

Hare & Hounds

Classic Vehicle Club



JULY 2023 | EDITION 378

IT'S THE BIG ONE!



The Hare & Hounds



Sunday 3rd September 2023

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- Car 1944 – 1959 (Winner & Runner Up)
- Car 1960 – 1975 (Winner & Runner Up)
- Car 1976 – 1990 (Winner & Runner Up)

- Car 1991 – Date (Winner & Runner Up)
- Commercial Vehicle (Winner & Runner Up)
- Motorbike (Winner & Runner Up)
- Brookside Garden Centre Trophy
- High Lane Garage Trophy
- Annual Shield

H&H CVC Ltd

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The Club meets at the Conservative Club, High Lane
on the **THIRD** Wednesday of each month @ **8.15pm**

Annual Club Subscription - £20

Subscription Payments by Bank Transfer

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Upcoming Events...

Forthcoming Events

July 2023

Sun 9th July – Didsbury Car Show – Didsbury Park, M20 5LR. There will be a Club stand at this show. Please contact Mike Coffey for details.

Weds 19th July – Club Night – Evening BBQ and Car Show @ High Lane Conservative Club. A good nosh and classics too!!!

Sat 22nd & Sun 23rd July The Airport Show – A Club stand has been applied for. Please contact Mike Coffey for details.

Weds 26th July – Club Evening Run. Starting at 6:00pm from the Legh Arms, Adlington. This will be approx. 20mils long and will finish at the Deanwater Hotel, Woodford. Diners should book a table beforehand – 01625 522906.

NB - For any late arrivals, run sheets will be left inside the pub for collection.

August 2023

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

Weds 16th August – Club Night.

Sat 19th & Sun 20th August – The Passion for Power Car Show – Tatton Park, Nr Knutsford, Cheshire. There will be a Club stand at this show. Please contact Mike Coffey for details.

Sun 20th August – Manor Park (Glossop) Car Show – Manor Park Rd, Glossop, SK13 7SH. (£5 entry fee per car – all to charity) There will be a Club stand at this show. Please contact Mike Coffey for details.

Weds 23rd August – Club Evening Run. Route to be set by Mike Coffey.

Sat 26th August – Poynton Show – Poynton Show Ground, SK12 1BS. There will be a Club stand at this show. Please contact Mike Coffey for registration details.

September 2023

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

Weds 20th September – Club Night.

October 2023

Weds 18th October – Club Night.

November 2023

Weds 15th November – Club Night.

December 2023

No planned activities.

Keith Yates

Not for the first time during my tenure as editor of this magazine, I feel the need to assume my mantle as a “grumpy old man” again. To quote from the great Suggs/Madness, “I like driving in my car, it is not a Jaguar” but my driving pleasure is being constantly blighted by what appears to be a lack of a comprehensive road maintenance programme and/or political consideration. Yes, we’ve all become resigned to traffic jams, endless roadworks, speed humps (of which Stockport MBC seems to be the World’s capital), appalling road surfaces/potholes and extortionate car parking charges etc, etc; it’s all part and parcel of modern life’s rich tapestry and the “joys” of early 21st century motoring. It seems to me however, that as a motorist and driver of petrol powered cars in particular, that I’m paying out more and more to our national and local politicians and getting less and less return from it. My latest motoring related irritation is foliage, or rather excessive amounts of it that are not being cut back and regularly maintained. So, I’ve just negotiated my way through various speed restrictions and speed cameras, road calming schemes, speed cushions and humps, I’ve dodged any number of potholes and jarred my teeth fillings

with those that I couldn’t avoid and then what do I find? Signage (directional, instructional and warning) that is covered by so much foliage that the leaves and branches totally cover or so obscure road signs that they are pretty useless and/or unfit for purpose. I’m finding now, particularly during the “leafy” months, that more and more road signs are being covered by unmaintained foliage. This observation also includes road junctions where, upon entering a main road, a driver’s view can be severely restricted by the intrusion of neglected hedges, verges, bushes and tree branches or, just generally speaking, unruly green stuff. A considerable amount of road signage is thoughtfully placed, at great expense I’d imagine, to provide all road users with prior knowledge of and information about upcoming hazards, instructions or directions. They are clearly and obviously very important and, when observed and used correctly, are a far superior road safety feature than any speed hump or traffic calming scheme that I’ve ever come across. I don’t know who is actually responsible for this kind of maintenance (Local Authority, Highways Agency or land owner) but come on guys, get your act(s) together and blitz those bushes so that all sign-

age becomes clearly visible again and, more importantly, boosts road safety.

