

H&H CVC



Club Mag August 2019 - Edition N° 331

H & H CVC Ltd

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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 (27)



Club Mag. for August 2019

CHAIRMAN'S CHAT

Well, it's August already with the year nearly gone, but we do have a lot of light evenings left and with very mixed weather; as I write this, it is rather hot, to say the least. Lots of shows going on at the moment and I am certain many of you are 'showed out'. Also of course our evening runs continue, thanks to the team for these runs before they change to daytime runs in the winter. Yes, it's a new picture, most of the earlier ones were taken whilst on holiday abroad somewhere, but whilst the new one was taken on a weekend break, it was taken, last winter in Chester as can be confirmed by the thick coat.

The weather did not hold fine for us for the BBQ on July 17th, with about 30 or so turning up in their Classics, but nevertheless the turn out from members in their everyday vehicles was excellent as was confirmed by the number of people in the bar. As asked, those of you who came in your everyday vehicle parked off site, for which I thank you, and Liz, secretary at the Con Club did a great job in asking the bowlers to park off site, for which I have thanked her although a few Bowlers gave rise to have a moan, but I did point out to them, if it wasn't for us the Con Club would fade away (well something like that).

I have to thank Mike Coffey for getting the burgers, to Graham Knowles for getting the rolls, to Chris P for organising the BBQ and Dave Swann for transportation of

same. Thanks also to Steve Bagnall and Dave Rawson for cooking duties, and Margaret for doing the onions and sauces. I think that's everyone, and apologise if I have missed anyone out. We must have got the numbers of Burgers about right as there were only a few left over for purchase.

I saw an interesting auction of classic vehicles in Louth where a collection of cars, motorcycles and memorabilia was auctioned, the former collection of a chap who had passed way. The only pictures of complete or almost complete vehicles I could find were of a partial very rare Morris flatbed truck, of a Rover P4 which looked to have been garaged in the open, and of a sit up and beg Ford Prefect which had been stored under cover. All of them looked to be in need of a heck of a lot of work to get them back on the road and may have been bought as spares. The report I saw showed that the lot barely achieved £5000.

I have never understood why car manufacturers do not make a very basic no frills vehicle for shopping trips etc and understand that in France you can buy a very basic 300cc vehicle for just that purpose and I believe that thanks to the quirky EU legislation you can drive one under certain restrictions having lost your driving licence. Whilst on holiday recently in Tuscany, I was amazed to see lots of Tuk-Tuk 3 wheelers better known as the Piaggio Ape. These were all complete with a cab and steering wheel and came in a variety of forms, pick-up truck, enclosed van, four-seater plus driver open and closed vehicles used as everyday transport and taxi cabs.



The more modern vehicles had electric start and four stroke engines, the two stroke scooters and the like having been banned in Italy. Maybe there is an opening here.

We are quite well booked up for entertaining evenings throughout the Winter, as can be seen from our events page. Into next year we have the usual format for the first three months with a visit from the Greater Manchester Bus Preservation Society in April, a visit from our 2020 charity, yet to be nominated, in May and from the Hearing Dogs for the Deaf organisation in July. We had a very entertaining visit from them a few years ago and I am told it will be the same lady who came last time who will visit us again. At this juncture may I mention two things namely if you are aware of a suitable Charity please pass the detail's on to Richard Lomas or his successor (if you fancy taking over, please contact CP) and if you, no need to be shy, or anyone you know would be able to come and talk to us again please contact CP.

I would like to thank Martin Main for his continued supply of used postage stamps which go to the Guide Dogs for the Blind Charity and encourage you all to save any postage stamps, no matter how few, and let me have them to pass on. Whilst mentioning Martin, he asked at the BBQ for his name to be added to the Poynton list which I have done, but someone else did, and I regret I cannot remember who as I didn't have my list with me. Please, whoever you are, contact me again.

On the subject of Stockport just turn up and you will be given a free pass to enter the Vintage Village and for our show in September, it would be preferred if you gave your details to Jane Harrop to be entered into the programme but if you would rather not, feel free to just turn up.

And so, to conclude, I look forward to a jolly good Natter and Noggin at our next meeting on August 21st.

Steve Diwall.



