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The Club meets at the Conservative Club, High Lane
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Upcoming Events...

June 2023

Sat 3rd & Sun 4th June – Classic & Performance Car Spectacular – Tatton Park, Nr Knutsford, WA16 6QN (WA16 6SG for Satnav). There will be a Club stand at this show. Please contact Mike Coffey for details.

Sat 3rd & Sun 4th June – Astle Park Country Fair (includes vintage car & commercial displays) – Nr Chelford, SK11 9AD.

Weds 21st June – Club Night – Noggin & Natter.

Sun 25th June – Peaks & Dales Charity Run – There will be one route (Approximately 50miles) commencing 08:45-11:00 at the Marple Scout Hut/ Memorial Park (SK6 6BA) and finishing at a hard parking site in Whaley Bridge. Our charity for the year is Hearing Dogs for the Deaf. For further details and an entry form visit the Club website www.hhcv.com

Weds 28th June – Club Evening Run.
Route to be set by Mike Coffey.

July 2023

Sat 1st & Sun 2nd July – Stars & Stripes American Show – Tatton Park, Nr Knutsford, Cheshire.

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

Sun 9th July – Caerwys Classic Car Show – Barlow's Caravan Park, Caerwys, Nr Mold CH7 5BH

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

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

Weds 26th July – Club Evening Run.
Route to be set by Mike Coffey.

August 2023

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

Weds 16th August – Club Night.

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

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

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

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

September 2023

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

Weds 19th September – Club Night.

October 2023

Weds 18th October – Club Night.

November 2023

Weds 15th November – Club Night.

December 2023

No planned activities.

Keith Yates

Some of you readers may well be familiar with the expression that someone or something is “as mad as an old truck”. It sort of came to mind and resonated when Judith and I attended the last Club Night (Weds 17th May). We walked in, got ourselves sorted and awaited the start of a presentation on “vintage trucks” – that’s what it said in the May issue magazine and as I’d written it myself then I had no reason to expect anything else. I did start to have my suspicions however, when I looked at the stage area and found myself looking at three very nice, highly detailed and no doubt very costly scale models of German World War Two tanks! As Chris Platforde got the proceedings going, the room was regaled with several videos/stills of tanks (German and American), half-tracks, military trucks and varied personnel carrier type vehicles. This, together with scenes from recent commemorative Normandy landings parades and men dressed up as American G. I.s, made me realize that perhaps the Club Night billing had been incorrect. To cap his presentation off, Chris and his assistant then set the German tanks, one of which we were told was being commanded by a little guy named Wolfgang, off into

the centre of the room. They were really very good and the attention to detail, including fully realistic movement and the sound track of revving diesel engines and firing guns, was excellent. The presentation and the tank display had clearly taken a lot of time to put together (thanks to Chris for this) and it was rewarded with another good turnout on the night. However, as we left and were getting into the car afterwards, Judith asked “what happened there; I thought you said tonight was a talk about some old trucks?” Well, I had no idea what had happened and I had definitely been expecting to listen to a talk about old trucks. A very interesting, if somewhat confusing evening, that will have to go down as one of life’s mysteries to me.

The more observant amongst you will quickly notice that this edition of your favourite club magazine has a bit of a Mazda MX5 theme running through it. There was no real conscious effort to do this, it just seemed to happen and fall into place. Personally, I find it hard to believe that the MX5 is now 34yrs old. The gradual development of this wonderful little car has however, kept it fresh, true to the original concept and, it could be argued, the world’s “go to” two-seater sports

car.

Thomas Wardle has been at it again with another of his stories about an historic motor race. As I read through Thomas's latest piece, about the 1962 Argentinian Gran Premio, it struck me that he has a knack of finding a twist in a particular tale and to then bring it out in his narrative. Very much like the story of Pat Moss and her victory in the 1960 Liege-Rome-Liege rally (March 2023 issue), Thomas has clearly brought out the fact that women have as much of a place in motor racing/rallying as any man has. The sport of rallying does seem to have taken this on board to some degree as, for years now, women, when given a proper chance, have been able to demonstrate as much superiority behind the wheel of a car as their male contemporaries – beating the men at their 'own' game. As ever though, the higher ranks of circuit/single-seater type racing lags behind. For as long as I can remember, middle aged, "grey" men, the ones that seem to dominate the control of elite motor sports and who seemed to buyout the older "men in blazer" brigade, have been hinting about giving women a shot in one of their cars; it's never really happened though, has it guys? I can only re-

