

H&H CVC



Club Mag March 2019 - Edition N° 326

H & H CVC Ltd

<http://www.hhcvc.com>

The Club meets at the Conservative Club, High Lane
On the **THIRD** Wednesday of ^{each} month at **8.15pm**

The Annual club Subscription is £20.00

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

Vice Chairman and Director - Mike Coffey 01298 27424
mickcoffey@btopenworld.com

Assistant Chairman and Director - John Walker - 01663 766861

Account administrators - Graham & Jean Knowles
19, Bath Crescent
Cheadle Hulme
Cheadle
Cheshire
SK8 7QU
judojean@btinternet.com
0161 439 2106

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

Company Secretary, Director & Magazine Editor
Chris Parr
4, Bramham Road
Marple
Stockport
SK6 7LJ
Tel: 0161 427 1363
hhcvc@yahoo.co.uk
chris.parr67@ntlworld.com

Website administrator - Jane Harrop - janeharrop148@outlook.com

Commercial Vehicle Section - David Bowden 0161 427 3584

Motorcycle Section - Steve Divall - 0161 483 4475

Modern Classics Section - John Walker - 01663 766861

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

Club Stands Mike Coffey - See above

Continued on page next to back page (27)



Club Mag. for March 2019

CHAIRMAN'S CHAT

For the March meeting we now have the legendary Ed Burke International rocker box event. This is an event not to be missed, and your participation and support are most welcome. Individual racing machines are constructed by club members in a wide variety of forms mostly based on actual car models or loosely based on a car but it allows one's imagination to run wild. One year just in order to take part I strapped my rocker box to a skateboard, not very imaginative but there you go.

Awards are made for the overall winner; the best dressed machine and Ed likes to give out a hard luck award which goes to some poor unsuspecting member who has had a bad luck event during the year. If you are not aware, Ed has constructed a ramp which runs from the stage and participants machines are set off in pairs to run across the floor, some reaching the goal, others not and many fail on the way. We have some catchers to stop the speedier machines from entering the snooker room! He then has a run off of winners and losers to decide the outcome.

The AGM on February 20th went well with all items approved by the membership for continuation into 2019. As always, the hot pot supper was excellent and I have to confess to having three servings.

Something I am aware of is the changes that have taken place regarding the rules of the road and changes that have taken place to the highway code since I took both car and motorcycle tests in the early 60s. I did mention this as a topic at a Committee

meeting with a view to a speaker coming to one of our evening meetings later in the year and Chris Howarth has been in touch with Mr. Ian Rigg, from the Institute of Advanced Motorists who, at the club night in April, is going to give a talk entitled '**Deciphering the Highway Code - Why do we have it and why do so many people seem not to understand it**' I did find a web site which has a driving test quiz for drivers which proved quite interesting and gave out quite a lot of interesting detail for drivers and riders. I also found a site which had a series of questions about the current driving test which again was quite telling. If anyone is interested there is a book available of all of the highway codes issued.

I read an article about the formation of the AA which took place in 1905 and at the time the speed limit on the roads was 20 mph. The association was initially formed to make members aware of Police speed traps and these were patrolled by motorcyclist in their distinctive livery and set out to notify members of a police speed trap which as we know, if the AA officer did not salute your displayed AA badge you knew that there was an impending speed trap. At the time if you exceeded the speed limit by more than 2mph you got fined. Quite what technology was in place at the time to enable this to be done makes one wonder. It was later that the breakdown service was introduced with the familiar yellow AA roadside kiosk containing a telephone and I recall having a key to one of these when I joined in about 1965. The RAC was formed earlier than the AA in 1897 but at the time but initially was highly involved in racing events and it was not until the 1920s that they started a breakdown service, again with a blue roadside telephone kiosk which as I understand it pre-dated the AA service.

I thought it time to clarify what is happening with the **Stockport Classic Car Show**. Things have been soured by several events including an attempted change of date but to clarify matters the show will take place on **Sunday August 11th**. Part of the problem is that my contact with SMBC is no longer the Growth manager for Stockport but he is still to be heavily involved with the show. The Antique market will still take place together with the 50s style entertainment, a display from the Three Graces car club and of course motorcycles from the Vintage Motor Cycle club. The usual entry arrangements to the Dungeons, Staircase house etc will be in place and our members who attend will be given free passes to the Antique market. In order to simplify matters you just need to turn up no entry form arrangements are needed, via the St. Marys church entrance **ONLY** and park in Bakers yard until it fills up and then in Monte Carlo formation in front of Staircase House. I will give out more details nearer the time.

On the subject of shows, we will not be attending the Glossop carnival event this year as support for this from our members has dwindled to only four for the last few years. Also, the Woodmoor show will not take place this year as the organisers have decided to make it a bi-annual event. I have a list for Poynton show, just contact me with your name to be included. Our club show at Wyevale is booked in for September 1st. Details of other shows are in the hands of Chris Howarth.

