

# Hare & Hounds

Classic Vehicle Club



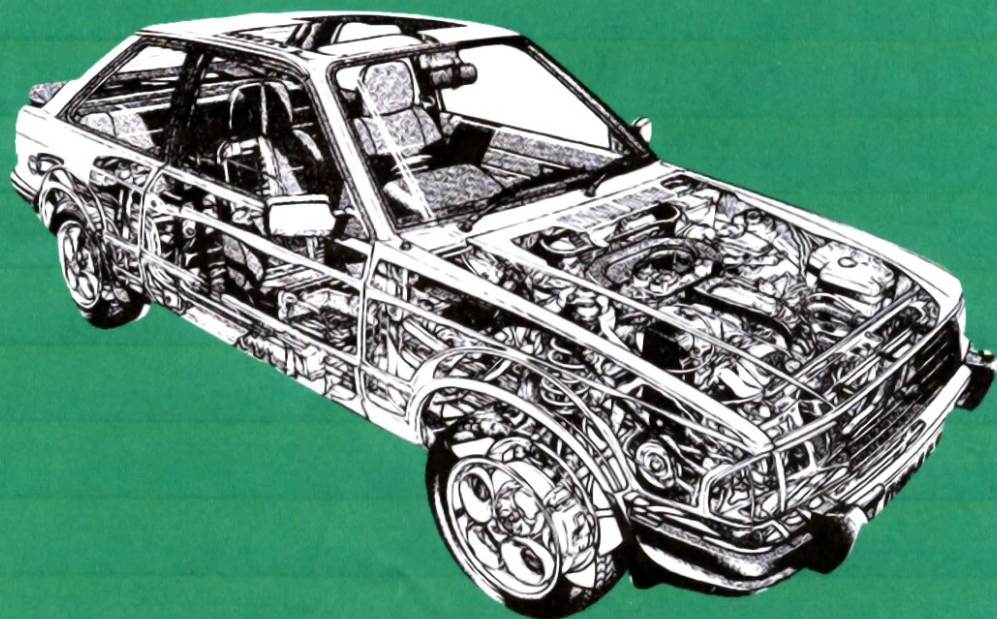
OCTOBER 2023 | EDITION 381

# HARRODS

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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...

### **October 2023**

Weds 18th October – Club Night – A quiz, prepared & presented by Andy Robinson.

### **November 2023**

Weds 15th November – Club Night – A presentation by Ken Coxey – the restoration of Austin 7 cars.

### **December 2023**

No planned activities.

### **January 2024**

Weds 17th January – Club Night – Annual 'Chairman's Quiz Night'.

### **February 2024**

Weds 21st February – Annual General Meeting.

### **March 2024**

Weds 20th March – Club Night – Annual 'Rocker Box Racing' Event.

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Keith Yates

To start with, I'm very pleased to report that my anticipation of horrible weather on the day of the annual Club Show (see last month's editorial) proved to be unfounded after all. Sunday the 3rd September turned out to be a glorious day and not only weather wise, we also had a very good turn out of some marvellous machines too. Hopefully, the collection of photographs, elsewhere in this month's edition, will give a flavour of the weather and the vehicles that were on display. It was good to see and admire some very nice motorcycles – the sun must have brought them out – but not many 'Commercials' this year. So and for next year's show, how about some 'Commercial' folks displaying more of your vans and trucks?

Whilst I'm on about the Club Show, there are two or three things that spring to (my) mind. Firstly, there's the big question mark over, what many perceive to be, a steady decline of interest in 'old' vehicles. I do wonder if there is going to be sufficient interest (or money!!!) amongst the younger generations to restore, maintain or just take on what are currently our 'old' vehicles. We are the custodians of these wonderful machines but will there be younger, committed people to

whom we can pass them onto? Anyway, I think that all we can do, as a vehicle enthusiasts collective, is to keep showing our vehicles to the wider public and, when possible, share them a little too. What do I mean by that? Well, we can engage with show goers, tell them about our vehicles and answer their questions about them but, also, how about inviting people (particularly young people) to sit in them? I noticed, not for the first time, that Ruth and Dave Howard invited people to do just that in their glorious Austin 7 Ruby – one young woman I saw was thrilled to get behind the Austin's wheel and have her photo taken. Along similar lines, Judith and I had decided to display our replica, 1930s, BMW 328 child's pedal car. There were lots of young children at the show and quite a few were drawn to the little BMW. When we invited them to sit in it and have their photos taken then they were thrilled to bits. It's only a little gesture but it did give a lot of pleasure (not least to Judith and I) and, who knows, that little boy/girl may just become a future car nut.

