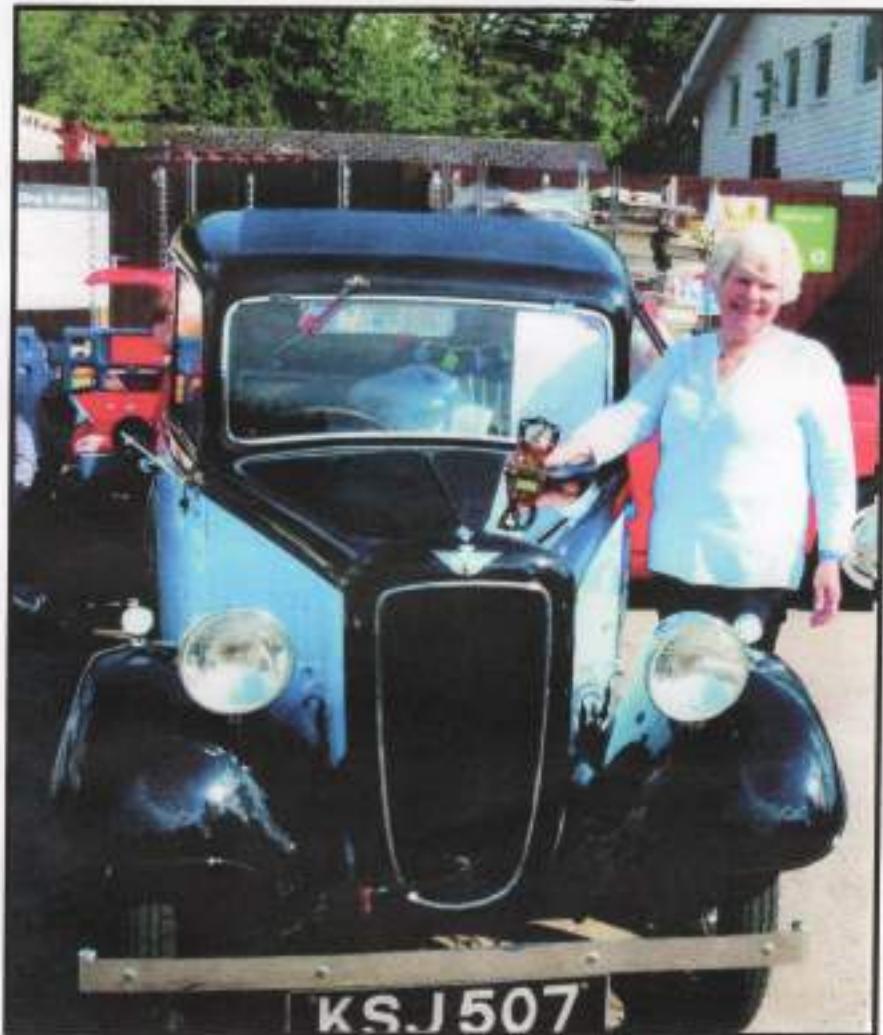


H&H CVC



Club Mag October 2019 - Edition N°. 333

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

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Continued on page next to back page (31)



Club Mag. for October 2019

CHAIRMAN'S CHAT

I begin this month with an apology in connection with the Club show on September 1st, and an explanation of what happened. At the time of the 2018 show I rebooked the Wyevale Garden Centre for the 2019 event and asked for more space in the car park by removal of some if not all of the bags of compost etc. During one of my gardening visits to the Centre I was assured that our event was logged in their diary and all was well. I was also assured that following the takeover by Dobbies, that all events booked in would be honoured, and there would be no problem. Then just 10 days before our event I received a telephone call from the manager, telling me that the owners had booked in Contractors to carry out re-flooring inside the building, during the week after our show, and would commence loading materials and machinery in the car park we normally use, over the weekend of our show. I was told that the following Sunday would be available, was that OK? I was flabbergasted and said I would call him back, not knowing what to do.

