

H&H CVC



Club Mag April 2021 - Edition N° 351

H & H CVC Ltd

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The Club meets at the Conservative Club, High Lane

On the **THIRD** Wednesday of ^{each} month at **8.15pm**

The Annual club Subscription is £20.00

Chairman, and Director - Steve Divall - 0161 483 4475
stephen_divall@hotmail.co.uk

Vice Chairman and Director - Mike Coffey 01298 27424
mick.coffey1@talktalk.net

Treasurer & Director -
Graham Knowles - 0161 439 2106
19, Bath Crescent
Cheadle Hulme
Cheadle
Cheshire
SK8 7QU
graham.knowles@btinternet.com

Director & Committee member - Richard Burnham - 0161 456 9385 07770 533677
(Inc. Photography & Runs) ric.burnham@sky.com

Company Secretary, Director & Magazine Editor

Chris Parr
4, Bramham Road
Marple
Stockport
SK6 7LJ

Tel: 0161 427 1363

hhcvc@yahoo.co.uk

chris.parr67@ntlworld.com

Financial administrator - Jean Knowles - judojean@btinternet.com

Website administrator - Jane Harrop - janeharrop148@outlook.com

Commercial Vehicle Section - David Bowden 0161 427 3584

Motorcycle Section - Steve Divall - 0161 483 4475

Show Co-ordinator - Chris Howarth - 01298 26958 chris@c-plus.co.uk

Club Stands - Mike Coffey - See above

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Club Mag. April 2021

Chairman's Chat

For the cover picture with this edition is a photograph of Jane Harrop's Nissan Figaro with a write up on the vehicle later in this issue. Initially this vehicle after it coming to the UK from Japan was relatively common but now, they are becoming quite rare, thanks once more to the dreaded tin worm.

Unfortunately, we have decided to cancel the proposed 'Drive it Day' planned for April 25th due to its likely contravention of the current COVID lockdown rules as we understand them. The conclusion is that the planned day would be in contravention of the Governments guidelines which prohibits organised gatherings under the rule of six regulation and the planned run will hopefully take place later in the year. Our plan was to meet at the Legh Arms on the A523 near Adlington (just outside Poynton) where the Mercedes Benz club were also meeting and coffee and toilets would have been available. Mike Coffey was going to organise a run but this

was also hampered by the aggressive approach by the Police in Derbyshire and so the decision to cancel was reached.

On the matter of cancellations, I am advised that the Gawsworth Classic Car Show, Poynton show, and also that the Classic Car Spectacular, scheduled for the beginning of June, at Tatton Park, has been cancelled/postponed and we await clearance for the proposed show at Gawsworth (Youngtimers) from the events manager. It would seem that these take place later in the year. I suggest you look at our events page in the Magazine for current show standings as many of them may not go ahead.

For our own show at Brookside Garden Centre on the edge of Poynton on September 5th, the plan at the moment is for it to take place, we will just have to wait and see.

I have to say that yet more blows for the Classic Car movement but the safety of our members is paramount.

In the last magazine I wrote about the Bristol car driven by Inspector Lindley and my thoughts turned to another TV cop series, that of George Gently. In this series he drives a Rover P5 which is relatively common but the Sergeant name of Bacchus in this series drives a Ford Corsair. The Ford Corsair was made between 1963 and 1970 and in that time just over 333000 were made and some 604 are left with about 400 on the road. The Corsair was made with a variety of engines from the well proven 1500cc unit through the 1700cc V4 unit up to a 2000cc engine. Of those remaining I saw a Crayford Convertible on Bangers and cash sold for about 8K. Ford never managed to get the car sold as well as they would have liked and it would appear to have suffered from a variety of vibration problems. In my early 20s I experienced two examples, one owned by a friend and the other owned by a work colleague. Strangely enough, my recollection of both models was one of extreme comfort and I have no recollection of vibration from the transmission, just a nice quiet comfortable ride. The car owned by the work colleague had a full length Webasto sun roof and again in the roof closed position the ride was very quiet. Of the TV cop show I understand the cars used came from an agency and at present both are for sale.

I have been trying to find some accurate guidance regarding this new E10 fuel and to tell the truth I am completely bemused by all the information that is available. Most certainly if your vehicle is less than 10 years old you should be ok with it and one site suggests that 16 years is a likely limit. My feeling is that in respect of newer vehicles you should contact the manufacturer but for anything else stick with what you use now, that is if you can still get it of course. I have had no indication at what price level this new fuel will be sold at and indeed whether or not you get a better MPG. On the matter of new vehicles, I note that one manufacturer has introduced a three-cylinder car of 1000cc with a very low fuel consumption and it is only available in petrol form. A surprise but there you go with the current trend of electric vehicles.

