

# H&H CVC



# **H & H CVC Ltd**

<http://www.hhcvc.com>

The Club meets at the Conservative Club, High Lane  
On the **THIRD** Wednesday of <sup>each</sup> month at **8.15pm**

The Annual club Subscription is £20.00

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**Club Stands** Mike Coffey - See above

Continued on page next to back page (27)



## **Club Mag. for April 2019**

### **CHAIRMAN'S CHAT**

I told you it was a night not to be missed and how right I was! At our last club night on March 20<sup>th</sup> we were treated to Ed's now famous International rocker box event wherein club members produced some outstanding rocker box-based machines to be launched down the ramp from the stage at the Con Club with astounding results. There is a report from Ed later in this issue including details of the winners. Thanks to all members who took part, to those of you who came to spectate and most of all to Ed for organising same.

On the subject of Club nights for the meeting of April 17<sup>th</sup> we have a visit from Ian Rigg from the Institute of Advanced Motorists who is going to give a talk entitled 'Deciphering the Highway Code' - 'Why do we have it and why do so many motorists seem not to understand it?' For me, one thing I do not understand is the speed limits on various roads. When I took my test there was no speed limit and the sign with the bar across it indicated, as my Father used to say, that you could go as fast as you pleased, but now it seems to indicate that the National Speed limit applies but quite what that means on 'A' class roads, I do not know. Hopefully Ian will explain all.

The mid-week daytime runs have now drawn to a close and the first of the evening runs takes place on Wednesday 24<sup>th</sup> April meeting the Dog and Partridge at 6.30pm for a 7.00 pm start.

Drive it Day takes place on Sunday 28<sup>th</sup> April to include the ‘**Martyn Faulkner Memorial Run**’ with a 10.30 for 11am start, from the Dog & Partridge. Breakfast being available beforehand, should you so wish. We felt that it would be appropriate to dedicate an event to the memory of Martyn and one that would only be attended by Club members. **A great Guy and sadly missed.**

I have moaned before that there is no British Standard for road humps, some are easy slow ramps up to a flat top raised section which are as much use as a chocolate fire guard, some are like fallen tree stumps which can cause severe damage to your vehicle’s underside or exhaust and some are an aggressive mixture of the two. In Greece all speed humps are of a standard pattern and are made from hard rubber which does not cause vehicular damage and are easily affixed to the road surface by a sort of big staple gun. Many of you are familiar with Kennerly Road in Stockport which is fitted with the tree stump type of speed bump. Kevin Dranfield who is the local secretary of the Vintage Motorcycle Group and gets the Bikes to turn up at the Stockport show was telling me a very interesting event which unfortunately befell one of their members. He was riding his motor-cycle on Kennerly Road behind a car which came to an abrupt stop. The motorcyclist stopped without collision but his rear wheel was on top of the hump and his front wheel on the road surface. Due to the height difference he was unable to put his foot on the ground and fell off, breaking his ankle. You can imagine the response from the Council.

I note that there is a plan to increase the Ethanol in fuel from the 5% in 5 star and the 10% in 4 star to 15% overall. I noticed two adverts in the last FBHVC magazine, I can’t find it so this is from memory but the adverts are available if you visit the magazine on line. One is for an additive which negates the Ethanol and the other is for a drum of fuel which is 5% star plus and contains no Ethanol. I don’t recall how much is in the drum or how it is dispensed.

An interesting tale has evolved from the son of a neighbour who has a 2002 Volvo V70 and as you may be aware, Volvo have always used a variety of engines. He needed a new clutch and was told by Volvo they couldn’t help but put him in contact with a specialist in Leeds. He phoned them and detailed his requirements, giving them the part numbers stamped thereon with the name Volvo. What is your Vin number said the specialist so Martin told them. ‘But those parts do not fit the engine in your car’, but Martin said ‘yes, they do, I took them out and have them on my bench’. End of conversation. A while later Martin phoned them again, got a different person, got the parts he wanted and the car is back on the road!

And so that’s enough for this month, Spring is here, the clocks have gone forwards so we look forward to some great runs and shows.

See you on the 17<sup>th</sup>.

Steve Diwall

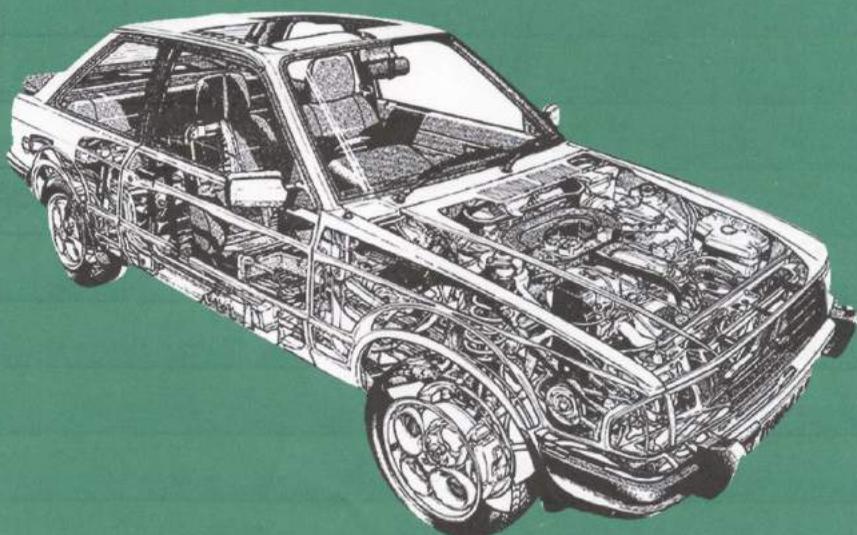
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# **Editorial**

