

# H&H CVC



*Club Mag February 2019 - Edition N° 325*

# **H & H CVC Ltd**

<http://www.hhcvc.com>

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

The Annual club Subscription is £20.00

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**Club Stands** Mike Coffey - See above

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## **Club Mag. for February 2019**

### **CHAIRMAN'S CHAT**

Yes, a new picture of me, meant to do it for January but missed the boat. A number of members have asked me about getting you vehicle classed as historic and not needing a MOT anymore, assuming that the vehicle is old enough and has not been substantially modified or is a kit car. There is a site on the Internet telling you what to do but if for instance, you fitted a V8 engine in place of the four-pot original, it will not qualify. I have been told you can do this on the Internet but have failed to find the site. This is what you do.

Change the vehicle taxation class on your V5c to historic and sign it. Ignore the bit about the legacy relating to the DVLC. Take a photocopy for your own record. Take this together with the V10 form you have received and if you have one, a current MOT certificate to a main Post Office and if you have one, also the last tax disc. You will also need your Insurance Certificate. You will need a note of your inside leg measurement too! Explain what you want to do to the counter assistant who will send the V5c to the DVLA, who will issue you with a new one stating that your vehicle is 'Historic'. This should take a couple of weeks or so. I have done this at the main Hazel Grove office without any problem. Now when you get your new V5c in the first instance take this to the Post Office to get a current Tax disc. In the future when you will get a V10 re-taxation form through the post, and it is easier if you can to do this on line. If you can't, then its off to the Post Office again, don't forget your Insurance document.

Our FBHVC **Dive it Day** run on Sunday April 28<sup>th</sup> will be dedicated to the memory of Martyn Faulkner (with Michel's agreement), something we have wanted to do, but only attended by H&H members. More details of the run, i.e. start and finish arrangements can be found later in the March magazine, but we look forward to a great turnout for a great run, and in the memory of a great Guy.

As you will know from the last magazine, the Website has been changed and updated by Jane Harrop, lady with the Nissan Figaro. She has made the site more 'modern looking' and we have a new service provider and address. It is well worth taking a look at, and many thanks Jane. She has become an associate Committee member and although asked to formally join the Committee, has had to decline due to work commitments, but is more than happy to continue to look after the site.

Our daytime runs continue to be a great success, and well attended and thanks to Mike and the team for their work, and to you dear member for taking part. The New Year run on 20<sup>th</sup> January saw more than 20 vehicles take part in a variety of classic and modern vehicles and as I have said before, if you come in your modern vehicle you will be more than welcome. We came along with my Granddaughter but alas about 15 miles into the run she looked decidedly green and so we decided to make for home.

I would like to thank the supporters of the stamp collectors, which as I have said before go to the Guide Dogs for the Blind association wherein the money raised from the sale of stamps, mostly to overseas collectors, helps to feed and look after the dogs during training and help with their old age. Now I make a plea here, it does not matter if you can only manage a few stamps each month, they all count so kindly cut them from the envelope and give them to either Eric or myself.

Our charity for this year, following nominations from the membership and investigation by Richard Lomas (thanks Richard), is Peak District Music Centres who are a charitable organisation, who support and promote ensemble activities for young people including singers and orchestral events and those of you who went on the Peaks and Dales runs will have heard them play at Buxton. They will come to the Club Night in May to tell us about themselves.

Now, with all this Britex, or should I say Brexit excitement one thing coming out of it relates to driving your car abroad in that after March you will need an International driving licence and green card like the old days. I am told that the driving license can be obtained from major post offices and having had a look on the Internet, most Post Offices in the area are issuing them for a charge of £5.50 but don't forget to take your present license with you. The green card of course you get from your insurer.

Before I sign off please take note. Those smelly things given as Christmas presents comprising sticks (*Reed Diffusers* Ed.) in a small jar of some liquid can be dangerous. The liquid is like paint stripper and can take the paint or other finish off your window

sill and I have seen it take the top surface off Formica. Make sure the glass pot stands in a saucer.

So for the next meeting we have the AGM, followed by a hot pot supper and for the March meeting we have the now legendary Ed Burke rocker box racing competition, a fun night not to be missed so if you haven't got your vehicle, made now is the time to start.

