

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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Club Stands Mike Coffey - See above

Continued on page next to back page.



Club Mag. July 2020

Deliberately, I am not going to mention Covid 19, unlike many other clubs and organisations, as I am sure, like me, we have all had enough of the BBC and newspapers etc., continuously going on about it, and making a serious situation even worse. During our period of lockdown, my wife has carried out a major clear out of our study, and we took most of the saleable items to the Beachwood Cancer Care organisation. If you are interested, you can visit their web site, and find out when, and where, their drive through disposal units are open.

For me it was an opportunity to get rid of the many repetitive books I had, all having the same pictures of cars and motorcycles, with more or less, the same words with them. This gives me the opportunity to mention a hard-back book I have been loaned by club member Richard Whitehurst entitled 'Ten years of Motors and Motor Racing' written by Charles Arnott and covering the period 1896 to 1906. This indeed is a very interesting publication, and covers in extreme detail, motor car and motorcycle racing when in its infancy.

The risks and lengths to races that entrants went to, and took part in, are truly

amazing. If you are into historical racing publications, and you are able to find a copy, then it is a must. Thank you, Richard, for the loan of the book. Also I am now an expert cross word puzzler, and have bought loads of books to read. The downstairs toilet is now refurbished, with new washbasin and decorated, along with the entry porch. The kitchen is next, but fortunately we await the re-opening of the worktop shop.

I am pleased to be able, at last, to tell you about two Club events in the pipeline, in no particular order. Firstly, is that meetings at the Conservative Club are about to start again with the first club night taking place on Wednesday 19th August at the usual time. To be quite honest, I am not sure what, if any, crowd restrictions will be in place but I am assured that the Club will be open. We may have to sit outside, but in that event the weather will be kind to us, we hope. A Natter and Noggin event is scheduled which actually is in accordance with our programme. For the following months hopefully, we will be able to have guest speakers but as I often say, **watch this space.**

The second news item, is that Mike Coffey aided by Dave Swann has organised a short **car run** to take place on **Sunday July 19th** of about 35 miles. The run will start at 10.30am from The Dog & Partridge, High Lane. Please take note, there are no stops on the way for refreshment places or toilets on the way. The run concludes at the Brookside Garden Centre in Poynton.

This year, for many a long time, the Peaks and Dales Charity run did not take place, as you will be aware, due to the COVID 19 virus. I was able to enjoy Father's Day, starting with a leisurely cup of tea in bed, and after opening my cards and gifts from my kids went downstairs for a coffee and a bacon Butty. My daughter, Georgie, got me a card with a picture of David Jason on the front, and she bought me four small battery powered candles. Alas the shop assistant, even after an explanation, had no idea what Georgie was going on about!

I am not sure if our Club Show, scheduled for Sunday September 7th at Brookside Garden Centre will be able to take place, it all depends on Mr Johnson. For the second time, watch this space, and keep an eye on our website. It will be a great shame if we are unable to go ahead, particularly as the Brookside Staff are delighted to accommodate us.

Referring now to the June magazine, I, on behalf of CP, have to thank Ian Castree for his very interesting article entitled 'Bubble Blaze'. This relates to his ownership of a Heinkel Bubble car which eventually caught fire, got sold to a garage in Gee Cross and is now more than likely in the scrapyard in the sky. I bet you wish you had it now, Ian. as I saw one recently for sale at £16k. We look forward to his Mayflower story.

This gives rise to asking you dear member, for more tales of days gone by, not only relating to vehicles, but tales from your job, perhaps. When I started work, one favourite was sending the apprentice to the stores for a left-handed spanner, but one that sticks in my mind was the apprentice who was sent to a wholesaler to collect two 6" gate valves used in a water system. Upon collection he was asked where his van was and upon reply he said he had come by bus, at which point he was told to hail a cab. The cab was one of those with a luggage space beside the driver, who did not look too pleased with the weight of the valves, each weighing about 70lbs, on his luggage facility. So, as I said, dear members, get those articles flowing please.

On the matter of Vehicle insurance, I did read that some Insurance companies were offering their customers a refund during this lockdown period as drivers are unable to use their vehicles as much as expected. One of these was Liverpool Victoria with whom my wife's car is insured. We wait. As a matter of interest, has anyone else had a refund?

And so, dear member, that concludes my ramblings for this month. We look forward to shows recommencing and with a bit of luck and a fair wind, we will see John Garlick's rebuilt Vauxhall Victor FB estate, a very rare vehicle.

