

H&H CVC



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Continued on page next to back page.



Club Mag. October 2020

Chairman's Chat

The AGM is set to move to April 2021 with a bit of luck and a fair wind. One important item, is that of the accounts for 2020 which are usually produced by David Rainsbury and Graham Knowles for comment and approval by the membership before I sign them off and David sends them to Companies House. If we do not have an AGM for obvious reasons, then the paperwork will have to be agreed between them and sent off without membership approval. The figures will then be produced in the following magazine. We really do not have any choice in this matter.

I remind you of the ongoing vehicle parts quiz, which can be seen on the website, 'hhvc.com' and the date for closure has been moved to 18th November. All that needs to be done is to look at the pictures, identify the parts and the vehicle from which they come and then fill in the on-line entry form. The winner will be notified and announced in the next magazine thereafter.

During this current COVID pandemic when most of us have home deliveries from the

major supermarkets, one of the things that comes to mind, particularly in this house, is the great increase in the consumption of TEA. We all have our favourites I am sure but I have noticed how much more of it we drink and the increased demand of washing up of cups. And yet the supermarkets appear to manage with supplies of same, unlike toilet rolls, rice and pasta etc. But alas the tea is generally supplied in tea bags as made from plastic. Another thing that needs to be changed. Something I have recently noticed is that with the increase in numbers of households using the home delivery service available from the major supermarkets is the dramatic increase in the profits from Tesco, one assumes the others are similar.

The FBHVC magazine always has some very interesting points. One of these relates to the 2020 National Historic Vehicle survey. An interesting fact has come about is that here a significant number of Historic Vehicles which are registered as on SORN. Are these vehicles under restoration, stored awaiting restoration or in a garage or barn waiting for Prince (or Mechanic) Charming to come along and do the necessary. I just wonder how many vehicles there are tucked away in said out-buildings which were taken there, and await restoration or whatever, before SORN ever came about. I know of one such vehicle, A Rover P6 3500 which belongs to the son of an elderly lady who lives across the road from me. This car is slowly rotting away in her garage and apart from being exposed to the air, when the garage door is opened, rarely sees the light of day. I believe it is quite legal, as it was put to rest there before SORN was invented. The owner says it is a retirement project. I wait. This gave rise to me having a look on the internet at the history of the P6 and I find that there were several Rover development vehicles, all loosely based on the P6 and going as far as the P10 but the project stopped then owing to its disastrous crash records. I believe all of them had the V8 engine fitted.

The FBHVC also talks about Drive it day which is to be held on April 25th next year, of course assuming COVID is well and truly sorted by then. The event is being run by them and have announced a charity partnership with 'Childline', a charity run by the NSPCC. If allowed we will most certainly be having a Drive it day event.

Something caught my attention in the 'I' newspaper regarding the Police using undercover lorries to detect badly behaved driving, drivers not wearing seatbelts, and using hand held mobile phones whilst driving. The Police are using unmarked heavy goods vehicles to look down on motorists from the high cab and spy on them. During an operation in Surrey and Suffolk they spotted more than 300 breaches of the law. The passenger in the lorry cab records the incident on video, and they then take action. This is nothing new in that I know the North Wales Police have been using disguised

builder lorries and farm vehicles, both parked up in lay-byes and on the move for many years. Yet another blitz on the motorist me thinks but probably well intended. This however brings to mind an incident in the Black Country where an elderly lady's house was broken into on two occasions but fortunately the lady was unharmed and the thief was unable to steal anything. The whole thing was recorded on camera including a clear view of the thief's face and he left behind a crow bar used to gain entry with his fingerprints thereon. What action has been taken? Yes, you have guessed correctly, NONE. The lady in question is the mother of my nieces' husband.

A while ago I mentioned a parking problem in Leicester where we attended a funeral and got fined. As I said at the time, I did not read the sign properly, and was required to enter the cars registration number into the machine and print off a sticker to qualify for free parking, which started at 6 pm. My wife has spotted a notice in the car park of our local pub in that, when leaving your car there, you are required to tell the bar staff that you are parked, and to give them the number of your car. It gets worse, take care. So that concludes my ramblings for this month, I will leave the tussle with the NatWest bank who think we are a big business, until next time . They obviously don't want the use of our money etc..