**Bye for now, see you at the AGM.**

Steve Diwall.

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# Editorial

**February Magazine Cover Photograph**  
Anthony Boe holding the H&H Shield which was  
presented to him at the Club Show,  
Note the add-on on the back page.

## **Birthday Celebrations -**



### **Congratulations to Fred Dean - 90**

Fred joined the club in 2002 with his Black 1961 Morris Oxford MSK 313. He won many prizes with the car, which has since been taken over by Graham & Jean Knowles.

Seen here with his wife June, cutting his 90th birthday cake at his party.



# Editorial

The club's Charity for 2019. - Charity N° 1002890



This is a Charitable organisation whose purpose is to support and promote ensemble activities for young people in the Bakewell, Buxton, Hope Valley and surrounding areas. There are currently 13 PDMC ensembles, encompassing beginners through to senior ensembles, which provide an opportunity for players to progress and evolve across many years of membership.

Musical activity is led by accredited music teachers but we also depend upon the support of many volunteers, mostly parents, who give their time and resources to keep music-making alive for young people in the Peak District.

For more information about joining any of our groups, or if you feel you would like to join us in our efforts, please contact :-

**Marion Redmaan** - PDMC administrator

Email; [admin@pdmc.org.uk](mailto:admin@pdmc.org.uk)

**Daniel Timmins** - Leader of Instrumental Development in North West Derbyshire for the Music Partnership.

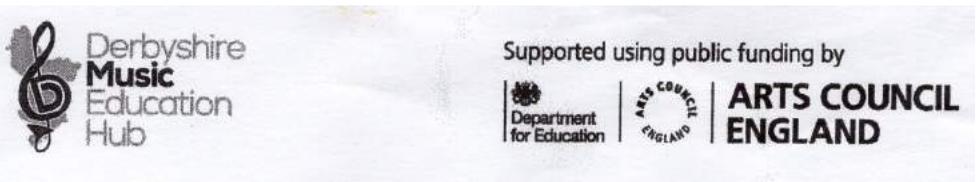
Email: [Daniel.timmings@derbyshire.gov.uk](mailto:Daniel.timmings@derbyshire.gov.uk)

If you would like to find out more about Peak District Music Centres please visit our Website [www.pdmc.org.uk](http://www.pdmc.org.uk)

PDMC is funded partly by the subscriptions of members, and partly by the Arts Council through the Derbyshire Music Education Hub, of which we are a member organisation.

**Jane Briggs** - Derbyshire City & County Music Partnership.

[www.derbyshiremusicdichub.org.uk](http://www.derbyshiremusicdichub.org.uk)



## Future events

*Chris Howarth*

### **Shows & Runs in 2019 – Please note Changes.**

#### **Drive-it-Day - Martyn Faulkner Memorial Run.** Sunday 28th April

Please note that DiD is later than last year as the third Sunday would clash with Easter Sunday. H&HCVC will be having a fairly short run, perhaps a couple of hours, with food available at the start & finish no doubt.

#### **Gawsworth** - Mondays 6th & 27th May

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

#### **Tatton Park.** - Saturday/Sunday 1st & 2nd June

We are hoping to have a stand at this show. Due to problems in the past with members who register but don't go on the day we are probably only going to be allocated a small stand, so numbers will be limited. Please see entry form on the website in the near future.

#### **Peaks & Dales Charity Run** - Sunday 16th June

#### **Lymm Festival of Transport** - Sunday 23rd June

We have a stand confirmed for this show. Please see entry form on the website in the near future.

#### **Hope Show** – Travellers' Rest - Monday 24th June

Please note that this show is the week after the Peaks & Dales as it is the nearest Monday to the Summer Solstice. You must register with Sheffield & Hallamshire Motor Club by the end of May. See website for link or Chris Parr.

#### **Didsbury Classic Car Show** - Sunday 14th July

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

#### **Stockport Classic Car & Bike Show** - Sunday 11th August - Market Place.

Due to the error with the date of Didsbury CCS it is hoped that the Market Place Show will move back to 11/08/19. (Currently waiting to hear from SMBC)

#### **Poynton Show** - Saturday 24th August

Please see Steve Divall to book

#### **Woodsmoor Show** - Yet to be confirmed

Please watch the website for further information.