And so, to conclude my ramblings may I add my birthday congratulations to Fred Dean on the occasion of his 90th. I wrote my chat for last month before his birthday but I know he was featured in the last magazine. See you with your rocker box on March 20th.

Steve Diwall.



Churchgate Autos Ltd.

AUTOMOBILE ENGINEERS

MOT testing. Tyres, Servicing

General Repairs

Contact Rory or Jim: Tel 0161 477 3266

Email: rjimrory@g.aill.com

14b Churchgate, Stockport SK1 1YG



ChurchgateAutosLtd

Editorial

March Magazine Cover Photograph

Stalwart club member Thomas Einstein setting off in his 1966 Morris 1000 on last year's Peaks & Dales Charity Run.

The 2019 H and H CVC International Rocker Box Racing Championship

As most members are aware the March club night is the Rocker Box Racing night. The idea is that Simon Isles, Craig Isles and myself (Ed Burke) will arrive early say 6:30 to set up the track for say an 8:15 start.

If anybody needs to try their car they can have a run down the ramp (once set up) on their own so as not to give anything away reference speed etc.

Once the event starts at around 8:15 two cars will be placed on the top of the ramp by the owners and aligned down the track, the cars will then be held there by the starter until the owners walk to the finish line.

Once they are there the starter will let the cars go, first across the line wins and it will receive a winners ticket, if it's a draw both cars get a winners ticket, if neither car makes it the one travelling furthest gets the winners ticket. It will be the owner's responsibility to catch/reclaim their cars at the end of the run.

Once everybody has had a go, the winners will stand to one side and all the losers will run off again against each other just as above.

In this heat each loser will be knocked out and the winners will keep returning to the start for another run until the last one left is declared the winner of the losers (WOL).

The WOL will then join the previous winners (who stood to one side) and we will repeat the same exercise for this group until an overall winner is declared. Three prizes will be presented by the Judge one for the overall winner, one for the best dressed racer (the car not the person) and one for the best laugh (worst luck) on the night.

Peter Norbury (Ex GMP) will be upholding the law with an ex traffic police car (Austin J 40).

Please try to conform to the build rules but remember it's just for fun and the clerk of the course has the final say.

New Members

Please Welcome **Brian Ansty** - Another recruit for the MG Section, Brian has a 2003 MG TF.

Peaks & Dales Charity Run

Forms for our popular run, taking place on Sunday 16th June with this magazine. You need to decide which route you want. As there is a shorter run for less able vehicles. If you haven't participated in this social occasion, please have a go. An enjoyable experience for you and your navigator.

Note, Club Membership not essential, invite your friends. All classics welcome.

The run starts off from the Memorial Park in Marple, after registration, & refreshments, including Bacon Baps, which are on sale, the cars leave at minute intervals.

They then follow a Tulip Route, which winds it's way round Derbyshire, finishing after 70 miles approximately, at the Pavilion Gardens in Buxton. The vehicles are then on display to the public,



Midweek Run 27th February 2019

Chris Howarth

It may be but a distant memory by the time that you read this, but the 27th of February was the day when the record winter temperature was set. The weather was glorious, more like July. I think that every soft-top that we saw had the roof down, even on the way to the Dog & Partridge.

Once we had fought our way through the traffic jam in Disley Woods to the temporary lights at the Rams Head that weren't there when we went in the opposite direction an hour or so earlier, we went through Whaley Bridge towards Chapel-en-le-Frith.

Turning right our route went through Combs, up a road that many, including one I, had not been on before, & which Richard, who was navigating for me, said goes close to an Iron Age Hill Fort, Castle Naze. Through Doveholes & Buxton we set off down the A6. Beyond Buxton we turned right off the A6 up a mini alpine pass to the hamlet of Cow Dale & thence to the A515, Ashbourne Road. After a short distance we turned right at High Peak Bookstore towards Longnor. Once we were out in the country many daffodils, catkins & pussy willow, were out at every turn & it was very much like the Spring Run usually is.

We went through, or near, Hulme End, Wetton, Grindon, Onecote into Leek. It is hard to get over just what a lovely run this was & I would strongly recommend that it would be well worth doing on a sunny day in the summer. There are plenty of watering holes on the way round.

From Leek we went directly to the Legh Arms at Adlington, which is sensibly priced & friendly both to people & our furry pals. It was so pleasant that we sat outside in the sun (February!) whilst we had our lunch & medicinal tinctures – I don't want to risk malaria with this global warming so I take my quinine in a social setting, with help from Mr Gordon. - (*Gordons Gin, 'get it'? - Ed.*)



LOOKING FOR CLASSIC CAR STORAGE

We offer a dry, secure storage facility with the added benefit that we live on site, so offer 24 hours security with convenient and flexible access to your pride and joy.

