

H&H CVC



Club Mag. May 2022 - Edition N° 364

H & H CVC Ltd

<http://www.hhcvc.com>

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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Continued on page next to back page.



CHAIRMANS CHAT March 2022

Following the decision by Chris Parr to stand down from producing the club magazine, after 30-odd years, I am pleased to advise members that he has decided to continue in his Secretarial role, but Magazine Editorial duties will transfer to Keith Yates of Mini fame, with his Son-in-Law, David Bresnehan, who is also a club member. If you recall, Keith's Mini was featured in the February Magazine. The last magazine to be edited by Chris will be the June issue of this year. The magazine will continue to be produced on a monthly basis, but will most likely take on a slightly different format, once they get their feet under the table so as to speak.

I can't remember if I have mentioned this before but the role of Commercial Vehicle representative within the Club following the unfortunate passing of David Bowden has been taken on by Dave Rawson who if you remember s the owner of the big green truck, often seen at our shows. I seem to recall he has also been involved in BBQ cooking duties but I have so far not learned of anyone suffering from food poisoning. We welcome both Keith and Dave onto the Committee. Also owing to a lapse on my part, Jean Knowles is also a fully-fledged Committee member.

One change that has taken place to membership subscriptions following input from our Treasurer, Graham Knowles, is that the renewal date for all subscriptions will now revert to the 1st of January each year. This change has come about due to the continued loss of Banks and to the fact that payment by cheque continues to be spasmodic. For those mem-

bers whose subscription falls at present during the year the renewal cost will be £1.60 per month to the end of 2022 meaning a fresh start in January 2023. For any new members joining during 2022 the rate will be £1.60 per month again until the end of 2022 until the annual renewal date of January next year. That means for instance, that if your membership renewal falls in May7, you will be charged 7 months at £1.60 per month to the end of the year, with a renewal on January 1st 2023 at £20 for the year. It is preferred, if you are able, to pay your annual subscription by BACS or by cash on a club night.

On the subject of Club events, we are intending to restart the evening Club runs shortly, courtesy of Mike Coffey, now that the evenings are lighter so, please keep an eye up for these on the events page or elsewhere in the magazine.

The club BBQ and show at the Con Club takes place in July, with the usual BBQ and members are asked, if at all possible, to come with your classic vehicle.

On the subject of events the event mentioned to take place in Stockport on 4th May did not happen for a number of reasons. However, the show at Poynton for August bank holiday Saturday is going to happen so as in previous years you will need to let me have your name, please. You can do this by e-mail to me, make sure you put a lower-case hyphen between my name, or leave a telephone message with you detail or let me have your information on a club night.

You should have received an entry form for the Peaks and Dales charity run on June 19th which should be an excellent run This as always will be sorted by Richard Burnham who will apologise in advance for a last-minute route change thanks to the various Councils. This starts from the Scout Hut at the Marple memorial park with complimentary tea or coffee and biscuits or a bacon barm cake priced at two pounds. The run takes in two routes, a short route for the less able vehicles and a longer route, both ending at the Pavilion Gardens in Buxton. As always, a breakdown assistance will be offered so remember to take your well charged telephone with you. This year we are supporting the High Peak Mountain rescue charity who did such stirring work during the Whaley Bridge water Dam failure. They will be at the start of the run to flag the vehicles off and at the end at Buxton doing cup presentation duties. They will also be at our Club Show at Brookside Garden Centre, Poynton on September 4th to receive a cheque from us.

I have an article from Mike Coffey which tells us about the cost of re-charging your electric vehicle in comparison with the equivalent cost of petrol. This shows that the average cost of the electric charge works out at between 39p and 50p per KW based on higher and lower charge times which amounts to between £33.34 and £37.03 for a 200-mile journey as compared with a petrol vehicle based on 45mpg at 70mph for the same distance, if you are lucky enough to average 45mpg! I make no comment.

And so that's good night from me with a reminder that for the next club night on May 18th we have a visit and talk from Christine of the Hearing Dogs for the deaf. She will have a table with goods for sale on the evening.

Steve Diwall.



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Editorial

HELP PLEASE FROM ANY MEMBERS NOT TAKING PART ON PEAKS & DALES CHARITY RUN on 19th June

Sat 18th - We need help Setting up the Scout Hut, in the Memorial Park, Marple, at 6pm on the Saturday evening. (A couple of hours of good natured banter!)