I mentioned the TV series Bangers and Cash earlier and when talking to Franco the other day

he expressed surprise at how low many of the cars sold for. I did see a very very rotten mark one Mini Cooper at one of the auctions which needed an awful lot of work doing on it and it went for 10k. One of our members has one which is pristine, I won't name him but the car must be worth well in excess of 35K. Going back to the programme, it would seem that if the vehicle you are looking to buy, a visit to them in Yorkshire could be to advantage. I have been unable to find a list of vehicles for sale, looks like if you go you have to take pot luck.

Now I just want to mention broken bones. I have learned of many people of a certain age who have fallen and broken hips, legs, arms or whatever. Please remember you are not 25 anymore and make sure you have the correct footwear, look where you are walking and just TAKE CARE! When we eventually are able to meet again, I don't want to see a lot of body parts in plaster, walking sticks etc.

And so, as I have said before, one day, who knows when, our club events will continue.

Steve Diwall

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Editorial

April Magazine 2021 Cover Photo.

Jane Harrop's Nissan Figaro at Poynton Show. (See below)

30 years of the Nissan Figaro – Jane Harrop

The Nissan Figaro was unveiled at the 1989 Tokyo Motor Show under the motto 'Back to the Future' at a time when the production of Japanese coupes was booming. The car was designed to be used every day and powered with a 987cc turbo charged engine and three speed automatic transmission. The fitting of a soft top, leather seats, Bakelite radio and CD player, electric windows, air conditioning and power steering created 'a feeling of stylish elegance'.

The Figaro was available in four colours: Topaz Mist, Emerald Green, Pale Aqua and Lapis Grey, with each shade representing a season of the year. The addition of a high-quality chrome plated bumper and trims made the retro looking car so popular that after the first production of 8,000 in 1991 another 12,000 were added to meet demands during the same year and were available only to buyers in Japan entering a lottery scheme.

Today it is estimated that there may be around four thousand Figaro's in the UK, all of which have been brought into the country from Japan. The evocative 50s/60s look of the car, together with its right-hand drive and stylish fittings make it particularly popular with female drivers. Generally, the condition of newly imported Figaro's is first-class; the Japanese generally take good care of their cars, vehicle safety testing is very strict and on import corrosion is not usually a problem as salt isn't used on their roads. Here, the upkeep of the car isn't too difficult as the engine parts are the same as the Nissan Micra and for members of 'The Nissan Figaro Owners Club' body parts are generally easily sourced through their directory. As you would expect not all Figaro's retain their original exterior colour and some have been re-sprayed and customised with bright pink being particularly popular.

The Nissan Figaro Owners club is hoping to celebrate the Figaro's 30th birthday with a gathering of around 300 Figaro's in the Cotswold's the weekend of 26th/27th June, the week after the government has said all Covid restrictions should have ended!



Talking of Jane, she's also our webmaster, & looks after the club website,

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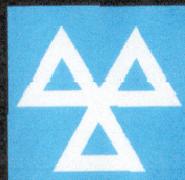
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AVOIDING ONLINE FRAUD WHEN BUYING A CLASSIC VEHICLE

If it sounds too good to be true they say, that is because it is. But is this true? No, it is not. People are always advertising underpriced cars, and because of it we are all vulnerable. Private sellers often undervalue their vehicles which enables eagle-eye buyers to hurriedly jump in and buy at a bargain price. That is where the fraudster comes in, so watch out as the vehicle can often be just too far away for you to go and see. In fraud, a person will attempt to fool you into believing that he or she is legitimate seller, with a bargain. The trap is most often, to defraud you out of your money. The goods often do not exist, are nothing like their description or simply do not belong to the seller. Sometimes, particularly where you are selling, the fraudster will want it to make off with your vehicle by the use of counterfeit cheques, money or a stolen part exchange.

Think hard before sending any money! Always be suspicious no matter how good a deal it seems, no matter how convincing the seller is and no matter how small an amount. A fraudster will be collecting deposits, and often the full purchase price of the vehicle, from a number of different people. Yet, once again, goods often do not exist, are nothing like their description or simply do not belong to the seller. Even when the seller uses a legitimate home address and name, that can be verified, they can still belong to an innocent third party. The fraudster may also be using a well known high street bank. They may have hijacked someone else's bank account details and thus have access to it, like that of an elderly or disabled person, who know nothing about the fraud. Many fraudsters will talk to you on the phone, but quite often the phone number does not work and they seek to groom you out of your money by email. "Sorry been called away... bereavement... working overseas. on holiday... Send a deposit". ...etc, etc.