After a chat with Chris Parr, we decided the best solution was to accept the following Sunday rather than cancel the event but this decision gave rise to more than a few problems. Whilst Jane was able to contact those members who had booked in, the task of contacting non-members was enormous, and an appropriate notice on our web site was the best we could do. The other difficulty was that both myself, and Mike Coffey were to be away on holiday, and so MC duties fell to John Walker, who I am told, did a splendid job. Amazingly 63 vehicles turned up of which 35 where club members. Jane

has expressed some disappointment that about a dozen members who said they would come didn't. I have contacted Dobbies expressing our extreme disappointment and pointing out that their action resulted in our charity fund-raising was severely reduced and looking to them to make a substantial donation but so far, no response. Chris Parr has told me look out for flying pink elephants! And so, to next year. I have declined to rearrange our show again at the Garden Centre and to tell the truth I think Dobbies are not interested in us, and so I have challenged our Committee to come up with an alternative local venue with hard standing, food, toilets, refreshments and things to do. So watch this space. In that respect, any contributions for you would be most welcome but please do a bit of research on your suggestion.

In last month's magazine Anthony Boe continued his interesting Citroén articles and I have always been a fan of the Traction Avant with front wheel drive, front mounted gearbox and wet liner cylinders. I recall that over 25 years ago an original 2CV as shown on page 16 of the September mag came up for sale with the 400cc engine as they were first made and 'corrugated effect bonnet', left hand drive of course, and having one single headlight which as I recall was mounted to the nearside. I assume from Anthony's note that this must either have escaped or be a reproduction. I recall watching the bidding with interest which as I remember went well into five figures. I wonder where this car is now.

I have a book which identifies various type of die cast model cars of which I have about 170 in my collection and includes a section on children's pedal cars. The most desirable of pedal cars is the J40 vehicle and you cannot fail to have either seen for real or pictures of the model owned by Peter Norbury, which he has restored and painted in the livery of a 60's style police panda car. The book includes a section on pedal cars which are generally based on real vehicles and I started to write an article on these for the mag but there are so many of them the article came to a stop. I have read that a collector and restorer of pedal cars named David Worror, which he has been doing all his life, is to be sold at Auction. The collection includes several 'E' type Jaguars, 1950 Maserati racing car, Tri-ang sea spray boat pedal car (if you remember there was one made for real based on a Triumph Herald - below),



To continue, - A Bugatti type 35 electric driven car, WW" Bi-plane etc. The list is endless. The collection was due to be auctioned by specialist Auctioneers Humbert and Ellis of Towcester on September 8th and was expected to raise over £200k but try as I might, the amount attained for some reason has not been released.

Thought I might put in an Editors tip at this point, relating to bird feeders on poles that some of us have in our gardens. We have a lot of squirrels around and they shin up the feeder poles to get at the nuts. A kids 'slinky' is the answer which is fitted around the pole with the pole inside it and tied at the top, and hat stops the squirrel from climbing up. The squirrel grips the slinky and makes no progress. We bought a slinky on Amazon for just over a pound.

And as the dark nights draw in unfortunately our evening runs come to an end and the daytime runs start up again either on a Wednesday or on a Sunday and detailed in the events page of the magazine. As always, I have to thank our team comprising Steve B, Dave S, Chris H and Mike C for presenting them.

May I remind you of the Club Christmas meal on Wednesday December 11th at Oaklands Hall Hyde as in the previous two years details in the last magazine which gives the menu. Orders please to Helen Bowden with money please, you will find a booking form with this issue and her phone number is in the back of the magazine or see her at a club night.and so, to the next club night on October 16th when we have a visit from our 2019 Charity, PDMC who will give us a musical evening.

Steve Divall.



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October Magazine Cover Photo.

Ruth Howard showing off the trophy she won with her 1936 Austin Ruby for the best Pre-war Car at the Club Show.

Editorial

Club Night on Wed. 16th Oct., The visit from our Charity, **PDMC**
We will be Raffling a Hamper donated by member Sue Fergusson, for the charity.
Tickets £1 each.

CHRISTMAS MEAL arrangements
Weds 11th December at Oaklands Hall, Hyde.
A booking form accompanies this mag.