Steve Diwall

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Editorial

July Magazine 2020 Cover Photo.

Club cars at Poynton Show last year,
Unfortunately, they won't be there in 2020, as the Show has been
postponed, due to the current restrictions.

Well, as will have been seen, things have started to settle down a bit with the forthcoming club run on 19th.

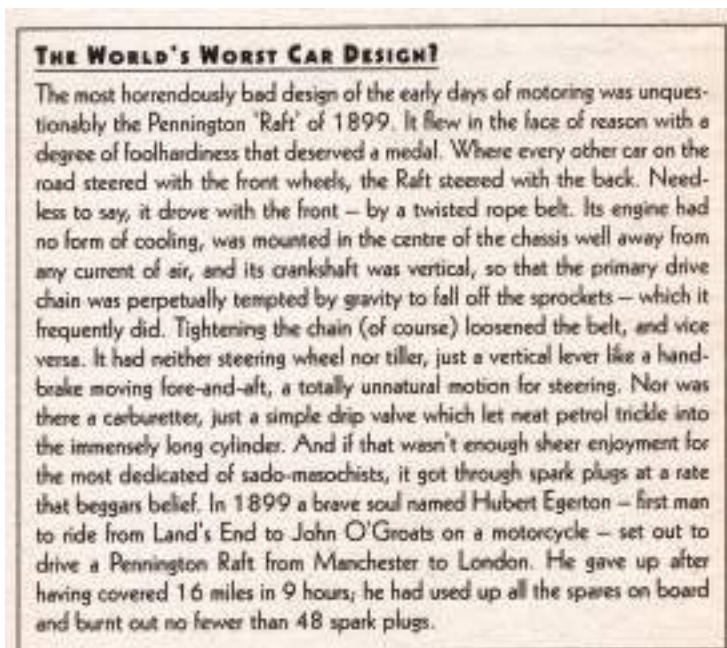
Please be aware, of course, that things can change, so please keep viewing the News Page on the website, which will be kept up to date.

Apology

We have had the usual input from members this month+++ , so you will find that several articles will have been spit up, as they are very long, and will continue as months go forward. It is great that we have had response to the Chaiman's request for your Stories. Keep looking out for future magazines.

Club Run Sunday 19th July

**Dog & Partridge, High Lane. - 10.00 for 10.30 Start
(Time for a coffee before you leave!)**



Many years ago a homeless man wandered into the Bristol Cars showroom in Ken-sington and asked to be shown around one of the cars on display. The showroom staff humoured him, listing the car's specs and answering his questions until eventually he announced that he would like to order one, but only if they could make it the same colour as a small, blue saucepan which he produced from a carrier bag. Of course we can, sir, laughed the staff politely. "I'll leave that with you then," muttered the man, handing them the saucepan and walking off the premises. A few hours later a lady arrived asking if she could write the deposit cheque for the new car just ordered by her boss, the eccentric billionaire who liked to see how staff in ritzy places reacted, if he came in dressed like a tramp. Bristol got his business for being the only place that gave him the time of day and he duly collected his new car, sprayed the same colour as an old saucepan. The company later took the car back into stock and advertised it for sale, listing the colour as Saucepan Blue. 'Touching' eh?

(From 'Boring Car Trivia')



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Piaggio From Steve Divall.



Many members will have heard of the Piaggio Vespa motor scooter but the Company history goes back much further than the manufacture of motor scooters. The Company actually started in 1882 when Enrico Piaggio bought some land in Genoa to set up a timber yard but it never really got off the ground and two years later his son, Rinaldo Piaggio founded the manufacturing company on the timber yard site. Initially the Company very successfully built locomotives and railway carriages. However, in 1917 towards the end of WW1, Rinaldo Piaggio started the manufacture of items associated with the Military sector. Initially the Company produced anti-submarine motor boats, aeroplanes and seaplanes using Ansaldo, Macchi, Caproni and Dornier licences. You may recall the later Dornier flying boat featured heavily during WW2. Later Piaggio progressed to vehicles from their own design. Between 1937 and 1939 Piaggio achieved 21 world records with its aircraft and engines built at the company's new factory in Pontedera. This included the four engine Piaggio P108 bomber.

