr will have presented an obituary. Members will remember an excellent profile of David's lifetime's work as a Coal Delivery man in an earlier edition.

September 5th saw the return of our Club Show, this time at the Brookside Garden Centre and our thanks to them for making space available to us and for arranging for the sun to shine all day. Over 63 vehicles took part and more than a few motorcycles and commercial vehicles. As always, the number of vehicles attending was

exceptional as was the number of visitors and I am told that the Garden Centre sales were increased as hoped for as were food and drink sales within the restaurant. Mike Coffey took care of judging and awards were presented to best in show vehicles of various groups and CP has printed a list of runners up and winners in each class. The raffle and tombola raised an astonishing £280 which will be presented to our charity along with other sums at the 2022 show, again at Brookside. It was great to see so many members at the time and I apologise if I did not have time to speak to you all. Unfortunately, the PA suffered from battery failure and is now residing at the Council tip. A new PA is planned for 2022 so we don't have to shout.

For the forthcoming club meetings, we have a change to the intended programme. For October we now have a short Club run starting from the Con Club at 5.00 pm (so get there in good time beforehand please) in memory of David with a complimentary hot pot supper afterwards at 8.00. Members can go on the run as usual in either their classic or everyday vehicle, and if you are unable to take part on the run or would rather not, members are more than welcome to turn up just for the hot pot supper. The run will have been sorted by Mike in his usual fashion. A Noggin and Natter will take place thereafter. For November we plan a small celebration of our club's 30 years existence with a specially prepared and decorated cake for consumption. Afterwards I will present my annual quiz, a little late in the year thanks to you know what. As I have said before, please bring your own pen or pencil.

At the September club evening we were treated to an excellent presentation by Peter Sykes, a retired NHS Consultant who, with the considerable aid of Jean Knowles, told us a lot about his work as a surgeon and about key hole surgery especially with regard to Gall Bladder operations Both Graham Knowles and me took several photographs of Jean in her operating gown which hopefully will appear later in the magazine. Unfortunately, the attendance by members at this particular meeting was poor, you don't know what you missed. Peter has also produced a very good book which CP tells me is very interesting and again the proceeds go to charity. Peter has very kindly donated his fee to our 2022 charity which will be given to the charity at next year's vehicle show early in September.

In issue 14 of the 'Totally Stockport' paper is a very poor report on our vehicle show around the Stockport Market Place. Just four vehicles are pictured, three of them owned by our members and one visitor and I can just be seen at the rear of Ed's Land Rover. No mention is made of the H&H involvement and the VMC let alone the attendance of the Mayor and his wife and no photos are to be seen of the many motor-

cycles and motor scooters that took part. As reported previously, the weather that day was appalling and credit is due to those who turned up to show their vehicles and to the visiting members of the public. Shame on you Totally Stockport for an awful report and to the Council for their total lack of help and input into this event.

As I said in the last magazine it is unlikely that the show will take place again. It is amazing that so much effort has been put in by various people, including yours truly, and the support from the Council can be written on a postage stamp. It is my intention to contact 'Totally Stockport' and complain about the lack interest from the Council. You would have thought that at the very least after the event, we would have had a letter or e-mail thanking us for our efforts. One has to feel sorry at this juncture for Graeme Vout who has is now retired from the Council, who bent over backwards to get Council members involved. They seem only interested in spending ratepayers money on new carpets and Mayoral vehicles and Cycle Lanes .

Christine has spotted an item about vehicle pollution around the new A555 road. It would appear that in the future vehicles travelling on the road will be subject to (if appropriate) fines if your vehicle is considered to be polluting the atmosphere. Keep an eye up please. I have already contacted the Council about the lack of 50 mph signs on the stretch of road where one can walk or cycle. There are just not enough of them and those that are there are the size of a halt crown. The Council has replied and said the existing signage is satisfactory.

And so, as always I close with a reminder about Club events in October and hope to see you then.

Steve Diwall,

*My wife phoned me just before the autojumble, and she told me, "I've got water in the carburettor." I was suitably impressed so I asked, "Where's the car?" she said, "In the river!"*

## After the Show Drive

With the club being 30 years old in November Rob Salter organised a short 15 mile run to celebrate this special birthday after the show at Brookside Garden Centre. Special rally boards were given out to those taking part.



