

# H&H CVC



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# H & H CVC Ltd

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

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

## **Chris Howarth**

Sadly Chris is no longer with us. He died in his sleep whilst in hospital, and will be greatly missed.

On a personal note, I have known Chris going right back to Primary School days, so a long term friendship, including our teenage years He was made Chairman of the High Peak Historic Vehicle Club at about the same time H&H CVC started, That club was disbanded in 2009, and that's when Chris joined H&H CVC.

He ran a business recycling paper and cardboard in Buxton, which he built up from nothing, so was well known amongst the trades people in that area.

More recently he had decided to stop working, and sell the recycling plant to eventually retire. His main passion was his Bentley car, which gave him a lot of pleasure, hence his Bentley tales in the magazine.

We'll miss you Chris.



## **CHAIRMANS CHAT JANUARY 2022**

I begin with my traditional new Year greeting to one and all hoping that you all saw 2022 in properly watching and listening to Jules Holland or whatever. In the days of my youth it was always Jimmy Shand and his band. For us, we certainly did and Aunty Nellie's (who died in 1993) piece of coal was taken by me from our back door to the front door as the chimes rang in the New Year, taking the old year out from our back door and letting the New Year in at the front door. We have done this tradition since we were married and our kids do as well.

Many of you will have heard about the sad passing of Chris Howarth of Blue Bentley fame during the early part of last December. He had served on the Committee for several years and will be sadly missed. Chris Parr has written an obituary for him with this issue. He has written a long series of interesting articles about his Bentley ownership and the problems encountered in the magazine for several years. I recall that with the present one he latterly encountered cylinder head gasket problems which the manual said would likely occur at 80000 miles and his car had done 80001 miles when the problem occurred. His Bentley had been converted to run on gas, and he tried various types of alternative fuels in his diesel trucks (like recycled cooking oil) with some degree of success. I did read that one of the problems with these alternative fuels is cylinder head gasket failure.

The front cover of this issue shows the MGB owned by new member Ken Coxe alongside his Austin Seven which was sold to purchase the MGB and we welcome him to the Club. As members will probably be aware, there are more surviving MGB classics on the road today than anything else and they have an amazing parts back up facility from a number of sources.

There have been many articles about caravan ownership recently mostly to do with the safety of towing them. For my part I have never got my head round why they have not been subjected to an MOT test to look at the structure, tyres and braking system. The articles I have read relate more to the towing vehicle rather than the caravan or indeed trailer. It would seem that many drivers are not legally licenced to tow and the size and weight of the vehicle used to tow is too small, being smaller and lighter than the caravan or trailer being towed. It would seem that from the beginning of 2022 the Police are carrying out appropriate checks so make sure in all aspects you are legal.

The great E5/E10 debate continues. The RAC tells me that the price of crude oil has dropped considerably in recent weeks but that drop has not been reflected in the price we have to pay for this wonderful E10 fuel. You can check, for what it is worth if your everyday vehicle will run satisfactorily on E10 and not cause any damage to fuel lines, gaskets etc. Now for my BMW which is now 14 years old the site says that E10 is perfectly OK but I find that when starting it from cold with E10 it does not fire on all cylinders properly until after a few miles. So, I use E5 in it. My wife's Ford which is now 6 years old runs OK on it However again the RAC tells me that the fuel consumption with E10 shows a remarked drop. I have not been able to verify this. A number of the daily newspapers have regular articles about this which make for interesting reading. Some are suggesting that many motorists are using E5 fuel which gives rise to concern regarding its longevity in storage. I just wonder if this fuel debate is to get us all to have overpriced electric vehicles.

A word now about your house insurance. I understand that if you tell your insurer that you that you have all windows lockable and that you have 5 lever locks fitted to your final exit doors and an alarm system to boot, if you pop out for any reason for say 10 minutes, and all locks are not locked etc and your alarm is not activated then your insurance is not operable. So be warned.