A fraudster needs to make you think they genuinely have the vehicle. Some fraudsters are hardened criminals and can be involved in all sorts of crimes. They may also be ex car or bike salesman, mechanics, or failed entrepreneurs. They may know a lot about the vehicle they are pretending to sell, they may be able to go into its history and even talk about the various car or bike clubs and shows. Don't be overawed or outwitted.

If you are **selling** a vehicle, and you are offered cash, why not insist upon the person drawing the cash out in front of you at an agreed bank branch? Get it authorised with the local branch and make arrangements to pay it back in on the spot

You could of course arrange an electronic transfer of money with the purchaser in front of the cashier at the till in a branch of the buyers bank. Always be suspicious of cheques, bankers drafts or large amounts of cash as you have a right to refuse them. They can be and often are, fraudulent. If the buyer or seller cannot meet you at a bank branch during

banking hours consider finding another buyer. Often a fraudster will say that the transaction will be done through paypal and they will pay straight away. They may say that they have over paid a 3rd party like Paypal and require you to pay back the shipping costs etc. They may also produce evidence of over payment on official looking paper or emails. Don't be fooled into paying out to help someone buy your car. In all cases why not insist upon proof of the buyers identity, a passport, driving licence or utility bill, or all three. Jot down the vehicle registration of the vehicle the buyer turns up in. You cannot be too careful. Be warned everyone. (Ed)

We have some room in the Magazine for advertising Services or Supplies, so if you know of anyone who would like to place an advertisement? Full page - £60.00 for 12 months, OR ½ page - £35 for 12 months. Contact the Secretary, Chris Parr. 0161 427 1363. Or email - chris.parr67@ntlworld.com



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MG SECTION REPORT

Paul Clappison

As I travel around the local area I always keep my eyes open for any MGs that I spot parked up, one such car that came to my attention recently was a stunning looking MGTF located close to the farm that we keep our horses on. A few weeks ago I decided to make myself known to the owner who turned out to be H&H member Deborah Bradbury and she kindly told me all about the car and how she came to acquire it. Deborah initially decided to treat herself to a sports car some years ago and decided that she liked the looks of the MGTF, originally purchasing a 135bhp MGTF in silver, although a fun car to drive this particular car proved to have a rotten shell, undeterred Deborah decided to look for another MG. Upon visiting MGFnTFBITZ in Glossop about 5 years ago her attention was drawn to a 160 bhp TF in the very rare colour Bacchus and Deborah had found the car she had dreamt of owning. This car runs on pepper pot wheels, although not original to the car they certainly enhance the look and add to the overall appearance, thanks to Deborah for taking the time to tell me about her car and hopefully we will see the TF on the Peaks & Dales run once we are able to hold the event post Covid.



On Tuesday the 6th of April myself and several other H&H members, including Richard Lomas are taking part in the Bear Town link road charity cruise to commemorate the opening of the new Congleton link road, all entrant fees are being donated to the new Christie cancer centre which is being built at Macclesfield hospital and I am looking forward to sharing this adventure with you next month. As I write this article, today is the first day that we are able to travel without restriction so I can't wait to start to use my old MGBT on a more frequent basis.

A Run on local Turnpikes Part 2

Chris Howarth

At the Fox House we join the original route, but only for about a quarter of a mile. The original route goes off to the left across Houndskirk Moor but is only a footpath now. The present route continues on the 1825 diversion for a little over a mile, turn left into Sheepfold Road, which comes back onto the original route. Turn left at Ringinglow Toll House. The straight road is a new route, built in 1759. Slightly after the Upper Burbage Bridge carry straight on until turning right onto the Fox House - Hathersage road. There are spectacular views on the descent into Hathersage & you pass Booths Gate Toll House on your right. From Hathersage go along the valley through Hope to Castleton. In Castleton there is a former toll house as you go out towards Winnats Pass. Bear left & ascend Winnats.

The Turnpike went straight on at that point but Mam Tor is not known as the shivering mountain for nothing. In the 1970s there were a number of landslips & the decision was made not to repair it again. At the top of Winnats turn left at the T junction to Sparrowpit. Take the right turn, SP Bagshaw & Blackbrook, which is the original route of the extension of the Manchester – Buxton turnpike from Chapel-en-le-Frith to Hermestone Lane Head via Peaslows. In Chapel-en-le-Frith the new bypass cuts through the old route. Follow the road through the town & at the top of the hill turn right into the Market Place, then almost immediately left onto Eccles Road which is part of the 1724 route of the Manchester – Buxton turnpike. As you go up to Eccles Pike the road has steep banks, indicating a holloway formed by salters packhorses. As you get to the bottom of Eccles Pike follow Eccles Road & turn left towards Whaley Bridge. At the bottom of the hill go almost straight across onto Elnor Lane. You join the original route of the 1724 Buxton branch at the bridge over Randall Carr Brook. After half a mile or so the road splits at Shallcross.

