

H&H CVC



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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

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Continued on page next to back page.



Club Mag. For May 2020

The front cover picture shows the late Sir Stirling Moss with his friend Lewis Hamilton after Lewis won the F1 Grand Prix at Silverstone in 2019. Before the event, Lewis was driven round the circuit in a Triumph TR2 courtesy of the TR Register.

Sir Stirling Moss was born on 17 September, the son of Alfred Moss, a dentist and his mother Aileen. Alfred was an Amateur racing driver and was placed 16th in the 1924 Indianapolis 500 and his mother was also involved in many a Hillclimb event entering a Singer nine. At the age of 17 he 'borrowed' his Father's MG and was severely chastised by his mother for so doing but the petrol was in his blood at birth and so his long career in racing began. He was an accomplished horse rider as was his sister Pat who became a very successful rally driver and married Eric Carlson. Stirling's racing career is well documented and would take up several editions of the magazine but he is well known as the British racing driver who never became world champion. He retired from public life at the age of 88 following a severe chest infection treated at a hospital in Singapore. In 2010 he broke both legs and ankles in a fall down a lift shaft at his Mayfair home.

He leaves a long history of many Grand Prix victories and the world of racing drivers, team members and racing personalities have paid tribute to him. Had it not been for the Coronavirus episode he would have had an enormous funeral but I am sure that when it is all over there will be a memorial service for him.

Unfortunately, due to the Coronavirus, all of our events one way or another, have been

cancelled as can be seen from our webpage. The first of these was Ed's now infamous legendary rocker box racing and if you have made a new unit or intend to re-enter your previous model, there is always next year and the trophies are already made, all I need to do is to get new engraved plates made for 2021. If you are thinking of going to an outdoor event not mentioned in our schedule, you would be well advised to check before turning out that is actually going to happen. For us the annual Peaks and Dales charity run has been cancelled due to crowd gathering restrictions and that the start and end venues are also shut, and most importantly, public toilets en-route are also closed. This has only been the second time in the club's history that we have had to do this, the last being the foot and mouth disaster of 2001. The charity is aware of the situation and they are nominated for next year. With regard to those who have already paid to enter, your fee will be returned but one or two kind persons have said to keep the money and give it to the charity which will of course be done.

With regard to our calendar of events, all of those scheduled to talk to us until the Autumn have been cancelled and will be able to be scheduled later in the year and into 2021. Once the Con Club has re-opened then normal service will be resumed. I am not able yet to pass judgment on the Stockport show and that for Poynton and indeed our own show in September, just watch this space for news.

One good thing that has come out of this is that the Eurovision song contest has been cancelled so we don't have to watch very nice entrants from all over the world.

A few of you use the service provided by the Stockport Talking Newspaper and as I might have mentioned my wife does voluntary work for them. They too have had to almost close down due to the number of volunteers involved and working in a confined space. However, the Paper will continue thanks to five-hour marathons put in by their chairman and his wife, Paul and Tina Ramsden. Well done to you both and not to be shut down.

I see that a Humber Mk 3 Super Snipe once owned by the Queen Mother and she used to go to Church in with her husband, King George VI is to be sold. The car is part of a collection of 16 Humber's now owned by Alan Marshall of Hull who says that the cost of maintaining them and storage has become too costly. The cars are to be auctioned by Harrisons Auctioneers of Derbyshire. Also, part of the collection includes a 1930s Humber Snipe previously owned by Edward VIII and Wallace Simpson, which was bought minus engine, but had a small rear window and blacked out windows, to stop prying press, and members of the public from viewing inside. This particular car was rescued from a scrapyard in Northampton minus engine but was restored for use. As you are aware, Humber produced some fabulous cars in their time and were known as the 'poor man's Rolls Royce' but alas they were very subject to the dreaded tin worm and not very many survive.

It would be nice to see this collection sold as one lot, but it is not looking likely. A friend of my father had one of the last Humber Hawk's made, and on holiday with us

and his family the car struggled to get up Porlock Hill in Somerset. To put fuel in the car, you took off the off side rear lamp reflector and on the same holiday at a garage in Wookey Hole. the attendant managed to get the wrong reflector off and put nine gallons of fuel in the boot!



1932 Humber Snipe 80 was owned by abdicated King Edward VIII, later the Duke of Windsor, and his divorcee wife, Wallis Simpson.

I feel I need to mention and thank again, Anthony Boe, for his continued articles relating to classics all over the world, photos taken by him, and most likely Carolyn whilst on holiday. His articles always feature vehicles we have heard of but never seen. Well done Anthony, and keep up the flow. I wonder if all of their holidays take in places where classics meet, and can be seen, or do you ever go somewhere for some sun? You will see in this issue an article written by me about how I got inoculated with the two wheel bug. I am sure there are many of you with similar tales and CP is always glad to receive them. Dare I say, this is your magazine, prove it please.