Despite some arguments to the contrary, my understanding is that the main MG Car Clubs have agreed that 2023 is the centenary year and 100th anniversary of MG sports cars. It would appear that the overwhelming belief is that the first MG sports cars were actually produced in 1923 and that that is where the real story of the MG marque begins. Interestingly, Cecil Kimber, the founder of MG sports cars, lived for a period of his early life in Stockport (Heaton Mersey) and was educated at Stockport Grammar School – ‘now not many people know that’. Try and read that last bit with a Michael Caine accent. Anyway and for all of you MG lovers out there, a future magazine issue will feature some more detail about MG 100. Whilst on the subject of things MG, I’m sure that everybody can agree that Chester Maddox’s MGTC looks a fine motor car and that it rightly deserves a place on the front cover and within this magazine.

Whilst talking to Chester about his MG, he reminisced about visiting old style scrap yards, for used parts, so that he could keep his car running at minimal cost. This

reminded me of the various times that I’d visited such scrap yards so that I could keep an ageing Mini (or similar) on the road. These yards were invariably surrounded by rickety fences of corrugated iron and barbedwire, they had decrepit cars piled up two to three high (the part that I wanted always seemed to be on the car that was second or third up the stack!) and the ground that wasn’t covered by partially broken up cars was usually a quagmire of black and oily mud. Once through the yard gates you would usually be “welcomed” by a half starved, psycho Alsatian dog that lunged and snarled at you on the end of a chain that never did seem to be quite short enough! The commotion would elicit the appearance of “The Boss” from a ramshackle shed or decrepit old coach body. He would “greet” you with a scowl and, with all of the skills learnt from his course at The Attila the Hun School of Customer Service, demand what you wanted, how much you were prepared to pay for it and, only then, grunt a general location as to where you might find it.

On one such visit to a long since gone scrap yard (covered by the M63, now M60, motorway in Stockport), the availability of a particular part, its probable cost and

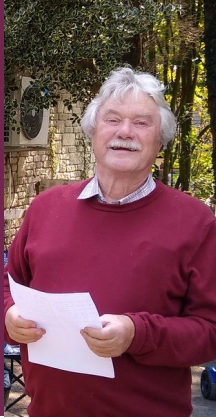
general location was discussed with the owner of this knackered old car emporium. I was directed to the very bottom of the yard where I proceeded to quietly go about my task of removing said part. After a period of time I was startled by the loud thudding, crashing and banging of something that was regularly hitting the wrecks that were around me and mine in particular. After the initial scare and confusion, I eventually realized that I was under attack from some wildly thrown wheel nuts and any other bits off old cars that the thrower could get his hands on. Despite shouting a warning towards the front of the yard, the car parts kept whizzing towards me and the wrecks around me. Even though I didn't have a buddy to shout 'give me some cover' or 'I'll head them off at the pass' to, I decided to conjure up my inner John Wayne and commenced a crouched but dodging run from wreck to wreck, away from the back of the yard and the wheel nut bombardment. Eventually, managing to reach relative safety, I was met by the yard owner and an apparent mate of his. This guy was beanpole skinny, generally unkempt, had bad tattoos on the backs of his hands, was as pallid as a very pallid thing and looked like he wouldn't think twice about ripping your leg/arm off and then beating you to death with the soggy end! Given my most recent and trying circumstances how-

ever, I did feel somewhat obliged to enquire just what the "flipping heck" (or words along similar lines) they thought they had been doing as it could have resulted in (my) serious injury. To be fair, the owner did halfheartedly apologise. He'd forgotten that I was at the bottom of the yard and went on to explain that his mate had been released from Strangers Jail that day and had just been letting off a 'bit of steam'!!! What could I say to that?

One of our 'field' reporters has recently reported that The Swettenham Arms (Congleton, CW12 2LF – 01477 571 284) holds a Classic Car Evening every Tuesday from 07:00pm (throughout the "summer" months). A warm sunny evening, a nice drive out to Congleton, some great classic cars and then a pretty good looking food & beverages menu to choose from. Sounds like one to try out.

Anyway, I think that readers have probably had enough of my prattle so I'll bid you adieu until next month. In the meantime and as ever, David and I hope that you enjoy this magazine and that you all enjoy lots of trouble free 'classic' motoring.