Around 26 vehicles (inc. two of the motorcyclists) turned left out of the venue and headed towards Poynton down to the magic roundabouts, they then turned left again and headed through Poynton village and drove towards Middlewood level crossing. The route continued on to the A6 and at the White Lion Pub the vehicles turned down into Red House lane and meandered their way into Marple and then on to Marple

Bridge. The purpose of the run was to drive past the club's namesake '**The Hare & Hounds Pub**' on Mill Brow where in November 1991 sixteen classic car enthusiasts gathered and formed the 'Hare & Hounds Classic Car Club'. The route then continued down into Mellor and finished at the Devonshire Arms.

### **Please Note - Photographs wanted.**

We are producing a book to celebrate 30 years of the club. Does anyone have any club photos that can be borrowed to be copied of:-

1996 First Peaks and Dales Run

2002 Tatton Park Show Club stand (Golden Jubilee year) with the 50 on top of the cars.

2011 of the first Woodsmoor Show.

Thanks.

My email address

janeharrop148@outlook.com

*Jane Harrop*



## **Editorial**

### **Club Show features**

The Tombola stall manned by Margaret and Jean .



### **New Members**

**Michael Dewhurst** owns an NG TA

What does an NG TA look like?

Answer below



Trophy and Cup Winners at the club show.

### Pre War

Winner - Keith Smith - Standard 10 EKN 801

Runner up - Mike Kelly - Austin 10 CV 8010

### 1944 - 1959

Winner - Jean Knowles - Austin A35 10 DVX

Runner-up. - Ruth and David Howard - Austin Ruby VSK 479

### 1960 - 1975

Winner - Tom Dalton - Ford Escort HND 161N

Runner up - Albert Smith - Austin Healey XTU 371J

### 1976 - 1990

Winner - David Betts - Fiat X19 F880 0JA

Runner up - Robert Hayes - Mazda 323 D427 JNA

### 1991- Current

Winner - Richard Whitehurst Honda Prelude R795MEH

Runner up - Keith Yates Mini L137 FOE

### Commercial Vehicle

Winner - Chris Nuttall Morris Minor Pick-up BOA 797K

Runner up - Ed Burke Land Rover 512 HCK

### Motor Cycles

Winner - W. Goddard Fuchs PUB 513D

Runner up - Jack Thornbury Honda Express OFE 351V

### Brookside Garden Centre Trophy

Austin Healey Richard Hood YGW 933

High Lane Garage Award John Garlick Vauxhall Victor FB Estate

KFF 695 H&H CVC Memorial Shield Graham Weaver

Chairman's Cup - Graham Knowles (Treasurer)

## **Unclaimed Raffle Prizes from Club Show.**

Green Tickets 731, 792

Yellow Tickets 127, 284 and 368.

Please check, you never know! - Please Contact Chris Parr/Margaret if you are a winner - 0161 427 1363, or text 07512 783818



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**October 2021**

This month. I'm pleased to report that the French classic car scene has finally lit up. And while the shows are not as extensive as those of the UK, they offer a selection of cars we won't see too often back in Blighty. Of course, it's unsurprising to find that most cars in attendance are from French marques. Unlike the Brits, the French protected their car manufacturing sector with the support of patriotic drivers who, on the whole, choose French designs when buying their vehicles. There's one marque that, commercially, has had the most significant impact on Franco-European motoring, and that's Peugeot. With a combination of clever business strategy and some iconic models in their canon, this firm stands predominant amongst European OEMs. Now known as Groupe PSA, the firm also owns Citroen, DS, Opel and Vauxhall. They cleverly use each brand to serve different sectors of the market. So, while you may think Peugeot make uninspiring, average cars these days, it's because, for example, they will use the Citroen brand to attract the more avant-garde consumer.

Anyway, enough of that; instead, a few pics of some legendary Peugeots will tell their own story. Enjoy!



The hugely successful 203. With a production run from 1948 - 60 its styling owed a lot to the Chevrolet Florentine. I don't think the wire wheels were fitted as standard but they look great, don't they?



And here you have it: a 400 Grand Luxe Convertible. An absolute unicorn - if ever there was one. If Li Columbo with a basket found opened the door and stepped out, then the world would be perfect, again.