Steve Diwall



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Editorial

November Magazine 2020 Cover Photo.

Cars and members assembled on the Dog & Partridge Car Park in preparation for a recent club run. .

No-one seems to know what is happening with Covid 19, apart from the current restrictions, so it's incredibly difficult to make any plans regarding club nights and things. The idea of a night out for a meal at Christmas has been abandoned, the Chairman's quiz, usually taking place in January is now postponed, the Annual General meeting, hopefully will be in April. Thoughts of a Rocker Box Race night, will have to stay in the wind. unfortunately.

The sooner we can get together for club night gatherings the better.

Your club Magazine, of course, will appear as usual.



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MG SECTION REPORT

Paul Clappison

We start this month with sad news regarding the death of Don Hayter , who was the brilliant engineer responsible for the design of the MGB. Don grew up in the shadow of the MG factory in Abingdon, Oxon, and sadly passed away in a care home in the same town aged 94 years of age. Only last December Don was visited at the care home by a fleet of MGs in homage to his role who played a key role in designing them and he was pictured proudly sat in a wheelchair next to his beloved MGB. The 23rd of October also marked the 40th anniversary of the last MGB to roll off the production line at Abingdon.



A few weeks ago myself and Richard Lomas attended a small gathering of cars in Chesterfield, it was a good mix of cars and great to be out for what will be the last event of this very strange year that has sadly seen most classic cars confined to the garage for the most part of the traditional show season. My MG has made the cover of MG Enthusiast and I am looking forward to seeing it on the shelves of WH Smiths next month.

This month has also seen a significant amount of publicity for RBW Classic Electric Cars as they launched an electric version based on the MGB, it's a stunning looking motor with a very modern interior which isn't to everyone's taste but I am excited to see this new version of the MGB hopefully on the road. Normally at this time of the year I am excited to be displaying my car at the Classic Motor show at the NEC in Birmingham sadly this year's event is confined to a one day virtual event.

Until next time then, Paul..

Plane with 5 passengers on board,
Donald Trump, Boris Johnson, the Pope, Nicola Sturgeon,
and a ten year old school boy.
The plane is about to crash and there's only 4 parachutes.
Sturgeon said "I need one. I've got to sort out Scotland!"
Takes one and jumps.
The pope said "I need one, I've to sort out the Catholic Church."
He takes one and jumps.
Trump said "I need one, I'm the smartest person in America".
Takes one and jumps.
Boris Johnson said to the ten year old "you can have the last
parachute. I've lived my life, yours is only starting".
The 10 year old said "Don't worry, there are 2 parachutes left.
The smartest person in America took my school bag".

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Race with the Devil

Anthony Boe – November 2020

Bonjour tous le monde. I'm writing this missive in my new role as the H&H's foreign correspondent. Has there been such a position before, I wonder? As an update, Carolyn and I have decided to take some time out from everyday life to over-winter in south-east France. We're living in the medieval city of Carcassonne within sight of the famous ramparts of the La Cite complex. We're looking forward to better seasonal weather and Christmas with a distinctly gallic feel. We'll also be able to watch from afar what happens to the UK at yearend. Will there be fireworks or just a massive bonfire? I guess we'll find out pretty soon!

I'm not sure what our new location will bring in terms of vehicular inspiration. Still, regular readers will know if there are some interesting cars around, I'll hunt them down. Hopefully, it'll keep me in business for a while yet, but only time will tell on that.

For this piece, I'm going to offer some musings about a French car I've mentioned a few times over the years but have never devoted some decent column inches to until now. Let me paint a picture for you.

You're happily gambolling around the bucolic French countryside enjoying the magnificent views from your hire car. You sense a presence and look in your rearview to see something that fills you with dread. Behind you is a mark I Renault Twingo. Its leprous paint is dust-dry, flat and peeling. The headlights are like baleful eyes squinting portentously as it threatens to use its blunt axe-like shape to cut you clean in half. It's little wonder you start to feel uneasy.