CHAIRMAN'S CHAT



HALL OF FAME AWARD RECIPIENTS

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

Each month appears to come up more quickly when it's time to do my bit for the magazine but to be fair, our magazine editor, Keith, never nags me about the lateness of it.

This month I begin with a statement from Mike Coffey. This is about shows, like Tatton Park, where he has to jump through hoops and the like to get club members entry tickets in order to display their vehicles. Having established that the Club will attend and what size space we would like, Mike has then got to go through the process of finding out who wants to attend, their names, their vehicles and registration numbers. And so, for the 3rd & 4th June Tatton Show, having gone through this laborious process, FOUR people did not turn up. Not even a call to Mike saying for whatever reason they would not be going. He always has a list of members who apply for tickets after distribution and who could therefore and potentially use any spare ones. For the record, one member, who was unable to turn up due to health

reasons, did contact Mike before the show and he was able to arrange for the ticket to be passed on to Carolyn Boe. PLEASE TAKE NOTE. That is my main moan over for this issue.

The front cover, of this edition, is a photograph of the MGTC owned by club member, Chester Maddox. He is most likely the member that has owned his car for the longest period. He has used the MG for a variety of things including, as I recall, transporting items during a house move and amongst which was a wardrobe! Quite how he did that I do not know. More about the car later in this issue.

I often see articles about classic vehicles found abandoned in barns, fields and the like. This leads me on to some vehicles, slowly increasing in number but gradually deteriorating, in a field near Leek, which I saw towards the end of the 1970s. I once stopped, whilst on my travels, to take a look at a Riley RME which had appeared but was discouraged from looking too closely by a large and angry

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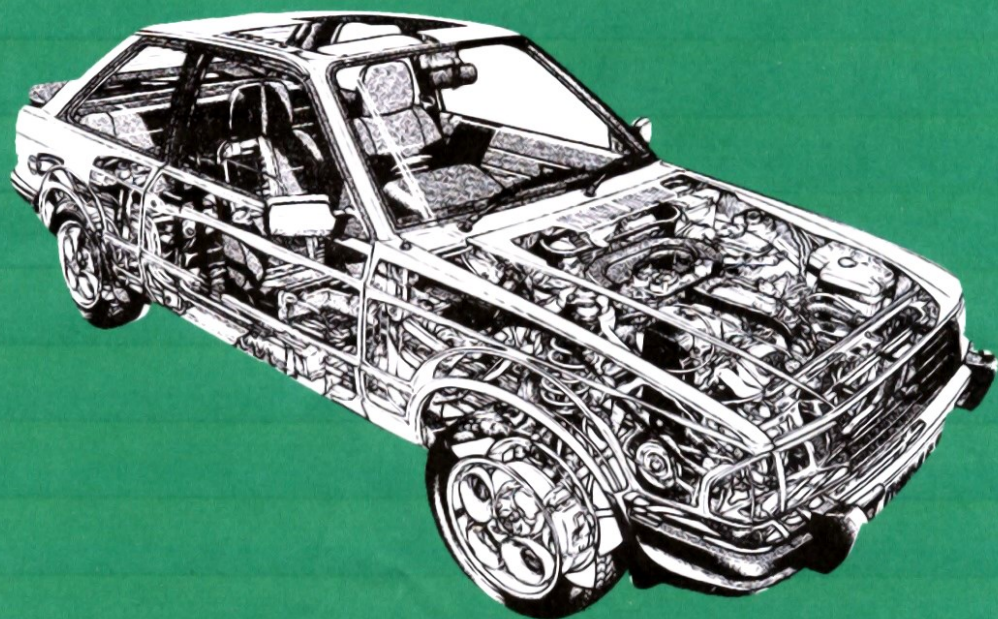
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Graham Scattergood

Hi Gang

Firstly, the Peaks & Dales Charity Run for our chosen charity, Hearing Dogs for Deaf People. The initial take up had looked rather bleak but, even though the entrants were down on previous years, I thought it turned out really well on the day. There was, as usual, a lot of hard work, by a lot of people, that had gone into producing the event. This included devising the route, producing all of the paperwork, maps and rally boards, setting up the Scout Hut, providing the catering, gathering the sponsors, organising the finishing area in Whaley Bridge and collecting all of the monies and entry forms etc. This does not manifest itself overnight or from thin air and I would like to offer my thanks to everybody involved, behind the scenes, to make this run happen.