Forgot to say that take care, with the enormous amount of spam emails there are about at the present time, click on one in error and you are in bother. I seem to get loads at the moment, not only from companies that I have used but also from undesirable sources.

Now one last thing, driving in Wales? Well, you might be tempted to go a bit faster with the lack of traffic, but beware, the men in blue are even more out to get you! So, I can't refer you to the next meeting for a while, but STAY SAFE.

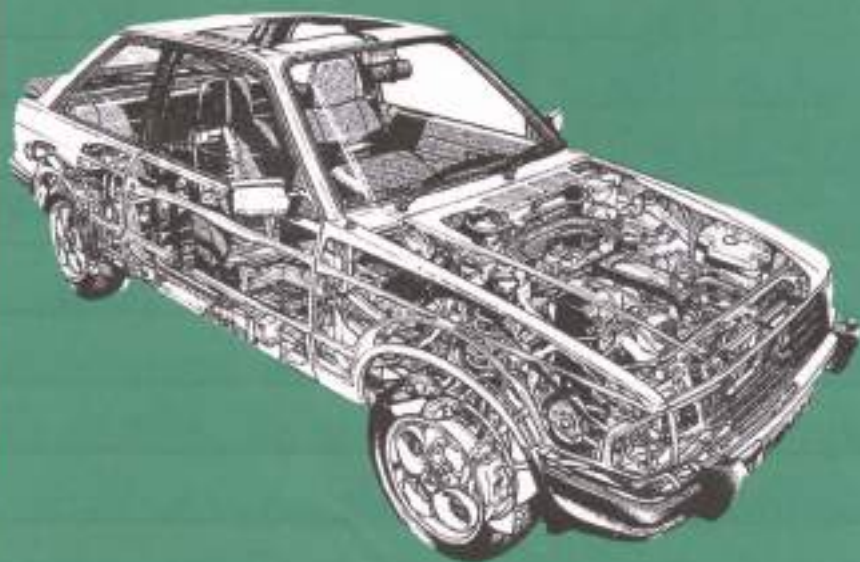
Steve Diwall.

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Editorial

May Magazine 2020 Cover Photo.

Lewis Hamilton & Stirling Moss

2 legends - Poles apart.

Sir Stirling Moss pictured with Lewis Hamilton at Silverstone

And so it goes on.

Still in 'Lock Down'. Who knows when things will start moving again. With most shows abandoned, the cancellation of the Peaks & Dales Charity Run, and possibly the club BBQ, we just hope the club show will go ahead at Brookside Garden Centre. In September.

As you will have read in the Chairman's Chat, we don't even know when we'll be allowed back into the Con Club in High Lane. - We will let you know when we know. Keep watching the website for news.

Ernest Oliver, joined the club in 1992 with his lady, Ann, and a beautiful Iris Blue MGA. This was during the first year of the club operating, 1991, and they lived in Gawsworth, Macclesfield. He left the club after a few years, but later purchased a restored Austin Healey 3000. After a while it was diagnosed that he had developed dementia, and was moved into a Nursing Home. He sadly died on Saturday April 24th, from Coronavirus, unfortunately, never having driven his big Healey to my knowledge. (Ed)

Rest in Peace, Ernie.

Spotted in CCW April 29th

Auction news

Coys Auction House, one of the top auction houses, has been put into administration.

One suspects that there is more to that story than blaming Coronavirus. Apparently they have been unavailable to comment.

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ON TWO WHEELS

by Steve Divall.

It all began in about 1950 when I was given a blue BSA pavement cycle most likely by my parents. I rode this bike all around like any other seven-year-old would, and we had a back alley to the houses where we lived in Greenford, Middlesex. I was then presented, I can't remember when, with a very traditional pedal cycle, a black model with a single speed and 24-inch wheel machine made by Wearwell. Never heard of them? No, nor me, but I find out later that the Wearwell cycle company had a very interesting history of cycle manufacture. In 1955 I went to Senior School, cycling the mile or so on my Wearwell machine. This cycle was used for many a trip around the houses and most of them had back alleys like ours, which were wide enough to get a car through to a garage, in the back garden. My father bought an old cycle, built like a tank, so that we could go on rides together at the weekend, which we frequently did. Our alley had a slight hill to it and I was able to sit astride the cross bar of my father's cycle, and belt like hell down the hill, being able to get into top gear, using the three-speed gear change, mounted on the cross bar.

One day I was in full speed mode, when some poor unfortunate on a lightweight sports cycle, was pedalling uphill, and I crashed into him. No damage to riders, or my fathers' machine, but the other chap sustained a badly bent front wheel. My father managed to straighten this out, and off he went, me being banned from any further high-speed events. At school I joined the cycling club, and went on many a 60- or 70-mile day trips, and even a few nights away at Youth Hostels. Most of the kids had drop or semi drop handle-bar bikes, and it wasn't before long that, I managed to get enough pocket money together, and with the sale of my Wearwell machine, was able to buy a red Raleigh Trent Tourist bike, with a three speed Sturmey-Archer gear change mounted on the straight handle bars.