Competitive rates
Tel: 07837 247344

Email: simonisles@sky.com



Branches in Stockport and Manchester
Southport, Stafford and on the Wirral,

Supplying Quality finishing products to the
Automotive and Industrial Markets since 1982
We can supply paint from a touch up. We also
Supply aerosol cans, Pro Spray Coatings, Lechler Coatings,
Manor Coatings, Farecia Compounds, Roar Compounds,
U-pol Fillers, Mirka Abrasives, Teng Tools, Iwata Spray Guns
Sealey Tools, Devilbiss Spray Guns And much more.

All members of H&H CVC are welcome to trade discount
on goods purchased on production of their membership Card

Stockport(Head Office)Tel: 0161 477 6970

Manchester Tel: 0161 448 0273

Southport Tel: 01704 539462

Stafford Tel: 07736 807504

Wirral Tel: 0151 643 1171

Website - www.colourtone.com

Email sales@colourtone.com

FBHVC News - BREXIT CHECKLIST

The Federation recognises that you might be considering taking your historic vehicle across the Channel, or into the Republic of Ireland, this year.

You might be concerned about what will be different if the UK should leave the EU on 29 March 2019 without any deal having been achieved.

In anything concerning this subject, in the first instance you should consult Government websites. As departments develop their plans, information is posted online on a regular basis.

The following are areas which the Federation considers you should think about if you are intending to travel, either as a driver or passenger.

You should consider your insurance, both vehicle and personal.

The Insurance Directive will cease to be effective and there could be changes to how claims would be dealt with. Ask your motor insurer.

You may require a Green Card to visit EU countries, and not all EU countries accept the same Green Card. Your motor insurer should know the various rules

Your European Health Insurance Card will no longer be of any effect. Thus you should consider establishing that your insurance cover includes full health insurance, including, if required, cover against the occurrence of existing medical conditions.

You may need any driver to acquire an International Driving Permit

You will require to show a separate GB plate even if your vehicle is identified as being registered in the UK by the EU 'GB' number plate.

The Roadworthiness Testing Directive will no longer apply. You may wish to submit your vehicle to an MOT test, even if it is exempt, so that you will be in possession of evidence that the vehicle has passed a roadworthiness test if local law enforcement requests. Not all local Low Emission Zones currently exempt historic vehicles. There may be some which exempt only historic vehicles from the EU. You will need to check locally.

This advice must not be regarded as complete or accurate; it is offered only as a useful checklist. If you have specific questions, we will try to help, but in the current uncertainty, we will not necessarily know the answer.

MARPLE MOTOR CO. LTD

MOT Testing Station | Servicing | Repairs

Established since 1986, Marple Motor Company Ltd is a reliable family run car servicing and repair business run by experienced mechanics Peter and Jack Blood at their modern hi-tec MOT facility on Cross Lane, Marple.



Garage Servicing for Cars, 4x4's and Light Commercial Vehicles

Servicing | Repairs | Diagnostics | Specialist Engine Work

Latest ATL Test Equipment

Flush Floor Level Mounted Ramp (suitable for super-low performance vehicles)

Free MOT Re-Tests



VEHICLE TESTING STATION
APPROVED BY
THE DEPARTMENT OF TRANSPORT



Find Us on Facebook:

www.facebook.com/MarpleMotorCompanyLtd

Telephone 0161 449 9658

72B Cross Lane, Marple, Stockport, SK6 7PZ



MG SECTION REPORT

from *Paul Clappison*

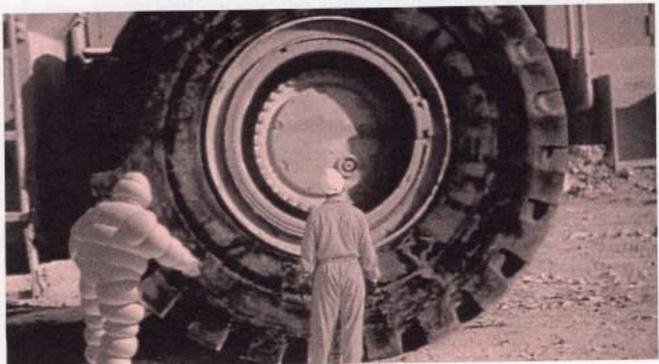
As I write this article we are in the middle of some unusually warm weather for late February so I trust that you have all been able to take your MGs out of winter storage and enjoyed this incredible weather. Unfortunately winter storage is not ideal for these old cars as I found out when I moved mine a few weeks ago, discovering a problem with the brakes along with a few other less serious issues. If you are using your car after a period of storage it is important that you give it a full check over before you leave the driveway paying particular attention to the brakes! Sunday the 16th of June is the annual Peaks and Dales charity run, starting in Marple and finishing with a display in front of the pavilion gardens in Buxton. Please make a note of this date in the diary and come along to support this event as it is for a worthy cause and you get the option of two routes, one longer than the other while taking in some amazing scenery.