Our charity's representatives, Christine and her dog Jessie, flagged the cars off at the start in Marple and, I believe, really enjoyed being involved.

As usual, Richard had come up with a fabulous route along country lanes and through some villages and parts of the Peak District that I had never been through

and didn't even know existed. We all gathered in Whaley Bridge after the run, under the watchful eye and guidance of Dave Rawson and his marshals, and some of us had a wander into the village for some refreshments and a little look around. The weather behaved and, in spite of the threat of heavy rain and thunderstorms from lunchtime, nothing materialised until 4pm(ish), by which time, we were all at home.

Next up for the Club is the annual BBQ and bring your car night. So let's hope for more good weather and a good turnout of members and their cars. Come on MG guys, let's have good display of MGs if we can.

As 2023 is the MG Centenary year, if anybody has any stories, anecdotes or has been to any MG events that they would like to share with us all then you can contact me or Keith Yates with a brief or not so brief write up.

Toodle Pip for now



... is Chester Maddox's fabulously presented MGTC. This car was first registered in April 1947 (with a Lancashire registration plate) and has a 1250cc engine. Chester purchased the car from Paragon Garage (nr New Mills, on the A6) in 1964 and so has had it now for getting on 60 years and counting. Has any other club member (or reader) owned a car for as long as this? I'd be interested to hear from you if you have.

For many years, Chester used his MG as daily transport and regularly travelled from New Mills to Ashton-in-Makerfield and back

again for his work. This really racked up the miles and, as with any car, the inevitable wear and tear too. Frequent visits to scrap yards, in the days when second hand parts were fairly plentiful and cheap, kept the MG rolling along. In the early 1990s, Chester decided to treat his old 'warhorse' to a much deserved restoration that took the car back to original spec'. It seems incredible, looking at the MG as it is now, that it was restored so long ago as the paint and interior etc just look right and with an overall patina that is perfect for the car. Long may the MGTC keep on down the road.





Classic & Performance Car Spectacular

**Tatton Park, Sat' 3rd & Sun' 4th
June 2023**

Keith Yates

This annual event, certainly in terms of some great looking and rare classic vehicles, never seems to fall short of good expectations. The auto-jumble is, as always, crammed full of rusty, musty and dusty old car parts that surely nobody really wants. Then again, I'm sure that the joy of the hunt for that elusive part still prevails for some and therefore, has real pulling power. There is also the non-auto related stands that I've never been able to understand. Why would you go to a car show/auto-jumble and buy a handbag? Well, my wife did!!! Then there's the food and refreshment stands. If you go to this type of event expecting indifferent fast food at extortionate prices then you wouldn't be disappointed. I feel that should you ever want to learn the dark arts of 'daylight robbery' then you could do no worse than to cut your teeth selling burgers, chips, bacon butties, Coke or ice cream at a car show!

Anyway, Mike Coffey had arranged and organized an H&HCVC

stand at this year's event – thanks Mike – and hopefully, the accompanying photos will provide a flavour to those that couldn't attend. The sun managed to shine on us for both days, the crowds of visitors were really good and many were very interested in the cars that we had on display. Walking around and about the exhibits and chatting with their owners, well, some really very interesting, rare and immaculately prepared vehicles. I feel that there were far too many great cars there for me to have a favourite. That said however, one that really stood out for me was a chat that I had with a lovely little (why are they always 'little') elderly lady. She was sat in the sunshine, proudly displaying her early 1970's, bog-standard, Tahiti Blue Mini 850. She knew all about the car and its history and was clearly determined to not only to keep her car absolutely standard but to take it to car shows for as long as she was able to do. I hope to see her and her great Mini next year.







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This Morris van (1477cc petrol) was first registered in March 1954 and has been proudly on display outside the Keswick Pencil Museum (yes, there is such a thing) for many years now. It is a previously hard working commercial that has survived and come through, at least twice, severe flooding in the area (remember the 'Beast From The East'?). I photographed it back in May and feel that, as a plucky survivor, it deserves a place in our club magazine. The following is a copy of the notice that appears in its window and which relates its interesting story.

The Cumberland Pencil Company delivery van is a Morris 10cwt J-Type Commercial. Although it is currently off the road, with a few tweaks it could be road worthy again.