Rinaldo died in 1938, and ownership of the company passed to several family shareholders and management of the Company passed to his two sons, Enrico and Armando. By 1940 Piaggio were manufacturing trains, nautical fittings, aircraft engines, aeroplanes, trucks, trams, buses funiculars. and surprisingly, aluminium windows and doors. The Pontedera plant was destroyed in the WW2 years by allied bombing and the company activities were relocated in Biella. After the war years, Enrico decided to diversify the company activities outside the aeronautical industry, and looked for a modern affordable mode of transport for the Italian public.

The first attempt, MP5, was based on a small motorcycle made for parachutists known as the nicknamed Paperino which is Italian for Donald Duck because of its strange shape. The design was not liked by Enrico who subsequently asked D'Ascanio, an aeronautical engineer, who was responsible for the first modern Helicopter by Agusta and was not enthusiastic about motor cycles judging them to be noisy, uncomfortable and bulky and wheels very difficult to sort out after a puncture. Initially D'Ascanio came up with a design based on a step through concept which in-

volved tubing and Enrico wanted a machine using steel pressings. The steel tubular frame design was ultimately used by Innocenti for their Lambretta scooter and the steel pressing design by D'Ascanio was ultimately used by Piaggio.

The design of this machine had to be simple, robust and affordable and had to be easy to drive for both men and women, to be able to carry a passenger and not needing the driver to wear special clothes or get them dirty. The initial drawings were totally different from the Paperino and with some outside help the design for the first Vespa project (Italian for Wasp) was conceived.

The first Vespa scooters were made at the new factory in Pontedera in April 1946. Such was the success of the Vespa, in Paris in 1946, signs were seen at public cycle racks that only bicycles and Vespa's could park there. Within ten years over a million units had been produced by the Italian factory. Such as the success of the Vespa that manufacture was extended to several other countries including India, Indonesia, Taiwan, UK, Spain, USSR, and Germany. In 1961 I bought a new Vespa Sportique Gran Luxe, an upmarket version from the UK factory of Doulas. I went to a Vespa Club meeting where I as told that my scooter was not a proper Vespa as it did not come from the Italian factory. I never went to the Club meetings again, and joined an all makes club.

What I didn't know was that at that time, most of the Vespa scooter bodies were no longer were made by Lancia and were made by Douglas and shipped out to Italy. I now have a Douglas made Vespa, one of only 35 or so left. Piaggio now make motorcycles under seven different and well-known brands, namely Gilera, Aprilia, Moto Guzzi, Derbi and Scarabeo. They also developed and sold the Vespa Ape three-wheeler for the Indian market, still made now and fitted with a steering wheel unlike the earlier models which had scooter style handlebars. and the Vespa 400 car. Many other Piaggio 'firsts' have been developed including a four-stroke version of the scooter, all others up until a couple of years ago being powered by two stroke units. They also produced a gas-electric hybrid scooter in 2004 and a three wheeled tilting machine having two wheels at the front and one at the back. The first time I saw one of these was in Kefalonia!

By 1960 over 4 million units had been produced and one would imagine that the Company was very financially strong but as time went on, their debts became enormous. A number of different organisations became involved particularly after the death from Cancer of their CEO in 2003. After this time the Japanese became involved with an investment by IMMSI and the production line was streamlined in accordance with Japanese style. Over the years a number of different companies have had some part of ownership of Vespa including Fiat but in 2006, Piaggio was floated on the Milan Stock exchange becoming a public company.

The wordsearch below was taken from Classic Car Weekly, dated Wednesday 3rd June, 2020. Solution to it shown below.



- Alpine
- Avenger
- Chamois
- Cob
- Gazelle
- Hawk
- Hunter
- Husky
- Imp
- Imperial
- Minx
- Pullman
- Rapier
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MG SECTION REPORT

Paul Clappison

A few weeks ago I arranged to go for a drive around the area with my friend who owns a lovely 1963 MGB. I decided to take my MGTF and we met in Whaley Bridge before stopping at Goyt Valley, always a great spot for photos. With no firm plans in mind we then headed through Buxton and onto the cat and fiddle road, eventually stopping again opposite the pub. By this time it was getting late in the day and the sun was starting to set so as we headed towards Macclesfield we couldn't help but pull over to capture the moment as the sunset. Some great pictures to keep as a memory of the evening and it just goes to show that sometimes the best moments with our cars can come from such impromptu moments rather than organised drives and static car shows.