This cycle was used even more for trips out all over the place, come rain or sun. When I started work in 1959, I was working for GEC about 4 miles away and went each day on my Trent Tourist, but after a short while, we moved to North Harrow, which doubled my trip. I wanted to buy a BSA Bantam but was not allowed, so moved to a moped instead, and at the time, the one to have, was the NSU Quickly. No, wasn't allowed one of those either, made in Germany said my father, a load of rubbish, so I found the Phillips Gadabout moped, made theoretically in Britain, but was actually a French made Motobecane in disguise. This moped was OK for the job in hand riding to work each day, but the job folded, and I started work in Parlia-

ment Street, London, which is at the bottom end of Whitehall, as a Junior Electrical Draughtsman. Alas, the trip proved rather more than expected for the Gadabout, and I ended up leaving it in friends back gardens, motor cycle repair shops, or pushing the thing home more times, than I care to remember. I worked in London, with a guy who had a Vespa GS, and it was through him, that I got the Vespa infection. I part-exchanged the moped in 1961 for a new Vespa Sportique Gran Luxe 150 cc scooter, built under licence by Douglas of Bristol, who as I found out later, made most of the frames for Piaggio and shipped them out to Italy. I decided to join the local Vespa club, and on my first trip, was told my Vespa wasn't proper as it didn't come out of the Italian factory. Undeterred, I joined an 'all makes club', The Harrow Pirates Scooter club and I still have my club banner to this day. In addition to the trip each day, I went on lots of Rallies and to Gymkhanas, on the Vespa, and got quite a name as a competitor, winning a few prizes. In the winter of 1963, the continued bad weather brought my scootering to an end and I got a job in nearby Ealing, and bought my first car, a Morris Minor 1000.

The two-wheel bug continued to haunt me, and it was in 1993, that I bought my present Vespa from 1962, a basic Sportique very similar to the one I owned. The laugh is however, on those who mocked my first Vespa, in that there are only about 35 machines left like mine, so you can imagine its worth. The scooter is very well documented and I have the original buff log-book which tells me it was originally sold by a dealership in Hereford, who has a history of motor cycle racing. Unfortunately, it was previously owned by Bertie Bodgit, and everything that has gone wrong with it, turns out to be, as a result of his cheapskate repair jobs. At the moment I have a fuel problem, but who knows, maybe one day you will see it. I still have, sadly, my original crash helmet, covered in transfers or stickers of the day.

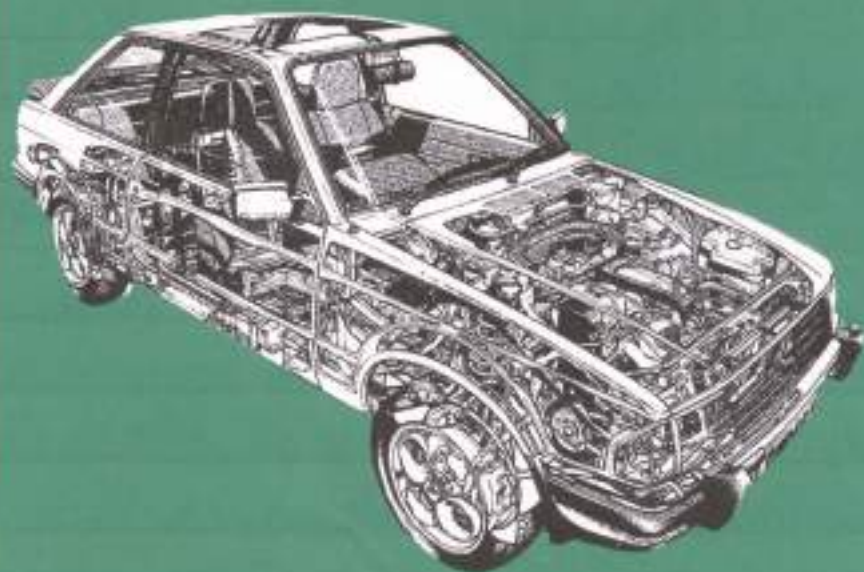


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MG SECTION REPORT

Paul Clappison

Just over a month since lockdown started and it has been interesting to see how the classic car community have started to adapt. Supermarket car parks have now become a more interesting place, as a number of classic car owners have chosen to use the classic car to do the essential weekly shopping trip, all above board and within the rules. Unfortunately one poor chap took his old car out for such purpose and broke down, he then shared the events of the journey on social media and it's fair to say and full and frank debate took place regarding his actions, probably best to keep any such trips off social media! We have started to see a lot of virtual car shows appear on social media and this past Sunday, on what should have been the annual drive it day celebration we instead got park it day. This involved displaying your car on the driveway for anyone passing to admire from afar, and in many cases circulating the event on social media. A lot of the posts involved walk around video footage of the car with a commentary from the owner so I decided to give this a go myself, ending up producing 3 videos of my MGB GT, MGTF, and my sons Triumph Spitfire. It was all a bit of fun and a new way perhaps to share our cars with the wider car community at this time.

