

H & H CVC

Seasons Greetings



December 2020 N° 347

H & H CVC Ltd

<http://www.hhcvc.com>

The Club meets at the Conservative Club, High Lane

On the **THIRD** Wednesday of ^{each} month at **8.15pm**

The Annual club Subscription is £20.00

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Continued on page next to back page.



Club Mag. December 2020

Chairman's Chat

'It's good news week' by Hedgehoppers Anonymous was a hit song in 1965, who remembers that then? The title is a good start for my chat this month and so I begin.

Since John Walker left as a Director, we have been one Director short, and it seemed good sense to invite Graham Knowles to join the throng, and I am pleased to say that he has accepted. As the more astute of you will have noticed, from the inside front cover of last month's magazine. The position has been approved by Companies House, and at the same time he has taken on the role of Treasurer. You may wonder why for a brief period, I was temporarily entitled, 'Treasurer', and that is because Companies House require our Treasurer to be a Director, but that is now solved. I am pleased to say that Jean remains on the Committee and has taken on the role of Financial Administrator. Unfortunately for Graham, we have been having a bit of a banking tussle with NatWest who insist that we are a business, quite how a club of like-minded vehicle enthusiast not making any profit, and making an annual donation to a charity, is called

a business, is beyond me, but again it is something to do with Companies House and the fact that we are a limited company. Anyway, we received a demanding letter from NatWest requiring various items of information, and one of Graham's first tasks, was to sort this out with the help of David Rainsbury, and I am pleased to say, that they have managed it. Thanks to both.

I feel it prudent to mention the Manchester Historic Vehicle group for attending our runs and ask that when allowed we reciprocate. goodness knows when that will be. Also, an apology from CP about failing to credit himself for the article regarding VW and horseless vehicles in last month's mag and to me, regarding the Reliant Ant article.

During this present blockade, or whatever the correct terminology is, we have been encouraged to walk and cycle more. Clearly our Councillors, Politicians and the like have never walked anywhere as some of us have, and if you have tried to walk on the pavements. you will see where I am coming from. Apart from the rubbish left on the pavements, walking on them is extremely difficult, due to overhanging bushes and tree branches from domestic gardens. The main problem is cars and vans parked on them, the vehicles not only causing obstructions causing one to walk in the road and risking injury from speeding motorists, but damaging the surface. I have contacted our local MP about this, and got a very interesting reply. Although pavement parking in London is not allowed, to get a restriction elsewhere, needs all manner of permits. I suggested that our hard- up Councils could get a bucket of cash from offenders but to no avail. And so, we carry on.

You cannot have failed to notice the announcement by our Government that from 2020 all new cars sold have to be electric. At the moment this would seem to be a minefield in respect of many serious matters, but I hope that by 2020, all will have been sorted out. I won't bother to go there. One thing that does spring to mind, however, is the availability of petrol and diesel after that date, and one hopes that it will still be available for many years thereafter. There is a statement available by the FBHVC if you are mindful to take a look. Interestingly enough an FBHVC survey has revealed some very interesting facts about the Classic Car movement. It shows that the number of historic vehicles on the database, has now increased to 1.5 million. It also shows that the movement is worth more than £7.2 billion to the UK economy, and employs over 34,000 people, with 700,000 enthusiasts. Overall, historic vehicles account for less than 0.2% of the total miles driven in the UK, that 35% of owners are willing to contribute to a carbon reduction scheme, and that 56% of vehicles are on

SORN. Altogether these facts cannot be ignored.

I have noticed a problem regarding the effect of the current fuel and COVID, in that in our everyday vehicles, which are now not as used as much as before, tend to run unevenly for the first few miles, when cold. It would appear that the fuel tends to denigrate in time causing the problem. It has been my practice to run the car until virtually empty, and then fill it to the brim. The solution I am told, is to have no more than half a tank of fuel, and then top up half-way when required. The weight reduction in respect of using the car with less fuel in the tank, is relatively minimal, accounting for a reduction of less than one mile per gallon.

On the front cover of the previous magazine CP printed a photograph of a privately owned Spitfire aircraft saying thank you, NHS, which I took as the aircraft flew over Stepping Hill hospital, having done a round Britain trip. The aircraft has over 80,000 signatures on it with a view to raising funds for the NHS at this time, which currently stands at over £20,000. Hopefully, it will be spent wisely, and not given as an increase in salary to NHS executives, or spent on new carpets. The aircraft has been flown by a Dr Hilary but on the round Britain tour, it was flown by pilot John Romain, who is the Founder and Director, of the Aircraft Restoration Company, and he is a former Hawker Siddeley apprentice, and BAE aero engineer. He is based at Duxford Airfield. At present, the aircraft is worth well in excess of £3m. There are over 70 Spitfire aircraft surviving in the world, and this one has had an extremely chequered career. As you may be aware, many Spitfire engines were built at Trafford park, by Ford.