Sun 19th - Car Park marshaling for entrants arriving and leaving Marple from 8am.

Putting away tables and chairs at the scout hut.

Marshalls at finishing point.

Now, blunder in the April magazine explains why I'm past my 'sell by' date. - Strangely, I failed to put Anthony Boe's piece. This will appear later, alongside this month's contribution from him.

Received the following useful tip from Jane Harrop;-

Ice Cream Trail

'*Visit Cheshire*' has just compiled a list of twelve home-made ice cream establishments and we thought, *what great destinations for giving your classics a spin during the summer months*, and you get to drive though some of Cheshire's lovely countryside. Maybe a long way for those living in Buxton, but there is sure to be the equivalent in Derbyshire on the internet.

<https://www.visitcheshire.com/routes/the-delicious-dozen-cheshires-ice-cream-trail-p290321>

A Grand Day Out – The Great British Car Journey

From Keith Yates

Early March, on a rather dull and overcast day, saw Judith and I travelling up the A6 (via Buxton, Bakewell, Matlock and Matlock Bath) to the little Derbyshire village of Ambergate. Unlike, say, Castleton or Eyam we didn't think it a particularly picturesque village or one that would normally draw much tourist interest. However, just on the outskirts of the village can be found a motoring gem for any car enthusiast, the Great British Car Journey collection.

Some of you may well recall that the collection and the site where it's all housed had been a long time in finally coming together. There had been all sorts of positive stories that I'd read in the motoring press and the prospect of a new/different style motor 'museum' within relatively easy striking distance of Stockport seemed quite exciting. Just before the grand opening however, the site was, I understand, very badly flooded and damaged. At about that time I seem to remember that the Club had made arrangements and plans for a drive-out/visit but, under the circumstances, that never came together. Subsequently of course we were all hit by the dreaded Covid and multiple lock-downs so the prospects of the Great British Car Journey ever opening for business must have seemed remote to its backers. It did finally happen though and the GBCJ opened it's doors during 2021.

Pic Tr7



The collection ranges from a 1902 Arrol-Johnston (built in Paisley, Scotland) to a current McLaren 650S but, as the title clearly states, each and every vehicle is British and/or British built. It is also helpfully laid out in what GBCJ calls 'chapters' (of which there are nine in total) and with each chapter, accompanied by a very good audio visual device, taking the visitor on a journey through the story/history of the Brit-

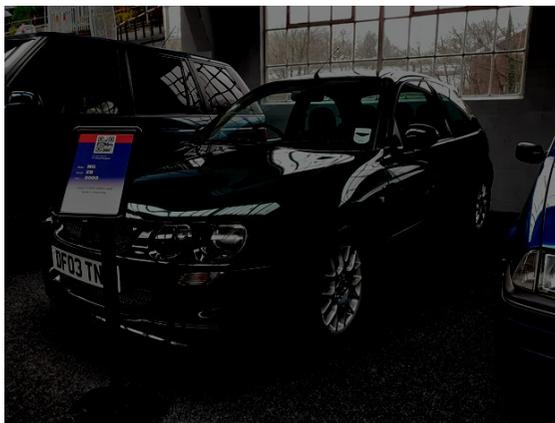
ish car industry – the good, the bad and the down right ugly of it! As a whole, I'd say that the collection has something for everybody. However, as my personal car interest mostly centres upon cars produced between 1955 and 1995, I was in clover – most of the 'British' car industry was dead by 1990 anyway.



I thought that the layout of the collection was excellent; a very airy space, all cars accessible for good viewing and each 'chapter' emphasised by blown-up copies of contemporary publicity adverts, literature and images. The thing that really appealed to me though was the sheer range of cars that, in their days, could have been seen everywhere but now are mostly just memories; cars that time has mostly forgotten like, for example, a Vauxhall HA Viva, Austin Maxi, Vauxhall Astra Mk1, Humber Hawk estate and, the one that gave me the biggest surprise of the day, a Hillman Husky – find me another one! By it's very nature and reason, it was so very pleasing that the GBCJ had so many 'ordinary' cars to see and remember. There were lots of 'my Dad had one of those', 'my mate had one' or 'I always wanted one of those' moments. Yes, there was some rather nice 'exotica' (a particularly stunning 1966 Jaguar E-Type and a Jensen Interceptor both caught my eye) but they were well outnumbered and definitely put into the shade compared to the rest of the collection.