call a handful of women that have ever seriously driven a Formula 1 car in my lifetime (Lella Lombardi, Desire Wilson and Divina Galica readily spring to mind) but why is that? Yes, a modern F1 car is very powerful and the cornering 'G' forces are almost beyond belief but is that really the issue. Surely, a young, physically fit woman, that's on the same training/fitness regime as a male driver, would be more than able to drive a Formula 1 car. The other aspect to this is the sheer volume of publicity that a female F1 driver (or better yet drivers) would generate; the "media" would be all over it like a bad rash! Motor racing survives by generating ship loads of dosh from sponsors and TV rites and, in return, it provides excitement and glamour to the product that you're trying to flog. Come on guys, get your act together, stop the weasel words, put your money up and get some talented women challenging for titles.

In some respects, June 2022 seems a long time ago but, in terms of this magazine, the time has simply flashed by. Believe it or not, this edition is the 13th that David and I have pulled together and it is now 12 months since we took over the magazine from Chris Parr. Anyway, I think that's more than

enough from me for another month. As ever, David and I hope that you enjoy this magazine and, now that the summer months are upon us, that you also enjoy lots of trouble free 'classic' motoring.

This Month's Front Cover

...is Andy Robinson's (always) well presented 1990 Mk1/NA Mazda Eunos (MX5). A brief history and some background has been provided by Andy as follows: -

My car (a Japanese Eunos) had had one owner in Japan prior to being imported into the UK in 2003. It subsequently had one further owner here before I purchased it in 2006. The odometer and trip were calibrated in kilometres, which was no good for Tulip runs and rallies, so I got an exchange, complete dashboard and dials (speedo etc in miles) off a damaged MX5. I've had the usual serviceable items such as timing belts, discs & pads, shock absorbers, springs and tyres replaced/renewed and of course normal servicing. A new hood was fitted in 2013, just

prior to doing a 1200mile round trip to Cornwall and the South Coast where the car average 40.5MPG.

I love doing as many of the runs, rallies and tours as I can along with giving it a good clean for shows etc. Not having a good mechanical knowledge or selection of tools, I must give a shout to Jim Lavery who has kept me on the road for the past 17 years – thanks to Jim.

Mk1/NA MX5s, with pop-up headlights, have been appreciating rapidly over the past three or four years so, I'll be keeping mine for years to come. If anyone would like any information about MX5s then please come and ask me and I'll bore you with details.

Andy Robinson

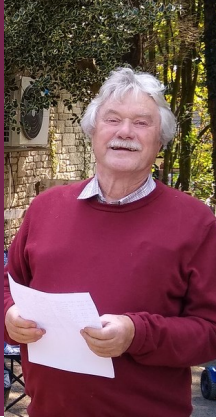
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CHAIRMAN'S CHAT



HALL OF FAME AWARD RECIPIENTS

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

I feel that the year is quickly passing by; nearly the longest day soon. At the May Club Night we had a presentation and picture show about World War 2 tanks. I have to confess, I thought the presentation was to be about trucks but, nevertheless, the talk and videos about these tanks was very interesting. These are still being found, mostly in Eastern European countries, where, during the hostilities, they broke down or simply ran out of fuel and were just abandoned to rot or sink into the mire. As they are recovered and restored they become very valuable and change hands for huge amounts of money. Also, more simple passenger and transportation type vehicles are being found and restored but these do not attract such a high premium. The next Club Night, on 21st June, will be a "Natter & Noggin" evening.

The front cover picture on this issue is of Andy Robinson's Mazda Eunos/MX5 which, being a Mk1/NA and in the fine condition that it's in, is quite a rare car these days. Also included are some very

interesting pieces from Andy about his car and the history of early MX5s.

A few words now about membership fees which still appear to cause some confusion. All membership fees now start from 1st January each year and at a cost, at present, of £20 per year. The change has come about to make life simpler for Jean and Graham so that they do not have to go to the bank every month to pay cheques in. For this year the change has gone veritably smoothly with only a handful of members not renewing. For prospective members joining partway through the year, the charge is £1.60 for each month to the end of the year so as to take us to the renewal time the following January.