I don't know what to say about the present Christmas situation if, like us, you have all of the family round for lunch (14 in our case), but all I can say is, do your best to have a good one, and maybe we can have an Easter celebration instead. In Greece they make much more of Easter than Christmas so we will be in good Company. So, it leaves me to wish you all the **Compliments of the season** and KEEP SAFE.

Steve Diwall.



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FBHVC position on Government ban on sale of new cars with internal combustion engines from 2030

Published: 19/11/2020

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035.

The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles.

The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes.

Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars.'

The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the 'Village Green' area of the NEC Classic Motor Show in 2019 on the Federation stand. The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under license in Paris. In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do today. In 1900, 20 per cent of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially

building electric vehicles.

So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.

The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new ICE vehicles will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post-pandemic and post- Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without sig-

nificant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at <https://www.fbhvc.co.uk/>



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In France, Jacques LeFavrier left nothing to chance when he decided to commit suicide. He stood at the top of a tall cliff and tied a noose around his neck. He tied the other end of the rope to a large rock. He drank some poison and set fire to his clothes. He even tried to shoot himself at the last moment. He jumped and fired the pistol. The bullet missed him completely and cut through the rope above him. Free of the threat of hanging, he plunged into the sea. The sudden dunking extinguished the flames and made him vomit the poison. He was dragged out of the water by a kind fisherman and was taken to a hospital, where he died ... of hypothermia.

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Editorial

Well, still 'locked down', but thinking about plans for 2021. A list of forthcoming events appears on pages 28/9, and we can just live in hope that Covid 9 will be in the past.

Here are the answers to the on-line Quiz.

1. Door lock - 1971 Marco's GT
2. Rear reflector - Volvo Amazon Estate Car.
3. Side light cluster - 1982 BMW e213 Series
4. Heat shield - Bentley
5. Sidelight - Triumph Vitesse
6. Wing Trim - Ford Cortina mk1
7. Light - Ford Cortina MK1 Estate
8. Crank case for Dynamo - Citroën
9. Sound adjustment lever - Klaxon Car Horn, circa 1930
10. Hubcap - TR2
11. Helmet Hook - Vespa Scooter
12. Bonnet catch-- MG TC or (MG T Type)
13. Side light - 1935 ford model C Tudor
14. Boot hinge - Nissan Figaro
15. Offside headlamp - 1990 TVR 290S

WINNERS

Equal scores for two entries, meaning that Eddie Partington and Barry Lester are to be given a year's free membership, when they are next due to renew.



MG SECTION REPORT

Paul Clappison

Due to the current situation the classic motor show, held on an annual basis at the NEC in Birmingham was unable to take place this year, however in its place was an online version featuring a virtual pride of ownership contest with 14 finalists promoted by a short video for each of the finalists cars. I was invited to take part with my MG, alongside my sons 1979 Triumph Spitfire and on Saturday the 14th of November the event took place with members of the public voting for the car they wanted to win the competition with the results revealed online at the end of the show by none other than Mr Wheeler Dealer himself, Mike Brewer. My MG finished as runner up, a great result adding yet another major national trophy to my cars collection.

Another significant milestone this month as my car features on the cover of MG Enthusiast magazine along with an 8 page article. I was first approached in November 2019 when my car was a finalist on the prestigious Meguiars club showcase stand at the classic motor show and the photo shoot finally took place on a sunny day at the end of May as lockdown was easing. The article covers the 3 year search I undertook before finally finding my car, along with some of the things we have achieved in just under 4 years of ownership. Looking back I would say that the best thing about owning the car has been the friends I have made these past few years and lets all hope that 2021 allows us all to get together at shows and other car related social events next year.



Stay safe until next time, Paul.

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ELECTRIC VEHICLES

Jim Litchfield

My biggest concern over electric vehicles, is what are the people that own one, going to be called? If you are into cars etc., now you are labelled as a petrol head. So what on earth do we call the electric vehicle owners or enthusiasts? They cannot be petrol heads now, so what will they be called?