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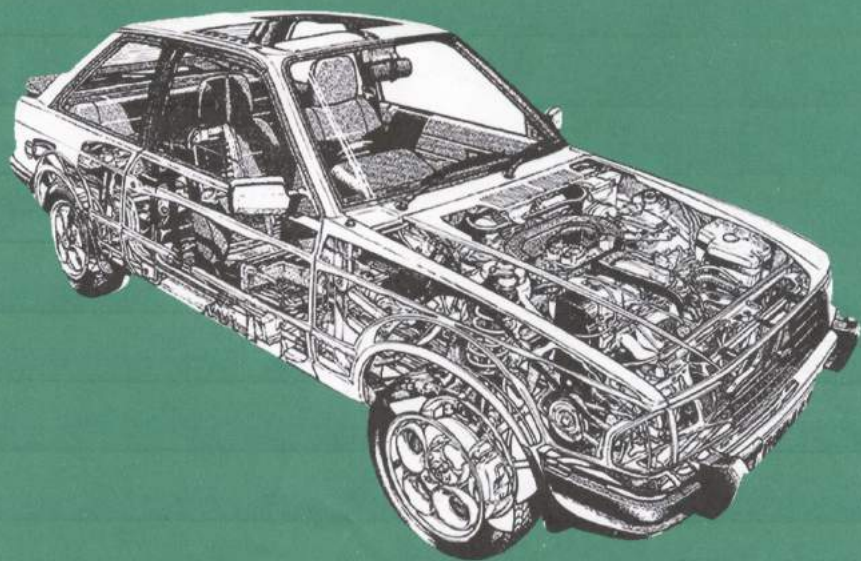
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Editorial

August Magazine Cover Picture

Ian Booth's 1931 Humber Snipe Tourer at Tatton Park in June

Shocks all round with the damage to the dam at Toddbrook Reservoir, resulting with road closures, and evacuation of Whaley Bridge residents— Unfortunately some club members were involved in the evacuation, and ended up in Hotels. Well, you know the rest.

Due to an assortment of problems, one of them being lack of track, The Scalextric night has had to be cancelled. Instead, we may have to bring forward the presentation from :- **‘Hearing dogs for the deaf’** As yet, not confirmed.

TV Programme to watch (on iPlayer)

BBC iPlayer - ‘Revolutions’ ideas that changed the world. Looks at what the car means to society. The first program ran the story about how Bertha Benz took her husband's first car on a trip to visit family - The first long distance road trip completed by a woman.

Looking forward to seeing future editions

Wondering if anyone noticed a recent accident at a ‘Car Cruise Meet’ in Stevenage, Seventeen people were injured, some seriously, after a crash involving two cars at a car meet event in Stevenage. The collision occurred when a number of people were reported to be standing on the side of the road.. A similar event in the Trafford area saw a fatality. Thrilling as these events may seem, cars and pedestrians don't mix when racing is involved.

Please Note :-

August 18th - Why not take a trip out to Buxton Raceway and see how Jack Blood competing in the Formula 2 Stock Car Racing. gets on. Currently he's 3rd on points after his first race of the season, but he was 4th in the World Championship, and came 2nd in the National Championship, which was over 2 races. - **Good luck, Jack.**



New Members Who joined the club at the BBQ.

Dave & Nicky Lawrence have a 1979 MG Midget

Nigel Connah owns a 1997 Brooklands Bentley.

Ian Whittaker, who has a 2004 MG TF

Welcome to H&H CVC, peoples.

Didsbury & South Manchester Car & Motorbike Show

This event took place 14th July. Two friends of mine from the '60s, Paul & Helen, are involved with the organisation of this show. We've had it on our schedule for a number of years & it is getting more & more popular, to the point where they have to be careful not to have too many in the park & you have to register. It was a lovely sunny, calm, day & the venue, Didsbury Park, is a haven of peace & tranquillity. We shared an area with GVEC & many of our joint members were there - MGs much to the fore! There must have been over 400 cars of diverse makes, some one marque clubs & one model clubs, multi marque clubs & many individuals. It was a very laid back day & we, wandered around, firstly looking for bacon butties (we had the last 2) chatting to various folk & looking at their cars, watching folk playing ball with their dogs (Penny was jealous) & enjoying butties & very good coffee. There were a couple of entertainments for little people, like small go karts & impressive radio controlled off road models.

Talking to Paul & Helen at the end he said that they were very pleased with the way that the day had gone. It is to raise funds for charity, this year for Blood Bikes Manchester I went over to their stand & was gratified that the chairman's wife remembered me & coming to our club meeting. There is no charge for entering your car & no pressure to spend on anything, but the charity sells the programmes to raise the money. I would thoroughly recommend this show & it is a regular on our calendar.

The Marcham Road Run 21st July

Our club has been represented for a some years by a number of our members & has won the "Best Represented Other Club" trophy most times, & this year was no exception, despite the sole representatives being Ray & me!