Last week I attended the clubs AGM and once the formalities took place we enjoyed a hot pot supper which proved to be very popular. We also welcomed a new member to the MG corner, Brian owns a MG TF and I hope to see him and his car at some of the shows this summer. By the time you are reading this I will have displayed my MG at the Restoration show at the NEC in Birmingham, on the Enthusiasts Of British Motor Vehicles Built Before 1985 club stand. This show effectively marks the start of the show season and I look forward to updating you next month.

Safe motoring until next time.

Cross Ply trivia

Crossply tyres, with criss-crossed layers of nylon instead of the superior steel belts of radials, are no longer fitted to any new car but are still manufactured for mostly pre-1960 classic and vintage models, to keep them authentic. They are not illegal, although it's not advisable to drive a car with any combination of radial and crossply tyres. According to the Tyre Industry Council, however, some aircraft, trucks in Africa and rugged former Eastern Bloc territories, and earth-moving and agricultural vehicles still use crossplies. Made by such firms as Michelin, Dunlop and Firestone, these tyres are better at resisting sidewall damage .



Motoring Mythologies #3 - The All Seeing Eye

Anthony Boe – March 2019

No matter what classic you own, it's likely it was at one time considered innovative. When it was factory fresh and bristling with remarkable novel features. And it sold because no one buys a new car that's worse than their previous, do they? Well, not intentionally. Every new model needs an angle, a point of difference to help them sell. Some of this came from ideas developed by brilliantine'd men in beige coats. Beaver away in an anonymous R&D dept somewhere. Other changes followed from legal or protection issues making cars ever-safer as the years went by.

And that's why we can stroll through a Cheshire field and see precisely how cars have evolved. From noisy old wheezers dripping oil to the flowing, diaphanous lines of a DB5 and so on...

True, some of this innovation may not have moved motoring on in huge leaps and bounds. But each successive car will have had some unique feature that set it apart whether it was the groundbreaking transverse engine of the Austin Seven or the maligned square steering wheel of the Allegro. An incremental step forward had been made.

One good aspect of this progress is that older cars could benefit from later advances. Reworked dodgy components helped to improve reliability. And retrofitting of things like seatbelts made a bump in an old vehicle eminently survivable.

Perhaps, most remarkable, you need only have a lighter socket to introduce cutting-edge tech to the most elderly of bangers. This unassuming electrical outlet, once the enabler of a leisurely Woodbine, now allows for satnavs, smartphone charging and fitting a dashcam. All are gadgets that come as standard in a modern car. Marvelous!

So what's the myth? Well, it's that technology makes life better. It adds value, brings ease to strife or makes complex stuff surprisingly efficient. And best of all, technological innovation improves society. It helps us find each other, connects us and educates and edifies. All hail the microprocessor for the many virtues it brings.

Let's take the dashcam. An all-seeing eye that fits any car, classic or otherwise. Unblinking, it objectively records our travels. A forward-facing Cyclops keeping us safe from miscreants that may hinder our progress. At last, you have an ever-present witness to prove where right and wrong may lie. Especially when metal crunchingly, meets metal. That's a good

thing, right? It brings black and white to what may have previously been grey. It makes driving safer you assume. And, while that might be true, there's an insidious agenda developing. Read this recent headline from the BBC.

'Caught on dashcam: Drivers' footage leads to prosecutions'.

Yes, these devices have now become part of our crime and punishment framework. And to help us out the police have provided user-friendly sites for us to upload dashcam footage. This is then viewed, judged and, where required, punished.

Chances are, some of you think 'good serves them right'. These informants are providing a responsible civic service. If that's the case, then I assume you're equally comfortable being surveilled by these devices. That data about you can be posted onto the web without your knowledge. And, on the day you have a dodgy traffic moment, this footage can be submitted to the Fuzz for assessment. Maybe, the first you'll know of this is when the points and fine plop through your letterbox. Still OK with it?

And what if your own dashcam footage incriminates you? Will you submit that when required? When your no claims bonus is at risk? Depending on the circumstances, failure to do so could mean you're guilty of both insurance fraud and perverting the course of justice. All it would take is data from a subpoenaed cloud server for the authorities to establish your guilt.

As these devices become increasingly popular the more we edge to being a society akin to that of the DDR. Where we (or our devices) routinely inform on each other while a pseudo-Stasi provide the means for us to do so. That's pretty Orwellian.

What was a fun device for snowboarders to record their loop de loops has become a way to make us conform. Slashed police budgets become irrelevant when we're happy to do their job for them.