We have been having a major loft clear out before having a new roof and most of the junk has gone to the tip or sold. One thing that has materialised is my cycling proficiency certificate dated 17<sup>th</sup> May 1956. I recall that there about 300 of us tested and the first 16 with low marks got prizes, I came 17<sup>th</sup>! This leads me on to the present upheaval being undertaken on our roads to take out huge sections of road and pavements to construct cycle tracks, which do not seem to be continuous and cars, vans etc are allowed to park on them. Anyway, that is enough of that for now.

We took two of my Grandsons to Quarry Bank mill in October and in the car park was a dozen or more Bond three-wheeler cars. They were obviously members of a club but I have been unable to find any details. Most of them were from the late 1950s at a time when petrol was extremely short in supply and the early Bond mini cars had a small 250cc or thereabouts fitted and I am pretty sure had the reverse gear blanked out so they could be driven on a motor-cycle

license. They had an electric start as I recall but if this failed there was a kick start which you activated by standing inside the bonnet. I recall being on holiday with my parents in about 1958 and someone had a Bond mini-car and I was taken for a ride in it. The lack of power and noise was astounding.

And so members, that concludes my chat for this month and hope to see you at our run on January 16th.

Steve Diwall.

## **Editorial**

Cover pic. **New member** Ken Coxe's MGB, and an Austin Seven, which was actually sold to fund the purchase of the MG. Welcome Ken, hoping to see you soon (Possibly for the New year run on 16th January.)

Looking back to November club night, Which was also the night where the 30 year anniversary books were given out to each member present. A delightful look at all those events in the past. Compiled by our Webmaster, Jane Harrop. All the members can pick up a copy on club nights, at the Conservative Club, High Lane.

So it's 'Happy New Year Folks'.

The New Year Run will have taken place by now, which hopefully will have been enjoyed by all.

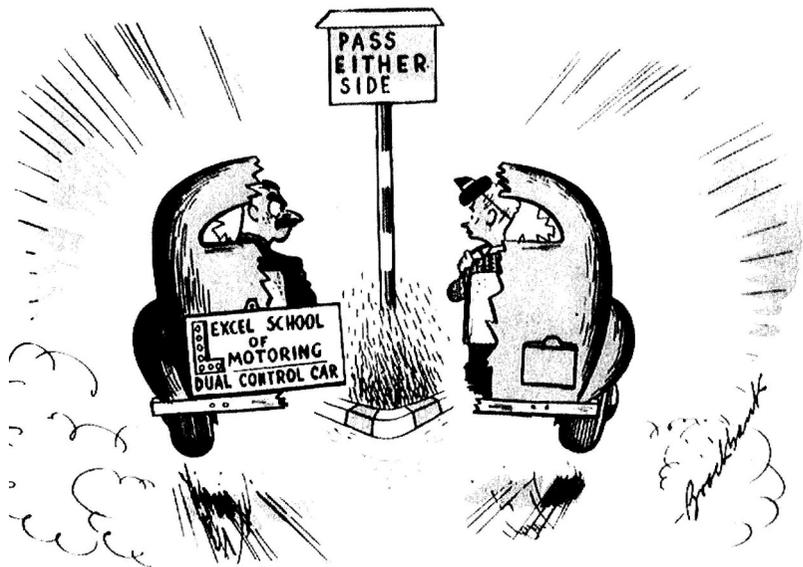
The Chairman will be looking for volunteers,. As we need new committee members, so if you would like to offer your help ??? *You can do it.*

The 30th Anniversary booklet, distributed to all members, Can now be found on the Website, ([www://hhcvc.com](http://www://hhcvc.com)) thanks to the webmaster, and compiler, our Jane Harrop. - What a great job she's done. - **Enjoy.**

The New Year Run, planned for **Sunday 16th of January**, will start from Arkwright Road in Marple, at the junction where it meets Strines Road, alongside the recreation ground. 10.15 for 10.30 Departure. We have gone from there in the past. Approximately 50 miles Congleton area. Ends at the Wagon & Horses Congleton. - Lunches available. See you on Arkwright Road.

Of course, we've got the Hot Pot Supper & Annual General Meeting In February.

**Rocker Box Race Night. Details page 20.**



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## A Mini break to Mini Issues Part 5.