Secondly, when I go to a car show I usually play the "drive it home" game or, in other words, what would be my choice, my pick of the bunch, if I was allowed to

take one car home with me? I played this game at Brookside and, I have to say, it was very difficult to come up with a choice as there were several cars that really took my fancy. There was Peter & Lynda Norbury's evergreen 1978 Mini Pickup, Mike Arnold's 1966 Volvo 122S Amazon or perhaps something big and butch like John Kay's 1942 Dodge Staff Car. But then; what was that hell of a noise? Graham Knowles had just blipped the accelerator on his 1966 Ford Mustang Coupe and the glorious 289inch (4.7 Litre) V8 provided a soundtrack that was not too dissimilar from, what I'd imagine to be, the sound of the wrath of God descending upon us all. Anyway, I'd found my "drive it home" choice and it was Graham's Mustang; it just seemed to somehow trump all others!

Thirdly, it was good to see Christine Wright and her dog Jessie at the show. They were both there to represent the H&HCVC charity for the year, Hearing Dogs for Deaf People and to be presented with our donation. After a bit of a tension builder and a little game of 'hunt down the cheque', Chairman Steve presented Christine and Jessie with a cheque for £1220 – quite a decent amount I hope you'll all agree. Anyway, a big thanks to everybody that supported/contributed to our charity.

Before I leave the subject of the show, I would just like to make a personal comment. This event, together with the Peaks & Dales Run, is a chance for the Club and its members to show what it's all about. It is also a time to catch up/meet with people, have a chat and a laugh and enjoy some wonderful machines that the owners have taken the trouble to dust off and display. In this vein, it was really good to see Jim Lavery at Brookside, shooting the breeze with the Mazda Mob and seeming to enjoy his visit. Jim has been around and involved with H&HCVC for a good few years now and, in that time, he has tirelessly and generously shared his car/mechanical knowledge with any number of people so as to keep their machines running economically and well. I first met Jim at the 2018 (Wyevale Garden Centre) Club Show. I'd decided to take my Mazda MX5 Icon Mk2 to, what was then, our first show (it had never been displayed before) and we/the car were descended upon by an interested and very friendly Mazda Mob. Jim didn't know me from Adam but he immediately handed me a spare copy of a Mazda MX5 workshop manual that he had on a CD and offered his help, should it be needed, in the future. To me, this gesture showed the real spirit of H&HCVC and what it stands for – a very real and shared interest in

old vehicles. Thanks Jim and hope to see you again soon.

The more eagle-eyed of you readers (I'm assuming that somebody does actually read this stuff!) may have noticed that my September editorial mentioned some valid points, made by Thomas Wardle, about the EV situation. Unfortunately and due to lack of space, a couple of pieces had to fall to the editorial axe and Thomas's was one of them. A sizeable chunk of this month's magazine has been given over, hopefully understandably, to the Club Show but, editorial fingers crossed, the "letters to the Editor" section should include Thomas's

piece. Also, something that readers can perhaps look forward to and which I can recommend for next month's magazine is another piece that has been put together by Thomas – the story of the Mini's successes and some dastardly, behind the scenes, doings in the Monte Carlo Rally during the 1960s.

Well, that's it from me for another month. Let's hope that we get a bit of fine weather before the inclement stuff really starts to kick in and, as ever, David and I hope that you all enjoy this October issue and that you also enjoy lots of trouble free 'classic' motoring.

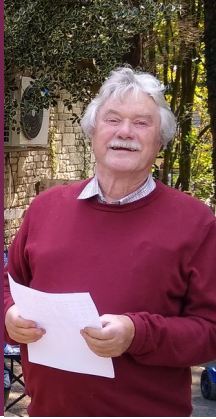
### **This Month's Front Cover .....**

is Rob Salter's 1976 Austin Allegro Super Estate. Jim Lavery bought this car in 2013, restored it to Jim's usual high standard, and then sold it to Rob in 2014 – about the time that he and daughter Jane joined the H&HCVC.

The Allegro, as most car enthusiasts will recall, received some appalling reviews by the British motoring press and, unfortunately, buyers alike. Even now, most people remember the Allegro for its "square" steering wheel, a feature and criticism that just set the tone for the rest of its production lifespan. A great pity really because, if you take the time to rationally consider the car and its spec', then the Allegro had some pretty notable features for its time and in its class. Yet another British Leyland car (and its Development Engineers) that was let down badly by parsimonious accountants, poor build quality and a dealer network that wasn't too conversant with customer services.