*You can read more of Anthony's car-related writing at his blog:  
[sylvianscribblings.blogspot.co.uk](http://sylvianscribblings.blogspot.co.uk)*



## Brand power and the electric wizardry of illusion - Part 2

By *David Bresnehan*

The illusion of independent brand identity will only become more difficult to sustain due to electrification. This is partly because battery technology is also dominated by a few well-known electronics brands; and even fewer suppliers of the raw exotic materials such as lithium and cobalt. It is then that the batteries in many cars will become somewhat generic. Everything else is really a matter of fluffiness and branding. Many forms of charging point, cable and connection are proprietary or licensed for now for the purpose of making money, not for the purpose of putting the interests of the consumer first (see the same debate around USB-like connections). Manufacturers are now compelled by their shareholders to make cars energy efficient, because it is trendy, politically relevant, and legislated.

The greenwashing in the UK is partially backed by the new government legislation that permits electric cars to possess a green square on the registration plate. This has multiple uses: to help authorities identify EVs in urban environments and permit entry to reserved lanes, to help perpetuate the sale of new cars by offering a freebie general universal selling point to dealers, and to help the government and the consumer convince themselves that one-size-fits-all electric car is the only solution to our environmental issues, and that you too can join the cult of the green square. Of course, this is absolute nonsense by any standard. Electric cars are fantastic in urban settings. In locations like London, they should almost be compulsory. The lung-saving ability, especially for those growing up, is undeniable. But convincing yourself or anyone else that it is green is just delusional. Sorry, that isn't me being a cynic, that is the first law of thermodynamics, and we cannot escape this. The ability to create fire was the endgame for the green fight, and nature lost. The total energy transfer may be more efficient over time, but it can never be green. I digress!

It is then that it will be difficult to mechanically maintain the meaningful and saleable differences between a good value Renault Zoe, and that of a Porsche Taycan (okay, I like the Taycan, as wrong as it is). Brand power will become ever more important to maintain the illusion of difference and uniqueness of cars. Any inquisitive consumer will probably find that like the MAF sensors, wiper motors, and climate control units of times gone by; even the battery cells and drive motors will be generic parts, and anyone will be able to tune their electric Dacia to be as fast as an electric Alpine, or easily retrofit a motor needed to do so. Not like the astonishing projects of old like

somehow shunting a V6 Renault engine into a Clio. Motors and batteries are not limited by load balancing, and can be infinitely tuned to have infinite consumption modes.

It is important that consumers like us do not get fooled into paying more and more for badges, which have less and less to offer over more common brands. I do mourn the loss of dials, sturdy centre-console switches, the hand-brake, and soon my mirrors, which will all become replaced by generic tablet screens; all made by two or three manufacturers, and offered at the price of £100, £1000, or £10,000, depending upon if the consumer is willing to convince themselves that their tablet that happens to come attached to wheels, is worth more than the persons' next door .

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## **A Mini Break To Mini Issues** (Part 2) - *Part 1 in August edition*

From Keith Yates.

The Mini Cooper was now temporarily parked at the front of the house and was attracting nice comments from friends, neighbours, house visitors, dog walkers and generally by passers-by. It doesn't have the kudos of a 'classic' 1960's Cooper or Cooper S but that doesn't seem to matter to most people as it's a Mini and, in my experience at least, a Mini will always evoke fond memories for people and never cease to bring a smile to the story tellers face. From the day we picked L 137 up, one of the first things that Judith and I noticed was that our Mini is a source of genuine interest for people, a conversation starter and a prompt for people to share all sorts of memories and reminisces with us (usually along the lines of "wow, a Mini, that was my first car" or "I'd forgotten how tiny they are" or "my Dad/Mum used to have one when I was a kid"). I suppose it just underlines the Mini's true iconic status and the deep affection the British public still holds for this 'Great' British product.

Anyway, first things first; the paperwork (of which there was lots of it with the car) needed to be sorted and studied so that I could establish a fairly accurate history of L 137 FOE. The car had originally been purchased directly from Rover by a serving member of the RAF and was delivered to him (at RAF Laarbruch in Germany) on 10th September 1993 at a cost of £5504. It was subsequently registered with the DVLA on 1st January 1994, and sold to the first owner's brother-in-law (according to the bill of sale) for £6100 on the same date. The second owner and his wife (who very briefly was the third owner), lived in the Dudley area and that is where L137 spent its life until I purchased it. So, I had a detailed history, showing a continuous family ownership, from delivery in Germany in 1993, to auction at Thornton-le-Dale in 2019; in fact it had been L137's first owner that had driven it from Dudley to Mathewson's for the auction.