Any followers of my Mini saga will recall last month's instalment and that I'd found myself in a bit of a situation with regards to the inlet manifold and specifically the badly corroded end pieces of the inlet/outlet water pipes. After weighing my options I'd come to the almost inevitable conclusion that the manifold would have to (some how) be rebuilt. The big question was, how best to actually do that?

Whilst I knew that the inlet manifold would have to be taken off the car at some point, I decided to keep it attached and mostly undisturbed for the time being. My reasoning was that as badly corroded as the pipes were they may have to be brought back into temporary service if a rebuild process proved to be very difficult and/or very long-winded. So and with the manifold in situ, I initiated Plan A. This started with me taking numerous photos (camera phones are such indispensable 'tools' when dismantling cars) and some very careful measurements of the pesky pipes. I realised that the 'old' pipes would have to be removed from the manifold itself and that this would necessitate the application of heat to break the 'press-fit' joints. Once that was achieved I'd then have to refit some re-manufactured pipes that I wanted to be in stainless steel. A phone call and visit to Joseph Percival & Co in Stockport (metal suppliers/fabricators) secured a suitable off-cut length of correct dimension stainless steel tubing. The next task was to find an engineering workshop that could cut, bend and flare two new pipes for me.

Meanwhile and almost in the background, I was working on my Plan B. This amounted to me spending time searching the internet and phoning various Mini specialists so as to pick their brains and perhaps gain something from their own experiences of this issue. Time and again I was told that the problem I was describing was a common one, that repair kits didn't exist, that the SPi manifold couldn't be repaired satisfactorily and that the best solution was to ditch it and go down the carburettor route. However, my hopes were raised slightly when one or two of the specialists that I approached vaguely recalled that they had heard tell of 'a guy on the internet' who had developed a means of repairing the SPi manifold; hopes then being deflated when actual details were found to be non-existent. Anyway, at least I had something to work on and, always up for a challenge, I hit Google hard and low and every other way I could think of. Perhaps the Mini Gods thought I'd suffered enough or perhaps I was really very lucky but eventually patience and persistence paid off for me; a Google search turned up an expired (in Feb-21) eBay listing for a fully refurbished Mini SPi inlet manifold that looked like the very thing that I was seeking. Using the details from Google and logging onto eBay proper, I viewed the eBay members account and established that the listing that interested me had been the last activity on the account. Taking a chance I emailed the eBay member, explained my predicament, basically asked if he was the mythical 'guy on the internet' and was there anything that he/we could do to move things forward. Luck was still with me and, very long story shortened a bit, I managed to make proper contact with a marvellous Mini enthusiast and SPi 'hero' called Roger Carpenter. In essence, Roger is on something of a one man mission to keep as many Rover SPi Minis on the road as

possible (but better!) and I can't speak too highly of him. During my lengthy communications with Roger, I established that my Plan A thinking was correct and that he'd developed his own method and tooling to fully refurbish a manifold, with all stainless steel fittings, to (better than) new standard. Roger offered to refurb' a manifold for me, explained his method(s) in fine detail, provided me with tips, information and fitting guidance and all at a price that was so reasonable it just wasn't worth me trying to do it myself. The man is a real gem and, when the refurb'ed manifold actually arrived, his standard of workmanship proved to be second to none.

Looking at my somewhat forlorn Mini, its stripped down coolant system and the boxes of new/refurb'ed parts I'd accumulated, it was clearly time to dust off the spanners and get everything back together again. Surely this rebuild would be plain sailing – wouldn't it?

First off, the new heater matrix was fitted to the cleaned up and prepared heater box and the whole box of tricks was then carefully refitted and reconnected to the car. Both front seats were then returned to the cabin and the interior tidied up. Suddenly the garage was looking bigger! Now, having previously back-flushed the engine block, it was on to the engine bay and the many coolant system components requiring fitting and, most importantly, sealing against leaks.