The van (affectionately referred to as 'Normal' by staff) has entered a variety of Classic Motor Shows all over the country and has been awarded two rosettes. During local parades it was driven alongside colourful floats and workers, from the Pencil Factory, would hand out coloured pencils to the crowds.

The Morris commercial J-Type van was made between 1949-1961. It was used in a variety of different

jobs, from milk floats to ice cream vans, to mobile PA systems. One of the special features was that both doors were sliding instead of opening outwards.

Personally, I mostly remember Morris J-Types during the early/mid 1960s as pillar-box red postal vans. My Dad had a Post Office and one of the regular postal collection men, knowing I was mad about cars, used to let me sit in his van and tell me about it whilst he threw the mail into the back. He was called Humphrey or, more usually, 'Humph' for short. Although vans were really not my thing, I was absolutely fascinated by this extremely basic and rather quirky little machine. It had sliding doors and 'Humph' (and the other Postmen) would drive about with these slid back and in the fully open position – without any seatbelts!!! As a postal vehicle, each had cream painted interiors, a black painted security bar across both rear doors and, most fascinating of all to me, black rubber wings all round – 'Humph' told me that these were to allow some flex and a reduced chance of accident damage.

So, very basic and quirky but a superbly competent little 'workhorse'.

KEITH YATES

1957

**A BRITISH DRIVER
IN A BRITISH CAR
WINS THE BRITISH GRAND PRIX**

THOMAS WARDLE



Not since 1923 had a British driver, in a British car won a Grand Prix. As the Racing Teams and their drivers arrived for the 1957 Aintree British Grand Prix, so the prospect was considered, by many, to be a distinct possibility. Britain had some very talented driver representatives on the starting grid and three of them were driving the very promising and all British Vanwall cars. Introduced for the 1954 F1 season, the Vanwall Team had been honing and developing their cars and they now looked as though they had what was needed to be winners. The 'ace' in their pack was Stirling Moss, a driver that was indisputably a winner. Could the stars align and shine on British soil at Aintree? It was going to take a stunning drive to do it as the opposition was pretty classy too. Excitement levels amongst fans were very high; they sensed that they were going to witness a really great race.

Stirling Moss, Tony Brooks & Stuart Lewis-Evans were driving Vanwall cars.

Juan Manuel Fangio, Jean

Behra & Harry Schell were in Maserati 250F cars.

Peter Collins, Luigi Musso, Maurice Trintignant & Mike Hawthorn were in Ferraris.

There was also a prize of £200 for the first driver to break the two minute lap barrier on the Aintree circuit.

On the first day of practice the Vanwall cars showed the others just what they were capable of as Moss lapped the circuit in 2m 01.4s. However, Behra equalled Moss's lap record (which he'd set previously in a Mercedes) of 2m 00.4s and Lewis-Evans recorded 2m 02.4s. Tony Brooks managed a best time of 2m 04.6s. This despite having to be lifted in and out of his car, with a large foam pad supporting his still injured leg, after his crash at Le Mans a few weeks earlier. Mike Hawthorn (Ferrari) recorded 2m 03.2s.

Friday's practice saw some drivers improve their times (including Stirling Moss) so the first three rows of the start grid was to line up, with Moss in pole position, as follows:-

Moss (Vanwall) 2m 00.2s	Behra (Maserati) 2m 00.4s	Brooks (Vanwall) 2m 00.4s
	Fangio (Maserati) 2m 00.6s	Hawthorn (Ferrari) 2m 01.2s
Lewis-Evans (Vanwall) 2m 01.2s	Schell (Maserati) 2m 01.4s	Collins (Ferrari) 2m 01.8s

On the 20th July, the actual day of the race, local bus drivers had chosen to come out on strike. Were they Formula One fans that wanted to watch the race perhaps?

Prior to the race itself, all the drivers were paraded round the circuit in white Austin Healey sports cars which the crowd greatly appreciated. The stands, opposite the start and finish straight, were at capacity and despite the bus strike, thousands upon thousands of wildly excited fans had descended on the Liverpool circuit in anticipation of the race.

The wind had dried the track of some earlier rain and, with two minutes to go, engines were started – all eyes were on the Starter's flag. The seconds ticked by, the flag dropped and eighteen engines roared. The 90 lap British Grand Prix of 1957 had started.