The road to the left is the original 1724 route to Buxton. It becomes unmade after some way & approximately follows the line of the Roman Road. Bear right & follow the road to Fernilee where you join the current Long Hill Road. After about a mile there is a sharp left, then quite soon afterwards a right bend. At that bend the original route is clearly visible across the field to your left & you have now joined the original 1770 route on a long straight section. At the end of the straight the road bears left onto the route of 1824. The 1770 route carries straight on at that bend & goes down a steep route to the bottom of the valley & up the opposite side, to rejoin the current route at the turn to the Goyt Valley. The 1770 route is clearly visible from the present route & it is obvious why the newer road was built. After about half a mile, on a righthand curve, the original 1724 route joins from the left. Continue on this road past the Devonshire Royal Hospital into Buxton. If you turn right at the bottom of the hill onto St John's Road the Pavilion Gardens are on the left after about a quarter of a mile, where refreshments & toilets are available.

French Fancies (Part 1)

Anthony Boe - April 2021

So, it's been over six months since Carolyn and I decamped to France. Some might say it's folly to move to an entirely new country during a global pandemic and with Brexit due to land within weeks. But that's exactly what we did.

This is the context in which we looked to achieve things like buying a house, applying for residency, selling a home in the UK, getting into the French healthcare system and many other complicated things made even harder by raging pestilence and political turmoil.

It's been an ongoing and monumental chore and a migraine of titanic proportions doing all the above and more. But here we are, and we're pressing on.

How, then, did we find time to take pictures of some tasty local motors? The answer is: I have no idea, and yet, despite everything, here are some pics of French motoring icons old and new for you to enjoy

Happy classic motoring mes Amis





At first glance you think Fiat 500. But look again. It's actually a Microcar Sans Permis. Better looking than most to be fair but maybe Fiat's lawyers should give them a call and have a word.



Well, well. What do we have here? A LHD version of a UK classic proudly driven by a Frenchman. Daily Mail readers look away now lest your heads explode!



A super-charged rally-prepared Gordini Renault 5 on display in a Honda dealership of all places.

Made for high speeds just look at the air scoops at the rear of the beast!



Another of my favourites. A car-happy BMW 3002 from the mid 70's. I had one of my first accidents on the M63 as a passenger in the 1602 version of this German classic.

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



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Dedicated Followers Of Fashion

Keith Yates

A slight play on the words of Ray Davies and the Kinks, but they weren't thinking of the car industry when that particular song was written. That said, we do allow ourselves to become victims of whatever fashion happens to be fashionable at any given time and said fashions do tend to be industry led – creating fashion and keeping us 'on trend' also keeps us spending our pounds too. A lot of us would claim that advertising and marketing just pass us by, that we're not really influenced by any of it and that TV ads are just there to put on mute whilst we make a brew or nip to the loo. The facts however, show that advertising does influence our lives and what we buy; why else would huge sums of money be spent on adverts/marketing and across all forms of media available to us? Yes, whether we like it or not marketing people have the upper hand and they'll use every trick to get you to buy their latest or improved product. The car industry has been doing this for years and are past masters of the dark art. In an increasingly cynical world one would think that we'd all know better and that adverts for the latest 'Blandmobile' model would be dismissed. But no, that hip and happy young guy driving his equally hip and happy mates around in top spec' comfort and on traffic free roads still hooks us. Almost by subliminal osmosis, we find ourselves fancying a piece of that lifestyle and desiring a car that realistically we probably can't afford, has a name that's either unpronounceable or meaningless to us, doesn't make us feel hip and young after all and doesn't free us from the living hell of traffic jams. Yes, we've fallen for that old idealised dream again and now we're lumbered for the next three years – even worse, the 'new/revised' model is now being advertised and that hip and happy dude seems to be laughing at us!

From the day that the first car was purchased that proud owner probably wanted to accessorize it, make it different and to personalize it. These changes would have been seen as improvements to very basic cars. More recently though, changes and additions have been more like fads/crazes that come and go very quickly from the public imagination. How could we forget such motoring gems as white-wall tyres, chrome wheel embellishers, faux wheel spinners, nodding head dogs (placed on the rear parcel shelf), tie-on tiger tails (I've got a tiger in my tank!), stick-on windscreen bullet holes (?!), whip aerials and furry dice? None of these were ever necessary but they were considered desirable at the time. Actual car fashions however, seem to be mostly pushed by the industry and not necessarily the buying public. They are usually rooted in the sciences of market research interpretation and subsequent marketing – basically, the skill of being able to persuade the buying public that your product (in this case a car) is what they think they really need/want rather than what they actually need/want. There's nowhere better to support this argument than in Detroit during the 1950's.