#### **Hare & Hounds Club Show** - Sunday 1st September

Confirmed by Wyevale.

## Future events

*Chris Howarth*

### New Year Run 20<sup>th</sup> January

Well – it snowed quite hard on the 18<sup>th</sup> & there was enough to make life a bit challenging getting home on Friday afternoon. This did not bode well for the NYR. Fortunately warm air appeared on Saturday & much of the snow disappeared & by Sunday morning it was not quite so cold & the only shortcoming was that it was rather murky.

The car park at the Dog & Partridge was pretty full when we arrived & many cars looked familiar. This was a good start. Inside members were fuelling themselves up for the run &, as usual, a warm welcome awaited.

Looking at last year's NYR, which had been postponed until the 25<sup>th</sup> of February, was when a hydraulic pipe at the rear of Big Blue developed a leak & I did the first half of the run on the back of a recovery truck. This year's run was less dramatic – thank goodness.

With the weather being more kind it felt almost like the Spring Run, apart from the hosts of golden daffodils that prudently decided to keep their heads down. The route went through some reasonably familiar but attractive roads to get us out into the Cheshire countryside. We wended our way through little villages & across many junctions that were right then almost immediately left – easy to miss – to pass Bentley Motors & end up at the Rising Sun at Crewe.

Richard Burnham, who created the route, also did a return route, which, whilst pretty well a direct route, was nice to have & also went through some more of our lovely countryside. Our next run, on the 7<sup>th</sup> of April, will be one of Andy Robinson's famous Spring Runs. I have heard that he goes round the route a couple of days before the run to plant thousands of daffodils, but I couldn't possibly comment.

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# **2018 Annual General Meeting**

## **Took place at the Conservative Club, High Lane**

### **Minutes of last Annual General meeting**

### **Wednesday 21<sup>st</sup> February, 2018**

The Secretary opened the meeting mentioning the fact that the minutes of 2016 AGM had been sent out with the club magazine, & all paperwork relating to the AGM in accordance with Company's House. .

#### **Minutes** Minutes of AGM dated 15<sup>th</sup> February, 2017

Delivered with the February magazine to all members was approved by the floor.

**Apologies** Chairman explained that Committee members John Walker, Director & Modern Classics representative, and Assistant Chairman away on holiday, and apologies from Graham & Jean Knowles, Account Administrators.

#### **Treasurer's report.**

Distributed on a separate sheets.

Copies of the accounts distributed which had been audited by Mr. David Rainsbury.

No queries from the floor

#### **Chairman**

Firstly the Chairman introduced the committee:

Chris Parr - Director, Secretary, Company Secretary, magazine editor etc.

Mike Coffey - Director, Deputy Chairman and Club Stand organiser.

Richard Burnham - Director, Routemaster & photographer

Marrtyn Faulkner - Webmaster.

David Bowden - Commercial Vehicles representative, also Regalia and club Sales

Helen Bowden - Publicity Sec.

Chris Howarth - Show Co-ordinator

Jill Dewsnap - Minutes Sec.

Eric Dewsnap - Committee Member & Stamps for charity collector.

Myself, Steve Divall, 1<sup>st</sup> Director, Chairman and Treasurer.

We also have with us Auditor, David Rainsbury, and Richard Lomas, our charity co-ordinator.

As stated previously, the minutes of the 2017 AGM were distributed with the February Magazine, Issue N° 313.

I trust that all present will have found them to be an accurate record.

### **Chairman's Report**

Started by acknowledging and thanking David Rainsbury for auditing and checking annual accounts.

This was followed with thanks for our 'Dinner Ladies' who make the sandwiches for club nights. Helen Bowden, Jill Dewsnap, Elaine Lomas, Yvonne Lomas and Margaret Kenworthy.

Another successful year has passed with Evening Runs on set on some Wednesdays & Sundays by the team of Mike Coffey, Steve Bagnall, & Dave Swann. Thanks to them also.

Many members have opted to take their magazine sent out by email, which is a great help to club finances, & those who receive them by post enjoy the better quality of magazine, thanks to our external printer.