Another feature of the GBCJ, one I didn't actually take up on the day, is the fleet of circa 30 cars that are available for people to actually drive; these range from a Morris Minor, Mini 850 to a Jaguar XJS or a Rolls Royce. Talking to the very approachable and helpful staff however, I'd certainly recommend pre-booking your prospective drive so as to check availability and avoid disappointment.

My next visit will almost certainly include a drive in a Triumph TR7 – not everybody's cup of tea but whilst I've always fancied one I've never actually driven one.



Should your visit and meander through your own motoring past stimulate an appetite then I can recommend the in-house cafe, The Filling Station. This is very clean and roomy and has a good selection of breakfast and lunch foods (pie of the day was very enjoyable), sandwiches, cakes and hot and cold drinks – quite reasonable prices too.

The car of the day or the one I really fancied taking home? Well there were several to tempt me. I could have scratched my TR7 'itch' with the nice convertible that was on display or perhaps a stunning red MG Montego Turbo; that would have been a blast. There was also a very nice and rare Gilbern Invader. I remember the Gilberts from the early-mid-seventies and, in their day, they were very desirable cars. Manufactured in Wales, these Ford 3.0ltr V6 powered 2+2 sports/GT cars, with their lightweight bodies, were quite meaty and hairy-chested machines and in my late teens/early twenties I really wanted one. But no, after viewing all of the cars in the large collection the car that did it for me was a range topping, 5000 mile from new, 2003 MG ZR 160. I think that these very underrated cars have finally started to come into their own. They're without doubt modern classics and good ones are becoming very sort after and cherished. Thank goodness that the MG fraternity have finally come around to acknowledging the pedigree and increasing rarity of the whole MG/Rover Z range of cars and there are now 'Z-registers' for them. So, would I recommend a day out at the Great British Car Journey; Yes, most definitely. Check it out on www.greatbritishcarjourney.com. Enjoy your day.

Stop Press: I'm informed that the Club will be organizing a visit/run out to the Great British Car Journey in the near future.....

***In fact, see over
Keith Yates***

Sun 24th May - **Club Run to The Great British Car Journey at Ambergate**

Please note, Important instructions.

Originally this scenic run was due to take place in April 2020, so its great to let you know that it has now been rescheduled to **Sunday 29th May**.

It will depart from the Hanging Gate, Manchester Road, Chapel, SK23 9UH at 10.30am (or a bit later if you order breakfast) Note: pub opens at 10am for breakfast

There is a charge to visit the museum and for groups visiting the price is slightly discounted. If we know approximately beforehand how many people would like to go around the museum, we can arrange for the discounted price on entry. Please can you let Jane know hhcvc1991@gmail.com if you'd like to visit the museum. If you'd like to join the run, but have already visited the museum before, still come along and you can get access to the café only.

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DRIVE IT DAY

A report from Ray Etchells.

The day dawned fine, but a little cold to start with, but the sun soon made an appearance making for a pleasant drive to come. Starting on Arkwright Road in Marple, 25 cars turned out. After collecting our routes and a rally board from Andy Robinson, 23 cars started the run. The other two members had come to say hello and wave us off. Going into Marple we turned onto Hibbert Lane and followed it to join the A6 at High Lane, and into Disley. Then right at the Rams Head, and over towards Macclesfield through Rainow. From then on the route took us along a number of side roads taking some of the best countryside of Cheshire and on through Alsager.

Further on a short run on the A34 bypass took us within a short distance from our destination, Dagfields Arts and Craft centre, where an area of the car park had been reserved for us. A fantastic 44mile run had taken us to our destination in time for lunchtime. I think I am right in saying that everyone enjoyed the run, and our thanks go to Andy and Jim Lavery's route, which apparently needed some modifications due to road works (what's new?) .

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Hi Gang,

Well first up, the April club night talk on model steam engines and locomotives, did not disappoint, and our new MG owning member Ken Coxey gave us an insight into the vagaries of steam, and all its pros and cons. He brought along a beautiful engine he had built. and also a couple of basic type machines, various parts to view and an engineering puzzle namely a special setscrew with a nut inside. The object of the exercise was to remove the said nut and return it ! A bit of a conundrum to say the least before eventually sussing it out. WELL DONE KEN !