I do think though, the Government are a bit mad. they have spent more money in the last few months than any of us can imagine, and we as the general public, have got to pay it back. But I would like to know from where did they borrow it, because every country is in the same boat, nearly broke, so who lent it? I am just mystified with it all. Then what do they do is announce that all petrol and diesel cars are to be banned 10 years earlier, and that has just crucified all the manufactures who were going to perhaps earn some money, to pay the borrowings back. Then, there are the charging stations to charge all these millions of cars. The Gov. have announced a vast sum to help with this, but whatever they come up with, will never be enough. So then, on to the practical bit of owning a electric car. If you are Miss Daisy, just do your shopping once a week, and go out occasionally, then that's fine, but you are not going to save the planet, because you were not at the top of the polluting list. If on the other hand you travel a long distance to work say, 75 miles which is not too far. A lot of these cars will only just do 150 miles on one charge..

If you were in a motorised vehicle, would you travel back home with only just enough fuel to get there? No, you would stop for ten minutes and put fuel in, but not as easy for batteries, which take time to charge, and you have to find an available charge point.

Then we have the variables. What happens when it rains, the extra electricity to run the wipers has got to come from somewhere, which takes miles off the range. The worst happens, it's raining cats and dogs the air temp is down to about 3 to 4 degrees centigrade, the wipers are on full speed the heater is on full blast to keep the screen clear, you have got all the lights on and the fog lights. How far do you get then? The manufacturers never tell you how far a electric car will go with the lights and wipers and heater on do they? Yes ok, the car tells you that it won't do the journey that you have put in the sat nav, or there is a accident on the motorway and you cannot go anywhere. The batteries go flat what happens ten? We have had some nights with snow storms, and cars get stuck. Can the batteries keep the heater going. What happens if you are trying to drive on snow? The torque comes in very quickly on these vehicles, and I think it will require more skill to drive them in bad conditions.

What happens and this is most important to all the classic cars when petrol is an elite fuel and it costs the earth to buy and that is if you can find a filling station that has petrol or diesel. Does this mean that the old Bentley you have is worth nothing after you paid thousands for it and on it does it go for scrap or what, I think I am glad I am the age I am, and that by the time the smelly stuff hits the fan, I will be feeding the daises anyway. **'til next time, Jim.**

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So we end 2020 in low spirits. For a heartbreaking reason, we will now have a muted Christmas whether in France or anywhere else for that matter.

In late November, Carolyn lost her beloved Dad Chris to COVID-19 after a protracted period of care in Bolton General. Sadly, despite the dedicated work of the excellent staff at the hospital, the virus prevailed in the same way it has with many other bereaved families.

Many of you will have encountered Chris and his wife Anne over the years as they managed the shows fund-raising pop-up cafe at the Woodsmoor Classic Car Show serving thirsty or sheltering attendees tea, coffee and cake.

And via our activities, Chris and Anne looked forward to attending a few classic car shows every year. Indeed Chris was a great admirer of Alex Robertson's magnificent Triumph roadster with its distinctive Dickey seat. He said more than once it was his 'favourite classic car of all time'.

Of course, Carolyn is devastated, and we'll all sorely miss Chris with only fond memories to offer comfort and a period of raging at the virus for taking away an otherwise fit 78-year-old with plenty of healthy years ahead of him.

There are not enough words to express all that we are feeling but I will have a go: Damn you Coronavirus!

One of the many possessions that will continue to remind us of Chris is the 2002 Honda Accord we bought from him for a token £300. Our 5-series Beemer at the time was drinking oil like a drunken sailor, and we couldn't justify the cost to rectify its insatiable thirst. Fortunately, at the time, Chris was getting a new car, so we made him an offer for his one-owner Honda and were delighted to add it to the fleet as our daily driver. He was, we think, in equal measure chuffed and amused that we were going to keep it.

As you'll know from previous articles, I'm a big fan of Japanese engineering having owned several Datsuns and Hondas in the past. Not one of these cars ever gave mechanical problems. The engines are bulletproof. If you keep on top of the consumables and give them a thorough annual service, a Japanese car will go on indefinitely in my experience.

That's why I knew that Chris' ageing 2.0-litre V-Tech Honda Accord VII with over 100k miles on the clock would be as reliable as a wood-burning stove. And so it has been proved.

I used to rib Chris that one day I'll follow him to the scrapyards in his former Honda to give him a lift home when he has to scrap his new car. He'd smile ruefully maybe slightly wondering if that might actually be the case.

That said, it's by no means concourse but that's part of the appeal. It bears the wear marks of a well-used but faithful family motor. It has a slight dent in the driver's door that Chris did accidentally but didn't feel he needed to repair. The paint and plastics are faded after 18 years in the UK sun. But these are mere aesthetics and have not stopped it from reliably serving us in our domestic and professional lives.

