

# H&H CVC



# H & H CVC Ltd

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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.**

## Stephen Ellis

It is with great sadness that we have to announce the death of club member Steve Ellis, who had been suffering ill health for some time. Members will remember the interesting, and entertaining talk he gave about his experiences of hiring classics out to film/TV companies. As he'd had several years of experience of doing just that, with several vehicles, and was familiar with the workings, and pitfalls of the industry, Family man Steve, accompanied by his wife Sue, used to help to marshall the Peaks & Dales Run, in their Morris 1000 Traveller, and in fact, their car was picked as the one the Mayor would have liked to have taken home, as will be seen below.





## **Club Mag. October 2020**

### **Chairman's Chat**

And so, September is now behind us, and the dark days approach. Our show at Brookside Garden Centre thanks to the COVID virus did not happen, but there is always next year. I awoke on Sunday September 6<sup>th</sup> to a damp day which slowly improved, as often happens on our show day.

The front cover picture shows Helen Bowden on her wedding day to David in front of his Rochdale GT car. The car is long gone and David knows very little about what happened to it, I am pretty sure it had the infamous Ford 1172cc engine fitted. I recall at a classic vehicle show in G-Mex about 30 years ago, Rochdale had the body of a Rochdale Olympic car mounted vertically base down in front of a high jump wire with the title alongside saying 'Rochdale Olympics'. Thanks to those of you who have responded with tales of motoring in the past and to Dave Bowden who has been able to tell us about his Coal delivery business, very historical and

interesting, thank you David. It is amazing how the business prospered initially and then in later years declined due to the arrival of gas-powered central heating. When I worked in Sheffield in the 1980s, we did a lot of work for the Council and all of their schools and public buildings had solid fuel heating, now long gone. And so that lets me ask for more stories tucked away in your head, not only motoring but other matters, our Editor will be so pleased to receive them. My late father-in-law was a WW2 bomber pilot and was the first RAF pilot to land on Jersey, just two days after the Islands were liberated from the Nazis and we have a record of the event which will appear in a later magazine. Upon completion of his fifty 'tours' he became a chauffeur pilot taking personalities around Europe in a special kitted out Avro Anson but, apart from once taking Ernest Hemingway on a visit somewhere, all of the time the passengers were unknown to him.

I learn from the Daily Mail that a fleet of various classic vehicles has been found in a basement parking area of a building in the Home Counties which includes Bristol Bullet, a Bentley Continental and a Beardmore Taxi, which I think, was a prototype. In respect of the Beardmore Taxi, they were first made in 1919 and were built in Paisley and earned a reputation for being tough and reliable becoming known as the 'Rolls Royce' of taxis. The last one was built in 1966 and there are still a few of the quirky vehicles in use in, and around, the London Area. The last ones, a mark seven vehicle with either a 1508cc Ford Consul engine, or the 2262cc Ford Zephyr engine. They were better known for the manufacture of motor cycles, for a short time between 1921 and 1924. I am told there is a man who lives in Heaton Mersey, who has three Beardmore motorcycles, one of them having only three miles on the clock but despite many efforts by Kevin (VMC chap) and myself, we have failed to get one or some of them out to our shows – one day maybe.

I saw an article regarding Turkey production, in that normally at this time of the year, the young chicks are being fattened up in readiness for Christmas, and of course, the farming producers are rather worried, due to the likely restrictions of numbers allowed on your dining table on Christmas day, Turkey sales will be rather limited. For my (our) part this year we had anticipated 14 of us around our Dining-room table, all related, but from four differing families, but this looks to be most unlikely. On the subject of Christmas, it looks very unlikely that our now successful Christmas meal, which last year had more than 30 people attending, will not take place for obvious reasons. An event will hopefully take place later in 2021 around Easter time. We wait.

May I remind you to continue saving used postage stamps for the Guide dogs for the blind organisation, although unfortunately the use of postage stamps is in decline thanks to franking, and other organisations, which is not doing the Post office a lot of good, but I am told that the use of on-line shopping has seen an increase in parcel deliveries. So, please keep saving them and I look forward to needing a Transit van to take them away when we are next able to have a club night.

And so, we bid farewell to one of our members, Steve Ellis whose obituary is on page 3. Steve had been having kidney dialysis for some 20 years, or more and that combined with several other health matters eventually left this life. Steve was very much a family man, and was always seen at our car events and on one occasion made a presentation at one of our club nights regarding the use of classic vehicles in TV and film events. His popularity was borne out by the number of us attending his funeral which approached 100 and Sue, his wife and two daughters attended driving his fantastic Morris Minor traveller. Our thoughts are with Sue and family.