### **Peaks & Dales Charity Run.**

The Peaks & Dales Run saw the greatest turn out of vehicles we have ever had for this event

, exceeding 110. This was publicised locally with notices and with announcements on High Peak Radio & Silk FM. This is our major fund raising event, and we were able to present the sum of £2,300 to the Manchester Blood Bikes in September.

For the 2018 Run. The 22<sup>nd</sup> year,

It has been announced that remedial work will have been completed at the Gardens, so all should be in order for parking and display the vehicles on the Promenade once again,

For 2018 Richard Lomas put forward a number of Charities for selection by the committee, and after deliberation, Kinder Mountain Rescue group, was chosen to be our 'charity' for this year

They will be at Marple on June 17<sup>th</sup> to flag off vehicles on the Peaks & Dales Run, and again, they'll be at the Pavilion Gardens at the conclusion of the run. They will also be at the show in September, where they'll be presented with a Cheque.

The Club Show went well, despite the poor weather at Wyevale Garden Centre, and the manager assures us that, next year, the stack of pallets of fertilizer, will be moved to improve the parking & display area  
The new club shield was won by Jane Harrop, and the Chairman's cup by Bob Berry.

I would like to thank Dave, and the staff at High Lane Conservative Club, for putting up with us twice a month.

We have a number of new items in the pipeline for this year, including a visit by coach to the Morgan factory in Malvern. This to be organised by Martyn Faulkner, and a trip on the Manchester Ship Canal, to be arranged by Mike Coffey. There is a possible trip to Robinson's Brewery, and a tour of Stockport Town Hall, we are trying to arrange. Members are advised to watch the magazine for developments on these events.

New ideas for any trips, or speakers for our club night meetings would be welcomed for consideration by the committee.

I must not forget to mention Ed's Rocker Box challenge for the next meeting.



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## MG SECTION REPORT

from *Paul Clappison*



The first club meeting of 2019 was a quiz night and myself, and the MG corner prepared to do battle. Unfortunately we only managed to correctly answer a third of the questions although we did do rather well in the section about sweets! Steve Divall is now taking bookings for the Poynton show in August while Chris Howarth is the person to speak to if you would like to display your car at Tatton Park in June and check out the club website for other shows throughout the summer that are now available to book online. Looking forward to the summer and Sunday the 16<sup>th</sup> 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 try to support this event as it is always for a worthy cause.

Mathewson's auctions in Yorkshire recently took delivery of a 1981 MGB GT LE edition and a 1975 Jubilee model, also a 1975 Midget that all been stored for over 30 plus years, all unregistered with the original bill of sale, delivery miles only and still in the factory wax, these car will be offered for sale at the March auction. I am hoping to view these cars and I will report back my findings although it does pose the question as to how many cars like this are stored unused for years?

I will be displaying my MG at the restoration show at the NEC in Birmingham from the 22<sup>nd</sup> to the 24<sup>th</sup> of March on the British Motor Vehicles Built Before 1985 club stand situated in hall 5, stand 060 and please call over and say hello if you are attending.

Next club night is Wednesday February 20<sup>th</sup> which is also the club AGM and comes with a free hot pot supper so definitely one not to miss.

**Happy motoring.**

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# **Motoring Mythologies #2 - Freewheeling?**

## **Anthony Boe - February 2019**

Do you remember getting your first car? Can you recall what it meant to you? How did you feel when you jingled your keys and looked upon your spanking 'new' wheels? For many, I would venture it would have been a liberating sense of freedom. An escape from the tyranny of public transport or of cadging a lift from your exasperated folks. That's what a full driving licence and a cheap car gave. Freedom. Its been the central meme of car ads for years and remains so to this very day.

The day you upgraded your provisional license it was as if metaphorical shackles had fallen away. A whole world of adventure and exploration opened up. The road was your playground. You were suddenly your own person. A person of elevated status and prestige. You were a person with a motor. It mattered little whether you had a car lot lemon or a semi-decent set of wheels. In your peer group, your currency was on the up.

Looked at as part of a semiological system the driving licence is the signifier, driving competence the signified and the sign is a car without an 'L' plate. It follows then, that car ownership is symbolic of freedom, of adulthood, of responsibility. As a driver, your stock goes up several notches, and your value in society is travelling north.