Does that mean we shouldn't act as witnesses to a serious crime? Of course not. But I am worried that we're now subcontracting this duty to an unthinking device? A machine that's ignorant of context and circumstance and presents a framed 2D representation of what we lazily accept to be the truth.

If we all get one of these things, then there's going to be few places where we can't be watched. And when you add the rapidly developing use of AI

and facial recognition, then this will become not merely about crime but about how you conduct your life. The implications are frightening.

So the myth of technology of being a benign, life-affirming force starts to dissipate. Especially in the light of recent huge data breaches spilling our details to whoever wants them. Add the way the big tech firms use this data to follow you around and influence how you think and soon, you're in Philip K Dick territory. Today, your privacy is pretty much gone. And if we keep up our reliance on tech you'll soon lose your ability to think objectively and maybe even your liberty.

So, if you decide to upgrade your classic by adding some 21st-century tech' give a little pause for thought. Consider what it's adding to your driving pleasure. If you can't think of a good reason, put it back in the box and have a great day out anyway.

Happy Classic Motoring Everyone!

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



ASHTON TYRE SPECIALISTS LIMITED

- ✓ Tyre Fitting
- ✓ Wheel Balancing
- ✓ Locking Wheel Nut Removal
- ✓ Front Wheel Alignment
- ✓ Mobile Tyre Service

**Call us for a quote
on: 01625 859123**

www.ashtontyrespecialists.com
Adlington Industrial Estate, Adlington, Macclesfield. SK10 4NL

'We will fit member's own specialist tyres for a modest charge on production of their valid membership card'.

When inches count!



The greatest care on *everybody's* part is vital to the Safety of the Road. Kerb drill will help—encourage it. But just in case a little mind should stray, *be sure you can depend upon your brakes.*



You, the motorist, can make two big contributions to Road Safety. Always drive with caution. See your brakes are well lined and well adjusted. Protect yourself and protect others....

Live and let live..
ON THE ROAD!

FIT FERODO BRAKE LININGS

Elephant Rally2019. Setting off from Weston Super Mare

Sitting watching the weather forecast on Monday, Not good news. Looks like a weather front is going to follow me most of the way to this year's Elephantentreffen at Loh in Bavaria.

Spend Tuesday morning doing last minute packing while watching the weather deteriorate. Finally away around 2 pm. Raining already, but no need to rush as my ferry isn't until midnight. Easy run all the way to Dover, despite the rain, and I'm very early. I'm offered an earlier crossing, but it's to Calais, so I politely decline. Spend 10 mins resetting my headlight to continental beam. (Thanks Mr BMW). Eventually find a sheltered spot out of the rain to sit and wait. Finally get called and loaded, parked up between the lorries and vans. Chock the wheels and I'm done. Two hours later we are entering the harbour at Dunkirk and I can see that there's a dusting of snow on everything and it's still falling. It's only a few mls to the auto-route and I'm soon settled down to a steady cruise at 60 mph. Can't go faster as its snowing quite hard making visibility a bit iffy. Doesn't stop the lorries thundering past and spraying me in slush though.



Oh well. The heated vest and insoles are really making things much more bearable. At this slower speed the outfit is much better fuel wise so I decide to bypass my usual first stop at Drongan and push on to get Brussels out of the way. End up having to stop just short of Liege to fill the beast. Well at least that's France and Belgium out of the way. Still snowing hard, so just settle down into a routine of fuel and coffee stops about every hour. Just past Kulln (Cologne) I pull in for a break. There's an English Yamaha 200 parked up so top up the beast and head inside. It's the old fella that Kenny and I met last year. We sit and chat, sadly he's had enough

and has booked a hotel room and will head home tomorrow. I'm closer to my friends in Bergstadt than home so decide to crack on. The snow finally eases as I approach Frankfurt. Past the airport, off at junction 57 and finally arrive at Achim's house at about 4.00 pm. We sit on the veranda and enjoy a beer then its inside to get changed and hang all the gear up to dry for tomorrow. 658 mls since I left home. That evening we walk down to town for some food and wine, nice. We end up stopping twice on the way back when we are invited in for a beer with Achim's friends. By the time we get back it's about 1.00am so I head off to the top room for some sleep.

Up again at about 6.30am as the house is so hot. Make a coffee and Achim and Coco soon join me. Decide we will leave around 10. After breakfast the bikes are loaded but Achim's Guzzi refuses to start even with jump leads so I tow him with mine and eventually we are ready. We are on main roads for the first couple of hrs, Achim leading, Coco on her Guzzi outfit in the middle and yours truly at the back.