*Steve Diwall*



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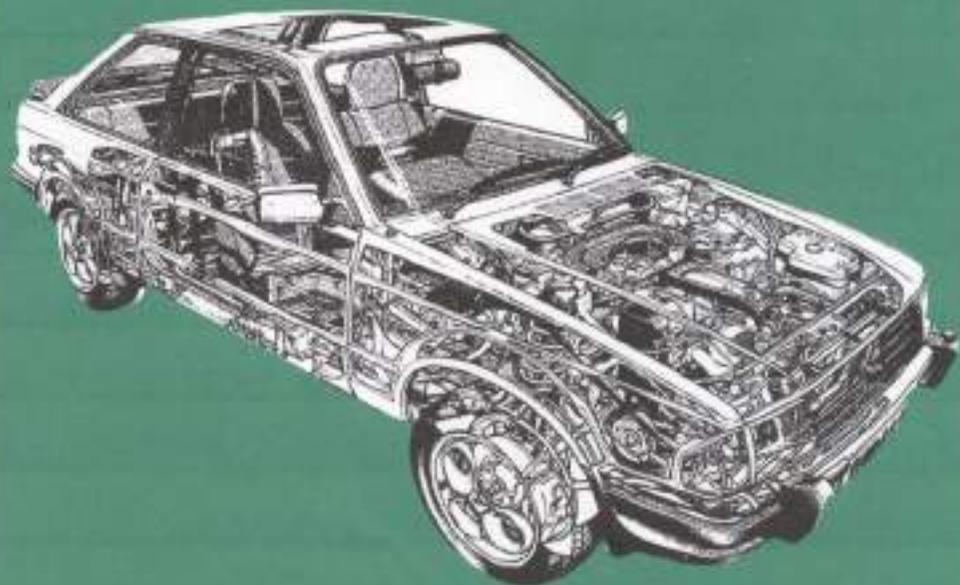
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## **Editorial**

### **October Magazine 2020 Cover Photo.**

A young Helen, standing beside David Bowden's Rochdale GT (Ford Special) wot he built **Taken on her Wedding day.**



Must comment on the photograph of the Spitfire last month's cover pic., taken by the Chairman, as it was flying towards Stepping Hill Hospital last month. Ace picture Steve.

The FBHVC are running a survey regarding classic car ownership etcetera which can be found on the website please have a look and take part. Just go for 'FBHVC Survey'.

After the success of the Fickle Mermaid Run it is hoped that we can do another Run, but it will depend on how the regulations evolve in the near future. Watch this space.

### **From the Chairman**

Regretfully we have decided to cancel going out for the Christmas meal thanks to Covid. Also after discussion with David Rainsbury we have decided to move the AGM to April when hopefully we will be able to all meet again and at the same time the club officers will be re-elected, all of whom are on a temporary extension.

## A trip around the Mermaid

*Chris Howarth*

### The Club Run September 20th

A run starting & finishing at the Fickle Mermaid at Chapel-en-le-Frith sounded a bit different. I can't remember a run starting & finishing at the same place before, however it worked extremely well. We were very lucky with the weather - it was a glorious morning, & the start time of 11.00 was a civilised hour too. We had a satisfying number of cars, **about** 30, which probably reflects both the shortage of runs this year & the lovely weather. Mike Coffey had done a neat thing with the route sheets. The instructions for turns which were easy to miss were highlighted in yellow & I don't think that anyone went astray - well they all seemed to get back to the Fickle Mermaid.

I'm reading a book about Turnpike Roads Around Buxton at the moment -more about that elsewhere in the mag. I was very interested to see that we started off on the Manchester- Derby Turnpike, or A6 as we call it, then left towards Mam Tor. The first yellow instruction was to turn left towards Edale & onto Hope. Going up out of Hathersage we caught up with a lot of cyclists, but instead of muttering about them they were a blessing, as the white van with the black back window was subtly parked under an overhanging hedge & many cars passed at little more than walking speed. A couple of miles later we branched left at the Toll Cottage onto the Buxton -Sheffield Turnpike to Ringinglow & after a few miles of very open country with dramatic views we came to the interesting junction at the Foxhouse Pub & thence to Grindleford, past the Sir William Hill Hotel & left up Sir William Hill. There is some doubt as to who this was named after. The hill is called Sir William Hill, i.e. it is named after a Sir William. It is possibly after the natural son of William the Conquer, Sir William Peveril, whose name will ring a bell when you look up at the Castle in Castleton, although there were 4 Sir William Cavendishes, (Earls & Dukes of Devonshire) who are potential sources of the name.