An over excited announcer told the crowd that Moss (Vanwall) was in the lead as the cars rounded the first corner; he was, in fact, on the exhaust pipe of Behra's Maserati. Down the straight Moss just had the legs on Behra and entered the second corner with a full car's length lead; pulling away even further on the next straight. The positions were Moss (Vanwall), Behra (Maserati), Brooks (Vanwall), Hawthorn (Ferrari), Collins (Ferrari), Schell (Maserati), Musso (Ferrari) & Fangio (Maserati).

On lap two, Moss (Vanwall) was still leading Behra (Maserati) but Fangio (Maserati) had overtaken both Schell (Maserati) and Musso (Ferrari) to take sixth place. Behra was still close on Moss's heels, with Brooks and Hawthorn having their own private tussle. On lap four Hawthorn out braked Brooks on the approach to Tatts Corner and Moss pulled out a slender lead of two and a half seconds over Behra. Two laps later and after a tussle, Musso had passed Fangio whilst Lewis-Evans, after a slow start, was closing in on Fangio too. At the front, Hawthorn was on Behra's tail and by lap eight Moss had a six second lead and Lewis-Evans had overtaken Fangio whose Maserati had an occasional misfire. On the 10th lap the order was :-

Moss 20m 55.2s
Behra 21m 02.4s
Hawthorn 21 02.6s
Collins 21m 11.4s
Musso 21m 12s
Brooks 21m 12.4s
Lewis-Evans 21m 13.6s
Fangio 21m 20s
Schell 21m 24.6s

Moss was now circulating at a steady 2m 03s/04s per lap but by lap 15 there was new drama; as Moss rounded Tatts corner he raised his hand and entered the pits. Thirty five seconds later he set off with a decidedly unhealthy sounding engine only to re-enter the pits again at the end

of the lap. Brooks was given the “come in” signal and Moss then climbed into Brook’s car (In those days drivers were allowed to change cars). Although that changeover had happened quickly, when Moss re-entered the race he was in ninth position and over a minute behind Behra, now in the lead. The chase was well and truly on!

Brooks, who had taken over Moss’s car, re-entered the race in 16th place. Hawthorn was chasing Behra and Lewis-Evans was now closing in on Collins for third place. Out on the circuit, Schell’s Maserati had stopped and Moss passed Menditeguy (Maserati) to put himself into seventh place. Lap 30, a third of the race gone, and the order was:-

Behra 1h 2m 12.2s
Hawthorn 1h 2m 17s
Collins 1h 2m 37.4s
Lewis-Evans 1h 2m 44s
Musso 1h 2m 54.4s
Fangio 1h 3m 05.6s
Moss 1h 3m 14.4s
Menditeguy 1h 3m 16.6s

Fangio was now well in Moss’s sights. The Argentinian could see just how fast he was charging and so, when Moss caught Fangio, whose car had a rattle and occasional puffs of smoke, he sportingly waved him through. Moss was now sixth and homing in on Musso at a rate of knots. The Vanwall was circulating faster and faster and on lap

40, fifth place was taken from Musso in his Ferrari. Now only the first seven cars were on the same lap.

Although Moss was gradually catching the leader, Behra, he didn’t know if he had enough laps remaining to actually catch him. There was also that small matter of the £200 bonus to the first driver to lap below 2 minutes. Moss was clocking 2m 2secs per lap.

On the 40th lap, Moss was on Collin’s tail and soon passed him but, at the front, Behra was now, very slowly, pulling away from Hawthorn. Down the field, Menditeguy’s car had broken it’s transmission, Schell had had to pit for copious quantities of oil and water and Fangio, who had been circulating at touring speed, retired on the 49th lap. Schell finally had to call it a day with a broken water pump. By lap 50, the order was:-

Behra 1h 42m 59.8s
Hawthorn 1h 43m 11.2s
Lewis-Evans 1h 43m 32s
Moss 1h 43m 51.6s
Collins 1h 44m 06.2s
Musso 1h 44m 19.2s

Moss now increased his speed again and was soon taking two seconds a lap out of Behra’s lead. With 39 laps left, Behra’s advantage over Moss was 40.8secs but Moss seemed to be increasing his speed with every lap. The two hundred pounds bonus

was already his having just gone round the circuit in 1m 59.6s. Behra was forced to thrash his Maserati to its limits in a bid, not only to keep Moss at bay but also to keep the charging Hawthorn at a safe distance. Now, on lap 60 and two thirds of the race gone, these were the positions:-