Club Show September 8th

Chris Howarth

As most of you will know the Club Show should have taken place on Sunday the 1st of September but due to work being undertaken following the takeover of Wyevale by Dobbies. It was only a week the previous Thursday that Steve received a 'phone call saying we couldn't hold it on the 1st but could on the 8th. This was a bit inconvenient as Steve & *Mike* had both arranged to go on holiday the week following the show. A bit of reshuffling & some much appreciated help from a number of members who marshalled & manned the signing in desk, tombola & raffle worked well.

The change of date meant that some members who had hoped to come were unable to, but still around 70 came. with their cars & bikes.

* Late news, Mike came back early, and was at the show*

The weather wasn't unkind & folk wandered round looking at the exhibits & chatting - as you do.

Please note - Unclaimed Raffle Prizes Ticket numbers 579, 827 and 830
Search yer handbags & pockets, folks.

Show Awards

Pre-war

1st - Austin Ruby - KSJ 507 - Ruth Howard

2nd - Austin Light AAL 730 - Stuart Lomas

1945 - 1960

1st - MGA - SWS 125 - Neville Oliver

2nd - MG TC HTC 382 - Chester Maddox

1961 - 1975

1st - Morris Traveller FRU 90D - Roy Bullock

2nd - Singer Vogue 637 DVJ - Les Cooke

1976 - 1990

1st - Rolls-Royce Silver Spirit 11 - G352 OKY - Peter Groome
2nd - Toyota MR2 - G621 SVR - Susan Blakley

1991 - Onwards

1st - Nissan Figaro - J264 UNC - Jane Harrop
2nd - MG ZS 180 - EP03 KGJ - Keith Yates

Motorcycles

1st - Suzuki - JKM 132N - Mike Bale
2nd - Rover Tricycle - 6112 ED - Ed Burke

Commercials

1st - Fordson Thames - PRP 471 - Dave Rawson
2nd - Leyland Mini - BMB 836S - Peter Norbury

High Lane Garage Trophy (Modern Classic)

Awarded to MX5 HN56 LUP - Les Darwin

The Chairman's Cup to Jane Harrop.

& the **H&H Shield** - Richard Lomas

Club Show - Presentation

Finally, a cheque for £1405.68, raised from the Peaks & Dales Charity Run was given to the Chairman of the Peak District Music Centres, Marion Redman, by Assistant Chairman John Walker.



New Member

Just time to welcome Russ Oliver who has a Peugot 306 Cabriolet.

We'll be seeing you Russ.

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Bugsworth Steam Party September 29th

Chris Howarth

This was the first time that we have been invited to this event, following our successful visit to the Bugsworth Basin at the start of July.

Ed Burke had been to this event in the past & said that it was well worth visiting. It is a 2 day event but we decided that we would go on the Sunday. Although there wasn't as much interest as there was in the July event it looked as though about 8 from H&H & the same from GVEC would be going. The weather forecast was... awful, but we live in hope (my Dad used to say "Live in Hope, die in Castleton" – probably not relevant to this though).

Anyway it wasn't raining when we set off from Buxton, & when we arrived at Bugsworth the sun almost appeared, but only for a very short time. Soon it was coming down pretty hard & it looked set in for the day. There were 9 cars there at one point but when it is like that & you are in a soft top it isn't going to be a good day.

Apparently it was absolutely throwing it down in Glossop & only one member came.

We hung on for a while but there were very few people looking at the cars & by 2 o'clock decided that it wasn't worth hanging on. There were sandbags on the road to the basin to divert the water away from the BBQ!

Probably not a bad decision as the road was flooded right across near the canal basin at Whaley Bridge & traffic was only using the side away from the canal, although the water was coming at a rate through the tunnel under the railway.

I received a nice email from Carli that evening saying how much both she & the organisers appreciated that we had turned up on such a day. It's nice to be appreciated!

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THE FANATICAL
PETROL HEAD

TOP GEAR

GR. BOTTOM GEAR

'I HAVE A PROBLEM WITH EMISSIONS' HE ADMITTED



'and the car keeps back-firing too!'

Solution :- Lay off the beans!