A reminder now about the Peaks & Dales run that will be on 25th June this year. It will start from the Scout Hut, adjacent to the Marple Memorial Park, and will conclude in Whaley Bridge. If you have yet to take out an application, the form is available on the Club Web-

site. A PLEA NOW FOR HELP. On the Saturday evening, at 6:00pm and before the actual run on the Sunday, please come to the Scout Hut to help with the setting up of tables and chairs.

We, as I hope you all know, are members of the Federation of British Historic Vehicles Club and were one of the earliest Clubs to join. When taking out or renewing your insurance policy, make sure that the company used are aware of this fact and you should qualify for a discount. As a matter of interest, the monthly FBHVC magazine, to which we subscribe, is available on line. To view it go to their website at www.fbhvc.co.uk. It makes some very interesting reading.

Mike Coffey has restarted the evening runs, with effect from May, which will be on the fourth Wednesday of each month. They will start from the Leigh Arms, Adlington at 6:00pm but if you wish to get there earlier for refreshment of the liquid or food type, please get there beforehand to be ready to commence at 6:00. Each run will be about 35 miles and will conclude at a local hostelry for food and refreshment and the all-important toilet facility. I am pleased that Mike has been able to do these runs again and hope that members will be able to support them.

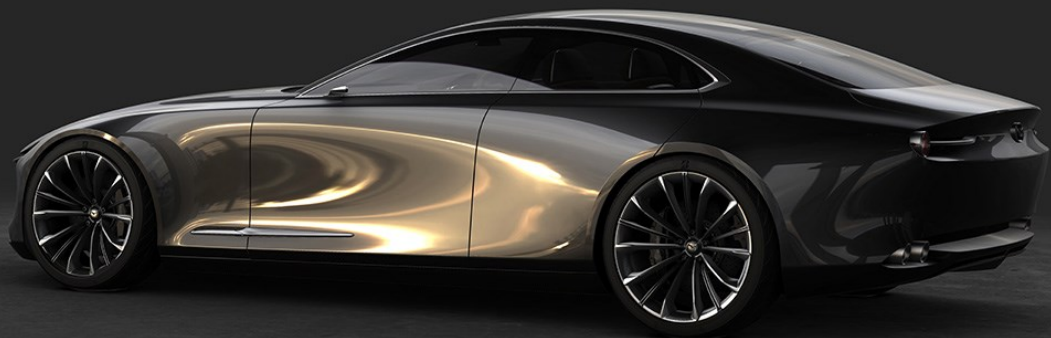
I watched a TV programme about electric cars (EVs) the other evening and was very disappointed

to see that, once again, the focus seemed to be on acceleration and top speed. In fact, the programme seemed to be about the top end vehicles and not about the "ordinary" vehicles which will be used by us. I do not seem to see anything about the length of time it takes to recharge a vehicle or the length of the run before your battery runs dry. On the former item about charging, I just wonder how those people without a driveway can get their vehicle charged without having to run a cable across the pavement or having to rely on charging stations and the like. Secondly, not enough consideration is given to the length of the run you are able to undertake on one charge. At the moment, no information is given about running times with important things like lights, wipers etc in use let alone electric windows and heated seats etc. With all that is being put out about the stopping of making petrol and diesel engined vehicles, I wonder what the future holds for us, not only as a club but about the availability of fuels for our vehicles. So, we'll wait and see.

And so, that is enough from me for now. I hope that you all enjoy the next Club Night.

Steve Diwall.

