

H&H CVC



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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.



Club Mag. for April 2020

CHAIRMAN'S CHAT

Regretfully with the effect of the Coronavirus, the Conservative Club means that our monthly meetings will be suspended until the ban is removed. If you would keep an eye on the website and the monthly magazine (if the printer is able to continue) we will advise you when meetings are able to continue. Additionally, we will suspend the popular runs as the Dog and Partridge from where we start is closed, as are all of the concluding venues chosen by the runs team. As far as Drive it Day is concerned, this too is suspended for us but of course, if you feel inclined then please take your classic for a run for your shopping so that you are not infringing the government guidelines. What will happen about the major shows is not certain as are the shows scheduled for

later in the year including our own show at Brookside Garden Centre. And to boot, public toilets are shut.

A word of warning about tow-bars. If you are buying a car be it new or second-hand, no matter what the seller or dealer says, if you plan to fit a tow bar make sure a tow bar can be fitted to the vehicle in question as many modern vehicles cannot have one fitted. The safest way is to check with one of the reputable tow bar fitting companies, e.g. Towsure. Do not rely on the manufacturer.

I am writing this with my Electrical Engineer's hat on. A while ago I needed a second charger unit for my mobile phone and got the cheapest on the net. After a few minutes of use it packed in so I took it apart and found not only did it have rubbish components but the soldering was very poor. Northumberland Fire Service has said these cause more domestic fires than anything else. The advice is, use only proper original branded goods, and don't leave them on when you're not at home, or go to bed.

Something I have been meaning to mention for a while is concerning automatic intermittent windscreen wipers fitted to modern cars. The first car I had, with such a unit, was a 1993 Peugeot 406, and to be honest was not overly impressed with the unit. I have had a number of subsequent vehicles of various types and models, and to be honest, including our present Ford and BMW cars, have failed to impress. Despite having variable controls, they all seem to have far too greater gap between wipes. Now, at one time, I had a G plate Montego, and this was by far the best. It had an intermittent wiper, with a 5-speed manual control system which I could set very simply to the pace I wanted. The Montego is not the best loved of cars of its type, and I always felt it should have been built by Ford or Vauxhall.

The government has published a proposal to introduce E10 Ethanol additived petrol across the UK by the end of 2020, so as to ensure 9.5% of all transport fuels come from renewable sources. I have contacted the FBHVC secretary regarding this and received a very detailed response. This high level of Ethanol will cause untold problems for older vehicles, and two-strokes designed to run on Pool petrol, and will cause problems for those of us unable to use the five-star grade of existing fuel. At present, if you are not aware, there should be an enstampment on the fuel nozzle when you fill your vehicle, regarding the amount of Ethanol contained therein. The increased level will cause untold damage to components on older vehicles, and indeed, on some modern ones. The FBHVC have advised me that they will be actively participating in the consultation process and will make their submission by the deadline of April 19th 2020.

A military Jeep gifted to Dwight Eisenhower by the National Trust in 1946 in recognition of his work in masterminding the D Day landings, and other operations crucial to the success of the Allied Forces, is to be sold at Auction. The Jeep is a Willys-

Overland Military unit with 33,000 miles on the clock, said to be in full working order, and bears the registration ESF43, Eisenhower's initials, and relevant to 1943. After stopping to visit the Culzean Estate in Scotland, the Jeep was used by the head forester, until being sold to a Mr T Lyle of Dumfries in 1975 with a broken half-shaft. It was later sold to the main Jeep distributor in England and was restored in 2014. The sale includes a silver quarter dollar found in the Jeep and said to have been owned by Eisenhower, the coin being mounted on the dashboard.



The sale also includes an archive of appropriate material. The Jeep is to be auctioned on April 18th at Cheffins Machinery sale ground in Sutton, Surrey, and is anticipated to fetch between £120,000 and £150,000.

We have produced a flyer with details of our club on it, and the plan is to circulate these, with the idea that at shows, they can be put under vehicle's windscreens. At present those who receive their magazine by post will get a few in the STAMPED envelope and the idea to distribute them at our monthly meetings has gone out of the window. They are not date reliant so can be used at any time in the future.

I beg of you all to take extreme care at this very difficult time, and observe the information put out by our advisors. For me, all rooms in the house are being immaculated, re-decorated where needed, and the garden will be prize winning, as will all my classic vehicles.

Steve Diwall



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Editorial

April Magazine 2020 Cover Photo.

Richard Burnham's Triumph Vitesse receiving a '*parking ticket*' at the Stockport Classic Car Show.

It is with sadness that we have to report the death of Bert Gladwin, who has been associated with the club since 1998, so was a long standing member. On club nights he used to sit with his friend Chester Maddox, He had a love for Alvis cars, but had been restoring a 1934 Armstrong Siddeley.