Drive It Day followed, and we had a dry day for a change, to enjoy the route courtesy of Andy Robinson (thanks Andy), some 22 cars taking part, I believe, and running through Derbyshire, Cheshire and Staffordshire, ending up some 48 mls later at Dagfields Crafts Centre outside Nantwich. Top down was the order of the day, and even though a cold wind was in evidence, when the sun went in, my trusty new heater stepped in to keep the bosses toes nice and warm. It was especially nice to see Chester Maddox with his trusty MG TC at the start having just taken some time out to pop along and say hello !

On the subject of Drive It Day, a quick thanks to Margaret Kenworthy, who when the club printer decided to take an unscheduled sabbatical, managed to coerce the help of a friends printer so that we could all have rally boards WELL DONE MARGARET.

The MGOC have a number of shows and runs planned throughout this MGB 60th year, and if anybody would like any info on these please contact me, and indeed, if you have any articles or info you would like to share with us all, I would be only to pleased to hear from you about them.

Keep your eyes peeled on the website and magazine for coming events and shows. Keep safe and as always keep it on the black stuff ! !

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Nostalgia, It Ain't Like It Used To Be Anthony Boe - April 2022

A lot has happened in the month since my last article, and I'm concerned what I wrote five short weeks ago has aged very badly (and quickly, too). Just as I was extolling the automotive advantages that came with the thawing of the Cold War, a certain Mr Putin decided he preferred it like it used to be. All angsty, full of veiled threats and ever-present nuclear doom.

This move towards revisionism is a common malaise in the early 21st century. Trump claimed he could 'Make America Great Again' and then turned it into a laughing stock. Similarly, Boris and Farage convinced enough UK voters that being the sick man of Europe was something we missed. So now, turning on the heating causes the hand to tremble as it reaches for the thermostat.

Seventies style energy crisis, anyone?

Funny what some people yearn for, isn't it? Putin's wrong, of course. He's a relic of a bygone Soviet age that only he and his coterie of deluded dinosaurs think was superior. Let's not forget Communism was a system that produced some of history's most woeful cars that their exasperated owners rightly despised.

And now Putin's making the Ukrainian people suffer because he doesn't like how the world has changed. Let's hope he's thwarted quickly and with as little bloodshed as possible. I'm sure all readers of this august tome would agree.

On a happier note, I'm pleased to report the French car scene is slowly waking up, and we recently went along to a local display. So, to lighten things up amidst all the doom and gloom, here are some lovely classic car pics that might lift your jaded spirits.

Photos to follow

Diversion Ends

Anthony Boe - May 2022

As I'm oft used to saying, it's not getting any better, is it? Ukraine and the horrors being visited on the people there still dominate the news. Except for when we find our leaders are not as, shall we say, pristine as we would like (not that we didn't know it already).

I think the best thing to do is concentrate on things we enjoy and hope the world rights itself at some point. By now, the Northwest classic car scene will be getting up to speed. Gawsworth's Cars Shows will have been and gone by the time you read this and it'll be full steam ahead for cars galore to gather in various Cheshire meadows.

Let's hope it's all systems go for a disruption-free car season after two unwelcome years of isolation. As ever, the only fly in the ointment will be the English weather which if benign should ensure good turnouts.

So to add to the joy, here's some more pictures from a gathering in Limoux we attended recently. You'll find some vehicles you might not see in the UK, and a few you definitely will.

Finally, it seems change is in the offing.

After many years of sterling service, Chris P is passing the baton on mag production. That seems like a good juncture for me to reduce my outputs. While there is a lively voiture de collection culture here in France, it's not as busy as the UK.

Given that this is my primary source of inspiration, it's becoming difficult for me to develop content you'll enjoy. So it's seems like the right time to take a step back and let others engage with their writing muse. Go on, claim your place in the mag. you know you want to!

Thanks for reading my ramblings over the last 11 years or so. I hope you've enjoyed my scribbles, however bizarre they've been on occasion. That said, I'll be sure to drop an article in occasionally as I sally forth to local events as and when they come up.

But, for the time being, I'll leave you with one final wish for your continued happy classic motoring, everyone.