A friend of my late father recently emailed me to tell me how in 1955 he bought a 1936 MGTA for £215 and had 3 holidays on the Continent camping with a friend, 1956 to the South of France, 1957 to Venice, 1958 to Copenhagen. The Venice trip was via Switzerland and Austria along several mountain passes including the Gotthard Pass which he described as quite "hairy" but the car never failed on any of the trips, all 3 were in excess of 2000 miles. The only way aboard from Newhaven was by crane....the same at Dieppe. Hopefully by next month I will have a few more adventures to share with you.

Safe motoring until then



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Back in the days

Back in the days of tanners and bobs,
When Mothers had patience and Fathers had jobs.
When football team families wore hand me down shoes,
and T.V gave only two channels to choose.

Back in the days of threepenny bits,
when schools employed nurses to search for your nits.
When snowballs were harmless; ice slides were permitted
and all of your jumpers were warm and hand knitted.

Back in the days of hot ginger beers,
when children remained so for more than six years.
When children respected what older folks said,
and pot was a thing you kept under your bed.

Back in the days of Listen with Mother,
when neighbours were friendly and talked to each other.
When cars were so rare you could play in the street.
When Doctors made house calls; Police walked the beat.

Back in the days of Milligan's Goons,
when butter was butter and songs all had tunes.
It was dumplings for dinner and trifle for tea,
and your annual break was a day by the sea.

Back in the days of Dixon's Dock Green,
Crackerjack pens and Lyons ice cream.
When children could freely wear National Health glasses,
and teachers all stood at the FRONT of their classes.

Back in the days of rocking and reeling,
when mobiles were things that you hung from the ceiling.
When woodwork and pottery got taught in schools,
and everyone dreamt of a win on the pools.

Back in the days when I was a lad,
I can't help but smile for the fun that I had.
Hopscotch and roller skates; snowballs to lob.
Back in the days of tanners and bobs.

I'm often asked, by precisely no-one, how I get the inspiration for all the ramblings inflicted upon this august publication. How do I generate the ideas and themes that sustain an article of decent length that's worthy of your time?

It's an interesting question; I'm glad you asked!

To be fair, Chris P and Steve D do mention my efforts in their editorials, so thanks for that! The answer, for anyone interested, is my creative juices are primarily set a-flow from going to the many car shows and events usually on offer at this time of the year. I'll admire a car that piques my interest and make it my business to find out more hopefully, discovering in the process, a narrative thread that will sustain a core-unifying theme for a written piece.

Alternatively, I'll see something on some car programme in the backwaters of cable TV or an obscure channel on YouTube and apply the same process. Finally, a rich seam of potential words comes from me and Carolyn's various on-and-offshore peregrinations, which, in a busy year, can yield a good deal of worthy content to present herein.

In summary, by pursuing my interests and making exciting use of my leisure time, this will habitually result in a series of semi-coherent articles that are worthy of publishing. Of course, what you don't get to see are the many half-finished attempts where during the writing, I find my initial idea becomes unsustainable, and I have to abandon the concept. From there, I go back to the proverbial 'drawing board' and start again. Under normal circumstances, this isn't usually a problem as I'm often juggling two or three ideas where at least one might make the grade.

But in mid-2020 we are not living under 'normal circumstances' - far from it. As a result, the wellsprings of inspiration are now running perilously dry. With no car events to speak of and the only 'car TV' being mainly well-worn repeats, a stream of potential ideas has slowed to a meagre and erratic drip. The creative process always starts with a Eureka moment and develops from there. With nothing to shake these ethereal notions loose, the page is beginning to look stubbornly blank.

But in considering the subject for this piece it caused me to notice a trend.

Eagle-eyed readers might observe that during the summer months, I tend to write about, and offer photos of actual vehicles I've seen, either on holiday or in various fields in England. When I can get out and about, the potential for new ideas is always

there. All it takes is a never-seen-before car on the scene or a previously unknown design feature that delights the senses, and everything follows from there.

I noted that it's in winter when I start to write more speculative articles on broader themes, be they political, philosophical, historical or more usually, complete nonsense. I can do this relatively comfortably, as I only need to sustain this approach for 4-5 months before the classic scene emerges from hibernation and the cycle resets. And let's not forget, one of those off-season submissions is my annual pop at the festive period; a subject about which I don't need any particular inspiration!

Unfortunately, now, despite the better weather, in terms of writing topical and engaging classic car missives, we are still on a 'winter' footing. You'll have noted I've used the current crisis as the bedrock of my recent submissions. I looked for the C-19 themes and associations I could exploit all while staying close to the core notion of classic cars. It's been a haphazard affair, I'm sure you'll agree.