And back in the day, it was pretty simple. Owning a car was cheap. An MOT was far less difficult to obtain. Cheap third-party insurance protected the public from your inexperienced forays onto the nation's highways. Assuming you survived your first few months on the road, it would lead to a lifetime of motoring.

*'My dad in the family Ford Pilot'*



Maybe that's what we find in our classics even today. We're tapping into the same feeling that long-since oxidised car gave us umpteen years ago. Owning a classic is your direct link to those first heady days of driving excitement. In some ways, you might say we're reliving our youth. And whether the classic you now own what is the same as your first car (or the car you coveted back then), the emotions you feel are the broadly the same.

Let's return to the notion of freedom. Your classic liberates you from the mundanity of everyday motoring. You don't commute in a classic. You don't do tedious business trips or boring errands. Instead, you drive for leisure: going to shows, meet-ups and drive-outs — all to have fun. In doing so, you derive admiration, attention and envy. Just like you did at the dawn of your driving career from those had yet to pass their test.

But now, we must address the central myth. While we revel in the perceived notion of freedom and status, there's a more complex subtext we can't ignore. One that suits our elites. Car ownership comes with a hidden; some might say, darker agenda.

Governments like us to buy and own cars. It makes them look good. How many times have you heard car sales aligned with our country's prosperity (or otherwise)? Car ownership has become a bellwether of how well our nation is doing. The notion being the more motors we buy, the more expansive our prosperity. It's an idea that has beguiled and deluded successive administrations for years, especially re their gubernatorial efficacy.

Then there are the costs involved; insurance, MOT, road fund, maintenance, parking and fuel. All are taxed and feed the Exchequer handsomely. You'll have noticed fuel duty has been a political hot potato for years. That's because it's such a guaranteed and flexible source of funds.

The myth of freedom erodes further when you realise that every element of car ownership means you become subtly hemmed in. Suddenly, you're on several more databases. You are subject to compulsory and stringent inspections to remain legal.

Over time, you become inevitably reliant on your car in relation to your work and livelihood. Shopping, family transportation and holidays won't happen without some wheels. Ultimately, your self-image morphs as you align your meritocratic progress to the quality (or classic-ness) of the car you drive. The better the badge on the bonnet, the more favourable your socio-economic status. You have indeed kept up with the Jones'.

Today, the illusion of freedom has dissolved yet further. Costs have risen enormously, especially for younger drivers. Technology now records our every move. Even how well we drive. Traffic cameras surveil us constantly. As the roads become ever more clogged, progress is slow, and journeys take inordinately more time. We are compelled to use our cars to conform to the 9 - 5 hegemony imposed by the industrial classes. Our cars become akin to mini-prisons. Metal boxes that transport us to jobs that bore us but on which our wellbeing relies.

A modern paradox is that when we have done our duty and bought the cars, we suddenly become rebadged as polluters — a selfish danger to the polar icecaps and therefore another source of revenue. Just look at the congestion charges in London and Paris as examples of how expensive it will be to enter any city in the next decade or so. And in a kind of self-perpetuating cycle, we are compelled to buy environmentally friendly cars that conform to the new orthodoxy. Readers may smile and say smugly; ‘my classic’s tax and MOT free now’. Maybe, but the fuel to power them will soon become a highly-taxed luxury item.

And so the myth of freedom the car gave us transforms into a burgeoning list of responsibilities. Ones which we have no choice but to comply to continue our driving adventures. The exact conditions that suit the industrial and political classes that derive their profits while seeing to it any ‘actual’ freedom is something they need to limit, control and exploit.

On that dystopian note, I’ll wish you happy classic motoring. ‘Til next time.