We have also seen a lot of photos of car shows from years gone by, it is a sobering reminder of what we are missing out on as it becomes increasingly apparent that the 2020 car scene is pretty much going to be a write off. On the first full day of lockdown I was due to be interviewed and my car photographed for the popular MG Enthusiast magazine. Having waited all winter for this moment it was bitterly disappointing to be unable to do the article, hopefully this can be rearranged for later in the year. Like a lot of the car community I have undertaken work on my cars during this time, mainly the MGTF as the car was starting to show signs of surface rust in the lower arches. I have treated the areas with Kurust and Electrox, which is an anti-corrosion, zinc rich primer produced by Bilt Hamber and recommended to me by Richard Lomas. I am pleased with the results and will be applying the top coat of paint in the coming days.

Let's see what the coming month brings, stay safe, and take care until next time.



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SIR STIRLING MOSS – 1929-2020

On Sunday 12 April, the sporting world lost a true icon, legend and a gentleman of the sport – Sir Stirling Moss. 'Mr Motor Racing', as he became known, was a benchmark driver in F1, sports cars, touring cars and just about anything else he turned his hand to.



Beyond circuit racing, Moss started his decorated career as a teenager competing in hillclimbs across the British Isles – where he instantly made an impact in his Cooper-JAP 500cc machine. He was a man of many firsts as the English driver became the first Brit to win his home grand prix in the world championship era, at Aintree in 1955, the first British driver to win his home grand prix in a British car, with Vanwall, in 1957, first to win in a rear-engined F1 car in Argentina in 1958 and he clinched the first grand prix win for Lotus, in Monaco in 1960. In sports cars, Stirling with Tommy Wisdom won the first event in a car with disk brakes – the 50-lap sportscar race at Reims in 1952 in a Jaguar C-Type.

Upon joining Mercedes in 1955, Moss formed a formidable partnership with Juan Manuel Fangio, who had already won the Drivers' Championship twice. Moss' first F1 world championship success came shortly after, winning the 1955 British Grand Prix. He finished runner-up in the championship to Fangio that year and twice more subsequently. He came closest to claiming the F1 world title in 1958, losing out to Mike Hawthorn by a single point. Moss won 16 Grands Prix during his career, including victories in Monaco and Germany in 1961.

But perhaps his most famous win came in the 1955 Mille Miglia. With Journalist Denis Jenkinson set alongside, the British pairing set off into 1000 miles on the public roads – snaking their way through Italy. Moss and Jenkinson won by over half an hour and their success was awarded to not only an outstanding drive by the young Englishman, but also revolutionary use of descriptive directions, or pacenotes as they are more commonly known. That famous win, and even more famous iconic post-race photos, projected him into a household name around the world.

Moss' remarkable success continued as the quintessentially British driver raced between 1948 and 1962, winning 212 of the 529 races he competed in.

In 1962, Moss suffered a dramatic accident at a meeting at Goodwood, and, once he recovered, he announced his formal retirement from top-line competition. The racing bug never left, as Sir Stirling contested celebrity races, historic meetings and British Touring Car rounds – showing his amazing versatility in the process.

In 1990, Moss was inducted into the International Motorsports Hall of Fame, and 10 years later the London-based driver was knighted in the New Year Honours list for his services to motor racing. His illustrious career was acknowledged by being awarded the Segrave Trophy in 2005 for his lifetime achievement in all forms of motorsport, and his service to the sports. In 2006 he received the FIA gold medal in recognition of his outstanding contribution to motorsport.

Sadly, at the age of 90, Sir Stirling Moss passed away at his home in London after suffering a long illness.

David Richards, Chairman of Motorsport UK commented, "The Motorsport UK family has lost a very dear friend. Stirling was a tremendous role model, inspiring many young drivers throughout the decades with his contribution to the sport, that will long be remembered. He was an active supporter of motorsport at all levels and, until more recently, regularly attended events. Our thoughts are with Susie, his wife, and family, as we reflect on his extraordinary life."

So we're now well into the lockdown. Indeed as the parlance goes, it's becoming the 'new normal'. Sadly, this is likely to be with us in some form for quite a while. It's been over a month of not being able to move around freely, visit our loved ones or, most important, take our classics out for a leisurely, care-free drive into the countryside. So, how are you coping? Are you both energised and relaxed having enjoyed several weeks of untroubled Netflix'ing? Maybe your garden is looking great, and there are several fewer microns of paint on your car having polished it to within an inch of its life?

Conversely, maybe you're getting itchy feet, craving to get out and about. You may not have contracted Covid-19, but you have a severe case of cabin fever. Perhaps your predicament can be summarised by Oscar Wilde's deathbed quote when he said: 'either that wallpaper goes or I do!' prompting you to get out the decorating gear.

