

H&H CVC



H & H CVC Ltd

<http://www.hhcvc.com>

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

The Annual club Subscription is £20.00

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Club Stands Mike Coffey - See above

Continued on page next to back page (27)



Club Mag. for November 2019

CHAIRMAN'S CHAT

NOW THIS IS IMPORTANT, PLEASE READ AND NOTE.

If you wish to pay your membership subscription or indeed any other payment to the Club, the easiest route is to use the BACS payment method, if you are able. Of course, payment in cash is always very welcome but if you pay by cheque please ensure your cheque is made out to **H&H CVC LTD**. In some instances, cheques have been made payable to Jean or Graham Knowles which to say the least is rather problematical and in one case recently a cheque was made payable to Ray Etchells who retired from being treasurer some years ago. Also please make sure you make payment in the correct amount. Your assistance is much appreciated.

It is almost that time again when the Annual General Meeting approaches notice is hereby formally given that the AGM will be held on February 19th 2020.

On the front cover is a picture of Richard Lomas receiving the Club Show Shield in recognition of his services to us over the years and of course his regular attendance with his MG RV8. Well done to all award winners at our annual vehicle show. Whilst speaking of Richard I spoke with him about his role as our Charity Co-ordinator at our last club night and he has said he will continue doing this, and after I sat down again Margaret asked me who was taking him to hospital with his broken arm! On that subject we have had three nominations for the 2020 charity but more are always welcome, rules as normal please.

I read that the MOT for older vehicles particularly, is now to include a test of the noise levels of the exhaust system particularly in respect of modified exhaust units or those fitted as standard. On older vehicles these can sometimes be noisy, which are still in need of a MOT test. One assumes that the test stations are to have the appropriate exhaust noise level indication equipment and not really on the opinion of the tester. I recall that several years ago my TR failed a MOT because in the testers' opinion the exhaust was too noisy. I challenged this at the time because the exhaust system is as it came out of the factory, asking if the tester had the approved equipment which he did not and subsequently the test refusal was rescinded

.

The generosity of Club members always astounds me with several folk who took part on the Peaks and Dales Charity Run giving additional monies to our charity at the start of the run, and in this respect I have also to thank Fred Dean who whilst he was driving, always turned up with a bag full of money collected from friends and neighbours. Also, thanks to Bob Plant who is giving money raised from the sale of a motor mower to our 2020 charity, and to Sue Fergusson who donated a picnic hamper which was raffled on our last Club Night raising £65 which was presented to our current charity, the Peak District Music Centres, who played for us at our last Club evening. At one time many years ago, Sue had a mini woody estate car which she took on the London to Brighton run and there is a picture of her with the Mini, being presented with an award by Sir Stirling Moss, (shown at the end of this article). Alas, the car succumbed to the dreaded 'Tin Worm' and I think has now gone elsewhere. At the PDMC musical evening I was particularly impressed with the young lady who played the Saxophone, Clarinet and Violin for us and thanks must go to PDMC who have supported us exceedingly well at our events. I am awestruck at the ability of anyone who can play a musical instrument particularly as the only thing I can play is a record player or whatever.

Mike Coffey has had some new banners made, not before time I think, as the existing ones look decidedly second-hand, and some shorter fishing rod type poles which will show our presence at events into next year. Also, with help from Jane, we are in the process of getting some flyers made for members to put under windscreen wipers of vehicles attending shows. The plan is to have a simplified application form on the rear which can sent to CP for joining purposes.

There was a plan to have a slot car racing event on our agenda, but unfortunately the kit owned by Barry Lester and Ed Burke has turned out, being, due to age, rather knackered, but maybe with a bit of luck and a fair wind, will appear next year. Rocker box racing is still well and truly on the agenda – time to get one made, or your existing one fettled.

I have recently presented a talk for the Stockport Talking Newspaper which will go out with one of their weekly items regarding our annual Peaks and Dales Charity Run. I try to make this as interesting as I can, with an emphasis on rattling engines, oily fumes etc. but it is hard to describe the events in an interesting detail. I have done one on our

annual club show some while back and have in mind to do one on the Stockport show which gives me scope to include a variety of topics.

I note that speeding offences with motorist caught with the Maurice Gatsonides device and those hairdryer things, are on the increase, so beware and make sure it isn't you who cops it! Also I have read that if you have an animal in your vehicle, it must be restrained or be contained in an approved box as if you are involved in an accident with an unrestrained animal in your vehicle (don't tempt me!) your insurance will be null and void..

Just to conclude my ramblings for this month may I remind you of the Club Christmas meal on December 11th, forms from CP or Helen, money with order please, and so to the next meeting on November 20th where we have a visit from a local beer micro-brewery which should prove interesting. I believe samples will be available but it might be a plan to bring your own glass together with some money.