## **April Magazine Cover Photograph**

Peter Norbury's Mini Pick-up was featured in Classic Car Weekly on 6th March, recently restored, here it was at The club show. Story will follow below.

### **The Classic Car Weekly article,**

Looked at Peter and Linda Norbury's Mini which Peter bought 22 years ago. Restored last year, Peter had instigated several improvements to make it suitable for their uses.

1. The GRP load cover - very rare,
2. Brake Servo
3. Minisport Cooper S Disc Brakes
4. 4.5" wheels
5. Twin SU Carburettors
6. Electronic Ignition in the planning stage.

Peter also Bored Out the engine, and had bodywork carried out by a Darlington Company, but restored the interior of the pick-up himself, using Crème Vinyl on the headlining & seats.

He also fitted a Tracker Device in case the vehicle is stolen, a wise move. The restoration took about 2 years, now it's really paying off.

### **Club Run on Wednesday 27th March.**

Not a very inspiring day, weatherwise, but it was dry at least. and we headed for the meeting point. On arriving at the Dog & Partridge, there was time for a Coffee before setting off towards Stockport, finding ourselves on the A555 new road towards Wilmslow. From the now flood-free A555, following the planned route, we turned off at Alderley Edge, going past Jodrell Bank Radio Telescope.

The route took a general sweep of the Cheshire Plain, into Staffordshire taking in Swettenham and Congleton, eventually joining the A54 towards Buxton. In the hills once again. The run took us past, the Roaches, and 'The Winking Man', rock formation, where we were 'winked' at, and ending up, after travelling 56 miles, at the 'Knights Table', at the Travellers Rest, for our Lunch stop. This Public House is decorated 'Gothic' Style, very nice food, we were well looked after. Straight run to Buxton, and then home. The sun did appear eventually. - A great day out. A credit to the 'Runs' Team.

This was to be the last of the day runs for now. With the clocks going forward, we can now move back to evening runs, which can be carried out in daylight hours.

**CP.**

This from Andy Stobbie (Joint organiser of Woodsmoor Show)

- **Bramhall Park Duck Race on Sunday May 19th.**

He has asked me if some classic car owners may be interested in displaying their vehicles. Not the normal car show Space allowed for 15 – 20 Cars.

Interested? Make it a social occasion. **Please contact** Andy - Andy Stobbie [andystobbie@btinternet.com]

## New Members

It is nice to welcome back Francesco Angrisani (Franco)., with his Fiat 500. He was with us back in 2014. Now the owner of the Benvenuti Restaurant, Hazel Grove has rejoined.

## Important News

Please note FBHVC has a new Website - <https://fbhvc.co.uk/>

That is the Federation of Historic Vehicle Clubs of course.



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**H&H First Evening Run Wednesday 24<sup>th</sup> April**

Meet at the Dog & Partridge. 7.00 p.m. Start. Refreshments available at start & finish if desired. No need to register. Come & enjoy the Evening Run.

**Drive it Day – Sunday 28<sup>th</sup> April**

Please note that DiD is later than last year as the third Sunday would clash with Easter Sunday. H&HCVC will be having a fairly short run with food available at the start & finish. Starting at the Dog & Partridge, leaving around 10.45. There is no need to book. The run will be about 35 miles to Churnet Valley Railway. There is a café & there is also, on that day, a Lite Lunch Dining Train, from Froghall Station at 12.35 & returning at about 14.30. You can get a Rover ticket & use it as often as you like on the day Prices vary for the various options. The best prices are online at [www.churnetvalleyrailway.co.uk](http://www.churnetvalleyrailway.co.uk) There is no charge for access to the stations.

**Gawsworth – Mondays 6<sup>th</sup> & 27<sup>th</sup> May**

Pre-1975 on the first Bank Holiday & Youngtimers (1975 – 1990) on the late Spring Bank Holiday. Lookout for details to see if free entry from Carole Nash is available for the Youngtimers Show. Please let me know numbers.

**Tatton Park - Saturday/Sunday 1<sup>st</sup> & 2<sup>nd</sup> June**

We have a stand confirmed for this show. The stand is the same size as last time, 20 metres x 10 metres. Numbers will be limited, so please register promptly, & if you register it is important that you do go. Please see entry form on the website in the near future, or see me at the club meetings. Entries need to be done before Easter. We are being pressed for numbers & are close to full. If you would like to go & haven't registered yet please contact me urgently.