So, I thought I'd do a quick rundown of a few of the things I'm missing, or I'm going to miss from our classic car world. Those things we all took for granted before raging pestilence and social distancing kyboshed the lot. Maybe, some of the following have been in your thoughts too.

Gawsworth Show, Mayday Bank Holiday

The Old Timers event at Gawsworth is not only one of the more pleasant of the show season it's usually the one that kicks it off for Carolyn and me. It starts with the meandering drive around the main field and through the bluebell glade to the Rookery where join the Panther and H&H CVC displays.

As usual, the Bristols and Jensens will be the lawn and the most covetable, fantastic cars parked in front of the house. It's where we'll reacquaint ourselves with friends from the classic car scene and see this year's debutants to the car show ball. With good weather and a decent packed lunch to enjoy, this has always been a great way to kick off the season. But for now, the flask will have to remain empty, and those booty boxes will stay hidden at the back of the cupboard.

A Classic Adventure

Regular readers will know that the missus and I think nothing of packing the DS and voyaging far and wide on various adventures, usually Citroën-related. You'll have read about our journeys last year celebrating the Citroën centenary and may think

this year would be less hectic. Nothing could be further from the truth. The Citroën Car Club always puts on a wide variety of events, some of which we like to attend. These include the rally at Wetherby Racecourse in mid-May and the 'D-Rally' at Little Horwood in Bucks in June where we get our annual fix of Ds. This year was going to include another epic quest to Torun in Poland for the four-yearly International Citroën Car Clubs Rally. Some might say such a trans-continental peregrination is folly in a 40+-year-old car. Maybe, but we've done similar undertakings before, so fate be damned, let's go! Well, that was the plan. Alas, no more...

Cleaning Up The Classics

It may seem strange, but the process of sprucing up our classics is an essential part of the ritual in getting ready for a show. Usually, the day before an event, the cars become subject to a comprehensive cleansing routine. That means giving them an effervescent bubbly wash and lavishing them with specialist emollients to create a high shine. A shimmer that glints coquettishly in the watery summer sunshine. Then I'll take a duster and vacuum cleaner to the inside. Maybe, if I'm feeling especially diligent, I'll condition the leather seats, and I'll empty the door pockets of the many sweet wrappers that Carolyn enjoys cramming into them. All to provide a welcoming environment for interested show-attendees when they have a sit-in. Without the motivation of a car show, this seems a futile exercise. What's the point? That seems sad having written it: a forlorn plaintive scream into the void of an uncertain future. Damn you Coronavirus, look at the chaos you're wreaking!

The Final Show Of The Season

For us, this is usually the H&H event formerly at Marple Garden Centre. This pleasant gathering offers a discrete and gentle end to a hectic summer of varied fields full of great cars. An informal get together that provides the heart-thumping excitement of the raffle draw and hoping to pull a winning ticket from the tombola. After that, it's time to slow things down, stand down the classics and batten down the hatches for winter.

The show season is a busy time that often means early weekend get-ups, the making of many packed lunches and a lot of preparatory elbow grease. To attend the H&H show is to know that all those efforts can stop for a few months, and it's a good feeling, to be honest. You never know, this might still be an option in 2020 depending on the trajectory of the virus. Alas, the Woodsmoor Show is now not going ahead—another car show casualty in this most remarka-

ble of years.

When one reflects on these things, you realise what a big part of your life they have become. And now they're gone it leaves a lacuna that's hard to fill in any meaningful way. Of course, this is not restricted just to us car buffs. Summer fetes, festivals, concerts, sports days and overseas holidays have all suffered a similar fate to name but a few. So we must spare a thought for these activities too. What is true is that all who are fortunate enough to survive this calamity will remember it for the rest of our lives. Let's just hope we've learnt the lessons for when this inevitably happens again. We have to be better prepared to avoid such disruption in the future.

Usually, I'd end by wishing you happy classic motoring. Instead, I hope you're well, safe and looking forward to when we can call an end of this dreadful state of affairs.

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



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A Jaguar story (Continued)

From Ian McDowall

Having acquired my new “old Jag” it was soon apparent that all was not well with it mechanically. On the triumphal journey home it overheated and had to complete ninety percent of the distance on the back of a transporter. However, in the thirty seven miles it did cover under its own steam I did learn a bit about it. Apart from a questionable engine the steering was horrible, the heating negligible and electrics intermittent to say the least. You have to wonder why these things don't seem to show up on the test drive.