Post-war, the Detroit auto giants needed to maintain massive factories, and associated work forces resulting from the heavy demands of the war effort. They put everything they had into competing for millions of potential new car buyers, and to make them into actual car buyers. In many ways, this was a huge success as car ownership in the USA increased from circa 50% to circa 80% - an almost unbelievable feat of salesmanship. The downside of all this manufacturing and selling, was that the benchmark American sedan (saloon) had become very overweight, excessively jewelled with chrome and fins, and laden with every gadget (electric & manual) that the owner would ever need – push-button, electronic gear-shift anyone? So there lay the issue, all of these things were what the manufacturers, and their advertisers had brainwashed the buying public into thinking they needed, and not what they actually wanted. Then, enter stage left, the **Market Research** people.

As ever, the moguls of Detroit were looking for an edge, and they saw this new sales assistance science, as something that would give them just that. The real science however, is accurate interpretation of results, and initially this wasn't done very well; statistics, as we know, can be interpreted to suit a number of different theories and/or the payer of the bill. Unfortunately, those that paid the bills chose to use the results to prove what they'd known all along, that Joe Public really did want their chrome and gadget laden wheeled leviathans; the 'madmen' had taken control. In 1957 Ford boasted that it had spent multiple millions of dollars on the creation of a totally new car division and a car that market research 'proved' was exactly what the buying public wanted and would therefore buy in their millions – the Edsel. It was a car that was far too expensive, used too much fuel (even by USA standards), looked rather weird and which was universally mocked by the motoring press. It was the biggest 'turkey' in auto history!

There were however, some executives that were a bit more deep thinking. They re-examined their market research results and they discovered something; whole buyer segments that wanted something different and were being either neglected or ignored entirely. Amongst these was the real golden nugget, the 'Youth Market'. It was realised that young people had money to spend and that they were crying out for cars that were sporty, different from what their parents were buying and, above all, were really fast. There was little thought given to handling, the Youth Market wanted big V8 engines and POWER (300-400bhp) to accelerate down arrow straight roads to glory and bragging rights. One of these more enlightened Detroit executives was a certain Mr John Z DeLorean (remember him?). He was working for General Motors' Pontiac Division and, perhaps unwittingly, became responsible for one of the greatest car fashions ever, the Muscle Car era. This lasted for approximately ten mad but glorious years (early 60's to early 70's), gave young buyers pre-

cisely what they'd been wanting and made huge amounts of money for the manufacturers.

In 1964, Pontiac/DeLorean spotted a gap in its 'mid-size' market. It was low on performance and charisma following a GM ban on the backing of racing activities and limiting standard engines to 330ci (5400cc). To circumvent these restrictions, Pontiac offered the Le Mans GTO (Gran Turismo Omologato) as an option package on their Tempest model. This included, amongst other things, uprated suspension, a 3speed floor-shift gearbox and a 389ci (6375cc) 325bhp V8 from their Bonneville model (the more crazy buyer could specify 3 double barrel carbs that lifted power to 348bhp). The car had a 0-60mph time of 7.5 sec's and covered the standing quarter-mile in 15sec's. It was hoped that 5000 units would be sold but the car was such a sensation that well over 30000 were actually sold in the first 12mths. DeLorean's reputation was made, a motoring legend was born and a trail had been blazed for the likes of the Ford Mustang, Dodge Charger, Chevrolet Camaro and Plymouth Roadrunner to follow.

So what about other manufacturer led car fashions? Some have been and mostly gone; remember the profusion and desirability of the 'GT' badge on mildly tweaked cars of the 60's and 70's, the almost ubiquitous vinyl roof of the 70's/80's, or the 80's 'i' badge to denote that your car had fuel injection? And then we had the marketing juggernaut that was the 'Turbo' badge; yes, it's still around but only as a piece of sound engineering to boost the power of smaller engines and their fuel efficiency. Some car fashions have stood the test of time and are still very much with us; small Hatch Back cars for example. Thinking of which, I wonder if those maverick Volkswagen engineers fully understood their lasting motoring legacy when they uncovered the VW Golf GTi to sceptical executives and thereby created the 'Hot Hatch'? One fashion to sink seemingly without trace (thank goodness) is that of the Renault Espace inspired People Carriers – why did people ever think it was a good life choice to cart their families about in what were glorified bread-vans?