Worse though, is that Coronavirus is by its serious nature a joyless subject that's infected every area of our lives and severely stymied our activities. We'll feel its impact long after we've squashed the last remnants of the bug. That's why, for now, I think I've exploited that particular theme as much as I can without straying into areas that start to touch nerves or worse, annoy.

Looking forward, as the lockdown starts to ease, the opportunities to attend some events and to go more than a mile or so from home are starting to open up, and the conditions may finally provide some long-overdue inspiration for future articles. Whatever happens, as Chris P will hopefully attest, virus or no virus, I always come up with something each month, however thin!

It's been interesting to have this sideways look at how I develop the ideas for the H&H mag. I'd never really given it that much thought, to be honest. Maybe, now the cat's out of the bag, you'll be able to see how I segue between themes alongside the ebbs and flows of the classic scene.

Before that happens, I'll have to resign myself to being the antithesis of what children's author Jenny Nimmo meant when she said: 'Inspiration comes from the world around me. I'm an inveterate eavesdropper.' Let's hope the classic car conversations start up again, very soon! So, I'll end as ever by hoping you're staying safe and enjoying whatever classic motoring you're able to fit in however constrained.

*You can read more of Anthony's car-related writing at his blog:
sylvianscribblings.blogspot.co.uk*



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How could it possibly get worse? Continuing a Jaguar restoration, from Ian McDowall - read on!

We left the Jag story at the point where the cylinder head had been removed for the second time to try to discover why the engine had lost all compression. The chief suspect was the new composite head gasket but on close examination there was nothing to suggest compression or water leaks on what were still, at this stage, cleaned faces. However, a quick glance at the cylinder bores made it all too clear why there was next to no compression. The bores were horribly scored. All six of them. So, how did it happen and what to do about it? One decision came quickly, I wasn't going to sell the car "As Is" and cut my losses. Far too daft for that but it was either a complete engine rebuild or a second hand engine replacement.

Replacement engine prices weren't encouraging. Anything with any sort of provenance was in the order of £5,000 and that is without a reliable guarantee. The other frightener is that, whatever the cost, the engine could have been built by someone like me! While the research went on I gave a lot of thought to how such damage occurred in the first place. It was obvious that some abrasive contaminant had got into the cylinders and that must have happened when the engine had been turning over whilst testing for oil pressure and water system leaks. This was all done with plugs out and turning on the starter. I suspect the contaminant got down to the rings and made a very successful job of ploughing up the bores. It may well turn out that the rings are damaged too. The block had been scrupulously clean prior to fitting the head and the head had been returned, "ready to fit". Well not quite as it turned out. In a conversation with the engineers they explained that after the machining work the head goes through a series of machine washes and a chemical bath prior to assembly but they always recommend that the head bolt holes and waterways are cleaned by hand before fitting. Pity nobody thought to pass on that recommendation to me! In retrospect I should have thought of it for myself and it highlights the difference in the depth of knowledge between professionals and amateurs.

It took a few days to mull over the, "What next?" question before an intriguing option emerged that rekindled the sputtering flame of enthusiasm. I still had the cylinder block from a 1968 Jaguar 420 sitting in my cellar. Why not use the 420 block with the refurbished 3.4 cylinder head I'd spent so much time on? Hmm.....4.2 litre Mk2. Two hundred and twenty brake horse power. Hmm.....rather more poke than the famous 3.8 Mk2. Ah ha! Plan B in all its glory.

The 420 block was buried at the bottom of piles of old Jag junk and getting to it was an archaeological dig. As I went through the layers a surprising number of parts emerged that I had felt sure would be useful one day. I just hadn't expected to wait quite so long for the "ah-ha" moment. Am I alone in hoarding old stuff? When I

eventually got to it the 420 block was in a pretty horrible state having been there over thirty years. As always in these cases, the bits and pieces to put it all back together again were successfully hiding in all sorts of places. Even so, the bores were regular though a smidge rusty and the crankshaft, which was separately wrapped and sealed in polythene had survived quite well. With some careful measuring of the 3.4 cylinder head and the 420 block, with close comparisons with a 4.2 head gasket and a parts number check in the manual, it did appear that all the necessary water and oil way holes lined up. The only oddity was that the 4.2 head gasket was longer at the back and stuck out about a quarter of an inch further than the 3.4 cylinder head. With that being the only misfit I could find it did indeed look like this hybrid would work. The 420 block, rods, pistons, crank and bearing caps (well most of them anyway) all went back to the same engineers that sorted the cylinder head. Why, you may ask? They are very good machinists and I would have been hard put to find better.