The first problem to deal with was the overheating. I always knew a car such as this would need some fettling to bring it back to daily driver standards so a “piece at a time” rolling restoration seemed a very agreeable approach. I'd get some immediate use and dabble with improvements over time. Now it looked like the agreeable bit might have to wait a bit though. The car still ran so with an infra-red temperature gun it made sense to monitor the heat flow from a cold start. The AA patrolman had thought the thermostat would be the problem but the temperature readings showed that it was allowing heat transfer from one side of the thermostat housing to the other. More readings lead to the discovery that the engine block was much hotter towards the front cylinders than it was at the back. A conversation with the Jaguar Enthusiast Club (JEC) technical expert Ken Jenkins suggested that the whole cooling system was probably choked with debris and his advice was to remove the cylinder head and take a look.

Oh Dear! This wasn't what I had hoped to hear and a large cup of tea and a rethink was required. After more testing with the temperature gun I discovered the bottom third of the radiator was not heating up to anything like as hot as the top. Back to advisor Ken who said the best course of action was to remove the cylinder head, radiator, heater, connecting pipes and cylinder block core plugs to thoroughly clean out all the debris he was confident I would find. He also suggested replacing the radiator core with a modern high flow matrix which can offer as much as double the cooling capacity. A couple of days work but well worth doing to get a reliable cooling system.

Early experience of owning a Jaguar Mk2 teaches that models of this era are much easier to work on if you accept that you are going to have to remove a lot of bits and pieces to gain access to the item you actually want to work on. Trying to get round things in that engine bay is a bit like trying to peel a wet potato through a letterbox with sharp edges. So off came the bonnet, the air cleaner assembly, the battery and the carburettors. All of this takes about 30 minutes and the access and visibility gains reward that effort many times over. Now that I could see more, another issue was revealed. The inlet side of the engine was caked in oil sludge. How?? There are no oil outlets apart from the filter and that was clean. Well a good source turned out to be someone leaving six of the bolts that secure the front of the cylinder head and its timing chain cover in a tin somewhere because they were not attached to my engine. Nor was the top of the chain housing. You have to wonder how mistakes like that happen. A full service history is all very well but it doesn't mean that inexpert hands, like mine I suppose, haven't also had a go. The upside of the missing bolts was that there was a bit less work to do to remove the head and forty five minutes later it was sitting on the bench but.....Oh Dear. This is going to be more than two day's work!



It took no expertise at all to realise this cylinder head was in a parlous state with badly corroded waterways, deeply recessed valves and no evidence of the inlet oil seals that are supposed to reduce oil consumption on the inlet valve guides. This really was a two cups of tea level of disappointment because it was going to be a highly intrusive engineering job to recover the head if indeed it could be recovered at all. With the head stripped it was apparent that it needed new valves, guides and seats plus rebuilding of the corroded waterways. The compensating good news was that the cylinder bores looked fine, the head was straight when checked end to end with a straight edge. This was critical as Jaguar XK alloy heads are known to warp and twist down their length if overheated and that is irrecoverable. The block was full of rust and corrosion debris, probably from the cylinder head, and it certainly confirmed what Ken had told me to expect. Even then, it gave me some hope that once dealt with, the overheating problem would be sorted.

The cylinder head went to a recommended engineers in Bawtry with a package of spares including new valves, bronze self-lubricating guides, valve springs and followers all from the Jaguar V12 engine. This is where single make clubs do come in very handy. Their engine gurus can tell you not only what works and improves on the original specification but also where to acquire good quality spares. This is so important because there are many suppliers offering parts at attractive prices which when acquired prove to be of such hopeless quality that you daren't use them. Ask me how I know this! I was advised that the V12 valve gear is significantly stronger but lighter than the original XK components and that as a result of the upgrades the sustained upper rev limit is safe to 6,000 RPM rather than the standard 5,500 RPM. Actually I doubt that benefit will have the smallest impact on the way I use the car but it reads well and should contribute to reliability. The JEC run a very competitive race series for XK engined cars and that is where a lot of the knowledge on reliability and functional improvement comes from.

With the cylinder head in intensive care and the radiator away to have the new core,

the internal clean out could start. Having access to compressed air is helpful but not essential as the most effective cleaning turned out to be various forms of scrapers, bottle brushes and rotary wire brushes fitted to a drill. The debris forms into a very hard sludge that collects in all the difficult to get at recesses and at the base of the iron cylinder liners. It is a tedious and time consuming job but worth the effort to get everything out that you possibly can. It took the best part of two long days to get that block properly cleaned. Two days, aching shoulder, aching back and hands that are not quite nice at the dinner table. (Yes I was wearing gloves but the chemicals are very good at dissolving them so they look like the fingerless sort Fagin would have worn in Oliver). Still, once it was done it gives some confidence that the engine will be cooled as well as its design allows and the new radiator should not get contaminated with old rust particles.

I had elected to have the head built up by the engineering company as for me this was a cheaper option than buying the large box of shims necessary to achieve the accurate valve clearance between cams and followers. As such it was a ready to fit item that I collected five weeks after removing it from the car. It had needed a lot of work, welding in new metal, recutting the waterways, new valve seats and guides plus all the kit I had supplied. It was also discovered that one of the bolt holes that secure the head to the block had been drilled out, presumably to fix a broken stud, compromising the strength and rigidity of that fixing point. To fix it the bolt hole had to be machined out fully and sleeved so that full strength would be returned when the block was bolted down with the required 60 lbs ft of torque.