Finally re-join the Autobahn at Wurtsburg and thanks to the better weather we can push on. 3 outfits in line astern we're cruising at a steady 80 mph. Couple of quick stops for fuel and food and we finally arrive at the rally at about 3.00pm. 240 mls today. Check in and find our friends waiting on the road for us with a beer. Unload the essentials and go to park the outfits. Spend the next couple of hrs digging out the snow to pitch the tents. All done then its round the camp fire for supper and, yes, a beer or two. Great evening. It's well gone midnight when we finally retire to the tents. Sleep very well for about 3 hrs then get up and go for a walk up to the village. There are still many people around so never short of company. Back to the tent just as the sun comes up, but can't sleep so go to get the fire going to brew some coffee. There's a group of Italians camped next to us but they have decided that 1 night is enough and they are heading home. They present us with 2 bottles of wine and enough food to keep an army fed for a week. Thanks fellas.

Breakfast lasts most of the morning, along with catching up with all the news. I walk down to the check-in to pick up a couple of extra stickers, then spend the next couple of hours exploring the site. It's great to catch up with so many friends and to spend time at the different camp fires hearing all their stories. The evening meal is already being prepared. Fantastic evening spent with good friends, good food and yes, good beer. Very late when we finally retire.

Saturday is my day to depart so the morning is spent packing up and carrying everything up to pack the outfit. Goodbyes said, I head up to the village along with a steady stream of riders. A quick stop in Zenting to top up the tank and away. It's snowing gently but this turns to drizzle as I descend towards the Autobahn. Time to settle into get home mode. Cruising at a steady 70 to 80 mph.

The rest of the day and into the night is gruelling. Rain, snow and fog seem to be rotating in an evil circle. I pull into Dunkirk ferry at 1 am. I have 5 hrs to spare so grab some gear and head into the terminal. I'm alone so find a good hot radiator in a corner, hang some wet gear over it and settle down on the floor to sleep. I wake to a 'now boarding' announcement. Back to the bike and soon on the ferry. We arrive in Dover to a very pleasant morning so push on hard for home. Finally pull into my drive at midday. 901 mls home in 26 hrs. Cup of tea and a shower. I'm done. *Terry Dockrell*

Note - Terry Dockrell is Chris Parr's Brother-in-Law, who loves touring . Joins the Elephant Rally in Germany every year. That was a little insight into his experience this January.



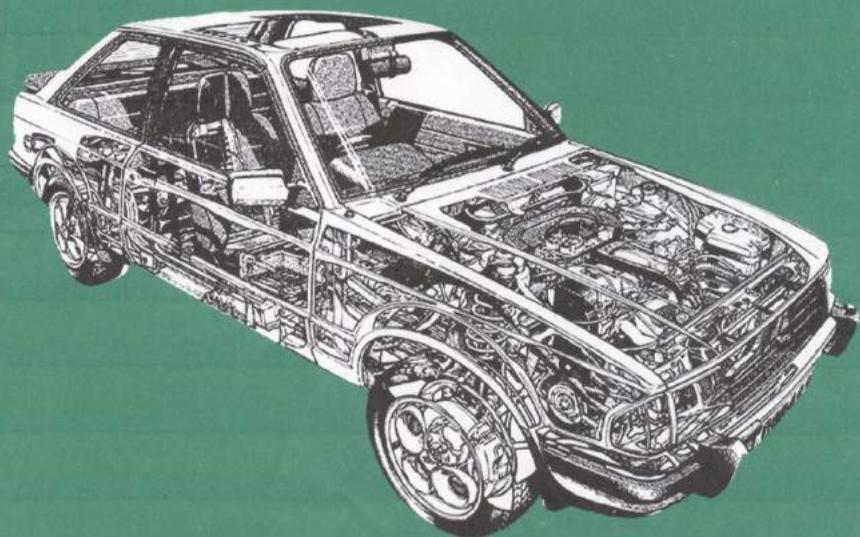
“NO, it’s as dead as a dodo. Did you feel a bump just before we stopped?”

HARRODS

MOTOR COMPONENTS

Units 7&8 □ Pennine View □ Shepley Lane
Marple □ SK6 7JW

0161 427 8330



Ah well. February is a short month, so perhaps I shouldn't have hoped for too much. With the Rangy inside there was chance of making some progress, which I have, but obviously not as much as I would have hoped.

I am assured that it is important to do the head bolts as per the manual (torque to 20nm – 15ft/ilb, not much over finger tight, then turn through 90° then 90°) as they are designed to stretch. The fact that the bolts that were previously fitted didn't appear to have stretched, & the head gasket had failed, does make you wonder.

Having removed the O/S head & manifold we decided that it would be worth removing the N/S manifold so that I could replace the manifold to front pipe studs – it will make it easier to do the job next time - & maybe will be I who has to do it, although I wasn't really planning for it to be a long-term keeper.