2019 is the 40th Anniversary of The Chesterfield MG Group, so they pushed the boat out. Starting at the Chesterfield Rugby Club we had their famous Breakfast Bap – a full English in a bap. Suitably fuelled we set off last, so unfortunately navigating had to be done. Mind you, after our experience on The Tour of the Dark Peak when we followed 5 others, who all missed a turn this was possibly not a bad thing!

Starting in Chesterfield & going a circuitous route to Dronfield was in country that was familiar to a certain extent, but off our usual hunting ground.

The route was actually rather the reverse of the Tour of the Dark Peak, which was useful because we took the correct turn that we'd missed on the earlier run.

There were some lovely high views, especially as it was nice warm, sunny, day.

At the end there was a small combo providing live entertainment, a generous hot sandwich, & a scone with cream & strawberries.

Chris Howarth Cont'd.

Here are a number of events that are coming up over the next few weeks. Lots to do during August. You need to book for most events. Please do it as soon as you can as some send out passes.

Sunday 11th August Stockport Market Place Show - our club "other" show. No need to book, just turn up at the St Mary's Church entrance to the Market Place.

17th/18th) August **Please note that we not be having a club a stand at Tatton**

Sunday 18th August Chesterfield Motor Fest in the Centre of Chesterfield. Some space booked, with GVEC too. Contact me, Chris Howarth, if you are interested.

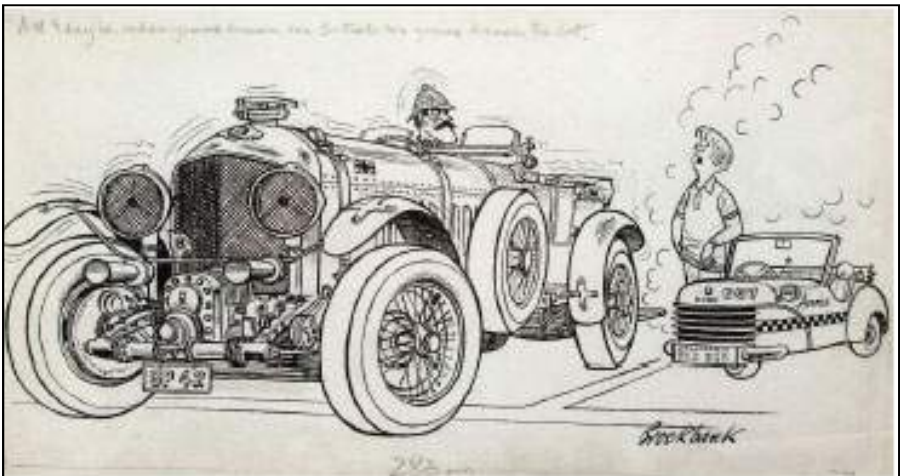
Saturday 24th Poynton Show. Please let Steve Divall know if you would like to go. Dogs welcome, uneven ground.

Bank Holiday Weekend Sat/Sun/Mon 24th, 25th & 26th August Gold Cup at Oulton Park. We have a stand booked. Please contact Chris Parr as soon as possible with the same details as above if you would like to go.

Bank Holiday Weekend Sun/Mon 25th & 26th August Classic Transport Gathering, Tram Museum, Crich If you are interested please let me know. Dogs welcome in most areas, level access.

15th September Topless Around the Peak. See our FB page for details.

22nd September Port Sunlight Show.— Tame Valley Vintage & Classic Car Club.



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MG SECTION REPORT

Paul Clappison

Plenty of activity to report this past month. Firstly we have a new MG in the club ranks with Ian and Irene Booth taking possession of a lovely Nightfire red RV8. Ian saw this car advertised in the MGOC magazine and the next second he was travelling to Wokingham with Richard Lomas in order to collect the car. Unfortunately the car is currently stranded at a garage in Whaley Bridge, fortunately it is up in the air on a four post lift so it has currently avoided damage caused by the terrible flooding in the area. Earlier in the month a number of H&H members attended Didsbury show, this once again turned out to be a fantastic event with a great selection of cars including a strong turn out from the MG community at what is becoming one of the best local shows in the area.

In the middle of July the club held its annual BBQ night at High Lane conservative club which is always a good opportunity to admire fellow members cars within a very informal environment whilst enjoying the delights of a freshly cooked burger. Having enjoyed a period of settled and mainly sunny evenings in the run up to the event the weather decided to do its best to spoil the occasion and a cold and wet evening did somewhat dampen the spirits of those attending leading to a lot less cars on display than normal. The first car to arrive was Phil's stunning MGB GT special Jubilee edition and it was soon joined by a MGB Roadster, an early MG Midget and a RV8 so all in all a great turn out from the MG corner. The end of the month saw me display my MG at the huge Fitted UK show at Event City Manchester amongst a collection of cars that had come from all over Europe. The show was very well attended and most enjoyable, apart from getting caught in monsoon conditions travelling home on the Sunday evening.