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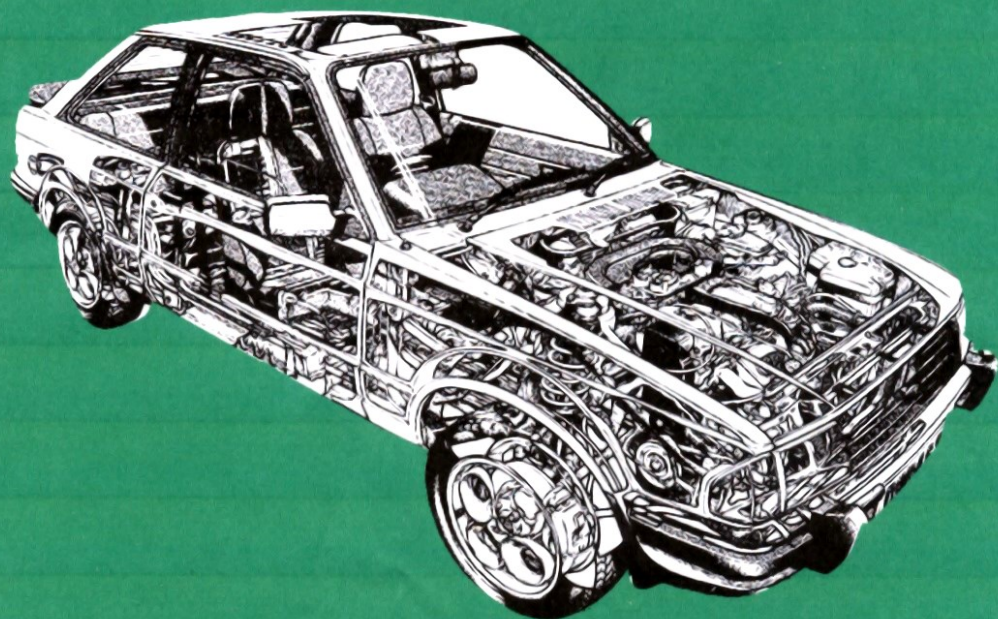
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MG CATCH UP

Graham Scattergood

Hi Gang,

Well things are looking up! My MRI scan results have come back but now further consultation with the spinal team at the hospital is required. So and whilst improvements are progressing slowly, further information and recommendation as to the onward action are required and are awaited from them. HAPPY DAYS!!!

On the MG front and more specifically my MGB, the carburetors have now been stripped, ultrasonic cleaned, refurbished, rebuilt, set up and refitted and I must say what a difference all of this has made. I have also fitted different needles (to better suit the sports exhaust system) and have additionally fitted K&N Filters. The car now feels smoother and has better pick up.

This month's Club Night featured an interesting talk by Chris Platforde that was all about his passion for World War II tanks and militaria. With an accompanying slide and video show this gave a quite fascinating insight into his various visits to Europe and it was all capped off with a display of some model tanks, operated by remote

control and incorporating some fine authentic features. Thank You Chris.

The May evening run, complied by Mike Coffey, took us through the Goyt Valley and, touching on Wildboar Clough, was, in my opinion, one of, if not the, best evening runs yet. It all culminated with some excellent food and company at The Flowerpot in Macclesfield.

THANKS MIKE.

The early May Bank Holiday will have been the MG Centenary Celebration at Gaydon. Here, displays, stalls etc and all things MG from the past would have been on view. Also, the first viewing of the MG Cyberstar, in production form, was scheduled to be unveiled to the public. If any of our MG section managed to go and would like to give me a write up then I should appreciate it.

ENJOY the good weather and lets hope it lasts.

Toodle Pip for now.

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DEVELOPMENT
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ANDY ROBINSON

The following piece has been extracted from an article that Andy R put together and which was previously published in the January 2014 (Issue 265) club magazine. Due to the slight MX5 theme that's running through this month's issue, I thought it would be interesting to revisit this and to recall some details of the car's development and early specifications. (Ed)

The 1980s, in car terms, was the decade of the hot hatchback.

Cars such as the VW Golf GTi and the Ford Escort XR3i had swayed people away from and out of their MGs and Triumph TRs. Manufacturers consequently abandoned open top, two seaters and developed these more practical and sporty hatchbacks instead. However, there remained a demand for a pure sports car, one with no frills or complicated technology and certainly not with



front wheel drive. That belief held throughout the early 1980s and so, the legend goes, a conversation between an American motoring journalist and a Mazda engineer ultimately spurred on the idea of developing what we now know as the Mazda MX5.

Mazda had been determined to inject as many British sportscar design cues into its car as possible; the basic styling cues were taken from Colin Chapman's original Lotus Elan with its low rounded shape and pop up headlights. A design consultancy in Worthing, West Sussex, was commissioned to turn the design sketches into a driving prototype. This had glass fibre bodywork and mechanicals borrowed from existing production Mazda saloons whereas the final car had steel bodywork and an aluminium bonnet.