Soon, it's so close to your rear bumper you'll need a Vernier gauge to know by precisely how much. And by its actions, it's clear the driver wants to get by. You speed up a little to give room, but it makes no difference as it sticks to you like jam to a croissant. As you anxiously glance down to check your speedo, you sense something swishing by. You look up, and it's now in front having done a suicidal overtaking manoeuvre despite the oncoming farm vehicle it's just narrowly missed.

The Twingo is now millimetres from your bonnet. You briefly glance at your passenger to say: 'that was close!' and when you look back, it's gone. Dissolved into nothing like the last fleeting images of a vivid fever dream leaving you wondering: was it real or did you merely imagine it?

And like any good thriller, there's another jump-shock in store. Just as your heartbeat has finally calmed that very same Twingo is now bearing down on you as it barrels out of nowhere from the blindest of blind corners. It narrowly misses your car with a distinct phutt sound as several microns of paint are skimmed from your wing mirror. Many a foreign tourist has experienced just such an alarming scenario since the Twingo was launched in 1992. Designed by Renault engineer Jean-Pierre Ploué its front was

said to resemble a welcoming smile. More like a satanic leer, I'd say. The marketing defines it as a low-cost cute and nippy city car, and it continues to sell well nearly 30 years later. Mainly to lunatics, I should think.

It helps to liken an older Twingo to the weird looking kids that are cast in low-budget horror films. The director rings an agent and says:

'Hi, Margery, we're looking for a child actor that seems at first glance quite innocent and loveable. It's only when you look into their eyes that your soul freezes and you see a malevolent hinterland that promises, ever-lasting anguish, chaos and despair. Do you have anyone suitable?' 'Right Nigel, I'll have a look but here's another idea. Have you considered casting a Renault Twingo in the role, instead?'

But now it seems the brand has gone soft. The current mark III version is a soft, cuddly marshmallow of a thing. It's now more Charlie Brown than Chuckie the demonically possessed doll. Over the years, the Twingo has had its malign edges gradually exorcised to become a bit more Fiat 500 than the incarnation of simmering evil.

That's a shame to my mind. It's the destroyer of worlds personality of the original and the insane driving it encourages, that most appeal to me about this unassuming motor.

And while an original Twingo is not the raciest of cars or the prettiest, the amount of insane adrenaline it induces suggests it's an exciting ride for the owner if not for the tourists you'll scare witless with it.



It goes without saying, if I ever decide to buy one, it'll definitely be the Mark I version. It's certain to stir the demon driver within.

Finally, as ever, stay safe and happy socially-distanced classic car motoring!

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

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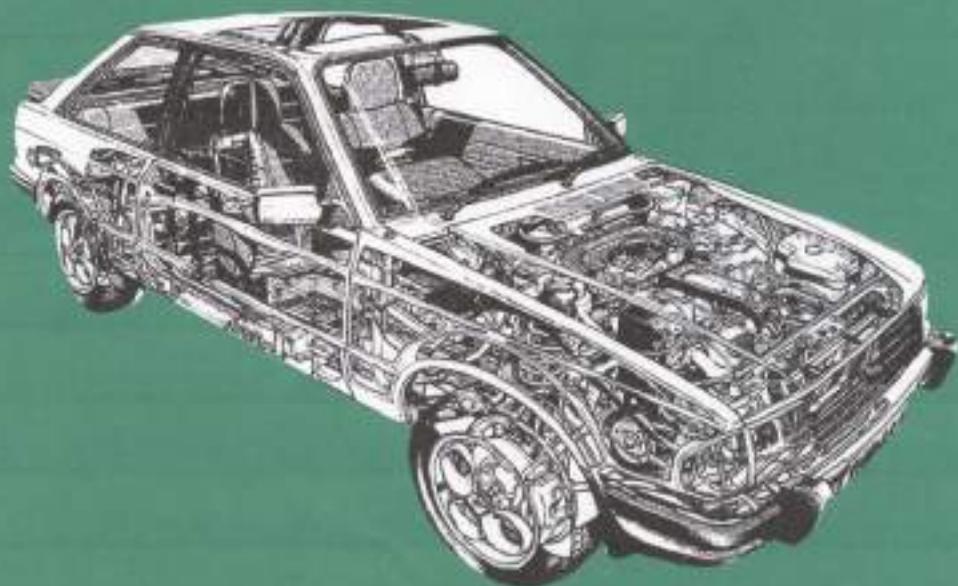
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VOLKSWAGEN 1940