Next up for study was the collection of MOT certificates and service bills. It became apparent that from circa 1999, L137 had been very little used as it had only been covering about 1000miles pa. It had been MOT'd in May 2009, Re - MOT'd in June 2011 and then again in June 2013. The gaps really told their own story, and this was confirmed when I realized that the next MOT was the (then) current one that had been issued on 20th June 2019. About the time of that latest MOT, I also had bills and evidence of re-commissioning in the form of work on the rear brakes, a new headlight unit and a new battery etc.. Clearly L137 had been off the road and laid up for several years and this fact gave me some cause for concern. Everything was looking pretty positive but a car deteriorates in odd ways during a period of long inactivity and I was starting to wonder what hidden problems were lurking in wait for me - something that would come back to bite me several months down the road! Before I did anything else I decided that I'd write to the previous owner and let her know that I'd purchased her/her late husband's Mini, that it had found a good home with me, and really just to thank her for giving me the opportunity to own their clearly, very cherished car. The lady replied with a lovely letter and in

this she told me that L137 had been her late husband's 'pride and joy' and to please look after it. No way could I not do!

Next up on my agenda was to actually get spannering, get my hands dirty and establish apriority for jobs and repairs in need of doing. I'd decided that I wanted to tackle this project along similar lines as I'd done when running around in Minis and Ford Escorts in the 1970's - basically making repairs myself wherever possible but, at the same time, keeping the car on the road whenever possible. First up were the brakes. These had worked fine during the drive back from Yorkshire and although I had seen evidence documenting recent work, I wanted to be sure. So, car jacked up, rear wheels off and then brake drums off. There was plenty of life left in the shoes, the cylinders were leak free and mobile and the drums themselves looked fine. Incidentally, whilst I was putting these back in the car, I noted that Rover had built in a sizeable wheel spacer as an integral part of the drum. I mused that as a 'lad' I'd put a set of slim "Paddy Hopkirk Accessory" spacers on the rear of my Mini Clubman but that this, according to the old car sage down the pub, was bad practice - they'll ruin your wheel bearings!". How times and thinking can change. Whilst the back of the car was up I also checked over and cleaned the subframe and suspension components, greased the suspension arms, and lubricated the handbrake cable pivot. On to the front brakes then. I'd already decided to replace the original discs and pads with new so, after checking that both calipers were good and serviceable, it was a thorough clean-up and off with the old and on with the new. A quick test didn't really show a discernable difference in braking performance but then again I wasn't expecting any; the exercise was to satisfy myself that the braking system was A1 and that the car could be stopped sharpish when called on to do so. Time to lift the bonnet (or rather, take it off for best access) and to delve around the heart of the thing.

The first job was to replace the main cylinder-head to bulkhead engine stabilizer bar bushes and I decided to use the longer lasting poly-bushes for this purpose. What a total pain this 'simple' job (well it always used to be simple) turned out to be! I'd not accounted for the fact that Rover had stuffed in a whacking big brake servo, master cylinder and associated 'gubbins' just where I wanted to be to get to the stabilizer bar. I concluded, after a few choice words and a brew, that all of this would have to be shifted to gain access. I must say though that the job did go very smoothly, I could clean and/or paint the servo and other previously inaccessible areas and I felt quite pleased with myself when it was all back together again. More importantly, the engine was now stable!

Now for some 'easy' jobs.

The distributor cap and rotor arm was cleaned, a new set of HT leads and spark plugs were installed and the crispy/leaky rocker-cover gasket replaced. The oil

and filter looked very clean so I decided to postpone changing these whilst more pressing jobs nagged at me. Next on the list was the thermostat and this required a new thermostat housing, stainless steel bolts to secure it, new jubilee clips, a new thermostat and some quality gaskets to replace the rubbish ones that Rover/BUBMC had always used. There are two ways that I'm aware of to do this job; drain the whole coolant system via the detached bottom hose or suck out the coolant from the top of the radiator to isolate the thermostat. If you've ever tried to get the bottom hose off a Mini (particularly one that's been undisturbed for 25/26yrs ) then you may agree that it's one of the worst, if not the worst, jobs to tackle. I decided to leave well alone and go for the much easier option - a decision that I'd subsequently regret as this was the one area that really came back to bite me good and proper! As I started to suck out coolant from the radiator - it's bad colour/smell was telling me to go down the more difficult route and back flush the whole system whilst I was at it; I didn't and consequently left important and undiagnosed issues that would land me with a much bigger job several months later. Anyway, I completed the task as I saw it, and it all went well - it looked quite smart too after everything had been cleaned up.