Behra (Maserati) 2h 3m 11.8s
Hawthorn (Ferrari) 2h 3m 31.6s
Lewis-Evans (Vanwall) 2h 3m 44s
Moss (Vanwall) 2h 3m 52.6s
Musso (Ferrari) 2h 4m 58.2s
Roy Salvadori (Cooper) 59 laps

As each lap passed, Moss was taking more and more out of Behra's lead; it was now being reduced by three seconds a lap. Moss broke his own lap record several times as he really pushed hard. On lap 68 and to add insult to injury, Lewis-Evans was also flying in his Vanwall and had reduced the gap to Hawthorn's Ferrari (ahead) to eight secs and to Behra's leading Maserati to 28secs. Then, on the following lap, everything changed. On the Railway Straight and with Behra continuing to push his car to the limit, his clutch completely disintegrated and left chunks of metal on the track. Hawthorn ran over some of these bits and they ripped a large hole in his nearside rear tyre. Thinking his suspension had collapsed and with the car swerving across the track, he headed for the pits. The mechanics

told him it was only a tyre so he put his helmet back on and returned to the race in fourth position and behind Musso. With Behra out and Hawthorn having to visit the pits the Vanwalls were first and second. For the next four laps the two Vanwalls circulated in procession. Lap 73 and more drama. Out on the track, Lewis-Evans had his throttle linkage break. He eventually returned to the pits where the cable was repaired. Moss, now in the lead again, reduced his speed. He had broken his own lap record and eventually recorded 1m 59.2s.

As if the crowd hadn't endured enough drama for one race, on lap 79 Moss entered the pits. A collective sigh of relief was exhaled when it was realised that he was only taking on more fuel. This was a precaution as Moss, knowing he had relentlessly pushed the car for fifty laps and recorded several lap records, realized that the last thing he wanted to do was to run out of fuel. On lap 80 the positions were:-

Moss 2h 45m 35s
Musso 2h 46m 16s
Hawthorn 2h 46m 38s
Salvadori 79 laps
Trintignant 78 laps
Bob Gerard 73 laps
Lewis-Evans 73 laps
Ivor Bueb 65 laps

During the final 10 laps Moss wasn't pushing his car; with a forty second

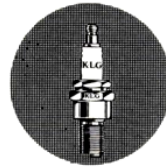
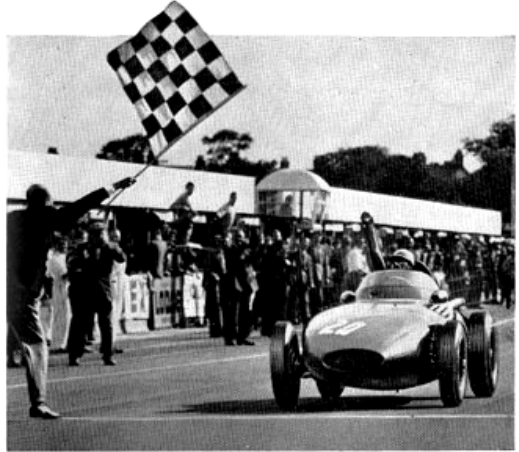
lead he didn't need to. Trintignant's Ferrari had the casing of its gearbox split and he came to a halt within sight of the finish line. Bueb nursed his rather sick Maserati for most of the race and was finally credited with last (of the runners) place.

As Moss crossed the finish line and took the chequered flag, an almighty cheer erupted which must have been heard miles away. The final positions were:-

- 1st Moss/Brooks (Vanwall) 3h 6m 37.8s**
- 2nd Musso (Ferrari) 3h 7m 3.4s**
- 3rd Hawthorn (Ferrari) 3h 7m 20.6s**
- 4th Trintignant (Ferrari) 88 laps (+2 laps)**
- 5th Salvadori (Cooper-Climax) 85 laps (+5 laps)**
- 6th Gerard (Cooper-Bristol) 82 laps (+8 laps)**
- 7th Lewis-Evans (Vanwall) 82 laps (+8 laps)**
- 8th Bueb (Maserati) 71 laps (+19 laps)**

Moss drove a victory lap and the crowd went wild with excitement. He and Brooks had finally broken the monopoly of the continental teams with a memorable drive, in a British car and on British soil too. As Moss spoke to the crowd through a microphone, his face blackened, his voice was full of emotion for he had just won with a stunning drive and had also fulfilled one of his life's ambitions - winning the British Grand Prix in a British car!