On examination very little was needed to bring the block to perfect condition but the bores did need to be taken from twenty to thirty thou oversize. All of a sudden I was getting very enthusiastic indeed as expert Ken and the engineering manager came up with all sorts of suggestions to improve the motor beyond what was feasible in 1968. New light weight pistons would raise the compression to 8.7:1 and the total capacity to 4.3 litres which set the scene for what should be quite a powerful engine and one with a considerable torque hike over the standard offering. These changes didn't add much to the overall cost and as this was always going to be a hybrid engine it seemed sensible to get the best out of modern technology where the real benefit to me would be reliability. The beauty of this approach was that I still had the original engine so if the car eventually became the property of a collector, it could still be returned to original.

Whilst the engine was away attention turned to other work that needed to be done. The brief drive when I bought the car highlighted some serious issues with the steering. That coupled with a concern that a more powerful engine should be matched with better brakes, steering and suspension lead to major decision number two. Could we convert the front suspension to full Jaguar 420 specification?

More next month.

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A Lifetime's Fascination - The Early Years Part 1.

From Keith Yates

I enjoyed reading Steve Divall's 'Driving In The 60's' and Ian Castree's 'Bubble Blaze' articles that appeared in the June magazine. These both got me reminiscing. I'm guessing that if you are a member of the H&HCVC and are reading this magazine then you will undoubtedly have the 'car bug'. Those of us that have it are usually beyond a cure and probably have no idea where or when they caught it or even when the symptoms started. Personally, I can't recall a time in my life when I haven't had it so, on that basis, I was clearly born with it and didn't catch it at all – my Mum used to swear on all things holy to her that the first word I ever spoke was "car"! Whilst I have no recollection of that, I do know that cars, petrol engines, automobilia and all things automotive have always fascinated me.

I grew up during the 60s and early 70's. Those of us that can remember those years will perhaps have mixed feelings about them. They were a time of significant change socially, politically, economically and culturally. Young adults, in particular, looked to the USA and saw a lifestyle and consumerism that was aspirational in so many ways. People wanted modern homes, white goods, TVs, fashionable clothes but perhaps above all else a car. Aided and abetted by the expanding credit market, the British motor industry, a world leader at that time, stood ready to sate the appetite of a car hungry nation. It was Prime Minister Harold Macmillan that told the nation that it had never had it so good. I was too young to understand the politics of those times but I do know, looking back to when I was a young car consumed boy, that it was a fabulous time to have the car bug. The cars of that period could be plain and unadventurous but so many were dynamic, innovative, individually stylish and ever so slightly exotic. The names alone could conjure up speed and dreams. A young boy in the early 60's was probably fed a weekly TV diet of Supercar, with Mike Mercury as it's pilot, or Fireball XL5, piloted by the chisel jawed Steve Zodiac. Was there any wonder therefore that the sighting of a two-tone, be-chromed and finned Ford Zodiac (perhaps with white-wall tyres) could similarly conjure up thoughts of adventure, travel and exotic places?

The profusion of car manufacturers, marks (many now long gone), models, model names, engine sizes and trim levels certainly kept a car mad boy on his toes. It seemed important to know about and understand all of this stuff. To my Dad, who must have found my car 'mania' difficult to understand, a Ford Cortina was just that, another Ford Cortina. Oh dear! This lack of parental car knowledge took no notice of the fact that that particular Cortina had slightly wider wheel rims, additional instrumentation and, if inspected more closely, a subtle badge could be seen on the rear wing. It was only a Cortina GT! How tiresome the 'car bug' can be to those that haven't got it.

These things were important to a young lad though. You had to be on top of your game in case a fellow car nutter identified a Vauxhall Victor VX 4/90, a Triumph Vitesse or Bond Equipe GT before you did.

I do wonder where this knowledge came from. I didn't become an avid car magazine reader until I was at High School so I must have picked it up from weekly comics (the Victor, TV21 and the Tiger being favourites), the 'Book of World Cars' type of Christmas present, TV/newspaper adverts and of course TV/film favourites. The unforgettable Saint in his beautiful Volvo P1800, the equally gorgeous Emma Peel and her Lotus Elan, The Prisoner/No6 in his wonderful Lotus 7 and, of course, James Bond in his super cool Aston Martin DB5 – perhaps the greatest GT car of it's era. My quest for 'total car knowledge' was aided by my sizeable collection of Corgi and Dinky model cars.