Taking general principles and basic styling cues from 1960s British cars was one thing but Mazda realized that mechanically, the car would have to be right up to date if it was to compete with hot hatches. They opted to use fully independent wishbone and multi-link suspension

and the engine, a specially developed version of the Mazda B series unit, was a 1.6 litre, DOHC, four-cylinder complete with an alloy cylinder head and a modern fuel injection system that produced 120bhp and which could rev up to 7200rpm.

With meticulous focus and a steadfast refusal to compromise, Mazda had developed a genuinely world beating sports car. Whether it was a Miata (as the car was known as in the USA) or a Eunos (as it was known as in Japan), the MX5 (as we know it in the UK) was a hit from day one. Mazda unveiled its car at the Chicago Motor Show in early 1989. It captured that true spirit of British 1960s sportscars and particularly so in the case of the original Lotus Elan. Ironically, Lotus relaunched a new Elan in 1988 but this modern version, whilst a good car, was a slightly bulbous and overweight affair that had front-wheel drive – nothing like the superb 1960s original.

PS: The car's final development code name was MX5 – meaning Mazda Experimental Project 5.



BANGERNOMICS

A MAZDA MX5 & SIMPLE MOTORING HAPPINESS

Back in April Judith and I visited Bristol. Primarily, this was to meet up with friends of ours that live in Solihull. We're only 100miles apart but we find it quite convenient to choose a city/town, book a couple of days away and to get together for regular catchups – Bristol was our latest “city break” venue. What I can say about Bristol is that it's a modern, vibrant, multicultural city with loads of history and interesting things to see and do (make sure that you check out SS Great Britain if you visit – very interesting and great value for money). On the downside, Bristol is a living nightmare to drive through, around and about in a car! Anyway and during the course of our catching up, Peter (a man with a serious dose of the “car bug”) and I got chatting about cars – as you do. Knowing that I have a Mk2/NB Mazda MX5, he'd previously informed me that Anthony, his son, had bought himself a Mk3/NC MX5, off good old eBay, as a cheap sportscar and with a view to driving it, in convoy with two friends, on a round trip to the famous German Nürburgring circuit. I thought that this was a fantastic thing for three young guys to do together, what a great adventure and certainly something to look back on for years to come. As luck would have it, this all seemed to tie in with the MX5 theme that's running through this issue and it also underlines the positivity around “Bangernomics” that I referred to in my April editorial. I hope that read-

ers will enjoy this little tale of a modern “banger” that has been given a new lease of life and which has repaid the TLC given it with some joy, happiness and some cherished memories. As I've stated before, in previous vehicle restoration type articles, I can think of very little else in life that can do this for so many people; that's got to be a very good thing, hasn't it? Here's the tale, in Anthony's own words: - [Ed]

Anthony Holland

I bought my MX5, from eBay, for £1,220 back in October 2022. I've done about 3,000 miles in it to date and it's now up to 141,000 miles on the clock. It's a 2006 (06 plate) Mk3/NC that was probably one of the first off the boat and is relatively clean considering the price. A few spots of surface rust here and there and the wheels are in need of a refurb' but, for its age and mileage, it's great. A strictly no frills version of the car, it has no Traction Control, no ABS, a manual soft top, a very basic entertainment system and cloth seats. Most importantly though, after a thorough clean it's really not in bad nick!

The car happily made it to the Nürburgring, around the track and back home again a few weeks ago. Two mates and I drove there and back, in convoy, via the Hull/Rotterdam ferry. So, approx.' 850 miles covered over 4 days. This included the 14k of the 'Ring itself and a good 50

miles of derestricted autobahn, in all weathers.

I've had to do a few bits of work to it since picking it up. The usual bits and bobs such as waxoyl, wipers and bulbs etc, just as you'd expect but I've also done the following:-

- Oil & filter service
- Thermostat replaced.
- Cleaned up the throttle body.
- New (standard) brakes all round.
- New Kumho tyres all around.
- New (albeit very cheap) stereo with Apple CarPlay.

The total cost has been about £1500 (incl' labour) plus the value of the car, so just shy of £2,700. It still needs the surface rust looking at and the driver's door lock actuator doesn't work... but really quite minor things.

Annoyingly, it looks like the engine is coming to the end of its life – it's using large amounts of oil. However, it'll probably only cost about £1,600 to supply and replace the engine like for like. Something with perhaps 60,000 miles on the clock appears to cost about £800 and about £750 to install. I may have a go at installing it myself though.