Because there are so many joints/connections across a Mini's coolant system, I cleaned everything slowly, methodically and painstakingly and used new gaskets and jubilee clips throughout; I really didn't want a water leak on startup and then being forced to redo something. Next, the original inlet manifold came off relatively easily and Roger's excellent refurbished one replaced it without a hitch. This was like shelling peas and I was already thinking about being back on the road and having Mini adventures. Back on went the water pump, pulley, spacer, fan and fan-belt, then a new engine mount and then the dreaded radiator and its shroud (using poly-bushes and all new fasteners) and brackets. Now for the thermostat housing and alternator – nearly there now apart from the hoses. Each of these was checked and cleaned before fitting to the car – even the new but mad, four branch, radiator bottom hose (see 'quattropus' in Pt 4) went on without too much trouble (well it seemed to!). Finally, coolant was poured into the radiator and all electrical and mechanical connections were remade. A quick check-over of everything was carried out and I was ready to turn the key and, fingers crossed, get the Mini to fire up for the first time in weeks. Not only did it fire on the button but it ran like a gud un too – to say I was happy would be an understatement! This called for a celebratory brew and a few Malteser biscuits whilst the engine ran and got up to operational temperature.

Well that had all been very nice but what a pity about the small puddle of coolant under that Mini when I got back to it. Investigation confirmed that the radiator bottom hose connection was weeping slightly – oh joy! I tried to tighten this up but to no avail; the joint was still leaking coolant regardless and even so when it wasn't under pressure. To say the least this was a very big disappointment! The problem wasn't going to go away though so a solution would have to be found. After a lot of cursing, fiddling, tightening, loosening and tightening again the hose was still dripping coolant

and I finally decided that I'd have to come to terms with having to take out the radiator etc again, examining everything and trying to establish the reason for the leak – oh joy again! Coolant out, hoses off, radiator shroud unfastened and radiator out again. Close examination revealed nothing obvious or otherwise. Everything was new, everything was the right shape and there were no splits or ridges to warrant the leak. So, with no evidence to prove a fault it all went back again. After checking all the clips and joints again, new coolant was poured into the radiator and ..... the bottom hose/radiator connection was still leaking fluid! I couldn't quite take this in as I couldn't find a good reason why it was happening at all. So, out it all came again! This time however, I also removed the full four-branch bottom hose. This I reattached to the radiator with the same jubilee clip and then, after propping everything in an upright position, filled the whole thing up with water and left it there for a couple of hours. Upon return not a drip could be found; the joint was as dry as a very dry thing. This was all very perplexing so, seemingly having no other alternative, the whole thing was put into the Mini once again and yes, you can easily guess, it leaked again! By this time my head (and hands!) were mashed. Time to walk away from the problem, collect my thoughts and come up with a solution.

The following day and having slept on it, I still couldn't think of any logical reason why the radiator bottom hose connection wouldn't seal properly. Everything was clean, the hose and radiator were both new, the hose to spigot fit was tight and I was using a new, quality jubilee clip. The original hose was re-examined and found to be pliable and quite serviceable. The whole point of investing in a new one however, had been because of the complexity of the thing and not wanting an old joint to fail in service. I really didn't want to do this and whilst accepting that it was not very good practice (I was getting desperate!), I drained the coolant again, took off the new bottom hose entirely, reattached the original hose, clipped and tightened everything, refilled the coolant and ..... no leaks; not a single drip or drop. After starting the engine, letting it come up to temperature and build up pressure there was still no leaks from anywhere. A mystery, certainly. A solution to it? Well I wasn't at all sure why or how but the fact remained that there were no leaks and L137 was running very well. Under the circumstances that was good enough for me. So, everything was finally buttoned down, the bonnet replaced and Mini and I went for a drive for the first time in weeks. The drive went very well, there was no coolant loss what so ever and the heater was cracking on giving out as much heat as I wanted. Job done!

That mostly brings my tale of Lot 196, Mini Cooper 1.3 SPi, L137 FOE up to date. Is it the end of my Mini project? Not really. Old(er) cars are always an ongoing project as there's for ever something that needs attention, renewing and/or fettling. I have some bodywork that still requires attention so that will be my immediate priority in 2022.