Anyway, Rob couldn't care less what others may think about the Allegro as he's taken a lot of pleasure from his car - believed to be one of only seven of this model remaining on the road – and has especially enjoyed using it to take part in the various club runs that take place throughout the year. Good on you Rob!!!

# 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

Please take note that the Annual General Meeting of the Hare and Hounds Club will take place on Wednesday, February 21st 2024 at the High Lane Conservative Club. It will start at 8.00pm and there will be a hot pot supper to follow, at around 9pm.

I regret that I must announce that Mike Coffey (Vice/Deputy Chairman), Chris Parr (Company/Club Secretary) and myself (Chairman) will not be seeking re-election at the AGM. Having put in over 60 years of service to the Club between us, we will now become "ordinary" club members. Jane Harrop has already thrown her hat into the ring to volunteer to become Secretary and to join the Committee. However, any applications for the vacant posts should be made to myself or our Editor, Keith Yates. A list of the duties/responsibilities associated with the posts will have been printed within this magazine. If anyone feels able to join the Committee and to undertake some/part of the duties/responsibilities, please make this known to myself or Keith.

Similarly, if anyone fancies taking on just one or some of the duties listed, perhaps becoming an "Assistant Chairman", then you will be most welcome. All three of us will be on hand to help out after February, if required.

And so, winter is almost upon us. At least it is not cold enough yet to put the central heating on; just another blanket on the bed. In the words of member John Walker, now is the time when you should be changing the oil in your classic for the winter period and to make sure everything has a coating of fresh oil. One year, when I used to rent an unheated garage for the TR, I did everything that you should, greased the chrome, put a coat of wax, unpolished, on the body, put the car on blocks and covered it up. When I came to run it in the spring, the clutch plate had stuck and no amount of coaxing would free it – despite following various items of advice. So, out came the gearbox; not an easy job. The car now resides in my centrally heated garage and I do not go through the winter-



ing procedure, just an occasional prod on the clutch pedal to make sure all is free. This year, when I came to start the car and it not having run for several months, I was expecting a great deal of difficulty, mostly owing to this modern fuel that we have to use. However, having gone through the battery charging procedure, swished the fuel around a bit, primed the carbs and given the car a shot of 'easy start', it started fairly easily and, after a wash and brush up, was ready to go to Poynton. I am very sceptical of this E10 fuel but, whilst my BMW doesn't like it, the Ford runs OK on it. I put E5 in the TR of course, even though it is rather costly at present. I did say once that now we are not in the EU perhaps we should return to Gallons but, at about £6 a gallon, the signage outside petrol stations would be rather off-putting.

The front cover photograph, for this issue, shows the Austin Allegro Estate owned by Rob Salter, this car having been previously owned by Jim Lavery. At one time, in the late 90s, I met Harris Mann who designed the Allegro. Harris was well known in vehicle design circles, having not only been employed by BMC/BL, or whatever they called themselves at the time, but he was also responsible for the initial design of the Mk1 Ford Fiesta and the original Ford Consul Capri.

At my meeting with Harris, he showed me his initial design concepts for the Allegro, which was quite a sporty machine. Unfortunately, the design was subjected to the BMC/BL parts bin philosophy, which appeared to be with them for many a year, the car and estate versions lost their flamboyancy and alas, the vehicle lost its way.

Two things I do not understand is with regard to the Post Office philosophy and to that of the train service, both of which I get regular e-mails and messages from. Referring firstly to the Post Office, please be aware that first class mail charges are about to be increased but I understand these increases will not be applied to second class mail. You should be able, if they are available, to buy loads of stamps in readiness for this Christmas and indeed the one after. This increase should not affect your magazine, if you receive it by post, as these are sent out second class. This brings me to another matter in respect of post in that I am convinced it is 'gathered' up and that you therefore only get deliveries spasmodically. This has been brought to light by the fact that my post is sometimes collectively delivered using a rubber band to secure the amount delivered. The second point is with regard to the railways. They are, in case you haven't noticed, on strike

sometimes and yet we still get averts for travel by train on TV, on your phone etc.  
Anyway that is enough moaning for

now. As I said earlier, please take note of the retirements and please also consider taking up/assisting with the associated duties.