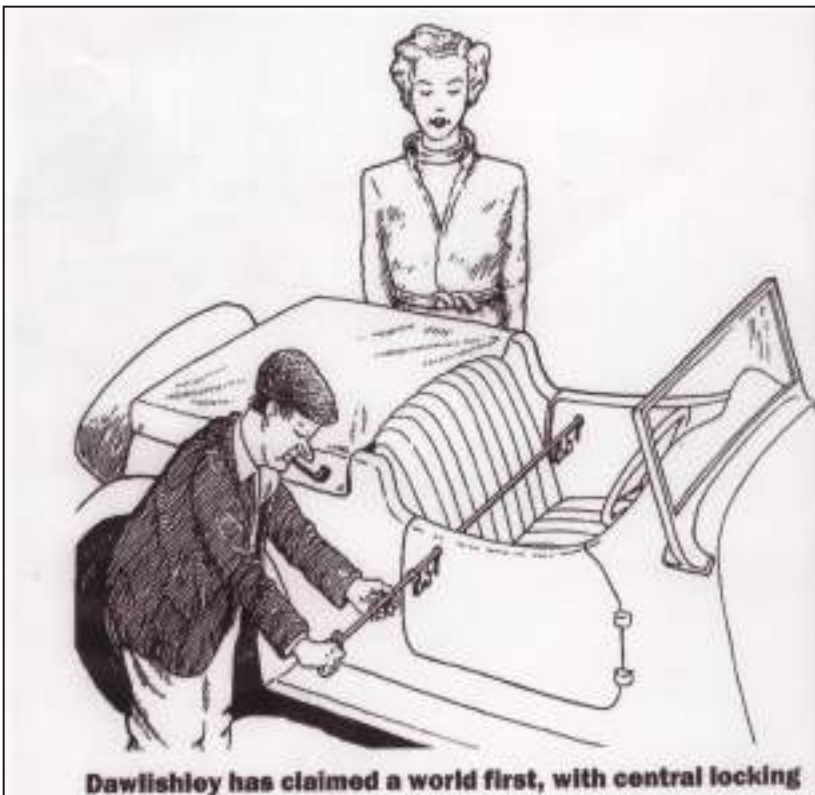
If nothing else, friends and relatives always knew what to buy me for presents. From these you could get a feel for the styling of cars in a 3D form. The sighting of an American car in the 1960's was a particularly rare sight indeed (even more so in Burnage, Manchester!) so my models of Studebaker, Buick, Chevrolet and Lincoln etc cars were a real asset and fuelled a love of these machines that I have recently rekindled. It has to be said though, to me, the cream of American automobiles will always be the 60's/70's 'muscle cars'; a model of one of these would always make an exciting present. I must admit that whilst my Dad could often fall short of my hopes and aspirations when choosing the next 'family' car, impressive presents of the gold Corgi James Bond Aston Martin (virtually impossible to get hold of at the time) and a Corgi Ford Mustang Fastback 2+2 (with a corgi dog reclining on the back parcel shelf!) more than made up for it all. I never did get that ruby red Corgi Chevrolet Corvette Stingray that I so dearly wanted though.

As a boy, my thoughts on Dad's car choices can be simply summed up – could have done better. He just wasn't a car guy.

At the time of my birth he had a black, late 50's Vauxhall Wyvern that I have no recollection of other than an old B/W family photo. Had I had a voice at that time however, I'm sure that I would have championed the 'better' Vauxhall Velox with it's more distinct transatlantic, chromed features.

Next up was a Blue, 1957 (I think) Austin A35. I remember this as a young child as I was fascinated by, what I now know to be, the prominent centre dash-panel, twist right and left indicator switch. It had a winking telltale light in it's middle. This little car and it's mighty 948cc, 34bhp engine took the three of us to far away holiday destinations – Devon, Cornwall and even abroad to France. That particular car choice did served us well.

To be continued next month.



Dawlishley has claimed a world first, with central locking



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The Tale of a Bentley Book II Chapter 62

Chris Howarth

The early cars quickly gained a reputation for durability after competing in Hill Climbs & racing at Brooklands where EXP2, on the 16th May 1921 won their first competitive victory in the Junior Sprint Handicap & in 1922 took part in their first major event, the Indianapolis 500. They entered a modified road car, rather than the specialised Duesenberg chassis ones used by most entrants. Starting 19th Works Driver Douglas Hawkes, with riding mechanic H S “Bertie” Browning, completed the 500 miles & finished 13th at an average speed of 74.95 m.p.h.