We dropped down into Eyam, & the statistic that Mike put on the route, that 273 died, out of a population of 356 at the start of their self imposed quarantine of 14 months, rather puts our present problems into some perspective. (other statistics are available, but the number of deaths seems pretty accurate, although estimates of the population before the plague seems to vary between 350 & 800).

From Eyam we wended our way to Monsal Head with its impressive view, then through Millers Dale, under the dramatic railway viaduct & right up to Wormhill & through Small Dale to the Derby -Manchester Turnpike at Dove Holes, & So to the Fickle Mermaid. As the weather was so nice a number of members had lunch outside in the sun-

shine. The Fickle Mermaid do meals with pies of various types, all of which were reported to be very good, & an enjoyable & restful time was had by one & all. It was after 4.30 when we left, which shows what an enjoyable afternoon we had.

*Cars assembled at the Fickle Mermaid to go on the run .*



## MG SECTION REPORT

Paul Clappison

August bank holiday weekend saw the classic car shows return to Capesthorpe Hall in Cheshire, on what turned out to be a gloriously sunny two day event. On the Sunday I was joined by my son Jake who was proudly displaying his 1979 Triumph Spitfire, and it was great to see friends from the car community once again after losing the whole 2020 car show calendar due to Covid. The show operated normally apart from the long range boom that was used to interview those who displayed cars in the show ring and the majority of people kept a safe distance. The show was very well attended and it became apparent that some attendees had travelled a considerable distance to the show, desperate to get back to some kind of normality. The Monday was another great day and it was good to see so many MG's out in the sun, being admired once again.

As some of you may recall I purchased a 2002 MGTF in January and I have just got back from displaying the car at Crich Tramway Village in Matlock as part of the annual Topless Around the Peak District charity event in aid of UK Homes 4 Heroes, the final figure raised was £4,883 so a great effort by all concerned. Once again the weather was perfect and although the official run was cancelled a small group of us drove from Glossop to Crich early on the Sunday morning before displaying our cars at various points around the village. It is well worth a visit as you are able to ride on one of the several old trams and it was a unique experience displaying a car in the middle of the village surrounded by the trams.



## **How could it possibly get worse? Continuing a Jaguar restoration, from Ian McDowall - Carrying on!**

What did I say, “All that remains now is to fix the clutch, check the gearbox and overdrive, fit them to the engine, put the powertrain in the car, fit the new front suspension and steering, then connect it all up!” Oh yes, that was it.

Adverts for Mk2 Jags often quote engine size followed by MOD referring to the transmission where it stands for manual with overdrive. There were only ever two overdrive manual transmissions the Moss box, recognised as reliable but slow and with no Synchronesh on first or reverse, or the Jaguar all-synchro transmission which is the one to have. It has lighter movement and is easier to use but really benefitted from better gear ratios as you might expect from in period product development. Naturally I have the less desirable Moss unit but a little investigation to see if I could acquire the later box revealed that there are examples to be had but boy they are expensive so the Moss box would have to do. As removed from the car the bell housing was surprisingly knocked about with a ragged hole broken through where the starter Bendix must have contacted the bell housing at some point. The gearbox and overdrive had no obvious leaks and all worked as expected. The clutch release bearing was in a horrible state with much of the carbon bearing broken off or cracked. Curious then that I never detected any problems with the clutch in the brief drive I had whilst bringing the car home. From this initial inspection the parts list included a new release bearing, new slave cylinder, complete clutch and pressure plate kit and replacement seals for the gearbox shafts.

Before the gearbox strip down began the top cover with the selector mechanism was removed to get an initial look at the gears and assess general condition. Advice at this point was to use a vacuum oil extractor to take the oil out but leaving the residue so we could examine it for particles, dirt and metal finings. What you find can give a good indication of problems such as overdrive issues before you take everything to pieces. The original Jaguar workshop manuals are very good for describing the processes to strip and rebuild the gearbox but as I went through the procedure it became apparent that the rebuild would require a number of specialist tools and the making up of dummy shafts to locate the gears before fitting the pinion and lay shafts. This isn't a job you'd want to do twice and as my track record on that count wasn't very good so far ..... tea and a rethink.