### **New Members**

**Some good news, we have another two new members; Anthony Cross has a 1955 Austin A30 saloon and Anthony Martin has a 2004 Smart Roadster. A warm welcome to you both and we hope that you enjoy membership of the Hare & hounds CVC.**

### **For Sale**

Triumph Spitfire MK1 engine, dismantled requires overhaul. Includes starter motor, dynamo, clutch, water pump etc. Engine number FC88993

Also a number of Triumph Herald parts including a full set of unused wheel cylinders and a 1200 gearbox and bell housing.

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(opposite Swizzels – green gate, next to pelican crossing)

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Colin Etchells on 07774487295

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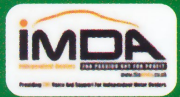
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# MG

## CATCH UP

*Graham Scattergood*

Hi Gang.

Well, our trip to Wales (pre stupid 20mph regulations) for the Prestatyn, August Bank Holiday Monday, Car Show did not disappoint. Despite a dismal forecast the weather behaved itself, a dry day with just a cold breeze.

As with previous years, there was something on display for everybody to enjoy from Austin 7's through to Ferrari's. There was a large Morris Minor showing, MG cars of various models, Ford models, including muscle cars, and practically every marque was represented in one guise or other. A motor cycle display featured a number of ex TT racers from the 1950s. A couple were put on paddock stands and run; the noise being incredible!! This show takes over the majority of the car parks and streets of Prestatyn and is a firm favourite of mine – anybody that fancies a day out, or a weekend away, could do a lot worse than visit this attraction. Also, whilst down for the car show, we managed to see the Sunday Rhyl Air show with Spitfires, Hurricanes, the Red Arrows and Typhoon displays. Excellent!!

Following on from Keith's MG

100 article and the importance of Cecil Kimber to MG development, maybe some of you don't know this about Cecil Kimber. Cecil was the first born, in London in 1888, to Fanny and Henry Kimber. The family moved first to Chorlton on Medlock, Manchester and then to Oak Avenue, Romiley and then to Heaton Moor. A blue plaque was put up at the property at 26, Shaw Road, Heaton Moor in 2007 to mark Cecil Kimber's home from 1896 to 1908. Later, the family moved to Lymm. Between 1898 and 1903 Cecil was a pupil at Stockport Grammar School and left there, aged 15, with a school certificate.

After working in the family firm for around two years, Cecil had managed to save some £20 and, after reading all about the exciting world of the motorcycle, he bought his first bike. He also became one of the earliest members of the Warrington and District Motorcycle Club, enjoying runs out with the Club on his modified 1907 Rex twin.

One day in 1910, whilst running an errand for his mother on a friend's motorcycle, he was involved in an accident at the Dog and Dart crossroads near Grappenhall, Warrington where he collided with a car being driven by an elderly solicitor. His injuries were very serious, his thigh and kneecap were smashed, he spent two years on crutches and had three operations. Although his leg

was saved he walked with a limp for the rest of his life. The solicitor was found liable for the collision and Cecil received a £700 pay out, about £100,000 at today's value. Instead of investing in his father's printing ink business he bought a Singer 10 car for £185. This led to a falling out and by 1914 Cecil had left the family business and was working for Sheffield-Simplex as assistant to the Chief designer. His father, Henry, never spoke to him again.

After gaining more experience at AC cars and at component suppliers E.G. Wrigley, he was spotted by William Morris and offered the position of Sales Manager at Morris Garages. Within two years he was General Manager and the rest, as they say, is History.

So, another important person in the motor industry with local ties to us UP NORTH.

Hope you found this brief resume of interest. Toodle Pip for now.

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*Hare*  
&  
*Hounds*  
CLUB SHOW 2023