No doubt, if you've taken the trouble to read this article, you'll be able to think of any number of car related fashions etc that I've not mentioned. Anyway, I'd like to sign off by highlighting what I think is the most outrageously successful marketing exercise that motor manufacturers have ever come up with. It has created a monster of a fashion, a vehicle segment invention that now totally dominates the global market and for which we, the buying public, have an insatiable appetite for – the SUV market. This can be traced back to the Spen King and Gordon Bashford inspired original that was the first and incomparable Range Rover. Way back in 1970, this groundbreaking car was meant to be nothing more than a comfortable

but practical Land Rover alternative that could be used on the farm then hosed-off (inside too!) and driven to the local Farmers Union Ball in the evening. Its boot was designed to accommodate a bale of hay or a sheep! Despite its huge success however, Spen King always railed against the town use of these and similar fashion accessory spin-off vehicles, saying that they should be kept in the countryside where they belonged. Disparagingly called 'Chelsea Tractors' or 'WAG Wagons', these SUV type vehicles, with all the aesthetics of a brick toilet, are seen by many as an essential part of a lifestyle that they aspire to; there's one for every purse size too. So, do we 'want' these vehicles and/or do we 'need' them? It seems to me that clever marketing has won the 'want' argument so decisively that 'need' isn't even considered and the SUV market is what the dreams of automotive executives are made of.

More next month.



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Still Going Strong

More from *Keith Yates*

It's that time of year when cherished 'Classics' shrug off winter hibernation, take on a deep shine and motor forth to various events and shows. Well they would be doing, if it wasn't for the dreaded lurgy! However, whilst most Classics still remain tucked-up with nowhere to go, there are still some that are out there, defying age, and just getting on with their owners everyday needs.

On a recent Dog walking trip to Woodbank & Vernon Parks this lovely Citroen 2CV was spotted. It's a E-reg (1987) Charleston model with the plates showing a Blackpool registration and a dealer in Ormskirk. For a 34yr old car it was in great overall condition and looked as though it might still be in everyday use. I'm sure that it's owner cherished the car as much as any pampered Classic and must be getting a lot of fun from driving one of these marvelous little cars.



Bonne chance et vive la Citroen 2CV!!!

MG Review

David Bresneham

As the motoring public is relentlessly ploughed towards the one-size-fits-all solution of electric cars, I am frequently reminded of the utter wastes of this valuable resource that are already shamelessly attached to our cars.

In my wife's Subaru WRX, there are no less than three screens that, while part of the modern dashboard, provide mostly useless information. Car manufacturers are obsessively changing from providers of some of the finest driving machines on Earth, to glorified technology providers, that just happen to attach wheels to their tablets.

Having spoken utter tripe for hours on end to other people about cars, it has often been my perception that people remember many cars, but do tend to get somewhat anchored by a perception of their golden age of motoring that is personal to them. At the age of 29, I think I have settled on cars from the 2000s as my golden era. My general lack of interest in most modern cars as anything more than tools has been somewhat a shock to my own system. It is this interest in 2000's cars that brings me, inelegantly, to the **MG ZS**.

One of my first persistent memories of MG was rather sad. Though at the time I struggled to understand the gravity of the situation, I remember watching the news to see a lot of troubled, upset, and angry folk, leaving the MG Rover Longbridge plant for the last time. Many stories persist about the downfall of MG Rover; bad mismanagement, BMW being terrified of the K-Series engine, the disaster that was the ill-fated Cityrover, and the relative indifference by young people to the Rover Streetwise. Regarding the last car, who on earth would ever have wanted a jacked up hatchback, with a terrible plastic trim all across the wheel arches and along the sills; all with no extra space inside? What were they thinking?!

The group left us with some of the most well-known cars in the United Kingdom: the Z (Zed) cars. To escape the 'granddad's car' perception that plagued the Rover brand, the MG badge was used as a tool to encourage younger buyers, looking for sportier, sharp-looking cars.

One of these was the MG ZS, which is often said to be the finest of the trio in terms of the dynamics and engine matings. This particular car may be familiar, as it appeared on the cover of the January issue magazine. This is the '180' specification, which was issued with the 2.5 KV6 engine. The chassis was carried from the Rover 45, which itself was derived from the Honda Domani. - Nearly every single review opened with

the typical MG Rover group bashing. The brands had long fell out favour with the British public, and the motoring press. It was the beginning of the age of domestic dominance of German car manufacturers in British motoring life, which still persists to this day.

Many people switched off after the standard opening statements about the perception of the group cars. However, continue to read many of these reviews, and they often change tune when it comes to how the car drives. Part of the reason for that is the Honda Domani. See, this car was known in the western world as the Integra. The Integra was one of the most well-regarded drivers cars of the late 1990s, and into the early 2000's.

The engine in my car is a six-cylinder version of the K-series. One of the reasons that the interiors on MG Rover cars was often lacklustre was the extraordinary amount of money the group spent on developing the K-series. Once the journalists finished the copy-paste job on their usual thoughts on the group and its products, it was often concluded that the ZS was one of the best handling cars in its class. The K-series was directly responsible for much of this. Despite issues with the earlier, popular 1.8 units, it went on to power cars inside and outside of the group; one of the more exotic applications being the Lotus Elise.