**Lymm Festival of Transport - Sunday 23<sup>rd</sup> June**

We have a stand confirmed for this show. Please see entry form on the website in the near future, or see me at the club meetings. There is still room for about another half dozen.

**Hope Show – Travellers' Rest - Monday 24<sup>th</sup> June**

This show is the week after the Peaks & Dales as it is the nearest Monday to the Summer Solstice. You must register individually with Sheffield & Hallamshire Motor Club by the 27<sup>th</sup> of May. See website for link or Chris Parr. Please note that Tina will only contact you if you have registered with SHMC, due to GDPR (Data Protection). Also note that this year there will be a charge of £5.00/car to cover costs & a contribution to their charity – the British Lung Foundation.

**Bugsworth Basin Fun Day Saturday 6<sup>th</sup> July**

A day of all sorts of events, not only including classic cars, but boat trips, kayaking & many side shows. We have been asked to tell them numbers, so please let me know if you would like to go. It is proving to be very popular.

**Didsbury Classic Car Show – Sunday 14<sup>th</sup> July**

Please note the date, which was incorrect on the earlier list. Popular but still room. Let me know.

**Stockport Market Place Show - Sunday 11<sup>th</sup> August**

Due to the error with the date of Didsbury CCS the Market Place Show will move back to 11/08/19. No need to register. Enter by St Mary's Church.

**Poynton Show - Saturday 24<sup>th</sup> August**

Please see Steve Divall

**Woodsmoor Show - Monday 26<sup>th</sup> August**

Woodsmoor Show is going to be bi-annual, so will not take place in 2019.

**Hare & Hounds Club Show – Sunday 1st September**

Confirmed by Wyevale.

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## **The H and H CVC International Rocker Box Racing Championship (Winter Series) 2019**

Well you all managed to do it yet again with another batch of magnificent racers (about 13 in total) and a good crowd to boot.

Kay and Barry (mad max) Lester were missing this year as they had to go away on holiday (somebody had to do it) so we were four racers down but I had managed to purchase 3 new ones out of Classic Car Weekly for £20 (the guy only wanted a fiver but it would have been daylight robbery with the work involved) so that evened the numbers up a little.

I intended to loan these out on the night, one to Craig Isles (because it looks like his narrow boat), and the remaining 2 to other members, but the 2 chosen recipients could not attend so I made a late decision to run these 2 as house cars. Both are matching boxes (Triumph I think) one red and one blue with Mr Stig driving one and Mrs Stig driving the other, they did not perform well during practice so we did not give them much thought at this point.

The racing started and so did the incidents with numerous crashes into the crowd etc. my Buckler 80 turning over twice due to new sticky tyres with too much grip and Dave (the digger) Bowden losing his driver.

The "Boat" run by Craig handled like a boat and would not run in a straight line, eventually spinning 180 degrees going under a chair and decapitating the captain/driver who had to carry on headless.

True to form Ian Booth with his Humber long box started to pick off the smaller cars and I assumed it would be a repeat of last year's victory.

But it was not to be and Mrs Stig got the bit between her teeth seeing off some good challenges especially one from Dave (the digger) Bowden on its debut.

So the results are ----

**Overall Winner -- The H and H CVC "blue" House Car driven by Mrs Stig**

(This trophy will now reside in the cabinet outside our meeting room in the Con Club foyer)

**Best Dressed Rocker Box -- Dave J C B Bowden with the Digger**

**Bad luck Wooden spoon -- Ian Booth for not repeating last year's success.**

**The Chester "Mad Dogs" Piston Broke Trophy -- Chester Maddox**

This is awarded to a club member who during the previous show season has had some bad luck with their classic and it was awarded to Chester himself for damaging his MGs radiator shell and front apron etc. when his vehicle

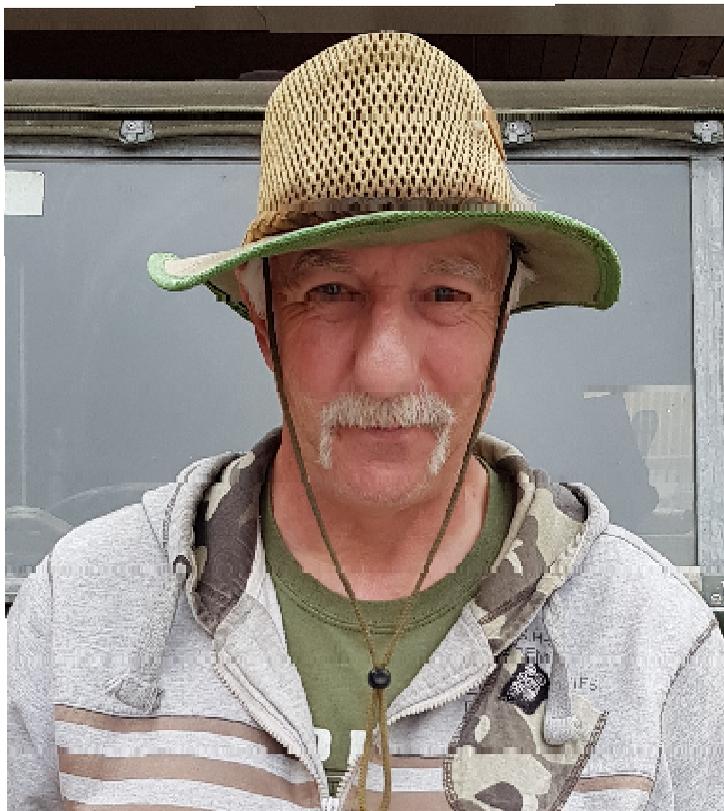
slipped off the jack whilst changing a radiator tap that had a leak (the holed piston for the trophy was donated by Chester a few years ago when he had a previous mishap) so we think this is fitting.