Of course you will readily appreciate that the studs on the N/S were problematic one came out with the nut, one nut came off & the third one was rounded. Obviously the previous owner had problems getting them undone, but (stupidly!) somehow refitted them. I ended up spending some hours getting a nut splitter in position & trying to split the nut, then grinding one side off.. I eventually did but the cost of 3 studs & plated nuts being £6 it seemed a real bargain to do the job properly.

That wasn't the only nut/screw/bolt to be difficult, & I did think that, whilst I have certainly struggled getting nuts & bolts off the Bentley not a single one has rounded or snapped as I've removed it. Maybe you do get what you pay for, or the assembly paste is worth using.

You will probably guess that all the nuts, screws & bolts that are going back on the Rangy will be having a light coating of assembly paste..

As an aside. I was watching Top Gear this evening (yes a bit childish but...) as they had a road test of the new Bentley Continental GT. Chris, the racing driver, & that chap off Friends, went for a run to Spain, & I certainly would have enjoyed doing that, but it rather put me off when they said that the rear seats are big enough for an eight year old. The performance figures are quite something though, 3.7 seconds 0 – 62 & 207 mph top speed. I still think that the top of the wish list is the current Mulsanne. It is about £100k more expensive than the Continental though, but when it is a wish list that doesn't matter does it.

It is Ann's birthday at the end of March, so I really would like to get the Bentley back on the road for that, although I think that is probably optimistic & it may be the Rangy in which we go out. By the next mag we'll know.

More next month.



*Working & Manufacturing
Jeweller*

All types of repairs undertaken

*Clocks, Watches & Jewellery
New Jewellery made & supplied.*

*Contact David Grimsditch
01663 763374*

Sponsor of the H & H CVC Club Show 2011 - 2018

Barry's Bit

from Barry Lester

Buyer Beware.

If like me you use Facebook you will see adds pop up for items of interest. Over the last few weeks one keeps coming up which is a magic Laser rust removal tool. Now the video is every classic car owner dream, the rust just disappears before your eyes .So as a man who believes there was no moon landing in 1969, I am pretty hard to con. The tool is listed at \$39.

This tool looks a pretty sophisticated bit of kit so I did a bit of research, well it does exist but wait for it, over £400,000 so not on the shelf at machine mart. How Facebook allows these adds which are total scams without any redress, I do despair of this world sometimes. Anyway back to Google's angle grinder and flapwheel. The dream has died.

For impressive images view;- <https://goo.gl/images/Unc4dQ>

George Bute

Plumbing • Bathrooms • Heating



For Sale

Mercedes 2 Ltr. SLK Kompressor.

Year 2003.

Mileage 60000. New Battery fitted.

Colour, Blue.

M.O.T. June 2019. (Will Re M.O.T for sale)

Good Tyres.

Bodywork excellent for year.

Experts advise buying an SKL up to year 2004 as they can still be worked on by their owners before becoming to computer enhanced.

Viewing strongly recommended.

£3999.00 o.v.n.o.

Contact Bob Berry 07773 260303



AUTOSPRAY

Modern & Classic Motor body Repairs and Resprays

m: 0741 255 5808

t: 0161 406 8938



www.autospraybodyrepairs.com

e: autospraystockport@yahoo.co.uk

Auburn House, Auburn Avenue
Bredbury, Stockport
SK6-2AL.

APPROVED REPAIRER

A1 AUTO PASS

Unit 2 Auburn Avenue, Bredbury, Stockport
SK6-2AL



0161-406-7402

07487678130



MOT'S FOR CLASS 3,4 AND 7 VEHICLES

a1autopass@gmail.com

Open 6 days a week

The 11 laws of car creation

In 1995 *Autocar* magazine celebrated its 100th anniversary, making it one of the oldest motoring journals in continuous publication. The bumper centenary issue included a feature by its respected technical editor, Michael Scarlett, in which he saluted the 'creations' he rated as the most important in car design throughout the magazine's century. Here they are:

STRESSING THE BODY

MID-MOUNTED ENGINE

HYDROPNEUMATIC SUSPENSION

FOUR-STROKE (OTTO CYCLE) ENGINE

1959 BMC MINI [for its packaging] *Illustrated below*

PNEUMATIC TYRE

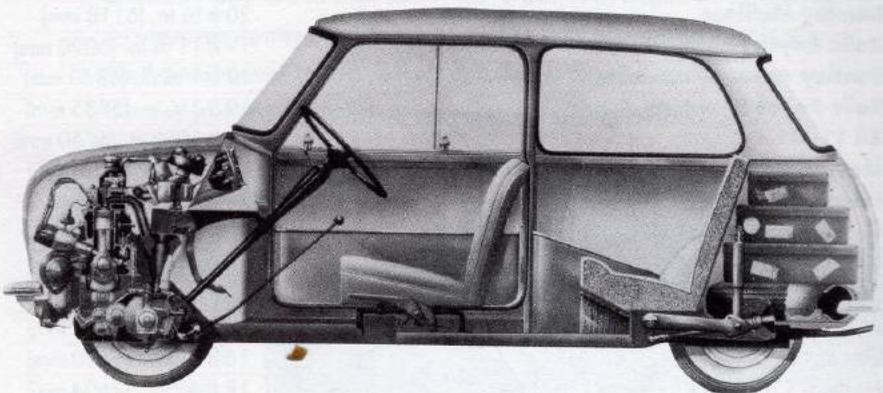
MODERN PETROL ENGINE

1903 MERCEDES 60 HP [the template for all mainstream cars until the mid-1960s]

MASS-PRODUCTION

AUTOMATIC GEARBOX

FOUR-VALVES-PER-CYLINDER ENGINE HEAD



Club Regalia - David Bowden

Sweatshirts - £18.00

Polo Shirts - £13.00

V-neck Pullover - £18.00

(All with this logo)

(Various sizes and Colours to order)

Hoodies £21.00



Grill Badges - 10.50

Badge bars - 10.50

Fittings - £3.50

Sew-on Badges - £5.00



**H&H CVC Cordex Bookbinder - Holds 12
Magazines. Bound with the Club Logo, &
the Year. £5.50 each.**

**Also on the stage on club nights, a collection of
Magazines. We don't charge for these, but if you leave
a small donation for club funds, it will be much appre-
Ciated. Please help yourself.**

Forthcoming General Events

March

Wed 20th - **Club Night The H and H Rocker Box Racing Championship**

Sat/Sun 23/24th - Manchester Bike Show - Event City, Trafford Park

Organiser - 01484 667776 or email info@classicshow.org

Wed 27th - **H&H Midweek Run** from Dog & Partridge, High Lane - Departing 10.30

Sun 31st - 'Normous Newark Autojumble at Newark & Notts Showground NG24 2NY

Sun 31st - Shakedown Run - All Classics, do not have to be MG's.

Chesterfield MGO Contact Paul Clappison to book 07798 677941

April

Sun 7th - **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 17th - **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 24th - **H&H Evening run** - Departing from Dog & Partridge, High Lane
6.30 for 7pm. Departure.

Sun 28th - Drive-it-Day - to include **The Martyn Faulkner Memorial Run.**
Final arrangements next mag.

May

Fri 3rd - Sun 5th - Donington Historic Festival Featuring cars from 9 decades.

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

Mon 6th & 27th - 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 11th - GVEC Car Show Glossop

To book - prideandjoy1@btinternet.com

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

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

Sat 18th - VSCC Oulton Park Race Meeting see VSCC Website

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

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

June

Please note

Sat/Sun 1st/2nd - **Classic & Performance Car Spectacular** at Tatton Park.
Chris Howarth to book. chris@c-plus.co.uk

Entries to be in before the end of March please

Name, Make, Model, Year & Reg. N^o

Sunday 23rd 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 24th - **Hope Show** – Travellers' Rest

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 27th 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 Data Protection. 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.

Forms from Chris Parr.

July

Saturday 6th 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 14th July - **Didsbury Classic Car Show**

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

Sunday 21st - Cheshire Classic Car & Motorcycle Show - Capesthorpe
01484 667776 www.classicshows.org

August

Sunday 11th - **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 24th - **Poynton Show - August**

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

Sun/Mon 25th/26 - Classic Transport Gathering, Tram Museum, Crich

01733 854321 www.tramway.co.uk

September

Sunday 1st - **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

Hall of Fame Award Recipients:-

2012 - Chris Parr

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

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

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

Subscription Payments possible by Bank Transfer

National Westminster Bank

Account N° 40512746 Sort Code 01-05-51

Or contact Graham/Jean Knowles 0161 439 2106

Advertising charges .

Commercial Full page - £60.00 for 12 months

½ page - £35 for 12 months

Commercial ad for vehicles one month £6

Club member's personal vehicles - Free



©H & H CVC Ltd 2019

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

Reg. N° 4999097

Printer: Frank Aspinall & Co. Ltd.

Unit 7, Offerton Industrial Estate Hemphshaw Lane Stockport SK2 5TJ

Tel: 0161 480 2707 Mob: 07977 211213

“Great cars, great service and great prices”

Quote from a delighted customer (three cars purchased by the family - so far!)



Whether we are
buying your
existing car
or supplying your
'new to you'
vehicle,
our ethos has
always been
'Making
Motorists Happy'



Low mileage cars always wanted



HLG

The word of mouth business

111-113 Buxton Road, High Lane Village,
Stockport, Cheshire, SK6 8DX
(opposite Down to Earth florist)

Open Mon-Sat / Sunday is our day of rest

Tel: 01663 763355

www.highlanegarage.co.uk