Talking to Graham, a gearbox specialist in Derby, it seemed there were only two options, a complete rebuild or leave it alone. Once the gears and shafts are dismantled and replaced they never go back together without some level of adjustment because the new bearings introduce tolerance differences. Precise measurement of backlash and testing of meshing with engineer's blue is essential to ensure the gearbox selects properly, isn't noisy in use and doesn't generate friction heat that would accelerate wear of the gear teeth and synchromesh. I was also told that replacement synchro cones are generally not as good as the originals so unless I had a problem or an oil leak, the correct action was to flush it, refill with 40 grade mineral oil and leave well alone. This wasn't the advice I expected as Graham the gearbox man was effectively doing himself out of a job but, as you know, I can take a hint!

Good news at last, as the oil level reduced with the vacuum pump pulling away it was soon evident that there were no horrors in the bottom of the casing. In fact the gears looked pristine and there was no evidence of wear on the selector forks. The box was flushed with paraffin and the pinion shaft spun to pump the paraffin through the overdrive. Interestingly more dirty oil came from the overdrive than sat in the main gearbox casing. Definitely a case for getting the overdrive oil filter out and giving it a deep clean. The filter housing would normally undo with a Churchill tool which I didn't have. However, a large monkey wrench with cornflake box cardboard to protect the brass nut worked well enough. The filter really was pretty nasty and I suspect that despite the service history it has probably never been serviced before. With everything cleaned out a half litre of gearbox oil was flushed through the overdrive and gearbox to avoid leaving paraffin in any of the oilways that would dilute the final fill fresh oil. If you do flush out an overdrive gearbox of this type remember you have to drive the front pinion shaft in order to pump oil through the overdrive and to prime it when you put the clean oil in. With the lid back on attention turned to the bell housing.

It seemed to be full of unauthorised holes, there was the damage in the starter nacelle but it also had a hole drilled through the lower casing which I think had been cut to enable the clutch bearing shaft to be removed. Whatever the causes, they shouldn't have been there. I don't have any experience of welding aluminium so I decided to file out the damage in the starter housing and then fit normal rubber grommets to the new hole and to the one drilled in the bottom of the box to get at the clutch bearing shaft. I'm not generally in favour of modifying manufactured parts but I have to say whoever drilled the bell housing for the clutch bearing shaft

made my life so much easier.....so thanks for what turns out to be a useful bodge! With the new bearing in place and grommets fitted it all looked rather more unmolested than I found it so, quite pleasing.

The clutch assembly had already been fitted to the engine and the clutch friction plate aligned using an old pinion shaft provided by friend Ken. He also advised putting a thumbnail's worth of grease on the end of the gearbox pinion shaft to lubricate the brass bush in the crankshaft that will receive the end of the pinion shaft when the gearbox is fitted. It is tips such as these that can make a significant difference to the quality of the job and therefore the longevity of the components.

**(See the website for the restoration & all the photographs on 'Jaguar Restoration.')**

**Carrying on, next month.**



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## Bugsworth Steam Party 2019

Ed Burke

When I arrived on the Saturday, it was raining and I was disappointed to find that the new landlord at the Navigation Inn did not want to join in this year, and had cordoned off his car park, so we all had to park on the basin grounds. The party starts after dinner time at the Buxworth Memorial Club which is just a short walk from the basin with burgers etc., and a hog roast for teatime. This is all free to exhibitor's as is the beer. Several steam engines/rollers and living vans were in attendance and a number of scaled down steamers were in steam at the rear of the school, a couple of gypsy style caravans were camped near the Navigation Inn with a roaring fire, five military vehicles and a few cars plus a number of tractors also turned out, as did around 20 narrow boats. A large fire pit is also lit in the car park at the club and various bands play on an outside stage over the weekend.

Just as the party was starting the rain stopped, and it stayed fine-ish for the rest of the day and the steamers did their usual regular runs from the club to the basin, and back, plus a short run out is organised for both days for anybody that wants to go. I stayed until about 8:30ish and returned on the Sunday to fine weather, but just as we were going on the run, the heavens opened in biblical fashion, and it did not stop. My Landrover did not get this wet on the ship going to the Falklands war, but we carried on, as did the party.

When we got back we had to use coal bags to stop the water running into the school and flooding it, but the party carried on, and the bands were moved inside, the burgers/sausages kept coming, and the fire pit stayed lit. The rain by this stage had brought a lot of stones down the road which then turned across the club car park, but the party carried on, they are a hardy lot these engine drivers I don't think they noticed the rain. I stuck it out till about 4:30ish, and the party was still going on in full swing, and despite the rain, we all had a good time to mark the end of the steaming season.