Hopefully the weather improves as we have a number of events ahead during August that I will hopefully be able to report on next time.

Until then, happy motoring.



MG's + Frogeye Sprite enjoying the club BBQ

July's Evening Run

Jane Harrop

We don't often have a perfect summer's evening for the club's run, but the weather came up trumps for us at the end of July. There were 20 classics took part in the 29-mile drive to Hayfield.

After turning right past the Ram's Head in Disley, we meandered over the top and then came down into Whalley Bridge and continued on towards the Peak Forest. Interesting for us at one stage, when we drove through a village we didn't know, only to find a little further along that it was Dove Holes, somewhere we've only ever passed before on the main A6 road on our way to Buxton.

For us living the Stockport side of High Lane, we drove down country roads we'd never been down before and at one stage after going over a cattle grid and down a narrow road, we did wonder if we were driving on private land down to a farm! But it was all part of the run.

On several occasions we were literally surrounded by green lush fields as far as the eye could see. It was interesting to see the working quarries local to the area and also signs of old quarrying. We passed some lovely little country stone cottages, some colourfully decorated with hanging baskets and window boxes.

We finished the run at the Royal Hotel Hayfield, arriving during the local church's bell practise. As it was such a lovely evening many members took the opportunity of sitting outside to enjoy a drink or meal, steak was on special offer, 2 meals for £30 including a bottle of wine, it looked delicious.

All in all, a great run on a lovely evening, followed by a nice meal.

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A MOST PECULIAR MATCH

The indefatigable Parry Thomas took part in a bizarre Brooklands match in 1926 - a three-lap handicap race between his Leyland- Thomas, George Duller's supercharged Austin Seven, Paul Dutoit's Alvis and R.M. Hanlon driving a Greenbat electric truck of the type used for transporting luggage on railway stations! Whereas the Leyland- Thomas had a top speed of around 130mph, the Greenbat could barely manage 6mph with a following wind. It promised to be quite a contest. Hanlon, formerly Dunlop's competition manager, received a start of 1hr 25min 38.4sec; Duller had a start of 1min 24sec; Dutoit was given a start of 59sec; and Thomas was on scratch. Before the start Dutoit treated the crowd to a series of spectacular skids at the temporary hairpin bends which had been laid out on the track in readiness for the next race. Hanlon then set off, his truck handicapped further still by being laden with two tons of wet sand ballast tied up in bags. He was expected to lap at around 5mph and to get progressively slower as his vehicle's batteries ran down. In fact he speeded up, lapping at 5.42, 5.43 and 5.48mph, which proved sufficiently speedy to secure victory by 32.4sec from the Alvis which lapped at 91.22mph. The prospect of an exciting finish was marred somewhat when Duller and Thomas, their engines misfiring, retired after just one lap. 0With the race won, the Greenbat truck continued trundling around the track to see how far it's batteries would last, but after covering 13 miles and 1,055 yards in 2hr 50min 28sec, a transmission shaft was damaged when braking for a mechanic to take his turn at the tiller. It had made its point

George Bute

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In the same vein

Electric cars were introduced for women because they started easily, the engine didn't need cranking. and the men didn't think the ladies would cope with gear changes They were quiet, and what's more, there were no emissions.

First Land Speed Record Ever, In an Electric Car!

On December 18, 1898, French race car driver Gaston de Chassaloup-Laubat set the first recognized World Record for Land Speed at an unimpressive 63.13 kilometres per hour (39.25 mph).

Electric Vehicles received their fall from grace when road systems were improved and abundant reserves of crude oil began to be discovered. These, and other factors, all contributed to the fall of electric cars of the period with them all but disappearing by around **1935**. The battle seemed won, for the next **30 years** combustion engine vehicles would rule supreme.



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A Century Of Citroën (part two)

Anthony Boe August - 2019

Bonjour tout le monde et bienvenue a planet Citroën. We've been orbiting this particular world quite a lot of late, but we have now hovered down to its dusty surface. Like Neil Armstrong in July 1969, we will be exploring the strange landscape looking for exotic and downright bizarre creations, not moon rocks of course, but undoubtedly alien entities from the Citroën canon.