Steve Diwall.



*Sir Stirling poses for Sue at the end of a London to Brighton Run.
Photo dated 8.06.2003*

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Editorial

Christmas Meal at Oaklands Hall, Hyde SK14 3DE

There is still Booking available. Forms were sent out last month..
Please fill out and send to Helen Bowden, 0161 427 3584

November Magazine Cover Photo.

Richard Lomas receiving the H&H Shield Club Show from the Vice Chairman, John Walker. The Shield is given in recognition for the effort put in by Richard with regard to the research put in by him in regard to selecting the Charity, and for his continued help with other events.

Club Night on Wed. 16th Oct., We were pleased to donate money (£66.00) raised from the raffle of the Hamper donated by member Sue Fergusson to benefit our Charity, **PDMC**

And who won the Raffle? - **Well, Richard Lomas**, by coincidence !

CHRISTMAS MEAL arrangements - We'll see all those of you who have booked the Christmas Meal on Weds 11th December at Oaklands Hall, Hyde.



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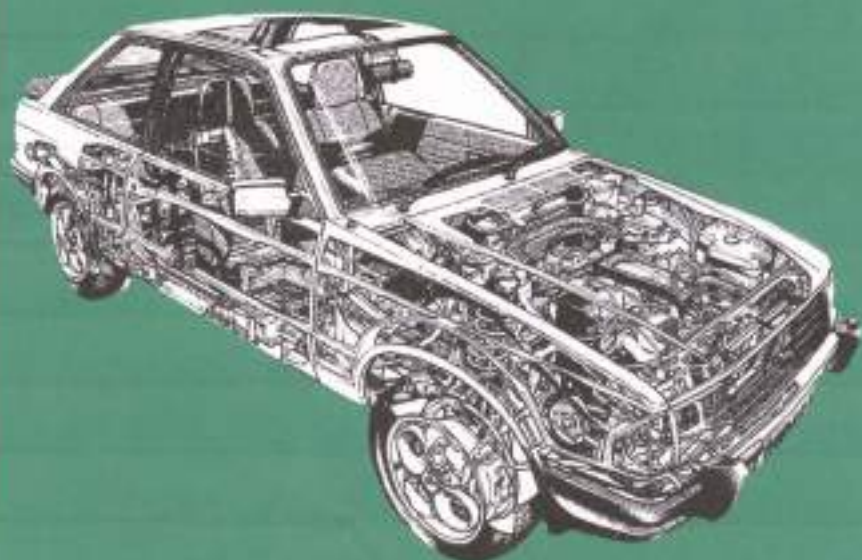
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Karl Benz (Right) atop a Benz Patent Motorwagen of 1897. The Benz 3 wheeler was the world's first successful commercially manufactured Automobile

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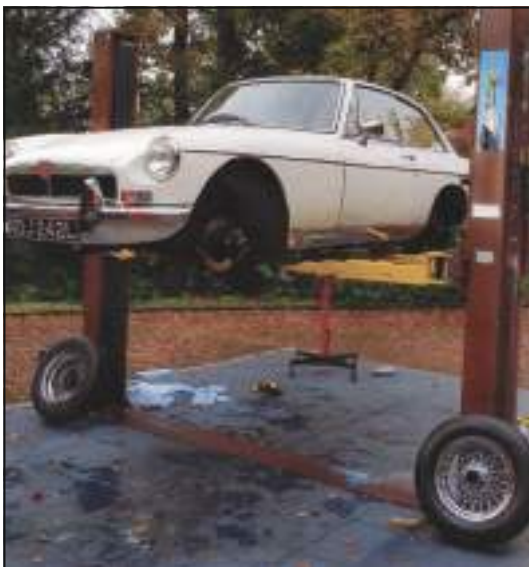
MG SECTION REPORT

Paul Clappison

As we approach the end of the show season I have been hard at work preparing my MG for the Classic Motor Show at the NEC in Birmingham, as I am one of 16 finalists on the prestigious Meguiars club showcase stand. This is a higher level than anything I have previously been involved in and the car is due to be judged on Saturday the 9th of November, with the winner to be revealed by Mike Brewer on the Sunday.

The judging involves all aspects of the car including the underside, involving white gloves to check how clean the vehicle is. I have been assisted in preparations by club members Ian Booth, who has kindly allowed me to use his two post ramp in order to prepare underneath the car, and Richard Lomas who helped me fabricate a new front grill in place. By the time you are reading this article the show will be a distant memory but hopefully I can do myself and the club justice and I will update you all on the outcome next month. The classic motor show always has a strong MG contingent and I look forward to catching up with the guys from the MGOC and MGCC, along with Nigel from Former Glory who will have a selection of MGs available to purchase.