So, how do I conclude my tale? Well, to me, old(er) cars interest me, excite me far more than any new car could ever do and, ultimately, they bring me pleasure. Ju-

dith and I have also found that our cars also bring pleasure to other people too. At the 2021 Club Show the Mini drew quite a lot of attention, kind comments and any number of Mini stories and recollections. To my great surprise (up against some superb cars) it was awarded the Runner-Up trophy in the 1991 – Current Class. Best of all though, one man made a point of speaking to Judith to tell her that he'd viewed every car in the show and, from them all and given the choice, our Mini was the one that he'd love to take home. You can't really do better than that, so ..... bye for now

**Kieth Yates**

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The Morris Ital wasn't designed by Giorgio Giugaro and Ital design. The styling was by Harris Mann and his team at Longbridge. Ital just did the production engineering on the revised bodyshell because BL people were busy with the Metro. BL boss Michael Edwardes suggested cutting the proposed name, Marina Ital, to Ital alone in order to leverage the Italian connection, on the basis that there was no harm in letting people assume the car was styled in Turin and not Birmingham.



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## Murder

The first murder trial in which a motor car played the central role was that of **Alfred Arthur Rouse** (6 April 1894 – 10 March 1931) was a British murderer, known as the **Blazing Car Murderer**, who was convicted and subsequently hanged at Bedford Goal for the November 1930 murder of an unknown man in Hardington, Northamptonshire. Rouse's crime became known as the "Blazing Car Murder" due to the fact Rouse, seeking to fabricate his own death, burned to death an unknown hitchhiker whom he had rendered unconscious inside his car.

The murder was notable because the identity of the victim has never been established, resulting in Rouse being tried, convicted and executed for the murder of an unknown man. Despite recent DNA testing, the identity of the victim still remains unknown.

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## **Into The Valley Of Death (Drove The Plucky DS) Part 2**

Hello everyone. I do hope you had a great festive season and have started the new year in good spirits. And I certainly hope you haven't fretted too much wondering what happened next on my fateful trip to the south of France in the DS. There's more disasters to come so strap in and let's pick up where we left off...

Tours to Brive-la-Gaillarde

I decided to get up early and make the 200-mile run to my hotel in Brive-la-Gaillarde so I would arrive at a decent hour. It was a lovely driving day, but hot too, with a distinct heat haze in the air.

The car started easily, and I was soon underway, making unhurried progress into the Dordogne Valley. I decided to take the none-motorway route to enjoy the scenery on the bucolic French backroads (and avoid paying tolls). Eventually, though, I had to join the hectic dual carriageway that skirts Limoges that I would stay on for 131 miles. Time to sit back and let the car do its thing, I thought. Things were going so swimmingly I even stopped off halfway for a spot of lunch in one of the many en-route picnic spots.

If you've made this journey, you'll know the A20 is pretty much a roller coaster. It's far from ideal as my D is a reluctant hill climber. Between Limoges and Brive-la-Gaillarde, there are a series of protracted 5% climbs, each more brutal than the last and all allied to brake-cooking slopes.

You become trapped between Scylla and Charybdis. You either mix it with the insane French drivers in the outside lane or stick with the lorries that grind their way up and down the les pentes. With no middle lane for overtaking, you have limited choices, and neither option is conducive for an old car on a scorching day, I would suggest.

Before the trip, I'd decided to fit waterless coolant. Knowing the D would soon be in a hot climate, I assumed this was a good move. The car will still get hot, but it reduces the chances of boiling and burst pipes. But it didn't stop the dashboard's red light of doom flickering on to tell me the car was overheating. So I made a hurried exit from the road to get the bonnet up. As I left the car to cool, I wandered around thinking: is it time to call breakdown? But, ever-trusting of the D's capabilities, I went back, turned the key and nothing.

A new and unrelated problem had arisen, but, remarkably, I knew what it was. The starter solenoid was on its way out. I also knew that if I hit it gently with a hammer, it might get me the single-engine turn I needed. Crack, hammer applied, car fires up,

great! I make it up the remaining hills to overnight stop three: an Ibis Budget in Brive-la-Gaillarde. Safe harbour, as it were.

#### Day 4. Brive-la-Gaillarde To The Aude

The following day I hoped the solenoid would last a few thuds longer. It was my final 188 mile run to Limoux, and if I managed to get underway, I wasn't stopping. But my luck was out. With a sizzle and pop like a well-barbecued sausage, the solenoid's working life ended.