Well, we're right in the mire now with all the restrictions brought on with Coronavirus. Shows and events cancelled all over the place, to say nothing of our club nights at High Lane, **till further notice**. Our Rocker Box race night will need to take place sometime later, nothing more to discuss until the world gets back onto an even keel. Consequently it's a shorter magazine this month. News as to progress will be posted on the website.

Stay safe till we meet again everyone.

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THE WORLD'S WORST CAR DESIGN

The most horrendously bad design of the early days of motoring was unquestionably the Pennington 'Raft' of 1899. It flew in the face of reason with a degree of foolhardiness that deserved a medal. Where every other car on the road steered with the front wheels, the Raft steered with the back. Needless to say, it drove with the front by a twisted rope belt. Its engine had no form of cooling, was mounted in the centre of the chassis well away from any current of air, and its crankshaft was vertical, so that the primary drive chain was perpetually tempted by gravity to fall off the sprockets - which it frequently did. Tightening the chain (of course) loosened the belt, and vice-versa. It had neither steering wheel nor tiller, just a vertical lever like a hand-brake moving fore-and-aft, a totally unnatural motion for steering.

Nor was there a carburettor, just a simple drip valve which let neat petrol trickle into the immensely long cylinder. And if that wasn't enough sheer enjoyment for the most dedicated of sado-masochists, it got through spark plugs at a rate that beggars belief. In 1899 a brave soul named Hubert Egerton - first man to ride from Land's End to John O'Groats on a motorcycle - set out to drive a Pennington Raft from Manchester to London. He gave up after having covered 16 miles in 9 hours he had used up all the spares on board, and burnt out no fewer than 48 spark plugs.

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MG SECTION REPORT

Paul Clappison



Most of us have spent the winter months looking forward to the spring and summer, when we can all get our cars out of storage, and meet up with old friends at car shows etc.. Unfortunately, we now find ourselves in unprecedented circumstances due to the virus, that means we are all staying at home, and the cars remain locked away indefinitely. Day by day, shows planned months in advance are being cancelled, **MG Live**, the biggest gathering of MG's scheduled for June, has now fallen victim to the current crisis. This is especially sad as the 2019 show was unable to take place, due to Silverstone deciding to undertake essential track work.

This past weekend I was due to attend the restoration show at the NEC in Birmingham with my son who was a finalist, on the pride of ownership stand, with his 1979 Triumph Spitfire, as we speak, the NEC is being converted into a temporary hospital.

Please stay safe during this time, our cars will still be waiting for us. Once this is over, it will make us all appreciate our hobby even more. For now, I leave you with a photo from sunny show days past, and here's hoping we are able to attend events such as this in the not too distant future.

Take care



New FBHVC Poll Shows Growing Interest In Historic Vehicles

A new poll carried out by The Federation of British Historic Vehicle Clubs (The Federation) indicates that interest by the British public in historic cars, motorcycles commercial, vehicles and buses has grown since this audience were last polled in 2016. Then the survey indicated that just over 8 million people had an interest in historic vehicles, but this new survey shows that number has grown to nearly 10 million. Also, more people claim to own a historic vehicle, 2.5 million regularly read about them and the number of interviewees who know someone who owns such a vehicle has grown by half a million to almost 8 million. This is all good news for our hobby and for the businesses who support it and generate £5.5 billion for the U K economy . However, it only scratches the surface in terms of explaining the dynamics of the hobby which are so important to the clubs, businesses and museums that rely on its health and sustainability in the long term. This national omnibus survey carried out in association with the polling organisation, Kantar TNS, delves deeper into the demographics of this market growth and provides some insights into some of the issues facing clubs and businesses. For example, clubs often complain of the difficulty in recruiting younger members. However the survey shows that an increasing number of younger people are interested in owning a historic vehicle but that they do not think they can afford it.

The research shows that overall a significant proportion of the population believe that historic vehicles are part of the country's heritage, that they should be maintained in as original condition as possible and that they are an important part of our culture and heritage. However, it is of considerable concern that amongst younger people the enthusiasm is much less marked. The younger age groups are only half as likely as older people to share the views about heritage and historic vehicles. As with previous Federation research, this national poll is really just the scene setter for a much larger survey of historic vehicle enthusiasts which was launched at this year's Classic Motor Show at Birmingham's NEC, by Research Director, Paul Chasney. He comments,

"It's good news for our Clubs, Commercial Partners, Trade and Museum members that interest continues to grow, but we urgently need more detailed and accurate information about the behaviour of the millions of enthusiasts that sustain this very popular hobby. The survey we are now carrying out looks in detail at cost in use, and will analyse how much and on what, historic vehicle enthusiasts spend. The completely anonymised results will help clubs in their recruitment. commercial partners in honing their marketing plans. in fact a closer understanding of our hobby benefits the whole community" If you would like to take part in the research, go to the Federations website (www.fbhvc.co.uk) and click on the link.