s

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



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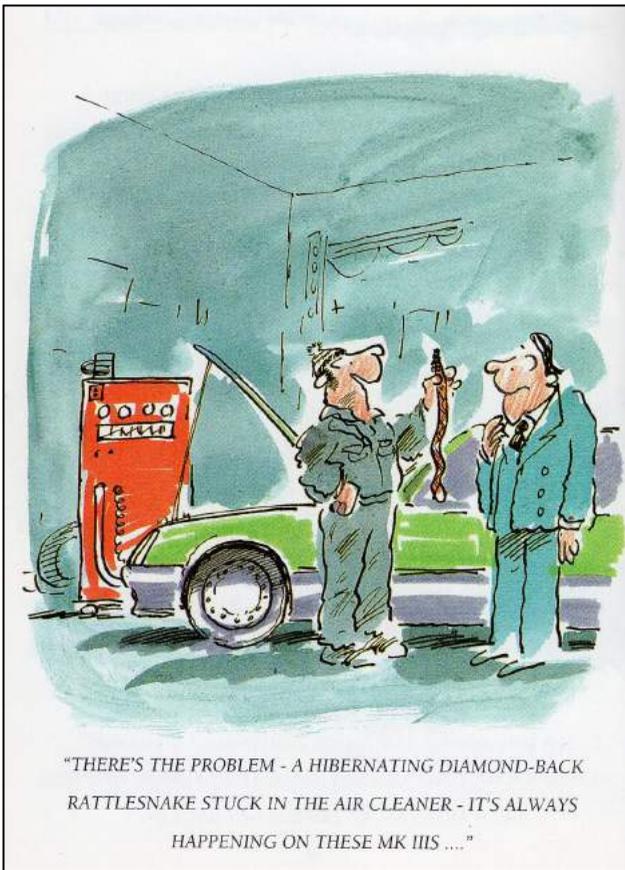
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### 1885 Benz Joyrider



When the first long-distance motoring journey was made by a vehicle driven by a petrol engine, it was not without its mishaps. The intrepid pioneers were Karl Benz's wife Bertha and the couple's two sons, who secretly took off on history's first joyride (no handbrake turns, this was the original 'joyful ride' - but they did not tell Mr Benz, they just went out for the day in 1888 to see how well, or otherwise, the world's first proper car went).

It was an eventful journey to the nearby town of Pforzheim where Frau Benz's parents lived. During the 60-mile journey they had to find water to replenish the cooling system, visit an apothecary for petrol, and push the car up one series of hills because it didn't have the power to carry all three of them up. They also had to stop to persuade a cobbler to make them a new leather brake-block and, one of the more personal events, they had to use one of Frau Benz's garters to replace a broken rubber insulator.

Well... January is here & the Range Rover is inside at work. It now seems to make most sense to sort the Range Rover, then, once it is working, to tow the Bentley out of the garage & to the road so that I can get her onto a car transporter & take her up to work. Obviously she would then be in the dry, on a nice flat concrete floor, with light, power, compressed air & even heat, so progress should be much better.

Our Rangy is a 4.6lt V8, as some of you may recall. Having spent many many hours working on the Bentley engine I now know more about V8s than I did, & certainly my "experience" with the Bentley is making things much easier now. Of course, as I'm sure you can imagine, they all have their foibles, or "design feature". The o/s exhaust manifold is, like the Bentley's, difficult to remove, but the tricky bit is getting the bolts out of the cylinder head.

There is a heat shield over the manifold, which should be removable, but of course, the nuts & screws holding it are both difficult to get at & rusted anyway. Our elder son, Graeme, has been having a go at it when he has a quiet moment between real work, To help matters the bolts are star heads & need a 12mm ring spanner with 12 sides. By dint of a lot of fiddling he has managed to undo all the n/s manifold ones, & 7 out of 8 on the o/s. The eighth, at the very back, is not accessible enough to get a spanner on to it. Problem. To help matters the 3 bolts holding the front pipe to the manifold wouldn't move. The decision was to snap the bolts with the breaker bar, then replace them once the manifold was accessible, but with good fortune he tightened the bolt & it moved, so with a bit of doing & undoing he managed to get all three out. The current plan is to pop one of the front bolts back in then undo the cylinder head & lift the head & manifold off together. Now that sounds sensible doesn't it, but the first bolt to undo on the head is, yes you've guessed, the one at the back, at the bottom. behind the last outlet on the exhaust manifold. It is possible to see the bolt head between various pipes & wiring looms pieces, but getting a socket on is difficult, but not impossible. Turning it then presents more of a challenge, but what is life if not full of challenges?