So what is it like in the modern era? Sublime. The design is purposeful, one of the last of a generation that isn't bulked along all of the pillars because of the enormous safety requirements of modern cars. When I was younger, I preferred the facelift version, mostly because of the silly side vents that were shared from the design ethos of the MG SV. But as they age, the standout version has become the MK I for me. With most modern cars, I spend a lot of time battling with poor visibility from the A- and B-pillars. These are now packed with so much crash structure, that they have actually compromised safety by blocking the view. This is coupled with the length and sweep being made shallow, well below the sweep of the MG. I've not been much of a fan of the blending of many surfaces. I have always favoured good definition between the bonnet, compartment, and boot, if there is one.



The spoiler is a matter of taste. For me, it is essential on the 180 model, though I can understand those who would prefer to have the shorter version, or none at all. It's also perfectly positioned to block your view out of the rear of the car. But it also adds a point that the car is a little bit different. And I like different. It's nice to see that Alfa Romeo (another brand close to my heart) have introduced an utterly ludicrous spoiler on their stunning Giulia GTAm. They are almost always unnecessary on road cars, but a huge spoiler just works for me. The interior is sparse, and does have elements that have clearly not changed since the 1980s. There's no escaping that the ZS could have benefitted from more care and finesse in its design. The interior was sharpened for the facelift model, and appeared much more befitting of cars of that era. But it is a good place to be, is slung low, with a good seating position. I can settle into this interior, and that is important in how the car makes me feel.

In good weather, and a clear run to work, this car makes my day. Being a sports car with a large engine, you would imagine that my response is to throttle it at every opportunity. And that's were everything changes.

More next time!

THE TAX MAN COMETH - British style

The most horrendous jump in taxation rates for private cars occurred on 1st January 1910 when cars were taxed on their RAC horsepower rating (which was based on the bore and number of cylinders) rather than on weight, as they had been hitherto. The increase was part of Liberal Chancellor Lloyd George's controversial 'People's Budget' and while taxes on smaller cars up to an RAC rating of 16 hp were either cut or remained much the same, taxes on the larger cars increased out of all proportion. At the upper end, cars of 60-hp rating or over had their annual duties increased eightfold, from a total of £5 5s to £42.00 (equivalent to over £2,000 in modern terms). Lloyd George promised that the motor car tax would be used exclusively for road repairs and the building of village bypasses and a 'Road Board' was duly established.

The 'People's Budget' also imposed duty on petrol for the first time, at the rate of 3d a gallon, bringing the cost of a gallon to 1s 9d (8.7 5p); the tax was doubled in 1915 but repealed on 1st January 1921. It was little surprise when petrol duty was re-imposed in the 1928 Finance Act at the rate of 4d a gallon. Today's British petrol duty is by far the larger part of the price of motor fuel. The inequities of the 'People's Budget' were compounded in the 1920 Finance Act, which changed the method of taxing cars from a banded system to a straight £1 per horsepower. This had the blatantly protectionist result of changing the annual road tax on the cheap and popular Model T Ford from £4 4s to £23, the same as a 3-litre Bentley or 20-hp Rolls-Royce.

Within three years the Model T (widely regarded as American even though it had been built in Manchester since 1911) was replaced as Britain's best-selling car by the Bullnose Morris, which was only taxed at £12. As a by-product of the 1920 Act, vehicle log-books appeared for the first time in February 1921 and cars had to carry tax discs for the first time.

To enjoy motoring...



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I Climbed Into My Father's Car!

From *Barry Lester*

Well while watching Top Gear, and yes it can be hard work, but it struck a chord with a piece on their Dad's Cars.

I never remember my Dad without a car, but in the 50's you took what you could get, we seemed to have a different car every month.

When I was about 6 years old we had a Jowett Javelin. My Dad loved it, but constant breakdowns on our journeys meant it had to go. In 1959 we had our first new car. A Mini, which still broke down in heavy rain. We had 3, more all different colours in 60, 61 and 63. Our first big car was a company 1500cc Cortina, and even that threw a con-rod on a trip to the east coast.

I am sure you all have fond memories of your Mum and Dad's cars.



Keep well and stay off Smart Motorways.

Barry.

Forthcoming Events

Right – It is looking as though lots will be going on in 2021 - all things being equal

As you no doubt expect all these are subject to the rules allowing them to happen so none are certainties, but I've been in touch with the organisers & they are all of a mind – if we can we will!

H&HCVC is planning to have the usual programme of Runs & Shows. The shows require registration & forms etc will be available. Please keep your eye on the Events page in each magazine & our website as any updates will be shown here & by email.