Now it's not often you'll find me praising the efforts of them-there Southerners. To my mind, all that's good in this world was conceived and developed in the North. Just look at the roll call of excellence invented here in the rainy uplands.

Television that has helped in equal measure to disseminate both culture and crap was developed by J. L. Baird - a Scot. Rutherford and Turing, both of Manchester University, respectively split the atom and created the world's first electronic computer. Innovations that went on to change our lives in the most profound of ways.

The Industrial Revolution, the railways and the NHS all had their genesis in our fair shires. Even socialism has its roots here given that Marx and Engels used the filthy squalor of the North's manufacturing centres as the research and proofs for their world-changing ideas. Be in no doubt, the modern world was invented in these parts and do we get any credit? I should coco!

So in a recent incursion into these exotic southerly lands, we were fascinated to see an innovation that we could actually use in the North, especially now. While at a stopover at Thurrock services early on a Sunday morning we were delighted to find lots of classic cars gathering for what seemed an impromptu car show. Our attention was initially piqued by a squadron of souped-up French and Japanese hatchbacks noisily popping and fizzing in a way they were never designed to do.

There was a smaller group of classic 60s and 70s Fords of the kind beloved of H&H members; Escorts, Cortinas and the like. Then, like clockwork, the distinctive clatter of air-cooled engines filled the air followed by the arrival of a diverse crowd of always enthusiastic V-Dubbers.

Having enquired, a participant told me that up to 1000 cars planned to 'race the ring' That is, orbit the M25 in a high-speed drive out to celebrate the diversity of vehicles that make up car enthusiasm, Covid-19 be damned.

I'll let the pictures do the talking because there's a question that hangs in the air here. Given that Manchester has its own orbital motorway, then it seems this innovation would be something that could be arranged relatively easily.

With a few emails, a bit of marketing and some inter-club truces we too could enjoy such a joyful event and fill the lacuna of cancelled car shows and gatherings. Thanks,

Londoners, at last, you've had a great idea. Now it's up to some intrepid North-  
erners to show you how to do it properly.

Anyone ready to step up, I wonder?



*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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## Rot In Peace

Keith Yates

Can anyone explain to me why people persist in the incomprehensible (to me at least) habit of storing cars (usually on their drives, front garden or under some decrepit shed or carport) that they're clearly not using and seemingly have insufficient funds and/or motivation to ever get back on the road again? Within a few miles of where I live I can think of several cars that haven't moved or had any attention in years and that are just slowly rotting away. A lovely little FIAT Barchetta, a Reliant Scimitar, a Ford Fiesta ST and a much modified Vauxhall Nova are examples that readily spring to mind. As a car lover I find it so sad to see these 'wrecks' that, I feel sure, would make an enthusiast/restorer somewhere very happy. My guess however, is that the next journey most of these cars will make is on the back of a scrapper's truck!

It seems too that this car hoarding/composting habit is widespread. I recently visited my daughter & son-in-law who both live in the small(ish) village of Chiseldon, about 10miles from Swindon. During the course of a scarecrow trail/hunt (it's a rural pursuit apparently) round and about the village, I was amazed by the number of laid up cars that we spied in varying states of decrepitude.

One of these cars, it turns out, hasn't been MOT'd and presumably therefore hasn't been on the road or away from it's back garden resting place in years. Despite that, I



think it's still in quite good condition and is quite a special and/or very rare car. So, all you car people out there, do you know what it is?

The mystery car is a Toyota Sera from 1990/91. The Sera was based on the Toyota AXV-II concept car and was manufactured between Feb 1990 and Dec 1995. Just short of 16000 were built and the vast majority of these were registered in Japan. As Japanese cars are right-hand drive however, a few did find their way to the UK via specialist Japanese import dealers. The 'Chiseldon' car must have been one of these few.

Interestingly, the Sera was one of the first cars with projector headlights but it's main feature/party trick is it's dihedral or butterfly doors. It is said that Gordon Murray, designer of the McLaren F1 supercar, took his inspiration for that fabulous car's door arrangement from the Sera. Such a pity then that a rare piece of motoring history, instead of being seen and enjoyed by car enthusiasts, is being allowed to rot away because of inaction/indifference by the owner.