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The ingenious car designer Ferdinand Porsche developed the original Volkswagen as early as 1932, during the Great Depression years. Then he sold the working drawings to the NSU company, and at the same time sent a letter with an enclosed set of drawings to the Reich Government. The response of the German Fuhrer, Adolf Hitler, sounded like a command. He asked for a car to accommodate five passengers. The car should be of a sturdy design, fitted with an air-cooled engine running at high cruising speeds on the motorway yet giving excellent performance on country roads. Great emphasis was laid on simple construction to make repairs easy. This was to be the Volkswagen -the 'People's Car' -and cost no more than 1000 marks

Porsche presented two prototypes, designated as Type 3, at the 1936 Berlin Motor Show. Car producers criticized the body design, and considered the whole conception of the car as much too expensive. Porsche had failed to build the car for less than 1200 marks. So he went to Detroit in order to study the American motor industry and mass-production. In America he purchased machine tools, presses, and automatic machines.

Finally the foundation stone of a new factory was laid on May 26, 1938, and the first series of 20,000 cars was produced in 1939. The Volkswagen was fitted with a rear-mounted air-cooled four-cylinder flat engine with a capacity of 1131 cc developing 17.8kW (24hp) at 3000 rpm. A fan forced the air stream against the cylinder ribs. The oil cooler guaranteed good oil lubrication, so the car could be driven at a cruising speed of 100km/h (62mph). The four-speed gearbox was built in one with the final drive. The Volkswagen's frame was pressed from steel plates. The front axle consisted of two rigidly connected tubes containing leaf torsion bars. The swing axles of the rear wheels were anchored by wide arms, joined with adjustable torsion bars of circular cross-sections. Damping was provided by double-acting telescopic dampers.

The Volkswagen became known as the 'Beetle' because of its shape. It remained in production until January 19, 1978, by which time 19,200,000 cars had been built -even more than the legendary 'Tin Lizzie'.





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The dream of self-propelling vehicles has been in Man's mind for centuries. Vehicles driven by men hidden inside them were built as early as the Middle Ages. In 1490 Leonardo da Vinci built a manpowered vehicle. Independently of James Watt, who developed the first steam engine in 1769, the first steam carriage of the Frenchman Nicolas Cugnot appeared in 1769-1770, followed by Richard Trevithick's mail coach (1801), Hancock's passenger steam carriage (1882), and a French omnibus in 1873. It was generally believed that steam was the appropriate driving force for self-propelling vehicles. In the meantime another development was taking place. In 1806 a vehicle was built in the workshop of Isaac de Rivaz in the Swiss canton of Valais which could move for a few metres by using the power of an internal combustion engine. The Frenchman Etienne Lenoir came up with the idea of mixing petrol gases with air and then using this mixture as a driving force. His simple engine powered a vehicle which was driven from central Paris to the suburb of Joinville-le-Pont.

In Cologne Nicolaus Otto had set up a small workshop in which he continued development of Lenoir's gas engine. During one of his experiments he came across some ideas which were basic to the development of the internal-combustion engine, such as compression of the air-fuel mixture in the combustion area, and the four-stroke cycle. Otto had the four-stroke cycle patented in 1876, not knowing then that the Frenchman Beau de Roscha had theoretically explained the principle of the four-stroke engine as early as 1862. Therefore after Roscha's heirs had sued Otto, the Reich Supreme Court cancelled Otto's patent and from then on anybody who wished to do so was free to manufacture four-stroke engines. Otto's gas engine was followed by Gottlieb Daimler's light petrol engine suitable for powering vehicles.