MG SECTION REPORT

Paul Clappison

The main event this month was the annual club show, held a week later than originally planned at Dobbie's garden centre in Marple. The weather was kind to us on the day and with space at a premium the MG community within the club put up a strong showing with just about every era of MG represented. During the presentation's a cheque was donated from the club to the Peak District Music Centre as a result of funds raised at the annual Peaks and Dales charity run that took place in June. A special mention must go to Richard Lomas who has worked hard to find suitable charity's for this event for many years and Richards was recognised by the club when he was presented with the Chairman's shield, well done to Richard who on a personal level has offered myself great help and support with my MG since I joined the club.

A few weeks ago I travelled to Glossop to meet some friends from Northumbria MG club who travelled to the area to take part in the Topless around the Peak District annual charity run due to take place the next day. Always great to catch up with fellow MG friends and I was kindly allowed to take an MGTF owned by my friend Rachael Dyson for a spin on the Snake Pass which was very enjoyable. Lastly I attended the recent club night and we listened to a very interesting talk from Kevin Dranfield regarding his book, Goyt Valley Miner, for those unable to attend this book is available to purchase and I certainly learned things about Goyt Valleys history that I was unaware of. ***A selection of MG's seen at the club Show.***



The Club show in full swing



Comprehensive selection, Below,
Stuart Lomas' Austin Light



Hope you enjoyed the accounts of our peregrinations around Planet Citroén over recent months. It seems we were there quite a while. But it's not often that such an auspicious event as a car brand's centenary comes along, so its worth having a good long look at it. However, it's time to move on.

Let's start with a question. Have you noticed there's been a recent and growing interest in doing up 'old stuff'? Not cars specifically which, as we all know, has been part of our affections since time began. Indeed, if you regularly read Chris Howarth's ongoing struggles with Big Blue this, it seems, can be a long-term preoccupation.

I'm referencing the growing renovation phenomenon. As proof, have a look at the popularity of programs like The Repair Shop; Find It, Fix It, Flog It, and Money For Nothing. All have a central theme of finding defunct objects and bringing them back to their former glory or repurposing for the modern age. These programs make fascinating watching as the various protagonists work diligently on their projects to deliver a satisfying end result.

Moreover, if you enjoy popping into the many rabbit holes and echo chambers on Youtube, you'll find a multitude of content on this very theme. And, if you care to look, you'll find videos showing what can only be described as astonishing transformations.

In many cases, something that would commonly be referred to as 'a pile of crap', is transmogrified phoenix-like to glistening, as-new condition. I've spent many an hour watching rust buffed to lustrous metal, and broken consumer goods returned to full out-of-the-box function.

The world it seems is reacting against the onslaught of technology. People are enthralled by age-old artisan skills and the arcane knowledge of time-served craftspeople. And it was during my haphazard safari through this fascinating field that I happened across my theme for this article.

There is an active and dedicated sub-genre of this trend that concentrates on the renovation of model cars. Enthusiasts source battered, played-out toy cars and using a series of, sometimes complex processes, return them to their former splendour. Al-

most as if they'd recently rolled off the production line at the Matchbox or Corgi factories. There's one such aficionado that has caught my particular attention. Look him up on his YouTube channel; it's called: Marty's Matchbox Makeovers.

Marty's an ex-pat who now resides in Melbourne, Australia. He specialises in restoring older Matchbox models, the more abused, the better. Every Saturday he posts his latest video to his 100k+ eagerly waiting followers. One of which is me.

I watch rapt as Marty runs through the processes and innovations he's developed to bring neglected Matchbox miniatures back to rude health. You'll see how he removes the rivets using modified drill bits and the method used for popping off the wheels while trying to preserve the original axles. Then there are the various ways Marty uses to remove the flaking paint before employing dentist tools to extract stubborn particles embedded in recesses of the model's casting. His most oft-demonstrated procedure is how he reforms the axle ends using modified nails and a pillar drill.

Step by step, you see how he re-paints the bodies, cleans and shines the wind-screens and 3D prints broken plastic components. As the weeks have rolled by you can see how Marty's ambition has grown. Take, for example, his D-Day tribute in June in which he renovated a slew of military models during a week that must have been as intense as it was sleep-free. The fact he also adds in little vignettes of humour to his uploads only enhances the fun.