We know whatever the weather we can turn the key, it will fire into life, safely make the journey and always bring us home.

This is the same car in which we set out from Stockport in late September to drive nearly 1000 miles to southern France. We were very confident it would make the grade. And it completed the trip without incident or issue. Since then, it has ferried us on our various adventures in and around Carcassonne before the French lockdown ground everything to a halt.

More poignantly, it's the same car that in late November brought Carolyn back to the UK to go to her Dad's funeral. And again, the Honda didn't fail her. It hunkered down and solemnly ate up the essential miles over the two-day trip while accompanying Carolyn on one of the saddest journeys a doting daughter ever has to make.

We're equally confident it'll make the same trip back after Carolyn has said goodbye to her Dad although we'll give it a basic service before setting off by way of a thank you.

This article, I hope, strikes at the heart of our collective interest. We own our cars not exclusively for what they do, but also for what they mean to us.

We use our classics as a way to create joyful memories of the adventures we have in them, and as a reward for the hard work and devotion, we put into buying and maintaining them. In every case, our cars are more than just port they are an essential part of our lives and help to define how we see ourselves. Indeed, some of our classics will be a legacy for those who one day will go on without us.

I'm sure many who've suffered bereavement will empathise and understand how vital it is to cherish those items that remind us of our loved ones. In our case, amongst many other things, it happens to be an old and unassuming Honda Accord.

Chris will always be a hero in Carolyn, and her sister Jaqui's eyes and his erstwhile car shares those same characteristics. Let's hope it has many more years of reliable service to give. You can be sure we'll do all we can to keep the old girl on the road not only as a steadfast daily servant but for what it has come to symbolise to our family in this increasingly terrible year.



It's a sad subject for a Christmas article, but the message is clear - be careful! As important, I hope it illustrates all the appropriate sentiments about what the festive season should mean: family, treasured possessions, memories and sadness for those we miss.

Have a Happy Christmas and please do stay safe.

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



No. 3

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HORSE POWER TAX CONSISTENTLY OPPOSED.

In 1920—at the very outset—the following views were expressed by the Association's Secretary, who served on the Departmental Committee (Ministry of Transport) on Motor Taxation, and refused to sign the report recommending the substitution of Horse Power Tax for the Petrol Duty—

EXTRACTS FROM OFFICIAL REPORT (Cmd. 600)

"After careful consideration of the arguments raised in support of the removal of the petrol duty, and the substitution of taxation per unit of horse power for private motor vehicles, I am satisfied that these proposals are not only unsound in theory, but in practice will operate in an unreasonable and inequitable manner. As representing a large body of motorist opinion I am, therefore, compelled to dissociate myself from the views of the Committee as embodied in their recommendations. — — —

I submit that by this means (Petrol Tax) ONLY is it possible effectively and justly to impose this special taxation, the chief essential of which is that each individual tax should be proportionate to, and directly governed by, the extent to which the vehicle uses the road."

(Signed) STENSON COOKE.

The Automobile Association has consistently maintained that policy throughout, and has continually urged the necessity for the early Re-introduction of the Petrol Tax.

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Are Classic Cars To Become A Thing Of The Past?

Barry Lester

Well the news of any interest to us this week, no new petrol or diesel cars after 2030. Motorcycles will not be included in the ban, so good news, you can still go out and buy a 6ltr BossHoss Bike (below) and blast off .Slight problem 10 mpg, and only one garage 60 miles away. Oh well....



I don't want to predict what will happen next week, let alone 10 years on. But I do think we are in our Indian Summer. A few problems are looming, old school mechanics are dying out, and the new batch are carrying out servicing using Computer Diagnostic. Also, Shell have just opened their first 'all electric charging Service Station'. - Now you don't need a crystal ball to see a decline in Petrol Stations.

At the moment we seem to have a Millennial Mindset that are not interested in transport, it's all electronic gadgets and no interest in what they drive. Now I know it's not all, but a vast percentage.

Ask most the difference between a dynamo and a alternator and you will get what? (The 16 year old on 'Our Yorkshire Farm' is excluded from this comment) So are we doomed ? I hope not.

Anyway Bangers and Cash is back on and the Motorcycle Show both worth a watch.

Ok here is a little quiz -

Name the 3 items in the picture on the next page, and send to Skybarry@aol.com

The prize is a lone of a fully serviced Rocker Box Racer for Race night (if we are ever allowed) . And you can have a choice! Let's hope next year will be better than the last !