As background, the unit was installed by a roadside garage in Le Mans on our way to the Citroen centenary celebrations in 2019. It had served us well, given it was designed for a ride-on mower. But I also knew it was likely to fail, so I had a spare. How prescient of me, right?

Unfortunately, my misplaced confidence drained away as I had neglected to stock things like the correct mounting bolts, etc., to make the swap. So after looking unsuccessfully for the Brive equivalent of G. Auto Retro, it was time to put my neanderthal engineering skills to work. It's worth adding if you do need to do on-the-road repairs, a comprehensive toolkit is essential. Not like the haphazard set I have.

It took nearly two hours to start the car. Before this there was much huffing and puffing, cursing, and dropped nuts and tools into the engine void never to be seen again. I had to try several different combinations of wires until the solenoid decided to communicate with the starter. Naturally there were also several shorting sparks from a poorly placed tool during the process. I even had to cadge some nuts and bolts from the hotel maintenance guy to earth the new unit to the frame. But, at last, I was on my way. - Well, briefly, at least...

Look out for part three in next month's mag where I'll conclude this odyssey and you can find out if I managed to get the DS to its destination in one piece.

And so, two hours late, I made the 150-mile dash to Tours arriving just before twilight at my day-two hotel; my spirits raised but exhausted and hungry. Had I now had my 'incident'? Was plain sailing assured hereafter? - Alas, no...

Till then, happy classic car motoring, everyone.

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



## Millennial cars

### David Bresnahan

September's article around some old French classics automatically got me searching on Auto-trader, but not for Peugeots with quite as much age. My thoughts turned immediately to some of the fantastic cars Peugeot produced before the dark ages of design. My wife (then girlfriend) had a Peugeot 106 as her second car. With a mighty 1.1-L engine, the incredible 60 hp it delivered was more than enough for good fun. However, it is the 106 GTi and 306 GTi that bring particularly fond memories, mostly of gawping at them in admiration. Alternatively, you can still find Citroen Saxo VTRs with the same 1.6 TU5 engine as the 106, for around £6 -8000 less. Bonus points for finding the VTS model. Despite being at the top of their game, they were cars people were allowed to relate to; cars you could work on, learn about, and understand. Regardless of the sheer amount of power modern equivalents provide, connecting with many modern cars remains difficult for me.

Moving up the range, the 406 was a discreet machine, from a generation of what I like to think of as perfectly sized saloons, before severe bloat took a lingering hold on automobile design. Of note is the wonderful and elegant 406 Coupe, designed by Davide Arcangeli and Lorenzo Ramaciotti at Pininfarina; the latter of which went on to design the Alfa Romeo Giulietta, and the 4C. Abreast of more modern coupe bodywork features, the coupe had simple but beautiful design, and both were available with a twist, rare in French cars: a V6 engine. This trio of French cars became some of the last well-regarded drivers' Peugeots until the creation of the RCZ.

Outside of Peugeot, the Ford Fiesta Zetec S of the Ford 'New Edge' design was another highlight of that time. Equipped with a 1.6-L 120-hp engine, this was the old borderline between warm and hot hatches. The sharp body kit looked quite the part. These cars are substantially lower in value than their 106 GTi equivalents and could be a good second car for those still willing to take the plunge on an older car. One of the biggest problems with these cars of this age is the Ford wheel arch rust, which seemingly came as standard with most Ford cars of that era. The rust issue also particularly affects the seam between the sills and the floor pan, but there are still tidy enough examples left for relatively cheap. If you can find a good one, the Puma was another Ford built on exactly the same chassis, but came with an odd-size 1.7 engine from the same family.

An additional Ford that is also a little bit of a hero of mine is the Ford Escort GTi. I think this was the only Ford ever to wear a GTi badge. Only sporting a 1.8 engine, this was far from the lofty and legendary status of the RS and Cosworth cars but was still a spritely machine, borrowing body parts from the lesser-known RS2000 Escort of the same generation. These are becoming extremely rare. I am quite convinced the ones I have seen for sale are the same car in different counties.