19th April 001 Bear Town Charity Cruise on the new Congleton bypass before it opens. Registration required - £10. Form at <https://www.facebook.com/groups/705918586678666> Starting at the Fair-ground car park in Congleton. Finishes at The Waggon & Horses on the A34 where toilets/food/drink will be available. **NOTE CHANGE OF DATE**

25th April Drive it Day. We cannot arrange an event, but there is apparently nothing to stop you going for a run. You may like to use the Turnpike Route that was in last month's & this month's Magazine.

28th April - Mid-Week Evening Run

3rd May - Gawsworth Oldtimers Show (Club Stand) – Now Postponed

9th May - VE Day Show Pavilion Gardens Buxton – awaiting confirmation from the Gardens

22nd May - Saturday run to the Great British Car Journey at Ambergate with GVEC. Registration required by end April.

26th May - Mid-Week Evening Run

31st May - Gawsworth Youngtimers Show (Club Stand)

31st May - Gawsworth Youngtimers Show H&HCVC Stand

5th/6th June - Tatton Park. - Cancelled, - Amalgamated with the August Show

23rd June Mid-Week Club Evening Run

25th – 27th June Yorkshire Motorsport Festival – Hillclimb at Holmfirth. Details www.ymsf.net

27th June Lymm Festival - Club Stand

4th July Drive & show at Crich Tramway Museum with GVEC. Registration required by end May. Free entry for car & driver. Group rate for passengers. Apparently free trips on the trams too.

11th July - Didsbury Park Show Club Stand

28th July - Mid-Week Evening Run

8th August - Stockport Market Place Show

15th August - VJ Day. Show in the Pavilion Gardens.

15th August - Chesterfield Moto Festival

21st/22nd August - Tatton Park – If you want to go, you need to enter as an individual entry.

22nd August - GVEC Manor Park Classic Vehicle & Military Show

25th August - Club Mid-Week Evening Run

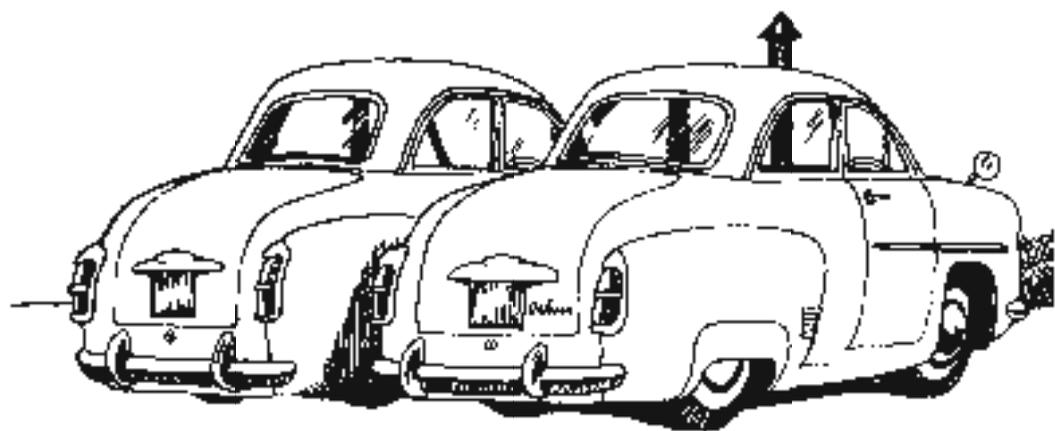
29th August - Poynton Show - cancelled

21st/22nd August - Passion for Power Show.

5th September - Club Annual Show at Brookside Garden Centre

22nd September - Club Mid-Week Evening Run

27th October - Club Mid-Week Evening Run



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Austin or Morris Mini Mk II



Committee Continued from back of front cover.

Publicity -	Helen Bowden 0161 427 3584
Minutes -	Jill Dewsnap 0161 338 2098 dewsap35@gmail.com
Regalia -	David Bowden 0161 427 3584
Charity Co-ordinator -	Eric Dewsnap. dewsap35@gmail.com
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

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

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

Subscription Payments by Bank Transfer

National Westminster Bank

Account N° 40512746 Sort Code 01-05-51

Or contact Graham/Jean Knowles 0161 439 2106

Cheques should be made payable to

H&H CVC Ltd.

Advertising charges .

Commercial Full page - £60.00 for 12 months

½ page - £35 for 12 months

Commercial ad for vehicles one month £6

Club member's personal vehicles - Free



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

Reg. N° 4999097

Printer: Frank Aspinall & Co. Ltd., Building 4, Unit 5, Tameside Business Park, Denton
Manchester M34 3QS 0161 480 2707 Mob 07977 211213

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