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PEAKS & DALES CHARITY RUN

Sunday 25th July 2023

PETER WALVIN

The assembly car park, at Marple Memorial Park, was quite full and the wheels of the H&HCVC had started to turn; brews, bacon rolls, biscuits, registration and route packages in the 1st Marple Scout Hut. Then, off for the start and to be flagged away by Christine and her dog Jessie (representing the H&HCVC charity for the year, Hearing Dogs for Deaf People). A great start to the day. The 'Green Car' had been given a more than hefty drink, the sun was shining and so what could go wrong ...?

Into the hills and heading for Hayfield, oops, a wrong turn at the "Tricky Junction" pharmacy that ended up with us having to do an about turn, on a single-track road and at the bottom of Kinder; hey-ho.

Back on track and into the hills again. Wonderful scenery and onwards to Winnats Pass, thankfully down hill. Some scenic little villages and some single-track roads to test the suspension and the driver's nerve; no turning back now.

From Derbyshire and into Staffordshire. Yes, I've got to admit

to getting lost more than once – still, all part of the fun. Who can miss a large industrial estate? Well we can!

Back on the route again now and heading towards the Cat and Fiddle pub. There are very few motor cyclists about today – speed cameras as no doubt! Off into the Goyt valley and aarrgh, more steep hills and more potholes – note to self, bring a tarmac crew along next time! Onwards towards Pym's Chair car park but sadly, no liquid available today. Into Kettleshulme and then arrive at the finish at Whaley Bridge and its canal basin; job done, exit the car feeling very hot and needing a cool one.

We managed to exceed Richard's 55.3 mile total, in fact we blew it away by a decent number but non the less, it was still a very enjoyable run.

Thanks to the weather Gods for holding off the wet stuff and to all of you who helped put this together for such a superb charity; cheers one and all – you know who you all are.



Due to timing and a lack of space, a detailed report on the Club's annual Peaks & Dales Charity Run (Sunday 25th June) couldn't be fully accommodated in this July issue. Our expectation is that we will bring you this in our August edition – we should have all of the facts and figures together by then as well as a decent number of photographs of the great looking cars that took part.

Elsewhere in this edition you'll be able to read Peter Walvin's report on the actual run itself. This will give a flavour to those that couldn't attend and memories of a very good run, some glorious weather and, no doubt, a few wrong turns taken to those that took part. Peter has admitted blasting Richard Burnham's total route mileage (55.3mls) into the weeds – I'm guessing a total of about 67.5mls, so, what say you and the thirsty Jaguar Peter?

The true purpose of taking this space up is to thank everybody for their contributions towards, what turned out to be, a very good and enjoyable event. This has to include a special thanks to **David & Angela Etchells** who tirelessly kept the bacon barms coming (despite the hot conditions), to **Helen Bowden & Jane Harrop** who registered everyone and handed out the route directions, to **Richard Burnham** for setting a really good route and at relatively short notice and to **Dave Raw-**

son and his **crew of marshals** for all of their directing and pointing. A very special thanks to **Christine** and her lovely dog **Jessie** for flagging all of the cars away on their adventures. They both represented Hearing Dogs for Deaf People, this year's H&HCVC chosen charity, quite magnificently and in great spirit. Our sponsors for the day, together with their donations, also deserve our thanks: -

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WHAT IS IT?

Keith Yates

Included within my May 23 (Issue376) Editorial was an admission that my mobile phone's 'Gallery' holds lots and lots of car pictures (can you have too many?). So and during a review of these, I came across the following photos of what I know to be a very nice, pre-war Austin. These were taken back in June 2021 and during a family trip out to the National Trust's Lacock village in Wiltshire. Unfortunately, the owner of this car wasn't about at the time so I was unable to ask about it and to establish any facts – basically, it was a very nicely kept old car in a very nicely kept old village.

They say that a little knowledge can be a dangerous thing and, it has to be said, my knowledge of most cars made prior to 1955 is rather sketchy. Anyway and after a bit of auto-Sherlock Holmes detecting and deduction, I now know that the car is an Austin, it has a Touring body, it was first registered in October 1935 and the 'DG' registration plate tells us that this was somewhere in Gloucestershire. The DVLA online record also informed me that the car has a 1344cc engine. This is the point where my lack of knowledge lets me down. I wanted to call this car an Austin 10 but the engine size would seem (to me at least) to be rather small for this assumption to be correct.

So, all you pre-war enthusiasts out there, what is it?



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