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



Next to the MGB is a Peugeot 304 a French style soft top roadster that's probably a contemporary of the MG. Interesting to see how differently these makers addressed wind-in-your-hair motoring.



Fiat Panda in Val-d'Isère livery. Not sure how close to a ski resort this will have been. That said, they are rugged little cars and, I think, very capable 4WDs (within reason). I doubt this'll be pulling cars out of ditches but as a sure-footed way to get your skis to the piste it'll be very practical.



A canary yellow Ford Capri. And another LHD drive anomaly. Of all the cars there this seemed the most out of place to me. Seeing one in France just didn't seem right and a little at odds with the cars the French prefer to own. Maybe it's owned by a Brit?



From the sublime to the, well, typically French. A Velo Solex 5000 moped produced around 1971 in a style evocative of the era. This was cheap transport at its most economical. With a top speed of 16 mph and a range of 30 miles, these eccentric runarounds could well make a comeback given the current price of gas.



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It's always a treat to see a GB car in France and this MGB is a fine example. Presumably it's not had the ravages of rust that UK cars get. That said, it's also a little jarring to see them in LHD. Doesn't seem quite right for such a venerable and ubiquitous car from the British car scene. Still nice, though.

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<https://www.visitcheshire.com/routes/the-delicious-dozen-cheshires-ice-cream-trail-p290321>

Why we killed the Anglia.

You may have noticed we haven't changed the Anglia for eight years.

And that, in all this time, nobody has been able to touch it for value.

But recently one or two other cars have begun to snap at our heels. So we've been working like beavers to see if we could give you a bit more Anglia without whacking up the price.

We put curved glass outside to make more shoulder-room inside.

And we threw in our Aeroflow system to throw out the fag every 40 seconds. (It also keeps your toes nice and warm).

Then we set to work under the bonnet.

We snipped 7 seconds off the 0-60 rating by using our new bowl-in-piston engine. And took a load off the big-ends with our five-bearing crankshaft.

Then we slipped in a crisp all-synchromesh gearbox. So you could crash into first and hear no more about it.

We even managed somehow to clip 3ft off the turning circle.

And, as we went along, we simplified one or two working parts.

So servicing is needed half as often.

By the time we'd finished (adjusting body-work to fit and so on) we found a different car on our hands.

And frankly, a better one.

But the price of all this had us worried for a moment. It came out at £49 more than the Anglia De Luxe.

Which isn't chickenfeed.

But it's stacks less than any other manu-

facturer charges for a new model with all these features. (For instance, you can't buy a car with a bowl-in-piston engine for less than £100 more than our price).

So we felt you'd feel quite pleased with us. Finally, after all these changes, we thought we ought to change the name.

To Escort. From today, you can try it at any Ford dealer.

Until you do, console yourself with this thought: if we hadn't made a similar killing in 1929 you'd still be driving round in the Model T.

Ford Escort. 



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Forthcoming Events

May Club Night—Wed 18th - Presentation from Hearing Dogs for the deaf

May 29th - Club Run See notes page . **The Great British Car Journey.** From ‘The Hanging Gate’ Manchester Road, Chapel - en - Le Frith SK23 9UH. Departs at 10.30am. - The pub will be serving breakfast from 10.00 if any one is interested. Routes given out at start point.

Please note:-

*There is a charge to visit the **The Great British Car Journey**, and for groups visiting the price is slightly discounted. If we know approximately beforehand how many people would like to go around the museum, we can arrange for the discounted price on entry. Please can you let Jane know hhcvc1991@gmail.com if you'd like to visit the museum. If you'd like to join the run, but have already visited the museum before, still come along and you can get access to the café only.*

June

Club Night

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

- Sun 19th - **Peaks & Dales** Charity Run. HELP Required please note the following.

We need volunteers please to park the vehicles at the start point in Marple, also at finish point TBA.

July - Wed 20th - Club BBQ

Aug Club Night. -Wed 17th - Noggin & Natter

The Treasure hunt will now take place in September.

Sept

Sun 4th - Club Show at Brookside Garden Centre, Poynton.

The Magazine Cover Picture is that of Keith Yates' Mini, that you've read so much about.
(*Mini break to Mini Issues.*)

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

Club email address - hhcvc@yahoo.co.uk

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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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