Thanks for all the help given during the night by the catchers Harry and Craig, launch loader Simon and the ticket lady Margaret, plus Steve the "voice" for getting the Trophy's etc. and to Pete Norbury Ex GMP for keeping law and order with the now very valuable Austin J40 pedal Traffic Car.

PS Dave's digger driver was overheard to say that if he did not win anything, he would dig up the track so that we would not be able to race again next year.

PPS Richard Burnham (a previous winner) has promised to come out of retirement for next year so the competition will be fierce in 2020.

**I hope everybody had a good time thanks again Ed Burke.**





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## MG SECTION REPORT

from *Paul Clappison*

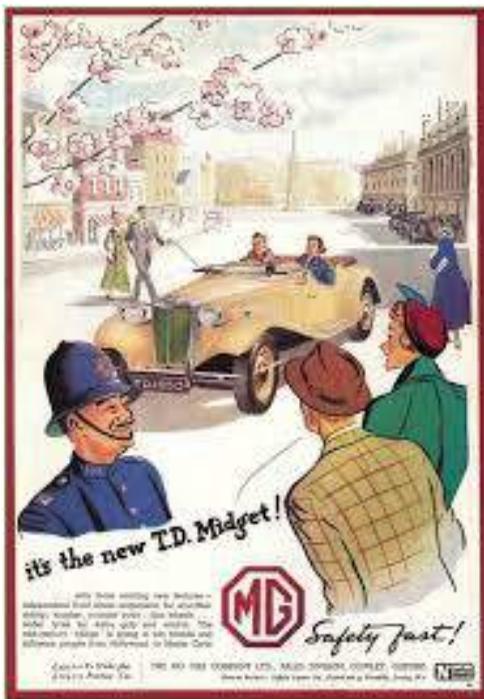
We start off this month's review by congratulating Chester Maddocks, who's MG TC celebrated its 72 birthday on Wednesday the 27<sup>th</sup> of March having been owned by Chester since the mid Fifties. The car spent its big day on a club run that started at the Dog & Partridge in High Lane, heading along the A555 via Styal & Congleton and back towards Leek, past the Winking Man, eventually stopping at the Knights Table for lunch. Richard Lomas also took his MGF and informed me that a great time was had by all.

Richard recently used the services of Jon and Claire Norris from Rough Luck Racing who are MGF and TF specialists based in Hull, they are happy to travel to your home and service any MG's within the club, I know that Richard was very satisfied with the service they provided.

On a personal note I have just displayed my MG at the Restoration show at the NEC as part of the Enthusiasts Of British Motor Vehicles Built Before 1985 club stand. I was joined by Ian Booth and his stunning 1930s Humber and we both received great feedback on our cars, even managing to get a photo of Mike Brewer alongside the MG and Humber. It was a great 3 days following a lot of hard work put into the cars by Ian and myself pre show, well worth it in the end.



My MG is now sponsored by Autobrite Direct who have prepared the cars for the latest series of **Car SOS** and having detailed my car for the restoration show using a range of these products they are well worth considering next time you are looking to purchase any car cleaning related products.



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## **Motoring Mythologies # 3 - A Little Book Of Signs**

### **Anthony Boe - April 2019**

After the apocalyptic tone of my previous mythologies, I thought it best to lighten the mood a little, just to offer you a little respite. I do hope you've enjoyed the ideas I've presented thus far and been suitably intrigued despite how disquieting you may have found them.

You'll have worked out that the concept of semiological mythology is by its nature contra-establishment. The idea is to peel away what we naturally assume about the signs in our society and posit an alternative, more left-field view. The degree to which you agree or disagree with them is indicative of how comfortable you feel living in 21st century Britain or otherwise.

However, there is some car-related 'low hanging fruit' that we can explore using this approach. One that lands right in the middle of our thinking about a system of signs. What could be more 'on message' than the Highway Code? The little book we've all owned that contains more signs than a Japanese airport. A veritable sign-o-pedia if you like.

In many ways, it's a strange publication. It's not a legal text per se, more an instruction manual that helps you not to break the separate, but related, driving laws. And, of course, it's packed with pictures of signs and symbols — a lexicon of the road furniture that helps us to negotiate our way during our driving peregrinations.

Now here's a question for you. When was the last time you looked at this publication? For most, I'd speculate it's not been for a while. In some cases, not for many years. Maybe not since the driving test examiner said those magic words: 'congratulations you passed'. The little tome had served its purpose. You'd crammed enough of the signs and rules to pass this arbitrary part of the driving test. One final question; who still owns a copy, and if you do, is it the very latest edition? If it helps, you can now download it as an app, so there are no excuses!