# Show Winners

	Vehicle	Owner
<b>Pre-War Cars</b>		
Winner	1927 Austin A12 Windsor	Mike Kelly
Runner Up	1936 Austin 7 Ruby	Ruth Howard
<b>Cars 1945 – 1960</b>		
Winner	1960 Berkeley	Ian Castree Joe & Jane Martin
Runner Up	1958 Austin A35	
<b>Cars 1961 – 1975</b>		
Winner	1963 Vauxhall Victor Estate	John Garlick Graham Knowles
Runner Up	1966 Ford Mustang	
<b>Cars 1976 – 1990</b>		
Winner	1978 Mini Pickup	Peter & Lynda Norbury Keith & Judith Yates
Runner Up	1982 e21 BMW 316	
<b>Cars 1991 – Date</b>		
Winner	1998 Honda Prelude	Richard White- hurst
Runner Up	1995 Rover 220GSI Turbo	Gary Potts
<b>Commercial Vehicle</b>		
Winner	1942 Dodge Staff Car	John Kay
Runner Up	1977 FC Land Rover	Ed Burke
<b>Motorbike</b>		
Winner	1975 Honda 175	Chris Bancroft
Runner Up	1985 Honda GB400TT	Alan Hewitt
<b>Brookside Garden Centre Trophy</b>		
Winner	1942 Dodge Staff Car	John Kay
<b>Chairman's Cup</b>		
Winner	N/A	Keith Yates & David Bresna- han
<b>David Bowden Trophy</b>		
Winner	N/A	Richard Bowd- en
<b>High Lane Garage Trophy</b>		
Winner	1966 Volvo 122S Amazon	Mike Arnold
<b>H&amp;HCVC Annual Memorial Shield</b>		
Winner	N/A	Thomas Wardle









# *H&H*

**CLASSIFIEDS**

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# This & That, Bits & Bobs and a few Odds & Sods

Extracted From the **Guardian.com** – By **Peter Walvin**

Driver with parrot perched on shoulder stopped by police on M62

'Driver or pirate' issued with traffic offence because feathered first mate not in suitable carrier.

A driver was stopped by police after they were found at the wheel with an African Grey parrot on their shoulder. North West motorway police said its officers spotted the driver, who has not been named, with the bird on the M62. Officers said the driver was pulled over because animals should be in suitable carriers or restraints, and they were given a traffic offence report (TOR).

In a tongue-in-cheek statement on X (formerly known as Twitter) police said: "Not sure whether to use the term driver or pirate for this post". "MC41 stopped them on the M62 with an African grey parrot on his shoulder". "Animals should be in suitable carriers/restraints so that

they don't interfere with your ability to drive safely. TOR issued to the human."

**Whilst on the subject of animals**

...

A Bear goes into a bar

Bear to bartender – can I have a vodka and ..... tonic.

Bartender – Why the big pause then?

Bear – I don't really know; I was just born with them.

Here's one for Peter Sykes (or any other MDs out there)

A man presents himself at A&E with a big, ripe strawberry stuck up his bum.

Doctor – I'll give you some cream to put on that.

**Out of the Blue – Ford Mustang Mach 1**

Now here's a thing. You may, dear reader, recall my articles about a guy called Phil Logan and his marvellous, multicoloured Ford Mustang Mach 1 (see the May 376 & August 379 editions). Well, towards the end of August I received one of those 'right out of the blue' emails that had been sent to me by a Michael Ware. It turns out that Michael E Ware is a member of the Guild of Motoring Writers and retired curator of the National Motor

Museum (Beaulieu). Apart from writing books about 'lost and found' (eg in barns and all sorts of weird places) cars, Michael also writes a column in Classic & Sports Car Magazine that's called, not surprisingly, 'Lost and Found'. The point was that Michael had read the August edition magazine and was very interested in linking up with Phil and with a view to featuring the Mustang's story and journey in a future 'Lost and Found' article. Long story short, I've put the two in touch and, if you read this prestigious magazine (not this one, the other one), then you may well see the Mustang featured in some future edition. Now how's that for a good story? A chance encounter with a car can lead to all sorts of things. Oh and by the way, Phil informs me that the non-standard bonnet/hood

has now been replaced with a correct one and that the Mustang now sports the proper 'Ram Air' scoops to help feed air into its mighty V8.

### **A photo challenge laid down**

Somewhere, hopefully not too far from this piece, is a group photo of no less than five Mazda MX5s, owned by club members and taken at the Brookside show. We were fortunate enough to have the opportunity to get all of these cars together and, whilst not the easiest thing to photograph, the photo does record this almost historic event. Now then, here's the challenge that I'm putting to Graham and his fellow H&HCVC MG aficionados; can you gather together and photograph five, or more, members' MGs? Photo in the magazine if you can.



**COOL CAR**

**PLYMOUTH SUPERBIRD**



## From Thomas Wardle

Up until 1970, fuel consumption figures quoted for new cars were definitely a hit and miss affair with manufacturers usually erring on the optimistic side of what you could actually expect to get from the car of your choice. In 1970 the EU tried to bring some sense and commonality by instigating a method of calculating a cars rate of thirst. Whilst this wasn't perfect (eg figures were produced on cars with no alternator fitted) it did bring some sort of sense to the procedure.