Perhaps, most satisfying, is you get a close up look at the work the Matchbox modellers put into their creations. I mean, these are miniature representations of classic cars many of us remember or, indeed still own. The everyday cars of the 20th century rendered like little works of art in cheap alloy and designed for efficient mass production. Matchbox in their commercial endeavours did as much as any mechanic to preserve these cars for future generations to enjoy. That was until you gave them to a child who would play with it, repaint it and stomp on it until it is unrecognisable. Happily, maybe decades later, Marty and his kind will step in to work their magic.

Matchbox (by Lesney) models are a throwback to a more innocent age one that was free of electronica and the antisocial screen-based play that preoccupies modern youth. I wonder, would the faces of today's children light up when receiving such a gift only to look up in confusion as they turn it over looking for a battery compartment?

There's a final point to make here. Those who take the trouble to make a successful YouTube channel can make some decent money. Attract enough followers, and you'll earn revenue from advertisers, product endorsements and by selling custom merchandise. Little wonder that you can now buy your very own Marty's Matchbox Makeovers t-shirts, mugs and badges. A pleasant, absorbing hobby can rapidly turn into a lucrative side-gig. Some of the more successful YouTubers go on to make it their prime occupation and a good few earn millions.

So, if you have a similar pursuit that may interest a decent online audience, all you need do is film your works on a smartphone. Then take some time to edit and narrate your videos and build your following. You never know it could change your life. For example, if I had a cranky old blue Bentley that I was working on regularly, I might be tempted to get filming and see what happens. A big clue that Chris!

OK, that's it for this time. Happy classic motoring everyone!

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

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My traction is not as graceful as it once was.

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My Weekend with a Tesla

by

Howard Clowes

My Weekend with a Tesla

by

Howard Clowes



The Tesla Model 3 has received a good deal of hype and attention in the press and on the internet. It was the most popular car in its class in the USA last year, and was the third most popular in this country for the month of August. So, is this just hype, or has the motor industry at last come up with an electric car that is both affordable and practical?

To find out, I hired one for a weekend in September.

The first problem was finding a company that actually had Teslas for hire. A lot of the mainstream car hire companies boasted about electric cars "coming soon", but I only managed to find three who professed to actually having them in the flesh. The nearest was in Rochester (evision) 60 miles away, and their prices seemed to be on a par with the others. £275 for a weekend (2.5 days) plus £20 a day for insurance (although I arranged my own via icarhireinsurance.com)

I'm not going to make this a review of the Tesla Model 3; many of these have been published online, in print or on YouTube, by those far more experienced than me. But car enthusiasts may be interested in my opinions regarding the practicality of running a fully electric car.

Firstly, how did it drive? Very well actually. It's almost silent around town (next year there will be a mandatory "engine" noise), but on the open road and motorways it is surprisingly not much quieter than a conventional car. Most of the noise in any car is road or wind noise. However, there are a number of differences in driving technique. The regenerative braking works when you take your foot off the accelerator (it's adjustable), and takes some getting used to. But the big difference is the huge torque, available instantly and silently. Much hyped, I know, but in practice, very useful for a quick getaway at roundabouts, or if you find yourself in the wrong lane at traffic lights.

So what about the gadgets? The most noticeable interior feature of the Model 3 is the 15 inch iPad stuck onto the middle of the dashboard, and this controls virtually all the features of the car - far too many to go into here. But even in one short weekend, it became quite intuitive and familiar to use. Full Autonomous driving was not available on this model (the Standard Plus), but adaptive cruise control and autosteer were installed. I found these features a little temperamental (the brakes seemed to come on at random times for no apparent reason) but they were very useful in slow moving motorway queues. In this situation, it really is possible (but probably illegal!) to sit back and read a book whilst inching forward. But you do need to keep at least one hand on the wheel, or the Tesla gets upset!

Unfortunately, the car's link to my smartphone was not available. It's only possible to link to one smartphone, and that was one that belonged to the hire company! Apparently, it's possible to do all sorts of useful things with the smartphone app - check on charge, pre-warm the car, keyless entry etc.