The MG ZR is another hot-hatch that is worth consideration. One of the cheapest among most modern hot hatches of that age, the 160-VVC, was considerably powerful for its time. It's always worth looking for one of these with a stronger head gasket. Despite the collapse of

MG Rover, these cars still have a healthy group of fans and a good aftermarket parts supply.

These are merely a few somewhat scattered highlights from a very narrow period around the turn of the millennium. There are many more worth discussing. Importantly, these form a few of the good collection of maintainable modern classics that are worth looking into. Most of these cars feature the ability to reach down well into the engine when the 10-mm socket inevitably falls down into the bay!

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## The H and H International rocker box race night rules March 2022

H and H CVC VALVE COVER RACER SPECIFICATIONS	Spec
Maximum overall length (inches)	27
Maximum overall width (inches)	10
Maximum overall height (inches)	10
Maximum overall weight (pounds)	10
Maximum wheel diameter (inches)	5
Minimum number of wheels contacting track surface	4
Maximum wheel base (inches)	20
Maximum wheel track (inches)	8.5
Minimum wheel track (inches)	2
Minimum bottom body clearance (inches)	2
Car must be roughly dressed/badged to represent a H and H club vehicle	YES
Cars must have a permanently affixed 1" white circle (For Racing Numbers)	YES
Car numbers must be registered on the night with the H and H club	YES
Rocker cover from a specific car engine/H & H members car	YES
Rocker cover to retain the original dimensions	YES
Each wheel must carry a part of the car's weight at all times	YES
Wings allowed (OK if no sharp edges)	NO
Engines or propulsion from any power source	NO
Moving weights	NO
Remote controlled steering	NO
Metallic wheels must have a soft edge to avoid floor damage	YES
Sharp Edges	NO
Rigid wheel attachment	YES
Suspension system (springs, dampers, etc.)	NO
Interchangeable bodies for a given chassis	NO
All wheels must be outside of valve cover	YES
After a race car passes registration and inspection, it must be placed in the pit area and remain there except to be raced. Adjustments and repairs only allowed in the presence of the pit area supervisor	N/A
Oil drips on to track - (British rocker covers are exempt but please wipe your drips)	NO

Please remember no cigarette or alcohol advertising on race cars

No smoking in the Pit Area plus all teams must be mentally aged 10 or under (if they are not we believe it would help)

Note – Drinking and Driving will be allowed as long as you can walk OK

Note 2 – Committee request, two new rules for 2018 onwards

No sharp edges (to avoid injury) and metal wheels must be taped up on the outer surface if not fitted with tyres (to avoid floor damage)

## *Forthcoming Events*

### **January 2022.**

Sun 16th January - New Year Run.

Wed 19th - Noggin & Natter Club Night

### **February**

Wed 16th - Club Annual General Meeting, including free Hot Pot Supper

### **March**

Wed 16th - Rocker Box Race Night with Ed Burke

### **April**

Wed 20th - Talk from Ken Coxey on Model Engineering

### **May**

Wed 18th - Presentation from Hearing Dogs for the deaf

### **June**

Wed 15th - Noggin & Natter (Pre P&D Charity Run)

Sun 19th - **Peaks & Dales** Charity Run.

### **July**

Wed 20th - Club BBQ

### **Aug**

Wed 17th - Noggin & Natter

The Treasure hunt will now take place in September.

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

**Associate members** - Company Auditor

David Rainsbury

**Hall of Fame Award Recipients:-**

**2012 - Chris Parr**

**2014 - Bob Plant**

**2015 - Ray Etchells**

**2016 - Fred Dean**

**2020 - David Bowden**

**Vehicle Valuations for Insurance - Contact Mike Coffey - 01298 27424**

[mick.coffey1@talktalk.net](mailto:mick.coffey1@talktalk.net)

**Club email address - [hhcvc@yahoo.co.uk](mailto:hhcvc@yahoo.co.uk)**

Contributions for the Magazine in by 1<sup>st</sup> 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.*

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**½ page - £35 for 12 months**

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**Club member's personal vehicles - Free**



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