**RIP Toyota Sera.**



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Bertha and their two sons, Eugen (15) and Richard (14), travelled from Mannheim to Pforzheim, her place of birth, and although Bertha apparently used a hatpin to unblock a fuel line, she demonstrated the practicality of the gasoline motor vehicle to the entire world – and perhaps should have to put to bed any criticism of women drivers at the same time . . . Without her daring – and that of her sons – this book might have been about steam-powered police cars!



Left: Portrait of Bertha Benz. Right: Bertha Benz and her sons buy petrol during their long-distance journey in 1888.

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## Turnpike Roads around Buxton

*Chris Howarth*

I've been reading a book with this title & found it fascinating. It has great detail about all the Turnpikes that start or finish, or pass through, Buxton. We don't realise how many of the roads that we use regularly were originally built as Turnpikes.

The major one was the Manchester – Derby Turnpike. It passed through the centre of Stockport following the Roman road of some 1,300 years previously, which had little maintenance & no improvements & clearly was holding back development of travel & industry. In 1724 an Act was passed to create a Turnpike Trust to maintain & improve the road from Manchester to Derby, & to charge tolls to raise money to maintain & improve the road. When the Turnpike Act was passed the road through Stockport left the present line of the A6 at Aero Motors, or Tesla now, & came down Lancashire Hill & through the centre of Stockport on Underbank & Hillgate to “The Blossoms”, re-joining the present A6 there. As we all know this route would have been as difficult with coaches & waggons as it would be today.

It became more & more obvious that the situation needed to be improved & in 1824, when the Turnpike was 100 years old, it was decided that what we would call a bypass, but was then an improved route, was to be built. It would go straight at Bramhall Road (The Blossoms), across open country downhill to the Mersey, which it would bridge, & on to Heaton Chapel, where it would join the existing route. This was a distance of 3 miles & was to be 24 yards wide. This route was a more gentle slope than the existing road & straighter too, but met with quite a lot of opposition in Stockport due to the fear of loss of trade. These were overcome & work quickly started.

The Mersey valley was to be crossed by 11 bridge arches. 2 on the North, Lancashire, side of the river, then one over the Mersey of 36' 6” length with a maximum height of 46' 9”. The first one on the South, Cheshire, side, crossed Cheestergate. The next three arches had no roads underneath but the fifth crossed Green Street & the next two had no roads under them. The 11<sup>th</sup> crossed Edgeley Road. The bridge over the Mersey was constructed of hard white stone from Saddleworth Quarry & was said then to be of unequalled quality. The fact that it is still there almost two hundred years later not showing its age backs this up.

Between what is now Greek Street, then Warrington Road, & the bridge the road was in a cutting of up to 22 ft near Greek Street then on an embankment created with the

earth which had been cut away, to the bridge.

The cost was estimated at £36,000 & it took less than two years to complete! Some hundreds of labourers were employed in the construction & sadly two were killed when the framework of part of the bridge collapsed, The Stockport Advertiser extolled the virtues of The Mechanics' Institutes in educating working men to be able to calculate the weight that the framework could support & the weight of the load, which may well have saved the lives of these "two useful members of society".

On the 3<sup>rd</sup> of July 1826, a hot, sunny day, an Opening Ceremony the like of which had probably not happened before or since took place. It was planned to be on the 11<sup>th</sup> anniversary of Waterloo, on the 15<sup>th</sup> of June, but this clashed with an election, so it was set for the anniversary of the treaty signed shortly after Waterloo.

It was estimated that 40,000 people came from both the town & the surrounding countryside to join the celebrations & line the route. The route then was through fields, the buildings there now growing up alongside the road.

At about noon 300 labourers sat down to a slap up meal under one of the arches of the bridge, with beef, mutton, lamb & veal, which was reported to have been consumed with alacrity. The Procession started at three o'clock, with the ringing of the bells of St Mary's Church & firing of 21 canon shots from Spring Bank. An elegant balloon was launched, which rose to a great height & drifted gently away to eventually land in a quarry between Oldham & Huddersfield, which happened to have supplied some of the stone for the road.

The procession was one & a half miles long. A band led groups of 15 workmen with picks, shovels, wheelbarrows, hammers, hods, trowels & hammers & chisels, followed by many local dignitaries on horseback, another band then Gentlemen in Carriages & seven Stagecoaches rounded off by eleven carts that had been used in the construction, filled with the workmen. At the Northern end the stagecoaches continued their journey to Manchester whilst the rest of the procession returned to the centre of Stockport where dinners & celebrations continued in most of the clubs & hostels in the town. The new road was named after the hero of Waterloo – Wellington Road South & North.

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