Daimler's 460 cc speed single-cylinder engine developed 1.1kW (1.5hp) at 700 rpm. The engine, called the 'Pendulum Clock' operated with surface ignition and was fitted with a surface-evaporation carburettor. While Karl Benz was assembling his motorized three-wheeler in his Mannheim workshop in 1885, Daimler built the first motorcycle in the world. Having iron-tired wooden wheels and a wooden frame, it weighed 90kg (198lb) and achieved a speed of 12km/h (7½ mph). The 'Pendulum Clock' was cooled by a fan, and fitted in a frame with rubber joints. In the autumn of 1886 Daimler amazed his friends by the first four-wheeler fitted with a high-speed internal-combustion engine. The vehicle could maintain a speed of 18km/h (11mph). After the World Exhibition in Paris in 1889 nothing could stop the ever-increasing popularity of Benz' and Daimler's vehicles.

In the following years the engine power kept steadily increasing to 15, 20, and even 45kW (20, 30, 60hp). The early belt drive was abandoned, and an automobile of a modern concept was evolved with a front-mounted engine followed by the clutch, the gearbox, the propeller shaft, and the differential. The engineers set their minds to determine the best bore and stroke ratio. They also pondered over the piston speed, the problems of cylinder filling, and other questions important in designing ever more efficient and, at the same time, more economical engines. At the turn of the century Bosch's magneto ignition was invented.

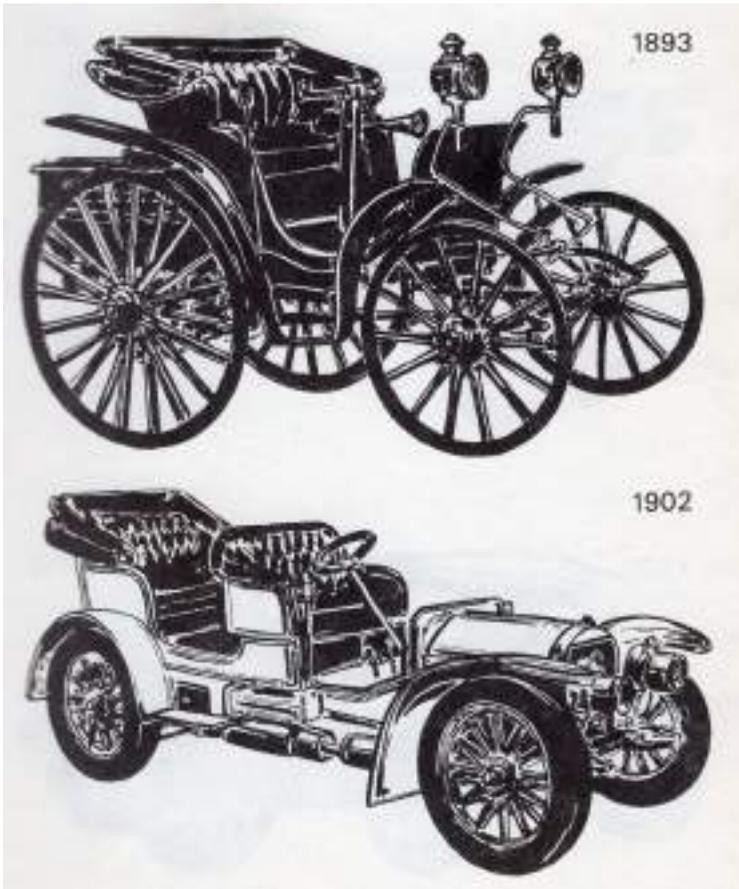
The brakes of the new, faster vehicles were relatively weak, and they soon became the main problem. In order to improve the efficiency of the hand-brake, vehicles were fitted with chocks that were quickly put down under the wheels when the vehicle had to stop on a gradient. As early as 1900 it was mandatory that every automobile be fitted with two brakes functioning independently. The pedal shoe-brake governed either the front or the rear wheels. The hand-brake gradually acquired the function of an auxiliary brake. At first nobody gave a thought to electric lighting, since carbide illumination was available.