Nowadays, passing one's driving test means passing a separate highway code-based exam. This I assume requires a much more intimate knowledge of the code's contents. Nevertheless, even today, once it has served its purpose, this unassuming text (or app) will fade from the memory.

So where's the myth? Well, I'd argue it's the assumed notion of conformity and social compliance the Highway Code is supposed to give. Shared rules that oblige us to refrain from driving like it's downtown Mumbai.

We assume our fellow road users all know the ‘code’, and all agree to follow it as they drive. It’s an unspoken collective agreement, admittedly with some legal backing. Maybe that’s why we summon up so much rage when we see people contravene this supposed common knowledge. ‘You bloody idiot’ we scream as we’re carved up at roundabouts or undertaken on the motorway. ‘Learn the highway code you fool!’

When it was launched in 1931, the Highway Code was a wafer-thin document with just eight wholly text-based pages. Since then, this knowledge has been changing almost constantly and recorded in many successive revisions.

When I learned my signs, this quaint little book didn’t include things like interacting with trams, how to drive on managed motorways or the rules for self-driving cars. Arguably, when I took my test, it would have been OK to use a phone in the car although in 1985 that would have necessitated quite a long cable!

In summary, the code today is probably significantly different from the one you perused many years ago.

We see the code is more an ever-morphing driver’s manual. But it’s something much more nebulous. It’s a rite of passage. A dragon to be slain on the journey to the Kingdom of Driverville. Once consigned, the code becomes a relic, a thing of the past forever frozen in the place it was conquered.

Looked at askance, that seems a bit negligent. It effectively means there are hundreds of thousands of drivers taking to the roads every day with incomplete knowledge. Millions are gadding about with no clue about the updates in the text. But that’s where the code has one last trick up its sleeve.

Whether you know it or not, you have indeed learned a real code, just like Alan Turing cracking the Enigma Machine. You have assimilated enough knowledge to decode new driving rules using the cyphers that your vague memories of the texts and your driving career have given you. How could you not? Otherwise, chaos would reign supreme, and car insurance would cost a fortune.

This is an excellent example of the aphorism; ‘wisdom is what remains when all we have learned has been forgotten’. Our fundamental knowledge gives a firm footing to assimilate new information almost by magic.

The Highway Code then is more than just a handy book we use as we learn to drive. It becomes part of a driver’s consciousness. A self-updating body of rules, regulations and courtesies hard-coded into your brain. It’s like software that up-

dates automatically as you go. A mechanism that transcends the pages or pixels initially delivered its core messages. In that way, it takes on an importance just as profound as any of the great works of literature.

It's arguably one of the few texts most can honestly say they have read and continue to understand!

We'll leave the mythologies for a while and give you a break. As you read, we'll be in Vietnam collecting astonishing stories of what can be transported using a Honda Supercub. No doubt, I'll be able to recount a few of those tales on my return.

In the meantime, Happy Classic Motoring Everyone!

*You can read more of Anthony's car-related writing at his blog:  
[sylvianscribblings.blogspot.co.uk](http://sylvianscribblings.blogspot.co.uk)*



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## **Rover restoration from James Wade**

(Nephew of Club Member Ian McDowall)

This is my 1986 Rover SD1 3500SE Police Car. About 15 years ago i owned an ex police SD1, but due to an inability to weld and no money i scrapped it and i always regretted it. So one evening while browsing ebay (dangerous habit) i spotted this one. I wasn't looking for a new project but as I haven't seen another genuine SD1 police car for sale since my last one, I had to have it.

I put in a bid, and won the car. From the photos on ebay I knew it was going to be rough, but I like a challenge. I took the trailer and collected the car from the wet lock up in which it has sat since 1999. Time has taken its toll, its proper rotten! Here follows a pic...

The chap I bought it off assured me that "just fit 4 doors and it'll be half-way there". My mate and I curse word ourselves laughing at his optimism. On the way home I stopped at the services on the M25 to check the ratchet straps were still tight. I noticed that the trailer bed had turned orange/brown from all the rust that had fallen off the rover. Still, it weighed a bit



less which helped my fuel economy. I'm pretty good at MIG welding, but I'm going to invest in a spot welder, as I want this put back together looking as factory as possible.

### **The stripdown has begun.**

Took the seats out. They are also rotten. When I put my hand on the drivers seat bolster it just fell apart. Its really strange, the fabric has as much strength as wet bog roll. Good news is that the carpets are good. There are a couple of screw holes where the police have had extra equipment bolted in. 3 door cards are really good, but the drivers is wrecked. This is bad news as finding another door card for a car that has manual windows and no wood trim is going to be really hard. Finding it in the correct shade of brown is going to be next to impossible! The dash and centre console are OK, despite having a few screw holes in. I'm a long way off worrying about the interior trim too much, I'll just keep my eyes and ears open for people breaking lower spec cars. When the car was decommissioned by the Police, the holes in the roof weren't welded up, just gobbled with filler, so when I took the headlining out I found some stalactites!