With the proliferation of electric cars appearing on the motoring scene, I think the time is fast arriving where we need the same principals applying to these cars. From what I have read and seen, the true figures of what can be expected, in terms of range under "normal" driving conditions, is usually somewhere between 70% and 75% of manufacturers' claims. The powers that be need to address this problem before it gets too out of hand. (TW)

**A very valid point has been made here by Thomas. There is also the subject of EV batteries, their longevity, cost (to replace) and their overall impact upon the environment. As with most things in life, there is a much bigger picture here and the buying public just isn't being given accurate, or even truthful, data to be able to see it properly. (Ed)**

## From Andy Robinson

A club run, starting at the Legh Arms, happened on the evening of 23rd August. To say "happened" is a bit of an exaggeration because the magnificent number of SIX cars turned up from a total membership of APPROX 100!

Anybody who has taken the time, effort and personal expense to organise a simple 30(ish) mile run out into the country will understand how soul destroying it is when so few people make an effort to join in, even in their modern cars. This was not a one off occurrence. The people who organise these runs must have boundless enthusiasm but, in time, the desire to keep devising runs when practically nobody attends must destroy their appetite to keep going. Also, at recent classic



car shows, for example Glossop and Didsbury, even though we were informed that there would be club stands, SEVEN cars turned up for Glossop and FOUR for Didsbury. Pathetic!!

I appreciate that not every club member likes to show their cars, or even go on club runs, but more enthusiastic interest in the Club may encourage recruitment and spark more activities at club nights.

Some years ago I came across this story which, in the circumstances, is quite apt. It is a story about four people, called Everybody, Somebody, Anybody and Nobody.

There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have.

J F K summed it up in one of his speeches - " Ask not what your country can do for you, but ask what you can do for your country"

Just change the word country for club!

I know that not everyone will agree with my comments, but if we want to keep the Club from slowly dying then something has to be done.

Rant over. (AR)

**So, what do you (readers/members) think of Andy's comments? Do we, as a membership, want to continue with these club runs? Are they lacking in something and what would make them more appealing and, hopefully, better supported? The folk that spend their time preparing these runs can only react to your feedback so, let us know what you think and want. If you don't want any response published then that's OK but it would still be useful to know what you think. (Ed)**

# Attention All H&HCVC Members

Steve Divall (Chairman & Director), Mike Coffey (Vice Chairman & Director) & Chris Parr (Company/Club Secretary & Director) have all declared to the Committee that they will not be seeking nominations for re-election to their posts. All three have confirmed their resignations with effect from the Club's AGM on Wednesday 21st February 2024.

Clearly, there is now a need for member volunteers to fill vacancies on the committee and/or to take up duties/responsibilities associated with the posts and the upcoming vacancies. The following is a generalised list of those duties/responsibilities:

- Chair committee meetings based on an agreed agenda. Liaise with High Lane Con' Club regarding availability of function room for club meetings.
- Assist with any Club Night raffles.
- Assist the Committee with obtaining available speakers for Club Nights.
- Organise the February AGM and any food for it.
- Complete a monthly article for the Club's magazine.
- Organise the annual (January) Chairman's Quiz Night with prizes.
- Liaise with Ed Burke regarding the organisation of the annual Rocker Box Race (March) with prizes.
- Assist in the organisation and successful running of the annual Peaks & Dales charity run (June).
- Liaise and help organise the annual club BBQ (July).
- Liaise with Poynton Show Committee regarding the Club's attendance. Assist with vehicle announcements and organise presentation of a prize.
- Assist with organisation of annual Club Show including raffle, prizes and presentations.
- Storage of certain pieces of club equipment (eg tables/tombola drum).
- Arrange and organise club stands at agreed car shows (eg Tatton Park).
- Arrange, organise and/or assist with club runs and routes (eg 'Drive it Day').

Should a member wish to be nominated for election to the Committee, in respect of any one of the three (to be) vacant posts, then please let Steve Divall (or any of the existing Committee members) know prior to the AGM on Wednesday 21st February 2024. Alternatively, should a member wish to offer their services/expertise and/or assistance/help with regards to any of the above duties/responsibilities, but without actually becoming a full member of the Committee, then please discuss what it is that you would like to do with Steve Divall (or any of the existing Committee members) and again, prior to the AGM.

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**Disclaimer**

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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