.Those members that attended the recent club meeting were treated to a musical performance from the children of the Peak District Music Centres as a gesture of thanks for the clubs donation to the charity from the money raised during the annual Peaks & Dales run in June, sadly the summertime seems a long time ago now as we approach Christmas. As this will be my last article before the Christmas period I would like to wish you all a very happy Christmas and New Year.



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Cripes, is it nearly Christmas already? Where's the year gone? Alas, it's a sign of advancing age when time seems to accelerate and things like the festive season loom suddenly out of the blue. But what a year it's been. We've had some landmark adventures and covered quite a few miles. Whether it's our far-flung adventures in Southeast Asia or our numerous trips paying homage to all things Citroen, 2019 is a year that we'll remember for quite some time to come.

I have one final offering about our 2019 peregrinations to tell you about. Happily, it's closer to home than our other journeys but no less appealing. Better still, it gives the chance to share a few more pictures of some impressive cars. I'm sure you'll agree it's better than having me blathering on about whatever nonsense is preoccupying me at the moment.

In late August, we fired up the D and traveled to the Lancashire coast to attend Wayne Hemingway's 'Vintage Festival' at the iconic Midland Hotel in Morecambe. It's an annual celebration of all things yesteryear.

It features a host of artefacts from an analogue age when electronics ran on glowing valves and people enjoyed their music using strange spinning black discs. Attendees dress in period clothing. Nostalgic dancers jitterbug in the hotel lobby and traders have a range of old-school stuff to sell. It's all deliciously anachronistic but great fun too.

One of the primary attractions is the car show held in the hotel car park overlooked by Oliver Hill's magnificent art-deco edifice. So, as is usual, here follows are some pics of a few of the best motors on display.



A superb Alvis TF21. This is a great car brand. After an extended hiatus they're now available to buy again from the Alvis Car Company!



A magnificent Jensen 541 R. A rare 4-litre beast capable of 125 mph. Only 193 of these were made so we we're lucky to find this. And what a gem it is...





We've seen a Peugeot 404 before in Hanoi. And here's another 1968 model in Morecambe. Totally original on factory paint it makes for quite an exotic find



A very beefy Dodge Coronet Lancer from circa late fifties. Plenty of highly polished chrome on a car you don't see that often.



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

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



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MGA

The MGA design dates back to 1951, when MG designer Syd Enever created a streamlined body for George Philips' TD Le Mans car. The problem with this car was the high seating position of the driver because of the limitations of using the TD chassis. A new chassis was designed with the side members further apart and the floor attached to the bottom rather than the top of the frame sections. A prototype was built and shown to the BMC chairman Leonard Lord. He turned down the idea of producing the new car as he had just signed a deal with Donald Healey to produce Austin-Healey cars two weeks before. Falling sales of the traditional MG models caused a change of heart, and the car, initially to be called the UA-series, was brought back. As it was so different from the older MG models it was called the MGA, the "first of a new line" to quote the contemporary advertising. There was also a new engine available, therefore the car did not have the originally intended XPAG unit but was fitted with the BMC corporate B-Series type allowing a lower bonnet line. The MGA convertible had no exterior door handles, however the coupe had door handles.

A high-performance Twin-Cam model was added for 1958. It used a high-compression (9.9:1 later 8.3:1) DOHC aluminium cylinder head version of the B-Series engine producing 108 hp (81 kW; 109 PS). Due to detonation problems, a 100 bhp (75 kW; 101 PS) low-compression version was introduced later. Four-wheel disc brakes by Dunlop were fitted, along with Dunlop peg drive knock-off steel wheels similar to wheels used on racing Jaguars, unique to the Twin-Cam and "DeLuxe" MGA 1600 and 1600 MkII roadsters. These wheels and chassis upgrades were used on a small number of the "DeLuxe" models built after Twin-Cam production came to a halt. Aside from the wheels, the only outside identifier was a "Twin-Cam" logo near the vent aside the bonnet. A careful look at the rear wheel vents would also reveal another feature unique to Twin-Cam and DeLuxe: those four-wheel Dunlop disc brakes mentioned above.

The temperamental engine was notorious for warranty problems during the course of production, and sales dropped quickly. The engine suffered from detonation and burnt oil. Most of the problems with the Twin-Cam engine were rectified with the low-compression version, but by then the damage had been done. The Twin-Cam was dropped in 1960. after 2,111 cars produced. Production ended in April 1960, but had slowed to a trickle long before.