As Graeme undid the n/s exhaust manifold first so I was able to take that head off, clean it up, fit the head gasket & then the head using the new bolts in the head kit. The torque setting for the bolts is 20nm (15ft/lbs, almost nothing) , then turned through 90°, then 90° again, in the tightening sequence. Out of interest I set the torque wrench to 30nm, then 40/50/60 & 70 in sequence. The bolts went through about 90° & now I am pondering this. The Bentley has the same size studs as the bolts, 7/16 UNF & is set to 75nm, but the Bentley has helicoils in the block, where-

as the Rangy doesn't. With quite a lot of desk research I found a suggestion of 95nm as the torque setting, which sounds plenty & I really don't want to overtighten it & damage the treads = it may say the settings in the manual but I don't think that Land Rover would offer a guarantee. Otherwise all relatively straightforward, & it should be easier to reassemble as the various brackets holding the aircon pump, alternator & power steering, all of which were difficult to undo as the steel bolts go through & into aluminium & were a struggle to remove. Obviously the person who had previously stripped the engine, probably to replace the head gaskets, hadn't put anything to stop the threads seizing again.

Bentley use a thread paste for the exhaust to head bolts made by Dow & the manual says that you must use it. It apparently stays semi liquid up to about 1400°C, which may be why it was £25/500gms, & that was on Ebay, & over £60 elsewhere – worth a little desk research! As it has a use by date of only one year from manufacture I may as well use it to do all the nuts & bolts on both the engines as the tin would probably be enough to do a year's production at Bentley – you don't need much per bolt.

At least I seem to be making progress overall now. Who knows, by next month both engines could be back together - & working.

More next month.



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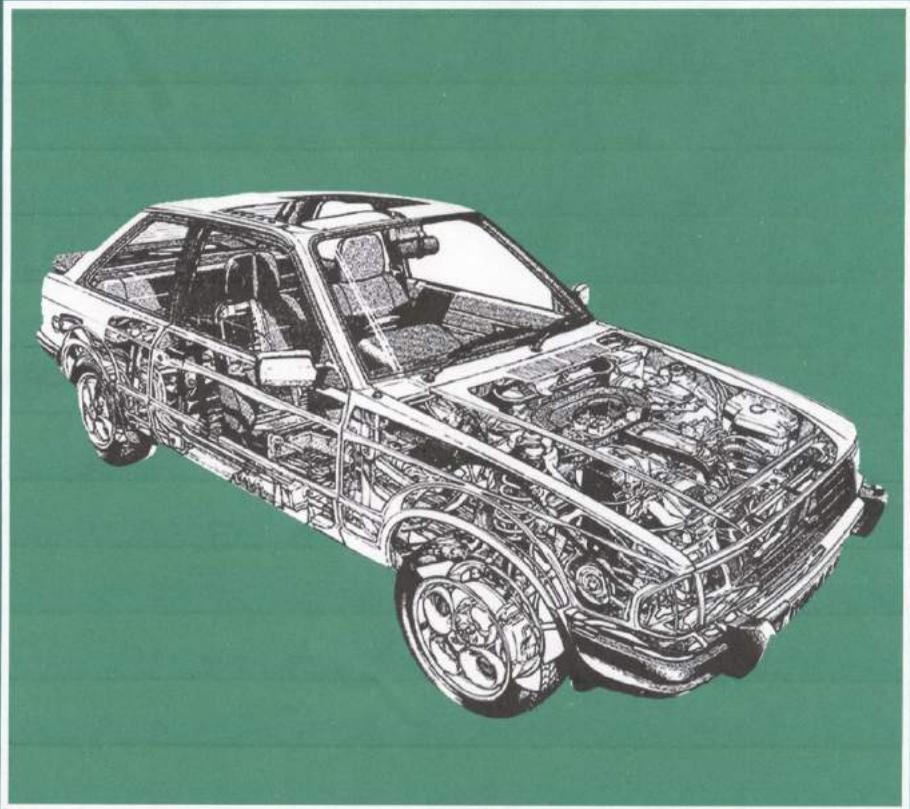
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**Our beautiful mobile home “Joie De Vivre” at Parc Le Dattier is now available for dates in 2019”** Sleeping up to 6 people, is situated at Frejus in between St Tropez and Cannes this really is a case of location, location, location! Just 70 minutes from Monaco and the Grand Prix week is still available. On ‘TRIP ADVISOR’ Parc Le Dattier has been likened to staying on a nature reserve, it is so uncommercialised and beautiful.