Whilst this was going on attention turned to the twin SU carburettors which were stripped and rebuilt using new SU internals from Burlen Services. With a bit of time taken to re-polish all the alloy components that were originally polished from the factory it all looked pretty good. This was a real labour of love because they were quite corroded after fifty five years and even my favourite Autosol wasn't going to bring it back properly. With a kit of polishing buffs you fit in a drill (MachineMart) the alloy came back to something like it should have been but it took hours and is a pretty filthy job. Should you care to take this on I suggest a full face mask as even with safety glasses and a mask it still looked like I'd been using eye-liner and I'm old for that look now.



Before fitting the cylinder head on an XK it is a good idea to fit the inlet manifold. It has a series of bolts underneath the manifold housing that are very difficult to reach once the head is in the car so doing it now is a time saver. It is also worth taking the time to fit the carbs to the manifold whilst it is on the bench. This makes the initial set up easier as you can see things such as the jets height to the bridge and the throttle flaps positions. You can also get at everything needed to set correct

adjustments which is much harder in the car.

With all the preparative work done the carbs were removed as a pair still joined together by the throttle lever support and the throttle linkage. This makes them much easier to fit once the head is back in the car. You can fit them individually with the manifold in the car but it gets fiddly trying to fit the second carb and install the linkage at the same time.

The refurbished cylinder head was refitted to the engine with a new type of head gasket and torqued down as detailed in the manual. Then the carbs and the new radiator were fitted and all new water pipes connected. Filled with new 50/50 mixed anti-freeze and checked to ensure it was not coming out of unauthorised places, the moment had come for the first start and test of my better than new cooling system. Very exciting.

So ignition on, press the button and.....nothing!! Not a pop or a bang, just churning engine and nothing more. Eventually with a hefty battery charger with ten amp start function, I managed to get a horribly uneven clattering start, an engine that ran only if I held the throttle open and never running on all six cylinders. This, was another two cuppa sit down and recover moment. It made no sense. The car had run perfectly well before all this work, it just wasn't being sufficiently cooled. After pause for thought the detective hat went on again and the proper checks began. Spark?.....yes, a good healthy spark. Fuel?.....definitely in the carbs and the jets look pretty wet. What about the plugs? All dry and clean so, no fuel. At this point you start to question things like valve timing, plug firing order and air/fuel mix but for all of these there seemed to be no obvious problem. There was no help for it but to start from basics with a compression check.

Disaster!! Not a single cylinder was over 60 psi and the lowest was 42 psi. I was expecting 150 to 160 psi from each.

There was no choice, the head had to come off again because something was radically wrong almost certainly with the head gasket which was of a new composite type introduced for the XJ range. Thoroughly ticked off I decided to leave it all alone for a while until I summoned up some of the lost enthusiasm but it is surprising how when you have this car interest we share, it doesn't take long before the, "I'm going to sort this out" moment arrives. Three days later the head was off again and what did I find?

I'll tell you next time. (This is called a cliff-hanger by the way.....just in case you missed it).

Watch this space.

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Due to the current inconvenient situation progress on the Bentley has...stalled, so, by way of a diversion I thought I had intended to start with the first Bentley car, but investigating WO's early career was so fascinating that I started rather earlier. Given that he was only 30 when he formed Bentley Motors Limited he had packed a lot into those years.

Walter Owen Bentley was initially apprenticed as a railway engineer at the age of 16, in 1905, & although he was fascinated by railway engines, in 1910, when he finished his apprenticeship he didn't feel that railway engines offered a satisfying career. In 1909 & 1910 WO raced motorcycles in the Isle of Man Tourist Trophy Race, In 1910 he was a member of the Indian Team, although a puncture on the second lap meant that he didn't finish.

He studied Theoretical Engineering at Kings College in London & then took a job with the National Motor Cab Company where he was responsible for the maintenance of their fleet of Unics.

In 1912 WO & his brother HM (Horace Milner) started a company called Bentley & Bentley to sell the French made DFP cars. WO was unimpressed by the performance of the DFP engine & replaced the pistons with an aluminium alloy and modified the camshaft, taking several records at Brooklands in the two years before the Great War.

When the war started WO realised that the use of the aluminium alloy pistons would be important for the improvement of aircraft engine design. He approached Commander Wilfred Briggs, who was the liaison between the Royal Navy & the manufacturers. WO was commissioned into the Royal Navy Air Service & under the secrecy this ensured, visited Rolls Royce & Sunbeam who changed their engine designs to incorporate aluminium alloy pistons. He also visited the factory which made the French Clerget engine under licence. When they refused to incorporate his suggestions into the Clerget engine he was given a design team at the Humber factory to build a rotary engine to his design. Designated the BR1 (Bentley Rotary) a prototype was running by mid 1916. Subsequently a larger engine, the BR2, was produced in early 1918.