Merry Christmas, And most of all, keep well xxx



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After the Second World War a commission of British industrialists led by car-making magnate Sir William Rootes was invited to inspect the ravaged Volkswagen factory in Wolfsburg and the car design it was built to manufacture. Upon returning to the UK Rootes filed a report in which he wrote, "The vehicle does not meet the technical requirements of a motor car. As regards performance and design it is quite unattractive to the average motor car buyer. It is too ugly and noisy - a car like this will remain popular for two or three years, if that. To build the car commercially would be a completely uneconomic enterprise." The Volkswagen Beetle went on to sell 21.5m cars over a life of 57 years. The Rootes Group no longer exists.

George Bute

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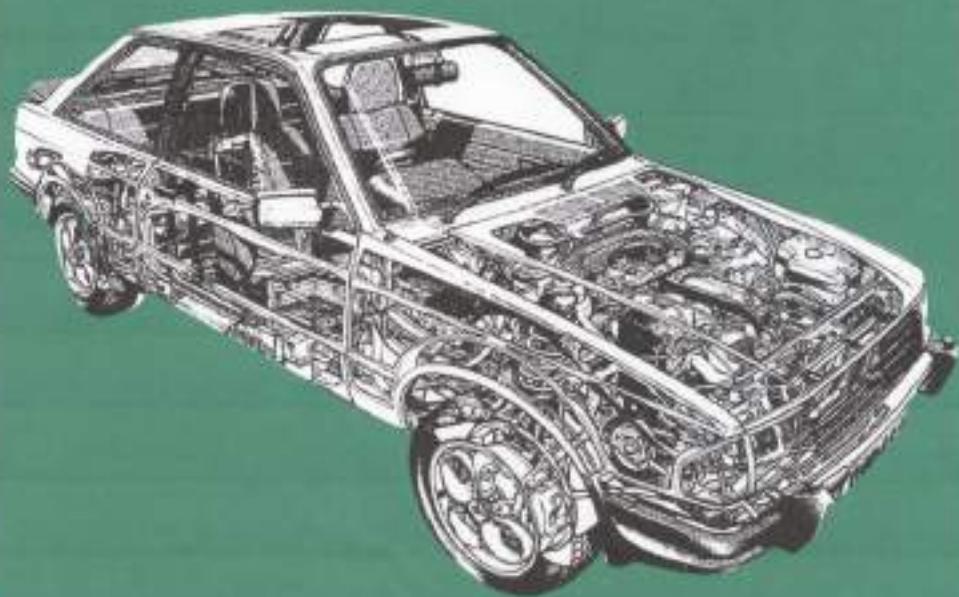
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Turnpike Roads around Buxton III.

Whilst the most obvious major road through Buxton is the Derby – Manchester Road, so called South to North, although having driven from Buxton to Belper & back many times I can assure you that, unless the sun has taken to rising in the south & setting in the north I was definitely driving into the sun in the morning & again in the evening. However, that was by no means the only turnpike around Buxton.

Although Buxton is now known for the quarrying industry other industries used to both supply that industry & other industries in the wider area. The growth of those industries was inhibited by the poor roads, even over relatively short distances. There was a major industry of lime burning at Grin Low, where there was limestone. Using coal from various small coal mines on Axe Edge, Thatch Moss, (the area where the Congleton road leaves the Cat & Fiddle road) & the head of the Goyt Valley lime was produced & used for both agriculture & lime mortar for building. The traditional market for this was east Cheshire & packhorses were used to take the lime there & return with coal from Macclesfield Common & the mines on Axe Edge. They used trails known as holloways as the hooves & water had eroded the peat leaving deep channels.

Axe Edge is interesting in that the water that falls there either flows to the west & the Goyt, Bollin & Dane then to the Mersey & thence to the Irish Sea, or to the east to the Wye & Dove then via the Trent to the North Sea. Clearly there is a high rainfall, or snowfall, in the area. The difficult conditions had to be improved if there was to be progress.

The land rises to 1807 feet & the roads to 1690 feet at The Cat. In addition to the problems caused by the topography much of the area has peat which exceeds 8 feet in places. There are two ways of overcoming this problem. One is to dig down to the bedrock & build up from there, enough of a challenge with modern equipment, but with picks, shovels & wheelbarrows would be daunting. The other is to use the solution that the Romans used in places where large numbers of bundles (called fascies) of wood were gathered & sunken into the peat until it was firm. This can be seen particularly if you look along the surface of the Congleton road from where it splits with the Cat road, & if you are aware of it, feel it as you drive along.