We arrived in mid-July to take part in the centennial celebrations of when this iconic French brand was founded. And we weren't the only ones. Thousands of double chevroned cars turned up to join in the fun. All Citroën life was there, and the following piccies can only scrape the surface of what there was to see.

This uniquely French world has a name: La Ferté-Vidame in case you're wondering. It's a town to the west of Paris, and the site where the engineers tested prototype Citroën cars on their top-secret test track. Naturally, it has a special significance to the avid Citroënist. Better still we got to drive on sections of this 21km test facility. It comprised of different surfaces including rutted back roads, Routes Nationales and tooth-loosening Belgian Pavé. They really put the cars through their paces. No wonder the suspension systems were so good.

Whether you're a fan or not, some of these rare specimens are sure to tickle your fancy.



A beautiful Traction Avant hardtop roadster. One of several exceptional cars that was auctioned at the event.





A Citroën Helicopter. Who knew? This is powered by a Wankel engine. Not sure if I'd take a ride given the rotor engine's patchy reputation



We'll do a bit more Citroën next month as there's more to share. After that we'll leave this planet for somewhere else, I think. So, until then, happy classic motoring everyone.



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The 1919 Stanley Steamer,

- Chris Parr.

As seen in last month's Mag. - Operation. A boiler full of water that the fire heats up to **make steam**. A cylinder and piston, rather like a bicycle pump but much bigger. **Steam** from the boiler is piped into the cylinder, causing the piston to move first one way then the other. This in and out movement (which is also known as "reciprocating") is used to drive the rear wheels. When it is used in condensing mode,

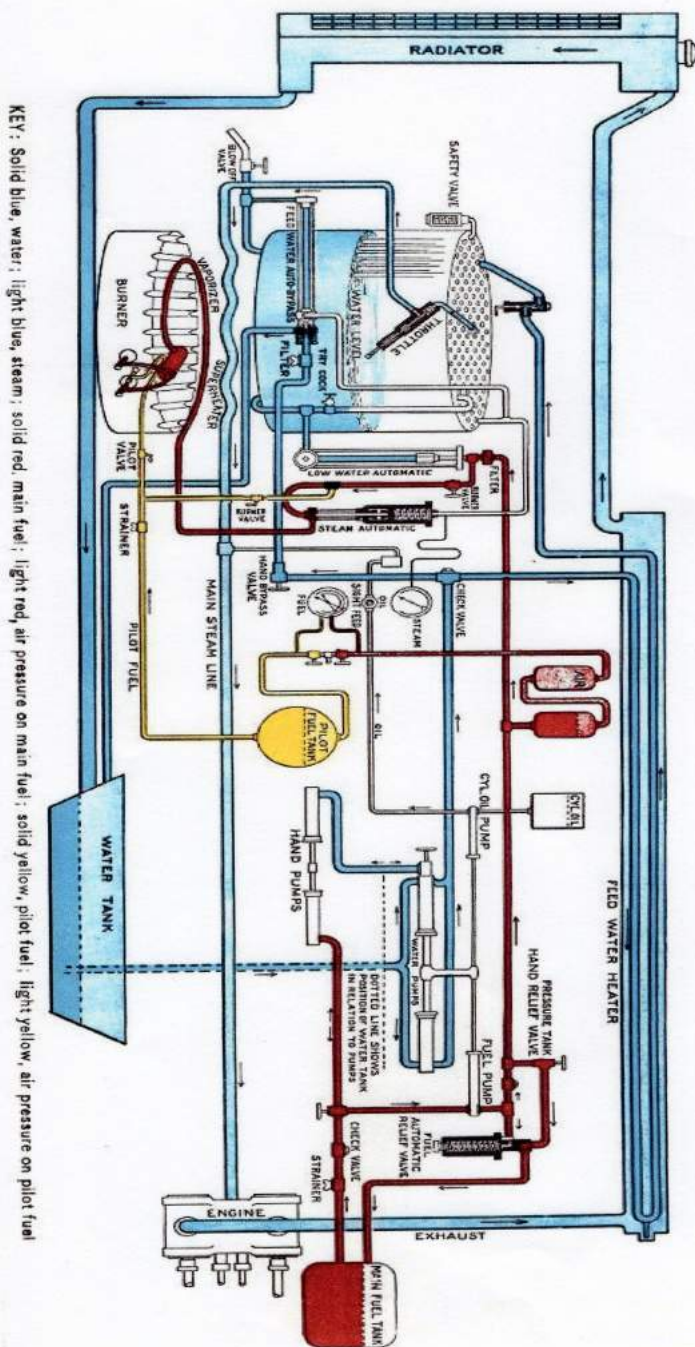
The owner of the one in the picture, (What a nice chap) Had got it all steamed up by the time we arrived, and after explaining all about it, offered to take us for a short run... Well it, was a Saturday morning, and there was a pub nearby, so off we chugged (Sounded like a quiet steam train. - Chuff, chuff, chuff.)