The first automobile events and races were a great incentive to technical development. The 1900 Gordon-Bennett Cup was the first race with strictly specified rules. The weight of the cars was limited to between 400 and 1000kg (880-2000lb). Only four-seaters could be entered for the Herkomer trials, held from 1905 to 1907. The cars' equipment had to meet the motoring demands of the period. The vehicles were divided into classes according to their engine performance for the first time. Similar procedures were adopted in organizing the Prince Henry Trials. These competition rules influenced the choice of materials. Light metals were used for the first time.

Among other novelties were ball bearings, mechanically controlled valves, multiple speed gearboxes, improved carburettors, and many other details which increased engine output and cruising speed. In 1906 the first Grand Prix events were held. This was an era of steadily growing application of the compressor principle in engine designing. Performances of powerful supercharged engines allowed the races to achieve what seemed then to be incredibly high speeds.

CHARACTERISTIC FEATURES

The first automobiles were, in fact, still carriages, without shafts and with an engine mounted beneath the seats. The development of carriage into motor car was also determined by the seat arrangement, and by efforts to protect the passengers against harsh weather. The bodywork was either of a Vis-a-Vis type, that is with a face-to-face arrangements of seats, or Dos-a-Dos (back-to-back). Among other body types were landau, brake, and phaeton. In the early 20th century there were no fewer than 20 designs. Most of the names were French, because they were terms internationally used for carriage bodies,



RELIANT ANT (TW 9)

Christine and I have an annual holiday on the Greek Island of Cephalonia and having been going for several years have made many friends there including a Greek family. This couple (Nafsika and Jacobi) live in a remote village and Jacobi who has very little English, a bit like my Greek, and has a small haulage business and which he started this in about 1984 his first vehicle was a Reliant Ant of about 1980 vintage. This is the open backed pick up version.

In Britain the Ant was built from 1967-1987 and was designed by Tom Karen of Ogle Design and for the UK was initially fitted with a 700cc engine later raised to 748cc. The gearbox had a very low ratio and was suited to the hilly terrain of the Island. In Greece the Ant was built under licence by MEBEA of Greece having a payload of 500Kg and fitted with the 700cc engine. The Ant was built with a box section steel chassis having a glass fibre body with the engine fitted directly behind the front wheel. From what I can gather only 250 LHD versions were built in Greece so very few survive.

In Britain the vehicle was very popular with Councils and was made in flat bed versions, closed delivery van, small water tanker, refuse truck, street drain cleaner and amazingly as a snow plough.

After a few years Jacobi's Ant became too small for his work and he changed it for a larger truck of about 15 tons. The Ant lay abandoned in the back of his property and having rebuilt a Mk1 Golf and then a Willys jeep shared with his brother, Jacobi (he J is pronounced as a Y) he decided to tackle the Reliant a couple of years ago and really very little work was needed.



The Weird World Of Webers And Web Sites From *Barry Lester*

Now, if you like me been around cars for 50 plus years, you will no doubt come across the Weber carb. in some form or other.

I've been thrown back in with a vengeance as my Marcos 1600GT came with twin 40D-COE Webers, so I've had to delve back into the black art of jets, chokes and balance.

Now I've been involved with them in the past on Fiat's, Lotus Elan's, and a Rapier H120 (now when did you last see one of those)?

I came across a web site called crossflow tuning, and to my surprise the same questions came up, which were being asked back in 1970. Mostly flat spots, poor fuel consumption etc.. I soon realised that too much information is a bad thing, and reverted to my Colour Tune, Vacuum Gauge and dwell meter, half a day and running well.

People are spending a small fortune on tuning Crossflows for MK 1 Escorts, and it's a real memory jerker.

Back in the early seventies, I became the proud owner of a 1960 997cc Anglia, which was like new with 8000 miles on it but a bit on the slow side. As things happen, a Ford Corsair 1500 GT (and I would love that today, a rare 2 door) that had failed it's MOT came my way.