As much as I've had a few issues, for the total spend (even if you include the engine replace-

ment), I still managed to get something that's cost a lot less than say a Porsche Boxster or an Audi TT of the same era. You'd expect a car of that age to need some TLC and, so long as you're willing to have a go yourself, it's not been too expensive – it's become a labour of love though. You probably won't find a similar MX5 for less than £3000 right now; two factors at play here, petrol prices have come back down so used petrol cars have gone up again and they're also heavily seasonal too. It's well worth keeping an eye out from September onwards (autumn & winter months) though mine actually did me proud through the snow this year, driving around the roads of Cheshire.

Every time I get in my MX5 it puts the biggest smile on my face. When mooching through the German twisty bits, around the 'Ring with the roof down at 2 degrees and the heater on full blast, I really wouldn't have wanted to be in any other car. You know that the MX5 isn't really going to bite you so you can fully enjoy it and the driving experience that it gives you. It also has ISOFIX in the passenger seat so I was able to take my daughter through the Blackpool lights last November with the roof down. You've never seen a 4 year old look so excited about a car! Fantastic!

1962 VI Argentina Gran Premio Internacional Standard

Thomas Wardle

The title, unless you speak Spanish, may have you a little flummoxed but you can probably have a fairly good stab at it. This was a road race/rally for production cars that was about 2750 miles in distance and travelled around a good proportion of Argentina over a period of six days. To call it a “road” race is perhaps a little optimistic as the roads in that country, at that time, were no more than dirt tracks. Cars were put into parc ferme overnight so that any “running repairs” could only be carried out on the actual timed stages. The shortest stage was 235 miles and the longest 536 miles long. All of the stages were over 400 miles long, excepting the previously mentioned shortest one. Imported cars were designated with odd numbers whilst local cars had been given even numbers. There are seven classes as follows:

Class A – up to 700cc

Class B – 701cc to 850cc

Class C – 851cc to 1150cc

Class D – 1151cc to 1300cc

Class E – 1301cc to 1600cc

Class F – 1601cc to 2000cc

Class G – over 2000cc

European manufacturers sent teams over to South America to compete in this race with Volvo and Mercedes both entering four cars each whilst others included Renault and Alfa Romeo. The Volvo drivers included Gunner Anderson, Cruz Varela, Albatros and Menendez with the four car Mercedes team including Carlos Menditeguy and Eugen Boehringer (both in 300SEs) and Peter Kuehne in a 220SE. Karl Kling, the Mercedes race director and ex F1 driver, also had an ace up his sleeve in the shape of two blond Swedish women, Ewy Rosqvist and Ursula Wirth. These two women had cut their driving teeth on the loose roads of Sweden and being vets, were used to driving long distances between farms. In addition, they were also European ladies rally champions in 1959 and in 1961 too. Rallying was in their blood and Mercedes had poached them from Volvo – Karl Kling reckoned they both had the stamina and discipline required for such a race and was happy that Ewy could handle a two ton Mercedes 220SE.

When the Argentinian Press found out about Rosqvist and Wirth they really went to town, in overdrive! Because global communication, as we know it today, didn't exist in 1962 then little or nothing was known about these two ladies. This race, in the eyes of the Press, was

regarded as the toughest of them all (for men) and women simply didn't have the strength or stamina for such an event and they were "rookies" too. So, being the only female crew amongst the 258 starters, they attracted a lot of attention from the very start. The Press, fans and indeed some rivals just didn't know how to take to these two slim, attractive blonds and they simply became known as 'The Swedes'. Fangio, the Argentine five times F1 World Champion, was there to offer advice and to pass on any knowledge he could. His main advice to the two women was to drive as usual, go easy and let rivals eliminate each other. The race would be very long so to think about the road and the car. In fact, the women drove the route in the week leading up to the race, noting details of the road and hazards – were they perhaps copying a certain Stirling Moss and Dennis Jenkinson and that pairings victorious drive in the 1955 Mille Miglia?