Returning home they entered the RAC Tourist Trophy in the Isle of Man. Three Bentleys were entered, chassis numbers 42, 72 & 74, driven by F C Clement, W D Hawkes & W O Bentley, starting 3rd, 6th & 9th. The Bentleys were significantly modified from the 3 road cars, with many components lightened, & a lowered body fitted to improve the aerodynamics after consultation with the National Physical Laboratory. The con rods & flywheels were lightened & experimental pistons fitted. During the race of 302 miles various cars fell by the wayside with mechanical problems & eventually 5 cars finished, Jean Chassagne winning in a Sunbeam at an average speed of 55.28 with Clement’s Bentley second averaging 55.21. Payne in a Vauxhall just beat WO by 6 seconds, gaining 3rd place. WO finished 4th & Douglas Hawkes followed him into 5th. Of the three teams of 3 cars, Sunbeam, Vauxhall & Bentley, only Bentley finished with all 3 cars, winning the team prize. This brought the publicity which WO hoped for.

In 1923 the first Le Mans 24 hour race was run. WO was sceptical about the idea of continually running for 24 hours, declaring that no car would finish as no car was designed to stand that sort of strain for 24 hours. After a Bentley came 4th in 1923 & set the lap record he changed his mind.

One was entered in 1924 by John Duff with many modifications to a 3lt Sport. It had the novelty of 4 wheel brakes! After having a problem removing a rear wheel near the end of the race & losing half an hour his last 5 laps weren’t counted as the average speed was below his earlier laps, but fortunately he had done just enough laps before the problem to qualify by completing sufficient laps & was classified first. This was the start of the golden era of Bentley Le Mans entries.

Woolf Barnato, a financier whose family had made their fortune in gold & diamond mining in South Africa, was so impressed with the results of the 1924 Le Mans that in 1925 he bought a Bentley, with which he had many victories at Brooklands & his social circle favoured Bentleys. He also invested in the company & a new era of Bentley started.

Insurance overleaf.

I renewed the insurance for Big Blue recently & asked about "off the road" cover. With my existing company it was actually more expensive, but the broker found cover for 1,500 miles per annum, that was about half the cost - £115. Renewal for 5,000 m.p.a. was £198.

More next time.

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Some Notes for the Next Few Months

No great changes since last month

All apparently cancelled/postponed to the end of July.

Sun 19th July Capesthorpe postponed to 29th August.

Still going ahead.

Sun 19th July H&HCVC run from D&P to Brookside by scenic route.

And

Sun 9th August Stockport Market Place Show

Sat/Sun 15th/16th August Tatton Park Passion for Power - Cancelled

Sat 29th August Poynton Show - Cancelled

Sun 30th August Capesthorpe Classic Car & Motorcycle Show

Mon 31st August Woodsmoor Car Show - Cancelled

Sun 6th September H&HCVC Club Show at Brookside Garden Centre

Notes on Shows & Runs

Gawsworth are waiting for the situation to become clearer from whatever advice we get from the Government. Rupert Richards told me that he would want to have a get together later in the year, when possible. He asked me to send his best wishes to his friends at the HHCVC. The August Bank Holiday is a possibility.

There is also a possibility of a VJ75 event in The Pavilion Gardens, including a car show, on either the 15th or 16th of August.

The answer is “Watch this space.”

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2014 - Bob Plant

2015 - Ray Etchells

2016 - Fred Dean

2020 - David Bowden

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Contributions for the Magazine in by 1st of the month please.

Please note that the opinions of the Editor and any Contributors are not necessarily those of the Chairman or Directors of the Club.

Subscription Payments by Bank Transfer

National Westminster Bank

Account N° 40512746 Sort Code 01-05-51

Or contact Graham/Jean Knowles 0161 439 2106

Cheques should be made payable to

H&H CVC Ltd.

Advertising charges .

Commercial Full page - £60.00 for 12 months

½ page - £35 for 12 months

Commercial ad for vehicles one month £6

Club member's personal vehicles - Free



©H & H CVC Ltd 2020

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

Reg. N° 4999097

Printer: Frank Aspinall & Co. Ltd.

Building 4, Unit 5, Tameside Business Park, Denton Manchester M34 3QS

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