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**Breaking 1977 MGB GT (Plastic Bumper Model)  
All parts extracted  
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**Peter Ludlaim 0161 487 1301  
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Electric Garage Door Opener. Suits up and over garage door. Free to a good home (or a charity donation). Removed when I had new garage doors. With key fobs to open.

My electric garage door opener was removed when I had new garage doors fitted as it couldn't be transferred. There is an electric motor and track which suspends from the garage ceiling and door frame. A chain drive connects to the top of the garage door to pull or push it along the track to open and close the door. With remote key fobs to open and close. Suits single up and over garage door, mine was a one piece door but should work with sectional doors. Free to a good home (or a charity donation).



Also, an elderly friend has had a clear out and asked if anyone wants his spanners (free), not sure what is in there.

Andy Stobbie 07837 231021 [andystobbie@btinternet.com](mailto:andystobbie@btinternet.com)

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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 Events

### February

Weds 20<sup>th</sup> - **Club Night** - Annual General Meeting

With Free Hot-Pot Supper.

Weds 27<sup>th</sup> - H&H Midweek Run from Dog & Partridge, High Lane - Departing 10.30

### March

Wed 20<sup>th</sup> - **Club Night** The favourite is back

**Rocker-Box Race Nite** , With Ed Burke.

I

### **The H and H International Rocker Box Racing Championship**

The H and H international rocker box race nite will be on the March 20<sup>th</sup> club night as usual. For anyone not familiar with this debacle, for one night only, we throw away all the normal genteel club night behaviour and become children again.

All you need to enter is a child's skate board (about £6 off the internet) with an engine rocker box nailed on (some use the one off their classic car with a quick refurb) the more adventurous build their own chassis and wheels etc. which can take many hours.

We award three sought after trophies each year - one for the fastest, one for the best dressed box and a bad luck trophy.

We also award the piston broke trophy, which is not as sought after because it is awarded to a club member who during the show season has endured some bad luck with their classic car etc.

We currently have two members who are way out in front on this one and it may need a photo finish but you may know of someone more deserving so please make the committee aware and grass them up.

The 2019 rules have been tweaked slightly to accommodate a couple of illegal racers from last year who managed to kid (bribe with beer) the scrutineer's.

Anyone needing scrutineer's assistance will be asked for at least 4 pints (or the equivalent shorts) this year, as we have had to clamp down on this behaviour because we found some staff doing it for 3 pints which is just not cricket.

Sat/Sun 23/24<sup>th</sup> - Manchester Bike Show - Event City, Trafford ark

Organiser - 01484 667776 or email [info@classicshow.org](mailto:info@classicshow.org)

Wed 27<sup>th</sup> - H&H Midweek Run from Dog & Partridge, High Lane - Departing 10.30

Sun 31<sup>st</sup> - 'Normous Newark Autojumble at Newark & Notts Showground NG24 2NY

Sun 31<sup>st</sup> - Shakedown Run - All Classics, do not have to be MG's.  
Chesterfield MGO Contact Paul Clappison to book 07798 677941

### April

Sun 7<sup>th</sup> - H&H Spring Run - To Dagfields Craft and Antiques Emporium .

Wed 17<sup>th</sup> - **Club Night** - "**Deciphering the Highway Code** - why do we have it, and

why do so many people seem not to understand it"

From Ian Rigg - The Institute of Advanced Motorists.

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

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

### May

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

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

Conwy LL30 1BW

Mon 6<sup>th</sup> - Gawsworth pr– 1975 Show.

Sat 11<sup>th</sup> - GVEC Car Show Glossop

To book - prideandjoy1@btinternet.com

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

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

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

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

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

### June

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

**Committee Continued**

**Publicity** - Helen Bowden 0161 427 3584  
**Minutes** - Jill Dewsnap 0161 338 2098  
**Regalia** - David Bowden 0161 427 3584  
**Other Committee** - Eric Dewsnap.  
**Charity Co-ordinator** - Richard Lomas - 01663 742659  
[richard.lomas5@btinternet.com](mailto:richard.lomas5@btinternet.com)

**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](mailto:hhcvc@yahoo.co.uk)**

Contributions for the Magazine in by 1<sup>st</sup> of the month please.

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

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“Hey, Keep it in the family!”



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