And range anxiety? This is perhaps the question most commonly asked about my experience with the Tesla. And it did not get off to a good start. My first experience with an on-street charger was a failure. I followed the instructions on the charging post, but nothing happened. However, my next attempt at a Tesla Supercharger just off the M1 near Northampton, was completely different. I just backed up to the charger and plugged it in. 30 minutes later I was on my way. At my destination in Buxton, I didn't need to charge, but thought it wise to do so. There's a public charger at the Cavendish Hospital, and although not as fast as the Teslas superchargers, it delivered a 100% charge in just over three hours. I made another stop (just to be sure) at Northampton on my way back, and that was it. Home charging is possible, but it's slow, so really needs to be overnight. Those without off street parking might have a problem! Charging electric vehicles is a subject in itself, so read up about it if you need to, but I found that a lot of range anxiety is unfounded, and proba-

bly a result of being unaware of just how many recharging stations there are. They are not as visible as petrol stations, and drivers of conventional cars are unlikely to notice or look for them. Apps for smartphones, and websites are available to help locate chargers - ZapMap, abetterrouteplanner.com for example. Planning a journey - particularly to remote or unfamiliar areas - is essential. And don't forget a Plan B in case a particular charger is unavailable. More and more chargers are now being installed, which will help the situation, but only if they manage to keep pace with the increasing number of electric vehicles on the road.

In conclusion, the Tesla Model 3, along with future electric vehicles such as the new Volkswagen ID3, will definitely be on the shortlist next time I change my car. But at the moment, electric vehicles will not suit everybody; those with a regular commute and availability of home charging will probably find them more appealing than those who travel longer distances.



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The Tale of a Bentley Book II Chapter 55

Chris Howarth

We seem to have had a lot on this last month so I've only done a limited amount of work on any of the vehicles.

The washers on the rear suspension seemed a good thing to do. Getting the washers off the suspension arm was challenging. Fiddly enough on the top when you can see what you are doing but it is tricky to get at, but underneath... Eventually I came up with a plan. Use a mirror. Lie it on the ground & I could clearly see what I needed to grind off the spot welds. Now that seems straightforward doesn't it. Ever heard of a mirror image. Trying to line up a small grind stone with a little piece of weld of maybe 5mm diameter & push the drill upwards towards yourself when you can't see it because your hand & the drill are blocking your view is not dead easy. However perseverance does it. Once it was smooth a dose of rust killer then Hammerite to stop it rusting in the short term. Do it all up again & it looks nice & new & shiny, & is nice & ready for the trip to Port Sunlight.

The run to Port Sunlight includes a fair bit of motorway & I was encouraged to see that the fuel gauge didn't move very much, so perhaps the fuel consumption is much better at a steady 70 on cruise control than running around. In October we are going to London again & it will be very interesting to see what it is like. Big Blue averaged 14 MPG on gas for the round trip.

Now for some work on the Rangy. The coils are mounted on a bracket which is held onto the inlet manifold by two screws. One was missing when we took it apart, & the other one is hiding somewhere. Now how complicated can it be to replace them. Well...first identify the size & thread type. Not as straight forward as one would imagine. Because of the history of the Rover V8, or Buick, it has a real selection of thread types. I finally decided that enough was enough, & as it is a plain hole in the bracket & the threaded holes hold nothing else, the answer was to simply re-tap it to the nearest metric size up, in this case 6mm, then I've plenty of screws that will do the job. Well I did have. Dropped one & retrieved it with the magnet on a long stick, tried again, screwed it down enough to hold it. Went round to the other side & dropped that one too. Blow it – try again tomorrow, or Monday as we call it. (The Rangy is at work)