A lot of gauges to watch, and one had to keep an eye on the water level Too! There is a diagram opposite on the workings of the steam car. This car had a good turn of speed, and, in fact was capable of achieving a speed of 67 mph, Forwards or backwards due to it having a direct drive (No gears as such, just a transfer box to select reverse, left hand drive of course, it was American.) It was lovely cruising the Dorset lanes.



In condensing mode, the car was capable of travelling for a under 50 miles. In non - condensing though, the car was good for about 300 miles, but needed stripping down and a full clean out, before further use.

MODEL 735 STANLEY STEAM CAR – HOW IT ALL WORKS



KEY : Solid blue, water; light blue, steam; solid red, main fuel; light red, air pressure on main fuel; solid yellow, pilot fuel; light yellow, air pressure on pilot fuel

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.This past month seems to have been busy with runs & shows etc, Lymm, Bugsworth, Didsbury, The Marcham Road Run & our evening run to The Royal at Hayfield.

It hasn't stopped me doing a few jobs on the selection of cars that I seem to have now. I determined that if I did half an hour a day, or so, on the Rangy, & or BB, which are parked next to each other at work, so I can just pop out of the office & do it then wash my hands & do invoices or whatever.

So far I got as far as carefully working through the eight plug leads that threaten to tangle themselves in amongst various pipes, cables etc, & which, perversely don't go on the coil connections in a straightforward way. There are 2 coils with 4 connections each, but the leads go it something of a cat's cradle to get to them, some from one bank going to the opposite coil. To add to the fun the coils are close to the bulkhead, & the leads are on the back right up against the bulkhead. To minimise the risk of getting them wrong I numbered each lead at each end, & each socket on the coils – '*simples innitt*'. Well, that bit was, but when we disassembled it there was only one bolt holding the coil bracket, instead of 2 – presumably a relic of when the head gaskets were changed by a previous owner. Now you'd just go to the box & get something similar wouldn't you, but remember that this is the old Buick engine design... who knows which thread it is. Doesn't seem to be metric (no surprise) but I got a selection from the local Land Rover specialist, UNF etc, & so far none of those seem to fit, but it is in a right awkward spot to fiddle with them.

Some of you will remember that on one of the drives in Spring 2018 BB settled into a pool of hydraulic fluid in the D&P car park at the start of one of our runs. A number of the rear pipes were replaced then or soon afterwards, &, most interestingly, RUDD has had most of the same pipes replaced in March of this year. No enormous surprise I suppose as they are but a few months apart in age. Anyway, my son called from work one morning to ask if I'd done anything to BB as there was a pool of oil at the rear. Ho Hum. Jacked her up & it looks as though it is from the N/S but nothing too obvious. The catch with the hydraulic oil is that it is thin & tends to run off the pipes, rather than hanging about like an engine or gear oil might, so it is not really easy to see where the leak is from, & a pinhole can be enough. Anyway, I left her jacked up overnight, & the next morning there was a smaller puddle at the front, so it looks as though it is one of the front to back pipes – yet to be identified, & also to checked on RUDD!

When we were on the run to The Royal there was a squeak from the rear O/S of RUDD, enough to make Richard Burnham, who was following, think that his brakes were squealing. Investigation required obviously. Dead obvious once that corner was jacked up. The damper has two "rubber" bushes at the bottom, one either

side of the suspension bracket, each one having, for want of a better description, a washer above & below each bush. What had happened was that the top washer had rusted until it was thin enough for the middle to tear out & the bush to work its way up the hydraulic ram, & nothing was there to push it up again, the end was rubbing on the tyre wall as the suspension flexed.

An easy fix, yes? I ordered replacement from Flying spares on Monday afternoon & they arrived on Tuesday – brilliant. Looked fine. But to confuse the issue I found that the Rover Vitesse's MOT had sort of become due. Now this is the sort of service that you can cope with. I 'phoned Pete at Shakespeare Garage & told him the tale. "When would you like it done?" "sooner the better says I" "bring it down now then" says Pete. Failed on CV joint boots & a ball joint. He showed me something that I hadn't seen before – flexible CV joint boots. If you've replaced a CV joint boot in the past you will recall that you undo the nut on the outside end of the driveshaft to allow you to push the driveshaft inwards & the hub outwards so that you can get the CV joint out of the hub. Normally you would then have to take the CV joint off the drive shaft, usually by thumping it with a lump hammer in a difficult spot to access.