So over a couple of weeks all the running gear went into the Anglia it's not all a straight swap and propshaft mods and steering took a little time .

Bits went into our engineering workshop to be done for a packet of fags.

But the result was a car Ford should have built, pretty quick for the time, and in my opinion one of Weber's best the downdraft 28/36, which gave the car better fuel consumption than when it was the 997cc. On the downside insurance cost an extra £45 pounds which was nearly two weeks wages back then .

These are some of the Web Sites I been on lately, and they may be of interest to club members.

1 *Sitting there rotting on a driveway.*

2 *Kent crossflow tuning*

3 *Classic car owners with humour.*

4 *Classic British Caff (cafe) Racers.*

My 4.2 E-type did 20 mpg pretty easy, my 1600 Marcos around 18 mpg.

Makes you think, smaller is not always best!

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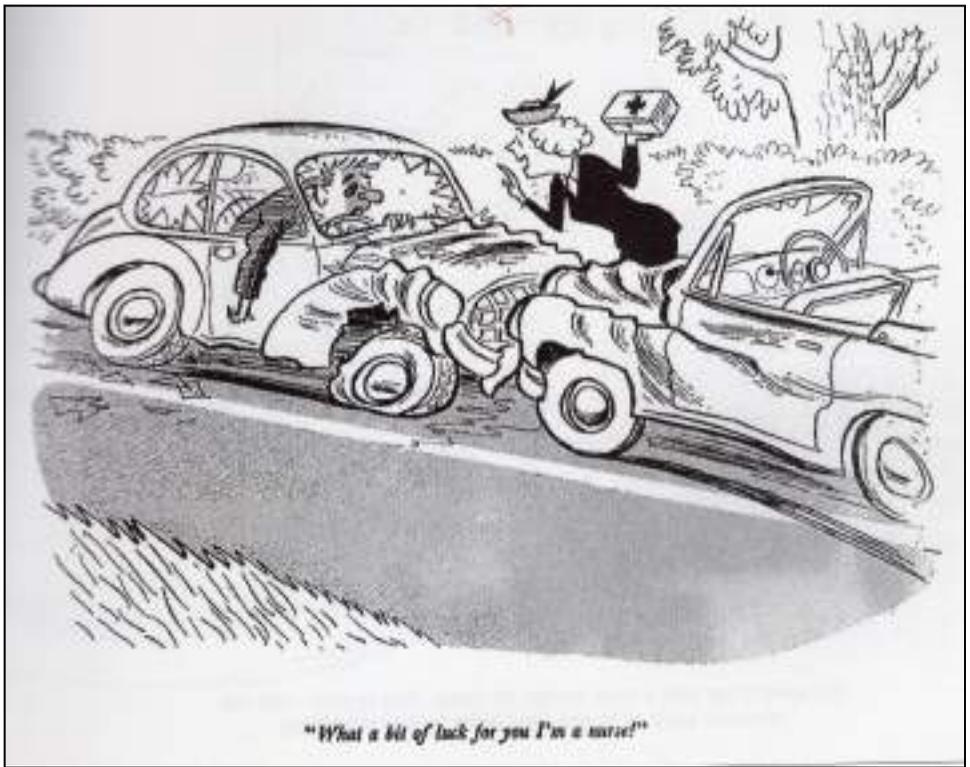
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Turnpike Roads around Buxton

Chris Howarth

Buxton was the centre of a number of Turnpikes, which radiated out from the town in all directions. They were built over more than a century, often to join towns & cities, but also to improve the efficiency of local industries.

As Buxton had been a settlement with good road connections since Roman times the London – Manchester route went through Buxton, either going out to Derby via Brassington, roughly the A6 then A515, or Manchester on the “old” route of the A6 over Long Hill. These had been to connect the Roman forts at Derby & Manchester & the baths & temple at Buxton. Other roads went from Buxton to the forts at Melandra, near Glossop, Templeton, near Sheffield, & Chesterton, near Stoke.