WO was awarded an MBE for this work & subsequently awarded £8,000 for the inventions he had incorporated into these designs. When you consider that £250 a year was a reasonable salary that was serious money.

In 1919 WO & HM, in a small premises in Cricklewood, formed Bentley Motors

Limited to change his aero engine manufacturing to the production of a 3 litre straight four cylinder engine, & the first car started road tests in January 1920. The first one was delivered to a customer in September 1921. It quickly gained a reputation for being durable.

The Photos

The aluminium bodied beetle back is No3, so very early. The ones on a track are 1924 models, although they were producing rolling chassis to bodybuilders & was the same design as earlier.

Obviously one is a four seater, the other a two seater. The engine is the 3 litre 4 cylinder & had significant innovations, which I can cover next time.





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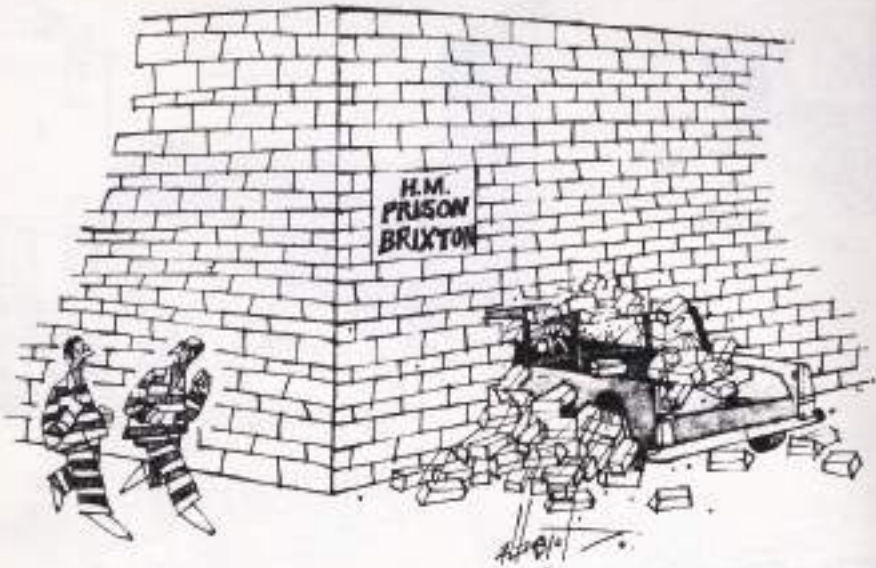
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Misc - Smooth Running.

SMOOTH RUNNING AT ANY COST

Mechanical complexity was no deterrent to manufacturers seeking smooth running: the ultimate version of the Gobron-Brillié opposed-piston engine of 1898–1914 was the 11.4-litre six-cylinder 70–90 hp with two crankshafts, 12 pistons and 12 conrods, but this was surpassed by the 1909 20-hp two-stroke Cooper (built by a maker of 'steam diggers' from King's Lynn in Norfolk) which had two crankshafts and 12 pistons for just four cylinders.... It also had adjustable rear springing operated by a large wing nut behind the rear number plate, six speeds forward (and two reverse) and was described as 'a triumph of inaccessibility'; typically, the body had to be taken off before the rear cylinder block could be removed.



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Forthcoming Events

Chris Howarth

Some Notes for the Next Few Months

The majority of events apparently cancelled/postponed to the end of July.

Sun 9th August Stockport Market Place Show

Sat/Sun 15th/16th August Tatton Park Passion for Power

Sat 29th August Poynton Show

Sun 30th August Capesthorpe Classic Car & Motorcycle Show

Mon 31st August Woodsmoor Car Show - Cancelled

Sun 6th September H&HCVC Club Show at Brookside Garden Centre

Gawsworth are waiting for the situation to become clearer from whatever advice we get from the Government. Rupert Richards told me that he would want to have a get-together later in the year, when possible. He asked me to send his best wishes to his friends at the HHCVC.

Capesthorpe are not listing any show before the end of August on their Facebook page but their website is less clear. Capesthorpe themselves show all shows cancelled up to the middle of July.

The VE75 Event on the 8th of May in the Pavilion Garden was cancelled but they hope to put an event on later in the summer.

An event that we could run fairly easily if the rules change would be to have a run – perhaps the Drive it Day one - & take our own picnics.

I think that the answer is “watch this space”.

Committee Continued from back of front cover.

Publicity - Helen Bowden 0161 427 3584
Minutes - Jill Dewsnap 0161 338 2098
Regalia - David Bowden 0161 427 3584
Other Committee - Eric Dewsnap.
Charity Co-ordinator - Richard Lomas - 01663 742659
richard.lomas5@btinternet.com

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2014 - Bob Plant
2015 - Ray Etchells
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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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