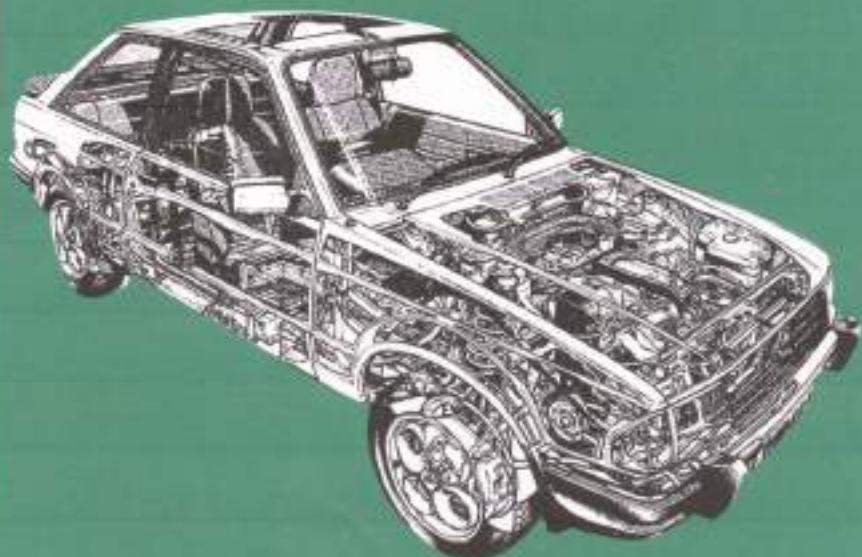
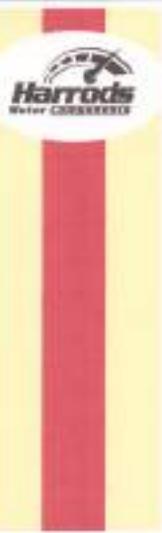
Hopefully, having pretty well sorted that, I hope that we are on the home straight. More next month.

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Or email ericpass16@hotmail.com

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Contact John Minnikin, 07713 787707
or email jminnikin@aol.com



For sale.



Atco 14" lawn mower for sale. This is an expensive cylinder,,
Self powered electric (not battery) mower that cost over £400 new.
All the money from the sale will go to the H&H charity of the year.
Contact Bob Plant on 0161-427-3284.



Pr Steel Wings MGB Roadster Good condition £150
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Club Regalia Etc..

See David Bowden

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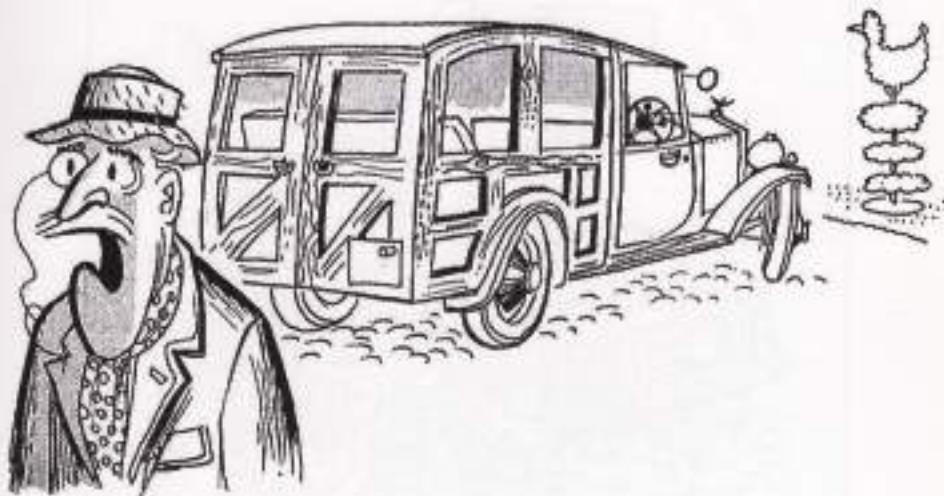
Badge bars - 10.50

Fittings - £3.50

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

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 appreciated. Please help yourself.



"By God, Emily—we've got the *Death Watch Beetle* in the station wagon now!"



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GVEC runs, - Please note. H&H members. Always welcome to join Contact Mike Radcliffe for booking.

prideandjoy1@btinternet.com

13th October SSAFA Show Manor Park – GVEC.

16th October Club Night - The Peak District Music Centres are coming to entertain members.

23rd October Mid Week Run. Meet at the Dog & Partridge. Leaving about 11.00.

27th October GVEC Halloween Drive.

10th November GVEC Remembrance Day Drive.

20th November Cub Night - BEER with Jean Knowles.

11th December Christmas Dinner.

Booking Forms with this mag..

Weds 15th January - Chairman's quiz.

Wed 19th February - Club AGM

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**

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

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Printer: Frank Aspinall & Co. Ltd.Building 4, Unit 5, Tameside Business Park, Denton Manchester M34 3QS
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