A bit about SD1 police cars.... what I know so far anyway.

Because the general public used to complain when they saw the Police driving round in luxury barges, they all appear to be low specification. They don't have sunroofs, they have manual window winders and mirrors. They don't have tinted glass. They have vinyl boot trim instead of carpet, and there is no carpet on the door cards or wood trim, and no wood trim on the dash.

Mechanically they have the carburettored V8 engine which is standard, but they have heavy duty clutches and bigger bearings in the gearbox.

The brake setup is the same as the Vitesse with 4 pot dual circuit front calipers, vented discs, and the rear drums have smaller diameter rear brake cylinders unique to police spec cars.

The dampers are standard, but the springs are 20% stiffer but original ride height. They usually have manual steering racks, but mine is power steering. Some forces disabled the power steering as it gives better feel at high speed. Some cars had Vitesse alloys, some had standard 14" alloys like mine. Most had non chrome trim bumpers, but a few came with chrome trims, over-riders, headlamp washers and front fog lights.

This is the info I have gleaned so far, as I go on I'm sure I'll find out more.

Basically big engine, low weight, big brakes, stronger drivetrain. When police cars were cool. The restoration can be followed :-

<http://forum.retro-rides.org/thread/131089/1986-rover-sd1-3500se-police?page=78>

Page 76 is worth a look as this is where my nephew James gets to meet Nigel, the Lancashire Police service engineer who looked after the car from when it was 3 days old until it was retired from the Lancashire fleet.

*James Wade.*



Yes it is a 6 year project and continuing as James tries to track down original police equipment for the car.

For a short piece the points that I thought interesting were:-

- The starting point and the end product
- The remarkable dedication of this self taught amateur restorer (even if he is my nephew).
- The growth of followers to the blog from a relatively small number at the beginning to quite a lot who got interested
- The active interest from Lancashire Police once they realised the car really was going to be rebuilt
- The help and advice from many of the followers of the blog
- The big event when the car was shown at the NEC last year to great interest from the general public
- The visits at the event from followers of the thread, former police drivers and of course Nigel the service engineer.

All in all it does show how big a following there is for these sorts of vehicles and what a good resource an internet blog can be for tracing history, parts and former owners. When you consider how much more valuable a car becomes with proven history and provenance it is perhaps worth getting to know how these things work.

*Ian McDowall*

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Over the past couple of weeks I've been putting the Rangy back together. It is more straightforward than the Bentley - no Turbo or Charge Cooler with associated gubbins.

After consideration of the bolt tightening sequence I bit the bullet & Graeme & I did them up another 90° - believe me the second 90° is much less difficult with two of you & also with a length of tube on the end of the 600mm half inch drive bar. Now the heads are pulled down & the peripherals are going back on. Hopefully we'll be running this week, the first week of April.

Well, they say that it is better to be born lucky than rich. I had the Bentley taken up to work on a car transporter, so now she is inside & it will be much more practical to work up there in the dry with compressed air etc.. We had an interesting one when we started to move her with the winch. The rear wheels weren't going round although the gear lever was in N. Confusing. I thought that the battery voltage may be too low to move the gear mechanism, although I'd charged it. Mike Coffey brought his charging pack round & it proved that the battery was charged, so I worked the gear lever from P to 1 a number of times, & there was a quiet clicking, so I left it in N & we tried again, & up she went. Phew, & thanks Mike.

The other thing was, that clearly I wasn't going manage was to get her running in time to take Ann out for her birthday, when Ian McDowell made an offer that was too good to miss. Would I like to borrow his Turbo RT for a few days? Obviously the answer was, 'that would be great', & that is what happened. Ann decided that it is very comfortable! It is also in lovely condition too. Much gratitude to Ian. A meal at Chatsworth with the next two generations, & a wander around the Garden Centre made a pleasant day out for us all, especially Ann. Not only did Ann come back with a lovely selection of flowering small trees as birthday presents, but our younger son & daughter-in-law came home with us & planted the presents, so now we have an improved view through the conservatory window including new blossoms.

Whilst BB is inside, I'm taking the opportunity to take the bonnet off & have it re-sprayed. Small patches of lacquer have come off & there has been a small dent that was done by the previous owner when he opened the bonnet against a ladder hanging from the roof in his garage. A decided added bonus is that the manual says to remove the bonnet before starting many jobs on the engine to improve accessibility, so it should make reassembly easier too!

When I first bought BB I had quite a lot of trouble with the central locking – it kept locking when you shut the door but didn't open & a "Bentley Specialist" relatively locally said he could get it sorted by a chap who used to work at Bentley. He did in

the end, at more than 3 times the maximum I'd told him, but at least it was done. On Ian's RT the central locking locks as soon as you select a forward gear. What a good idea thinks I, so read the owner's handbook that Ian's has but BB does not. It seems that all Rs & RTs should do that, so not only did they not sort it properly, but charged through the nose for doing it, I noted that Mike Radcliffe's Rolls was there when I took her in, but that he uses somewhere else now. I asked Mike why & the answer was that, he sure knows how to charge! Now that I know more, I might just check further. The cost of a replacement module was less than a third of what they charged & now I wonder whether the lack of the feature of locking when forward gear is engaged could be as simple as a bad connection on the gear selector as all the rest works fine.