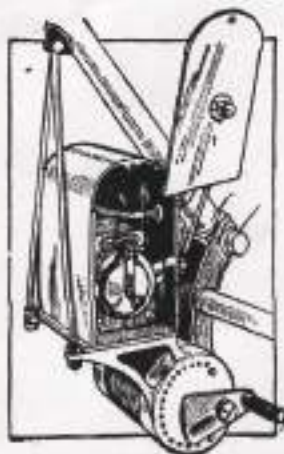


Lancashire police women stand by their newly delivered 1957 MGA's. The police often drove exciting sports cars while on patrol, ranging from Sunbeam Tigers to Daimler SP250's.



Club member Steve Orson in his MGA, winner at Poynton Show this year.

B.S.A. Motor Bicycle—Constructional Refinements.



No. 1.—MAGNETO COVER.

Considering the delicate mechanism of the Magneto, it is most important that it be protected from wet and dust, and there is no doubt that every motor cyclist will appreciate the neat way in which this is effected in the B.S.A. Motor Bicycle. An Aluminium Case (Regd. No. 568465) completely shelters the Magneto, while the sliding door each side allows of easy access to the Magneto for timing, etc.

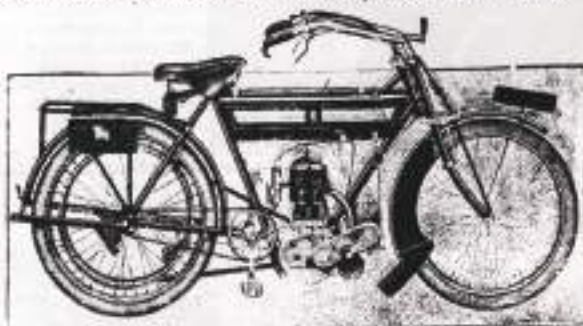
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Well – got the ignition coils in place. Some days later I started fitting the plug leads, which I'd already fitted to the coils, to the plugs. 1,2,7 & 8, the back & front ones, were fine, but the middle ones are a tight squeeze, especially as the days are getting shorter & it is hard to get light where you need it. Progress has been slow as there always seems to be so much else to do. I might just have to retire so that I can do a couple of hours a day!

To help matters on the way home from the last club meeting the Rover 820 faded away going up the Chapel bypass & eventually stopped on the bends at Barmour Clough – & if you know where that is, you will know that it is not where you really want to be stuck.

I telephoned the RAC, as it was pretty obvious that it was a back of a car transporter job. Meanwhile our guardian angel appeared, just as when the Turbo R head gasket went on the way home from Lymm, Steve Bagnall (& Dave Swann) helped to push us back around the bend & on to the footpath so that we were in a much safer position. It was a chilly night, & of course the engine was not running so no heater – not fun. Steve kept us company for a long, cold, hour, but the RAC had quoted close on an hour & three quarters, & he could do no more, other than giving Richard, who was with us, a lift home. The RAC sent Mount Pleasant Motors, whose sliding bed truck arrived a little earlier than expected & the driver was concerned that Ann should get in his truck to get warm. It had a most impressive crew cab which would take 7 people & 2 or 3 dogs.

The upshot was that we arrived at work, where I would remind you, I already have the Rangy & Big Blue awaiting fixing, at 01.15. Surprisingly it was slightly warmer in Buxton than it had been on Barmour Clough, like perhaps 6° instead of 2°. We rolled the car off the truck, dropped the barrier & retired gratefully to the nice warm cab to be delivered home. Supper for Penny & off to bed. Getting to bed at 02.00 was not what I'd planned earlier in the evening!

This put some pressure on to get either the Rangy or the Rover sorted, & the Rangy is inside in the dry, if not warm, & is more valuable if push comes to shove, so the Rangy is getting such priority as I can reasonably muster.

We had a quick look at the Rover & didn't identify the problem. Of course I immediately thought "head gasket" but no clouds of steam, or water from the exhaust. My son did a little research online & found a couple of less inconvenient possibilities. Time will tell. Apparently there are only 6 Rover 820 Vitesses left, but I don't think rarity necessarily equates to value.

More next month.



No – that one's not ready, I haven't wound the mileometer back yet



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See David Bowden

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Wed 20th November BEER with Jean Knowles. Local craft brewery with samples!
No Mid-week Run this month

11th December Christmas Dinner.
Contact Helen Bowden to book.

25th December – Happy Christmas 2020

Wed 15th January Club Night Chairman's Quiz

19th January H&H CVC New Year Run
Details will be in December Mag.

19th February Club Night AGM & Hot Pot

8th March H&H CVC Spring Run

18th March Club Night - Rocker Box Race Night

Wed 15th April - Vintage Bus Company

Wed 20th May - Introduction to our Charity this year.

June 17th Club Night - Hearing dogs for the deaf.

June 21st - Peaks & Dales Charity Run.

July 15th Club Night - Barbeque

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

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