Stage One

Buenos Aires, Thursday, October 24th @ 02:00AM. The Class A cars were flagged off at 10 second intervals and there were 10 minutes between each of the classes for the 30 mile run out to the stage start and then over 500 miles of competitive driving. Three hundred and ten miles into the stage Carlos

Menditeguy, in one of the Mercedes 300SEs, was leading at 108MPH followed by his teammate Boehringer. Kuehne (MB 220SE) was third, Ewy Rosqvist fourth, Ibarra (Chevrolet Impala) fifth and Alvaro (Pontiac) sixth. There then followed the first mountain section where crews ran into heavy rain and as this forced the larger cars to slow then Andersson, in a Volvo 122S took the lead at an average speed of 95MPH. However, two of Andersson's team were already out, one following an accident and the other with engine problems. Boehringer drove through a flooded dip and managed to kill his engine there and then. Julio Menditeguy (Carlos's brother) also thought they were out with engine trouble having done the same thing, filling the engine cylinders with water. They managed to restart the engine but they had lost half an hour. At the end of the stage Mercedes decided the engine wouldn't go much further and the car was retired. The two car Pontiac team was now down to one and even that had to stop to replace a fan belt but still in the top ten though. Ibarra rolled his Impala and tragically killed his co-driver. On a flat stretch of road, between two mountains, and 50 miles to the end of the stage, Ewy Rosqvist was now leading but Carlos Menditeguy was gaining ground. However, Ewy was going much too fast for him to catch

her and she won the stage by 39 seconds and at an average speed of 86MPH. Andersson was in third whilst another Volvo driven by Viale was fourth. Quite a number of cars had altered their shape, some considerably. Whilst Rosqvist and Wirth were leading, others in the Mercedes Benz team were not so lucky. Kuehne was down in 33rd place and Carlos Menditeguy was disqualified for not putting his car into the compound within seven minutes of finishing the stage. With the two women leading, the press were starting to take notice but there was still a lot of driving to do.

Stage Two

Following a day of rest, 164 drivers collected their respective cars from the Carlos Paz compound and readied themselves for the second 535 miles stage. Three of the Volvo team had taken the lead, on the road, on the first climb of the day. Ewy Rosqvist was now in fourth position but as she passed the 60 mile point and whilst climbing the Pampa de Achala, at 6000 feet she was back in the overall lead and was increasing the gap. At the 250 mile mark she caught and passed the three Volvos on the road and maintained her lead to the end of the stage. At the 350 mile mark, another tragedy struck the race when Kuehne, in his Mercedes 220SE and driving at 115MPH, swerved to miss some

sheep, the car rolled, his seat belt detached itself and he was thrown from the car and killed. His co-driver was, fortunately, only slightly injured. This accident saw the retirement of the third of the Mercedes Benz team cars; the "girls" were now on their own! Shortly after this incident a Renault Dauphine swerved to miss a spectators car and the co-driver succumbed to his injuries. Cupeiro (Pontiac) had engine trouble and Toruga's Chevrolet Impala's suspension gave up the struggle. Both retired. Rosqvist and Wirth arrived in San Juan after covering the 535 miles in less than six and a half hours and averaging 86MPH. They now had a 17 minute lead over Andersson. When Ewy Rosqvist was told of Kuehne death she wanted to retire from the race. The Mercedes team however, urged her to carry on.

Stage Three

San Juan to Catamarca was 455 miles. At 120 miles the roads became twisty and Ewy had pulled out a five minute lead, on the road, over the Volvo. As the stage progressed the lead got bigger and bigger and after 350 miles she had increased the gap to 14 minutes. They now had to travel through the town of La Rioja. Fifteen minutes was allowed for this and Ewy managed to do it only two minutes beyond the time allowed. Andersson however, had to get the front of his car repaired and it

cost him an extra 15 minutes. After La Rioja, Ewy kept the pressure on and was slowly increasing her lead all the time. At the end of the stage even the Volvos were showing signs of strain with the merciless punishment that the cars were having to take. Two 3.8 litre Jaguars had very altered bodywork having both been rolled. The ladies Mercedes though, apart from showing a few scratches, was still in fine fettle. Ewy had averaged 78MPH on the section and now had a one hour lead.