Lets see how much progress happens during April.

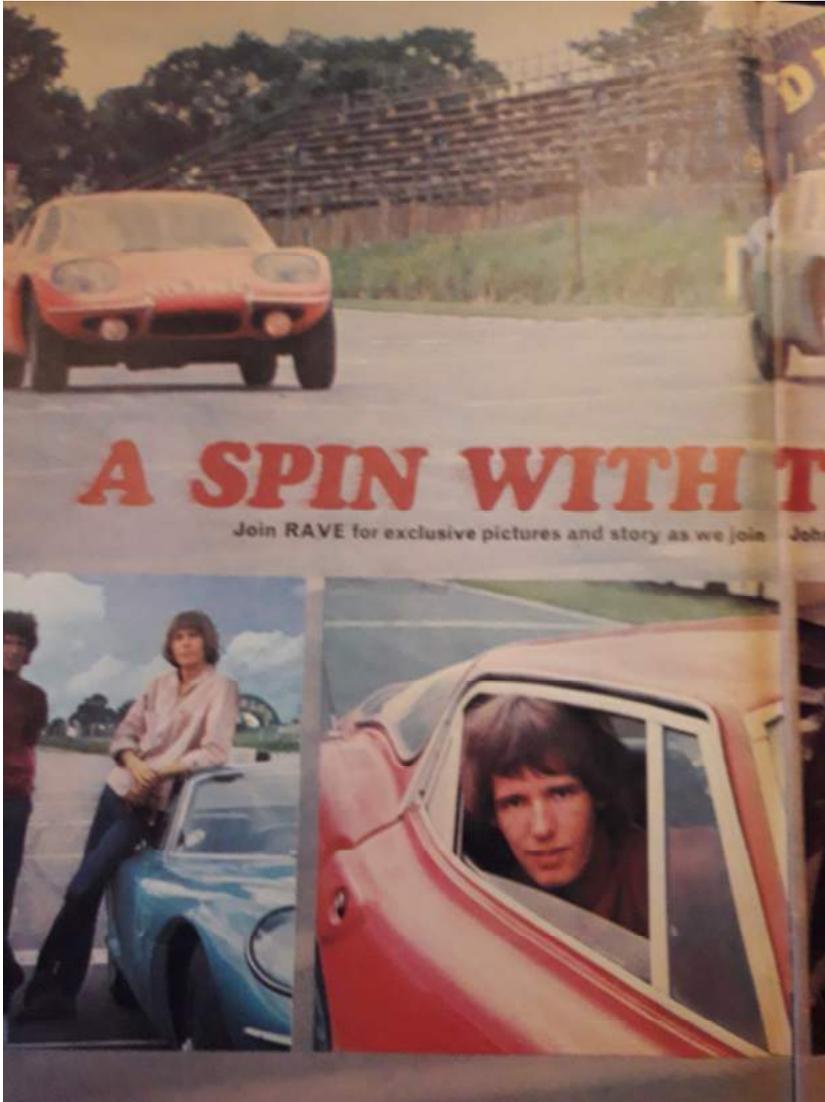
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A story for you.

*An extremely rich and famous German sports star was carving up the roads one afternoon in a brand new Porsche. Passing on the right, speeding everywhere, he takes a blind corner at speed and plows into the back of a Trabant, sending them both spiraling into a ditch. Both cars are demolished. The sports star hops out of the twisted wreckage of his Porsche, to see an elderly man climbing out of the Trabant with a jubilant smile on his face. The sports star asks the gentleman if he's okay, if he's in shock. The gentleman raises his arms and says "No! This is fantastic! Let's celebrate! We're both alive!" He opens what's left of his Trabant's door to see a box of Cuban cigars. "What a miracle! Such an impact, and my treasured cigars are okay! Let's light them and celebrate our good luck!" So the sports star and the gentleman light up, and smoke their cigars. The gentleman looks back inside, and sees his vintage bottle of Scotch and two glasses, and pulls them out. "A toast to us! Such a horrific accident and we made it through without a scratch!" He pours two very tall glasses of Scotch, and hands one to the sports star. They clink their glasses, and the sports star downs his. He looks at the gentleman, standing there with a still-full glass. "Aren't you having any?" he asks the gentleman. "Oh no, not until the police give you a breathalyzer."*

**'The Sun Ain't Going To Shine Any More'  
JOHN WALKER of THE WALKER BROTHERS**

The sad news that one of the best voices of the 60s passed away this week ,and he was also a car enthusiast. This was from a long since defunct magazine



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## **Forthcoming General Events**

### **April**

Sun 7<sup>th</sup> - **H&H Spring Run** - Meet at the Dog & Partridge. 10.30 Start. Refreshments available at start & finish if desired. Finishes at Dagfields Craft and Antiques Emporium so lots to see.

Wed 17<sup>th</sup> - **Club Night** - "**Deciphering the Highway Code** - why do we have it, and why do so many people seem not to understand it?"  
From Ian Rigg - The Institute of Advanced Motorists.