It was now getting into late November 2019 and, as it turned out, my final job before New Year (apart from bolting the bonnet back on!) was to fit a new stainless/braided oil pipe running between the engine block and the oil filter housing. For some reason (probably cost) Rover had changed the original spec' oil pipe to one that never really sealed properly even when new; they even had the cheek to offer to sell to owners a higher spec' pipe (now unobtainable of course) that supposedly solved the problem. At about that time and leading up to Christmas 2019, news was beginning to headline about a strange sickness, believed and reported to be a new virus, that had been identified in a particular region of China called Wuhan. This seemed to be making people very ill or even causing their deaths. Could this be the start of something very serious, a pandemic even, or would it turn out to be another 'bird' or 'swine' flu type scare? At the time, I for one recall dismissing the reports as the usual and typical media hype; it'll run its course and all blow over I thought!

Anyway, the Mini was now checked over, repaired where immediately necessary and back on the road. There was still a lengthy programme of jobs to do but none of them were obviously pressing me for my attention. So, I was looking forward to a good family Christmas, an early and glorious 2020 Spring/Easter, some H&HCVC car show events and some very enjoyable Mini miles to be clocked up. Now there was a plan!

To be continued. Keith Yates

## For Sale

1980 Triumph TR7 Current owner Bill Gray.



Offers wanted for this Low Mileage Car. It has not been used for a couple of years, so needs a little tlc and an MOT.

To details please Contact

Lisa Painter, 20, Vernon Road, Poynton SK12 1LP

Tel: 07376 066166

The car has been looked at, and our roving engineer, **Richard Burnham** says:-  
Car stored in garage.

Last tax & MOT finished 2017

Believed less than 30K miles (Daughter has paper work)

5 Speed gearbox

Rear brakes seized on

Clutch solid - but there looks to be a brand new slave one with it.

Battery left charging -

Engine turned over

LH sill has patch, but both sills seem Ok

Floor looks good except where they meet sills

Chassis rails look good

Spare wheel well has patches

Some patches on front strut tops

Seats look ok under covers

Rear deck minor bubbles in comers

Front wheel arches poor, rear appear not so bad.

Lot of play in steering.

Quite a lot of flaky rust underneath.

Suspect hood is good, but would need a good clean.

The under-side is covered in mud.

**To View the car** - Telephone Anne .  
01625 875780.

Car to be sold 'As seen'

Contact Lisa Painter

07376 600166





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



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

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**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**

## **Forthcoming Events**

**20<sup>th</sup> October Club Night**

**Early start**

**A Memorial Drive honouring David Bowden. Starting early evening at 5.00 pm from the Conservative club in High Lane, with a Hot Pot Supper, again at High Lane at 7.30, with the compliments of the club. All members will be welcome to have Hot Pot, then there will be a Noggin and Natter afterwards.**

**October club night starts at 7.30, by which time all those on the drive will have returned.**

**Please keep checking the Website in case of changes.**

**- <http://www.hhevc.com>**

**12<sup>th</sup> - 17<sup>th</sup> November Classic Motor Show**

**NEC Birmingham.**

**17<sup>th</sup> November - Chairman's Quiz - Fun and thrills.**

*A small red sports car was speeding along a country lane when a tractor pulled out of a field twenty yards ahead. Unable to stop in time, the driver of the sports car thought quickly and drove off the road, through the hedge, and into the field. The driver of the tractor mopped his brow and muttered, 'Blimey. I only just got out of that field in time!'*

**Committee Continued from back of front cover.**

**Publicity** - Helen Bowden 0161 427 3584  
**Minutes** - Jill Dewsnap 0161 338 2098 dewsap35@gmail.com  
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