This wonderful flexible boot avoids that. Remove old boot with Stanley knife then get the cunning tool for fitting the flexible boot. If you can imagine a funnel made of fingers of steel, you push the boot over it as far as it will go, then apply compressed air to the fitting on the big end. This opens the fingers which stretch the small end of the boot to the same size as the larger end. Push over the CV joint & release air, fit cable tie or other device to secure the boot ends & refit hub – job done. Pete offered to lend the cunning tool to me, which was kind of him, but it would be the weekend before I could get to it, so he said "bring it in tomorrow morning & we'll sort it", & by mid-afternoon I had one nice shiny MOT.

This left time to work on RUDD over the weekend, but I was a little fed up to find that they'd sent two wrong washers – not a bit enough hole. The correct part number was on the bag but not the correct part in it, &, of course Flying Spares were closed by then. Why does everything take so much longer than it should? 'Phoned Flying Spares this morning – replacements in post today, should arrive tomorrow in time to sort it before the Avro Show on Saturday, & Market Place on Sunday.

More next month.

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But what a solid car. I have never appreciated the Austin

10, and 1932 was the start of their production. A fabulously SOLID car, and this one had not been run, touched or moved for **46 years**. The bodywork paint is factory original (even though it is pock-marked with rusty spots) and **INSIDE????** Yikes!!! What a mess.

Getting it running was one thing, but driving it home was a complete no-no. Trailered home – I set about a full inspection.....which revealed a few bizarre situations. Looking closely has revealed millions of woodworm!!! and still alive?? (the dust was still building!!!). A rat (or rats) has made a nest within the inside of the rear cushion seat – plus all the horrible droppings, and the headlining has collapsed due to a cat falling through the sliding roof.....can it be any worse????

I had noted whilst it was being brought to life, there is a club especially for the Austin 10 – the Austin Ten Drivers Club. Hundreds of members all around the world and their own parts store. This latter source proved very useful when restoring the vitals of this abandoned barn-find.

The first thing - sort the woodworm??? I have had experience of 'bugs' whilst living in the Bahamas; there they encase a whole wooden house in a plastic tent and let off 'Bombs'. EBAY to the rescue...(I love EBAY). On a quiet evening, I shut all the windows, sealed the doors with masking tape and lit two bombs (a bit like smoke bombs).....'Eeeeeeeew, it's amazing where smoke can leak out of, so holding my breath I bung up the holes and evacuate the area to leave the car 'furfking' all night ['Furfking' is my invented word for when you leave something (like a curry on the tiniest gas setting doing its thing) In this case I expect the smoke/gas? to penetrate everywhere.

Reading up on the various matters which will be needed to fully restore the EBAY 'Barn Find', the ATDC magazine has a section for Members Cars For Sale, and this lead me to buying 'AGU' – a beautiful solid 1933 example in original condition, an Austin 10 Chrome Radiator Deluxe.



I highly recommend checking out the ATDC club website and even their membership. For what it provides - the annual sub's are peanuts and the resources are 2nd to none. Each month there are sensibly priced cars of all styles within the '10' range and also the bigger 12's, 14's and 16's.

But what about electrifying Frankie????**

That story continues..... The good old British Weather, the cold, dank days don't encourage my enthusiasm, but being garaged, many small tasks get

tackled - the most important of all – the mounting of the electric motor and the manufacture of the prop'-shaft.

Mixing Imperial and metric is sometimes impossible. The torque tube flange on the 7 is a bit 'chewed', so North West Prop'-shafts had to make a marrying spacer flange – new meets old. (That's the silver spacer on the right end of new shaft in the accompanying photo')



I'm sure many will be familiar with the A7's simple chassis. Having removed the whole engine, gearbox and prop', there seemed to be plenty of room for the 8 hp electric motor, but with no workshop and very limited tools, I have had to improvise and carry out the installation mostly in fine weather [ha ha ha, can anyone remember a day when it didn't rain???].

Trials via the 1 ton Chinese engine hoist (£99 delivered from China!!!!) have proved the cylindrical motor can nestle quite well almost onto the A7's engine mounts.