When the Romans left around 400 AD these roads were in good condition & had been well maintained. Unfortunately over a thousand years of use but little maintenance meant that Derbyshire wasn't well served with good roads. During the middle ages either the lord of the manor or the monastery maintained the roads, but Henry VIII confused the issue with this. Subsequently part of the problem was the way that roads were then maintained, by what was called Statute Labour under the Act of 1555. Each parish was required to maintain the road through their parish by each parishioner doing 4, & later 6 days work, a year, or paying an equivalent amount. This was particularly harsh on some parishes which had roads passing through them but which only had a small population.

The route from Buxton to Stockport followed the present route towards Long Hill, but bearing right just out of Buxton to follow the ridge & come down into Whaley Bridge. This road still exists but is definitely Land Rover country. Having driven a small part of the way off Long Hill I can imagine how difficult travel would have been. From Whaley Bridge it went along the ridge to drop down into Disley, then straight across the present A6 onto Jackson's Edge Road then down again to the present A6 & so to Stockport, down Hillgate & across the Mersey & up Lancashire Hill.

By the early 1700's the roads were inhibiting the growth of the county & something needed to be done. In other parts of the country Turnpike Trusts were being formed & in 1725 the first one was set up in Derbyshire, to improve the road between Manchester & Buxton & a branch between Whaley Bridge & Chapel-en-le-Frith. The Act made the point that in winter parts of the route were almost impassable & in many places so narrow it was dangerous for persons to pass.

Around 100 eminent local people formed the Trust which was mandated to remove obstacles etc & to make the road up to 15 yards wide from Sherbrook Hill about a mile out of Buxton on the Ashbourne side to Manchester. It would appear that the road going south towards Ashbourne was in better condition, mainly following the Roman road.

In 1724 Daniel Defoe's work "A tour through the whole island of Great Britain" was published. He reported about the state of the roads & instanced the road from Bow to Harwich, which had been in a very poor state & practically impassable in winter or when flooded, but following the creation of a Turnpike Trust in 1697 had been improved so that it was, by the time of writing, so firm & easy to travellers that no other roads in England could equal them. Defoe said that the road from Brassington Moor to Buxton Spa had 8 miles of smooth green riding along the old Roman road.

The Peak District was crisscrossed with other routes, mainly pack horse routes for the carriage of salt from Cheshire & called salters ways. Names across the area remind us of this, such as Salter's Ford above Kettleshulme & the Packhorse Inn in Chapel-en-le-Frith & Saltergate in Chesterfield. These were often narrow & known as hollow ways as they had been so eroded by both hooves & water, especially when they were on peat. Because they were used by walkers & packhorses & were only of a width to suit those they were impassable to wheeled vehicles. It must have been difficult for packhorses going in opposite directions to pass.

Some were the basis of the routes for Turnpikes & they, with some others, were upgraded to roads, such as the road from Hurdsfield in Macclesfield through Kettleshulme to Whaley Bridge then to Chapel-en-le-Frith. Interestingly from there it went over Peaslows to Sparrowpit & down Winnats Pass, through Castleton, Hope & to Bamford, where there is another Saltergate. This went to Sheffield via Stanage Edge. This road will be familiar to members who do our runs & is the one that passes the Travellers' Rest where the car show is the day after our run. Showing that the pub is well named. Much of the branch of the Manchester – Buxton Turnpike that went from Whaley Bridge to Chapel-en-le-Frith followed these salters ways over Eccles Pike.

Six years later, in 1730, the Trustees returned to Parliament to extend their powers as much more wheeled traffic was now using the Turnpikes.

From *Chris Howarth*

Sadly, one of our most regular attendees at both club meetings & runs died on the 16th of October. Penny was 16 in August & died peacefully at home. As many of you will know, she was a bit of a character & she preferred people to dogs. She had a number of particular friends at the club, and often looked them out at the meetings to have a bit of a cuddle. Pictured here in her favourite position – the front seat of the Bentley, at Tatton, a few years ago.



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