The curious mixture of roads there, including the ones to the Goyt Valley & the one over to the Buxton – Leek Road on Axe Edge, reflect the amount of industrial activity there around 300 years ago, all gone now.

In 1759 a petition was considered in the House of Commons to prepare a bill to build a Turnpike from Buxton to Macclesfield. After discussion in the House of Lords in March a Manchester solicitor, John Stafford, was called in & asked about the condition of these roads. He replied that in places they were the worst roads in the King's Dominions, as far as he had seen. The Buxton – Macclesfield Turnpike started in Buxton at what is now known as The Fiveways, the junction a little on the Ashbourne side of the Market place where the London Road Inn is. It went along what is now Dale Road. At Burbage it went along what is now called Macclesfield Old Road & up towards the Cat on what now look like tracks or unclassified roads to join the present road just before The Cat. Shortly after The Cat, there is still an unmade road that goes straight on where the present road bears left.

I once saw someone try to take that road, but he realised too late that he should go left. The result was that he missed both & hit the soft ground between them at some speed. I think that just about every panel was bent, including the roof! The old Turnpike goes around the back of the hill & came out near the Peak View Café, where it went on what we call “the shortcut”, down to The Bottom o’th Oven, where the Stanley Arms is now. From there it went the route of the present road to Walker Barn. It followed the current line of the road down Buxton Road into Macclesfield to just beyond the railway bridge, which clearly was a hundred or so years off then. There was a mill & ford there from mediaeval times & it appears that the Turnpike made use of this route, taking a sharp right then curved left up the hill that is now called Hibel Road. At the top of the road it turned left onto Jordangate, clearly an ancient entrance to the town, & onto Chestergate doubtless the Roman road to Chester & terminated at Broken Cross on the Chelford side of Macclesfield.

It is interesting to see that this was built with some speed, like the one on Wellington Road, whereas today it would take years of consultations etc & at least as long to build, even with modern machinery.

Future Events December 2020

Chris Howarth

Right – It is looking as though lots will be going on in 2021 - all things being equal

As you no doubt expect all these are subject to the rules allowing them to happen so none are certainties, but I've been in touch with the organisers & they are all of a mind – if we can we will!

Both H&HCVC & GVEC are planning to have the usual programme of Runs & Shows. The shows require registration & forms etc will be available. Please keep your eye on the Events page in each magazine as any updates will be shown here & by email. We haven't got email addresses for some members. Please let Chris Parr have your address, or any changes. Email: chris.parr67@ntlworld.com

Late Jan/early Feb Bear Town Cruise on the new Congleton bypass before it opens. *More news on that in January mag.*

24th January H&HCVC New Year Run. Start & Finish at a pub for breakfast/lunch (optional)

14th February GVEC Valentines Drive gveclub@yahoo.com

24th February H&HCVC Mid-Week Lunchtime Run

21st March GVEC Spring Drive gveclub@yahoo.com

24th March H&HCVC Mid-Week Run

4th April GVEC Easter Sunday Drive gveclub@yahoo.com

25th April GVEC St George's Day Drive gveclub@yahoo.com

25th April H&HCVC Drive it Day (shorter run)

28th April H&HCVC Mid-Week Evening Run

3rd May Gawsworth Oldtimers Show H&HCVC Stand

8th May VE Day Show Pavilion Gardens Buxton

15th May GVEC Manor Park Show H&HCVC Stand

26th May H&HCVC Mid-Week Evening Run

31st May Gawsworth Youngtimers Show H&HCVC Stand

5th/6th June Tatton Park H&HCVC Stand
20th June Peaks & Dales Run
21st June Sheffield Hallamshire Traveller's Rest Show H&HCVC Stand
23rd June H&HCVC Mid-Week Evening Run
27th June Lymm Festival H&HCVC Stand
11th July Didsbury Park Show H&HCVC Stand
28th July H&HCVC Mid-Week Evening Run
15th August Chesterfield Moto Fest
21st/22nd August Tatton Park (Stand to be decided)
25th August H&HCVC Mid-Week Evening Run
5th September H&HCVC Annual Show at Brookside Garden Centre
22nd September H&HCVC Mid-Week Evening Run
17th October GVEC SSAFA Manor Park gveclub@yahoo.com
27th October H&HCVC Mid-Week Run

Watch future Magazines regarding instructions for attending any of those events.

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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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Happy Christmas to you all.