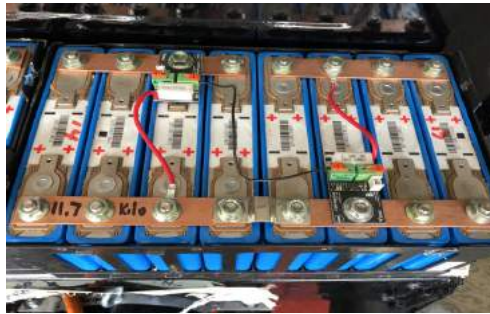
The new prop'-shaft has 25mm for and aft play and marries up very well. There is hardly any mis-alignment – but isn't that what universal joints are all about. The Austin 7 torque tube fits to the chassis cross member and allows the axle to pivot as it



risers and falls. The electric motor is rigidly mounted (but I wish they had supplied the bolts....Grrrrrr)

The time period between delivery of the electric drive some months ago and the final mounting of the motor worried me, in case the voltages dropped too much in the Lithium battery banks. There are 42x 3.7v Yuassa batteries total. Each pack has 4 parallel in series (>7.5v) Each bank of 7 in series makes around 50volts. The BMS (battery management system) ensures they are all balanced. At 8v they are all ticketyboo

The next stage will be installing the battery banks. Although I have two packs on the scuttle, this is only to help weight distribution. Some pretty hefty (welding) cables will be needed to meet the high current demand, and I've had a dummy petrol tank made (Thanks Colin) to hold another 50 miles worth.



Frankie is nearly alive** [after Frankenstein]

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For Sale

I purchased my Spitfire in April 2015, which is a super car with beautiful and solid body-work . Over the past 4 years the vehicle has passed its MOT with no advisories and I have had the following work completed:

New brake pipes fitted

New drive shafts fitted, parts from Rimmer Bros

New extra thick pile wool black carpets in front and rear of the vehicle

Refurbished seats with new foams and headrests.

New all-round shock absorbers fitted in May 2017, purchased from Gaz shocks

Refurbished front brakes and new spares for rear brakes, purchased from Moss's

New points for ignition fitted

New battery in 2018

Refurbished the twin SUs including new needles,

New boot seal fitted

Refurbished boot with new carpet and padding

New custom made twin stainless steel exhaust, fitted by Pipewerx, in October 2015.

Soft top fitted and hard top available (at price to be agreed).

Comprehensive service documentation from original registration date.

Tax exempt

As you can see from the pictures, **more available by email**, this is a well looked after and reliable car, where any inspection and road test is more than welcome. Reluctant to sell due to ill-health.

The paintwork is in very good condition for the age of the car as had been resprayed by Mo-to-build Ltd before car was purchased.

Any questions please do not hesitate to contact me by email or phone.

Contact: **Victoria Hotson**

Telephone: **07838 835217**

Email: vickyhotson@hotmail.com

Price: £7,000

Make: Triumph

Model: Spitfire 1500

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See David Bowden

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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.

Forthcoming Events

August

Sat/Sun 17th/ 18th - Passion for Power Show at Tatton Park.

No club Stand - Check with Chris Howarth chris@c-plus.co.uk

Sun 18th - **Brisca Formula two Stock Cars at Buxton Raceway Starts 1pm.**

Wed 21st - **Club Night** - Noggin & Natter.

Saturday 24th - **Poynton Show**

Please Book with Steve Divall - still room.

Sun 25th - Capesthorpe Hall Classic Car & Motorcycle Show - Forms from CP

Sun/Mon 25th/26th - Classic Transport Gathering, Tram Museum, Crich
01733 854321 www.tramway.co.uk.

Oulton Park Gold Cup - Takes place over the Bank Holiday. Friday 23rd - -
Monday 26th. For free entry with your Classics, please give details to CP ... Vehicle type & Reg N^o - Passengers have to pay for entrance. (see website). Book NOW Please.

Wed 28th - Evening Run - 6.45 from the Dog & Partridge.

September

Sunday 1st - Hare & Hounds Club Show.

Dobbies Garden Centre, formerly Wyevale,

Going to display your cars, commercials & bikes?

To get on the list,. please contact Jane Harrop **now** - Get your name & vehicle in the programme

janeharrop148@outlook.com

Sun 15th - **Topless around the Peak District. MGOC
Run, all Classics welcome, any make.
See our FB page for details.**

Wed 18th - **Club Night** - Hearing Dogs for the Deaf organisation
To be confirmed.

Wed 25th First Day Run, Dog & Partridge. Leaving at 11.00.

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.

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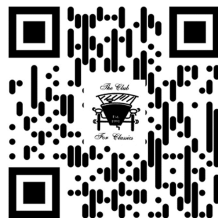
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