Weds 24<sup>th</sup> - **H&H Evening run** - Departing from Dog & Partridge, High Lane  
6.30 for 7pm. Departure.

Sun 28<sup>th</sup> - Drive-it-Day - to include **The Martyn Faulkner Memorial Run**.

### **May**

Fri 3<sup>rd</sup> – Sun 5<sup>th</sup> - Donington Historic Festival Featuring cars from 9 decades.

Sat 4<sup>th</sup> / Mon 6<sup>th</sup> - Llandudno Transport Festival, Bodafon Fields, Llandudno,  
Conwy LL30 1BW

Mon 6<sup>th</sup> & 27<sup>th</sup> - Gawsworth pr– 1975 Show on the first Bank Holiday & Youngtimers (1975 – 1990) on the late Spring Bank Holiday. Lookout for details to see if free entry from Carole Nash is available for the Youngtimers Show.

Sat 11<sup>th</sup> - GVEC Car Show Glossop  
To book - [prideandjoy1@btinternet.com](mailto:prideandjoy1@btinternet.com)

Sat/Sun 11<sup>th</sup>/12<sup>th</sup> - Festival of 1000 Classics inc. Classic Motorcycle Show  
Cholmondeley Castle, Nr Malpas, Ches. SY14 8AH 01484 67776

Wed 15<sup>th</sup> - **Club Night** - Introducing **The Peak District Music Centres**  
Our chosen Charity for 2019.

Sat 18<sup>th</sup> - VSCC Oulton Park Race Meeting see VSCC Website

Sun 19<sup>th</sup> - Bramhall Park Duck Race - See in 'Editorial' (P7)  
Contact Andy Stobbie, [andystobbie@btinternet.com](mailto:andystobbie@btinternet.com)

Wed 22<sup>nd</sup> - **H&H Evening run** - Departing from Dog & Partridge, High Lane  
6.30 for 7pm. Departure.

Sat/Sun 18<sup>th</sup> / 19<sup>th</sup> - Beaulieu Spring Autojumble SO452 7SZN

Sun/Mon 26<sup>th</sup> / 27<sup>th</sup> - Cheshire Car & Motorcycle Show, Capesthorpe Hall,  
Macclesfield. CP for forms. 01484 667776

## June

Please note

Sat/Sun 1<sup>st</sup>/2<sup>nd</sup> - **Classic & Performance Car Spectacular** at Tatton Park.

Chris Howarth to book. [chris@c-plus.co.uk](mailto:chris@c-plus.co.uk)

Sun 16<sup>th</sup> - **Peaks & Dales Charity Run** Forms from CP, or on the website.

Sunday 23<sup>rd</sup> June - **Lymm Festival of Transport** -

We have a stand confirmed for this show. Please see entry form on the website in the near future, or see me at the club meetings.

Monday 24<sup>th</sup> - **Hope Show** – Travellers' Rest - In notes from Chris Howarth p.8.

This show is the week after the Peaks & Dales as it is the nearest Monday to the Summer Solstice. - Forms from Chris Parr.

## July

**Saturday 6<sup>th</sup> July- Bugsworth Basin Fun Day**

A day of all sorts of events, not only including classic cars, but boat trips, kayaking & many side shows. No need to register, just turn up on the day.

Sunday 14<sup>th</sup> July - **Didsbury Classic Car Show**

Please note the date, which was incorrect on the earlier list.

Sunday 21<sup>st</sup> - Cheshire Classic Car & Motorcycle Show - Capesthorpe  
01484 667776 [www.classicshows.org](http://www.classicshows.org)

## August

Sunday 11<sup>th</sup> - **Stockport Market Place Show** -

Due to the error with the date of Didsbury CCS the Market Place Show will move back to 11/08/19. No need to register. Enter by St Mary's Church.

Saturday 24<sup>th</sup> - **Poynton Show**

Please Book with Steve Divall (20+ cars already) still room.

Sun 25<sup>th</sup> - Capesthorpe Hall Classic Car & Motorcycle Show - Forms from CP

Sun/Mon 25<sup>th</sup> /26<sup>th</sup> - Classic Transport Gathering, Tram Museum, Crich  
01733 854321 [www.tramway.co.uk](http://www.tramway.co.uk).

**Oulton Park Gold Cup** - Takes place over the Bank Holiday. For free entry with your Classics, please give details to CP ... Vehicle type & Reg N<sup>o</sup> - Passengers have to pay for entrance. (see website). Book NOW Please.

## September

**Sunday 1<sup>st</sup> - Hare & Hounds Club Show.**

Wyevale Garden Centre

**Committee Continued**

**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](mailto:richard.lomas5@btinternet.com)

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**2014 - Bob Plant**

**2015 - Ray Etchells**

**2016 - Fred Dean**

**Vehicle Valuations for Insurance - Contact Mike Coffey - 01298 27424**

**Club email address - [hhcvc@yahoo.co.uk](mailto:hhcvc@yahoo.co.uk)**

Contributions for the Magazine in by 1<sup>st</sup> 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.*

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