Stage Four

This was the shortest stage of the whole race but considered by many to be the toughest. Narrow roads, four climbs up to 9000 feet and loose gravel most of the way. This all meant wheel spin going up the climbs, locked wheels going down and, just to make it interesting, too many sheer drops to count. In past races, nobody who had won the first three stages had ever won the fourth. The record for this stage was 7hrs 37mins 05secs that had been set the previous year in an Alfa Romeo Giulietta. At 100 miles into the stage Rosqvist held a six minute lead over Garafulic (Volvo) and after another sixty miles, whilst climbing Capillita's 9000 feet, she was sixteen minutes ahead and twenty minutes inside the record. On this stage, Vianini rolled his Alfa Romeo Giulia and was out as did Minona in his N

S U. Carvallido's Volvo stopped with engine trouble as did Sancha in his Mercury. Rosqvist and Wirth had completed the stage in 6hrs 45mins 36secs and 27 minutes ahead of Garafulic's Volvo. The "girls" had now done the seemingly impossible!

Stage Five

This penultimate leg took the cars from Tucumam to Cordoba, a distance of 500 miles. The first 200 miles saw the women set a new record of 98MPH, taking two minutes off the record set the previous year by Walther Schock, also in a Mercedes 220SE. Shortly after the halfway point on this stage there was a section known as the 'sand pit' where cars could get stuck in the soft fine sand. In the 1962 race, the sand was responsible for the elimination of ten cars, either stuck or with clogged air filters. Some drivers even threw away the air cleaner but with disastrous results. After clearing the sand trap and about 50 miles further, came the final mountain pass. This was 25 miles of a gravel covered, narrow and twisty road. Following this was another 40 miles of tarmac to the finish line at Cordoba. Ewy Rosqvist set a record of 83MPH for this stage. Garafulic was still second but he had lost a further 55 minutes on the lead car. Only two cars were still running in class G, Ewy's Mercedes and a lone, barely

recognisable, Jaguar 3.8 that was 12 hours behind the women.

Stage Six

The start of the final stage commenced at 06:00AM. It had a total length of 526 miles but “only” 408 miles to the actual finish line. This final stage was relatively straight and smooth and with little chance of catching the car ahead. The remaining 51 cars set off at twenty second intervals but accidents still happened. A few miles into the stage and Gainza Paz lost it in a puddle and was hit by Danvila running close behind. So, the two cars that were first and second in Class C were both out. Ewy Rosqvist was cruising at 100MPH on the straight bits and reduced the record for the stage to Rosario by five minutes. On reaching Rosario, crews were allowed one hour for a wash and brush up with some even washing their cars. On the last timed section, Perkins managed to roll his car and was out – the last Renault that had still been running. Rosqvist and Wirth crossed the finish line at Arrecifes averaging 100MPH for the last stage; another record.

Aftermath

“Rennleiter”, Karl King had his faith that the two women were the right drivers for the race confirmed and rewarded.

Ewy Rosqvist drove most of the race with Ursula Wirth driving the “easy” bits.

Anderson (Volvo) was second, three hours behind.

The only other car to finish in Class G was a Jaguar 3.8 saloon, 12 hours behind.

The winning Mercedes was fitted with a new set of tyres, as a precaution, the only repair.

Winning every stage of the Gran Premio “simply couldn't be done” everybody, before the race, said.

“Girls” weren't strong enough to last the distance. This was accepted by most people.

258 cars started but only 43 finished.

Several new time records were set.

The overall average speed record had been set the previous year at 121KPH (75MPH). The “girls” overall average speed was 127KPH (78.7MPH). So, another record set.

Four or five minutes of the race are on you tube.

EVENING RUN

24th MAY 2023

Jane Harrop

A good turn out of members' classics for the first evening run of 2023.

We started at Adlington and meandered along the country lanes through to Kettleshulme and down into the spectacular Goyt Valley. We then drove over the moors towards Leek, where we were able to take in some wonderful panoramic views set against the clear blue sky. Further on, we went past the eye catching stone ridge, known as the Roaches and then through some lovely remote Staffordshire and Cheshire hamlets including Swythamley and Winkle.

Our destination was the Flower Pot in Macclesfield where the group could relax with some refreshment.

Thank you to Mike Coffey for a really excellent run.



STILL GOING STRONG

Keith Yates

Seen last month in a car park in Penrith, Cumbria: -

As far as I could establish, this car is a (April) 1987, 2197cc, Vauxhall Carlton 2200i GL. Apart from slightly faded paint the car looked totally original and, with only circa

76,000miles, had very little obvious rust. It was clearly in regular use and the recent MOT history would suggest that the current owner has put a lot of effort into keeping his/her pride and joy in fine fettle. These are very rare cars these days so it's good to see a survivor out and about on the roads.



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