Let The Right One In.

Anthony Boe-April 2020

What the heck has happened? Just one month ago, we were looking forward to the upand-coming show season, long warm days and some carefree fun. Now there's more chance of bumping into Elvis than attending a car show this summer.

We started the year with a lot of talk about limiting entry to the UK. In February, there were controversial ding-dongs about points-based immigration systems and closing the door to everyone except the most abundantly qualified to our newly 'free' lands.

And while we squabbled another, more insidious, interloper was slipping quietly across the threshold.

The Coronavirus has no respect for visas or border checks. It didn't need the requisite number of points or an approved job. The politicians had no chance of stopping it

sneaking in, and now it's here running amok and causing untold damage, often tragic. So much for slamming the doors shut. To use a popular meme:

Brexit: "I'm going to cause massive economic damage to the UK."

Covid-19: "Hold my beer."

Strangely, it's the microbial entryist that's in our country and now trying to get into our DNA that gave me an idea for this month's scribblings. Funny where one finds inspiration. So, as we cower in our houses hiding from an invisible enemy, I'm going to do a quick run-through of a few of the more unusual doors fitted to cars, old and new.

Sliders

Unless you own a van, sliding doors are rare on everyday cars. A recent example of sliders fitted to a standard car was on the execrable Peugeot 1007, and that didn't go so well. Happily, there are more successful attempts. Observe the spring-loaded doors on the BMW Z1 launched in 1989. These slid downwards and underneath the fibreglass body. The springs helped to lift the doors once you are inside. They weren't an enduring innovation in the BMW canon and weren't replicated. Nonetheless, it remains a novel effort at a new car door by this venerable German manufacturer.

Perhaps, the most eye-opening attempt is also the most obscure. If you're not familiar with the Kaiser Darrin, it's worth looking it up. The US-built Darrin was a distinctive looking 90 bhp sports saloon. It's the kind of car that will always cause double-take.

Added to its cavalcade of wonders are the forward-sliding doors that disappear onto the front wings. Given this is a car design from the 1950s, one has to concede it was way ahead of its time. And while it wasn't a commercial success, it was an early example of a carmaker zigging when everyone else was zagging.

Gull-Wings

All will be familiar with gull-wing doors. They have graced thousands of exotic cars mostly since the original, and sublime, Mercedes Benz 300 SL. Other examples include the Bristol Fighter, the Pagani Huayra and the Aston Martin Valkyrie. I suspect most on seeing the words 'gull wings' will have instantly conjured an image of the DeLorean DMC12. The wings on this flawed motoring legend were much maligned in their day with claims if you parked up too snugly you couldn't exit the car. This, like many other comments about the vehicle, were mainly scurrilous slurs. The mid-roof hinge design DeLorean used ensured they took up no more room than a standard car door.

Suicide

A grim name but probably apt. Suicide doors migrated from horse carriages onto early cars. They are so named because they open the opposite way to a modern car door. It's thought using a suicide door increased the risk of severe injury should another vehicle accidentally hit them as you exit the car. That said, many pre-war cars had suicide doors, and they were mostly uncontroversial. Nevertheless, OEMs phased them out.

Or did they? Look closely, and you'll find some modern cars have reintroduced them. The new Mini Clubman, the Mazda RX8 and high-end Maybach limos all have versions of these old-school doors. I've not heard of any adverse effects from this resurrection, so maybe not so deadly after all.

Scissor

These doors are found on automotive exotica such as Lamborghinis, Alfa Romeos and Koenigseggs. Scissor doors swing up vertically and sit upright in line with the car when open. Some of the more complex versions are known as Dihedral Synchro-helix actuation doors. That's a complicated name for a way to get into a car. Strikingly, it also sounds a bit like the name of a virus.

That seems an apt place to leave our brief review of off-kilter variants of a standard vehicle part. Unusual car doors used to illuminate remarkable times. Hopefully, you'll agree this idea is entirely analogous to our desperate need of an innovative way to shut out this terrible disease—commonly known as a vaccine.

So for now, we have no idea how long our collective doors will be closed as we endure our enforced isolation. However, there is one more vital thing to note on the subject of closing doors to 'undesirables'. Look closely, and consider who we're relying on to keep the good ship UK afloat. These are admin and call centre staff, shop workers, drivers, cleaners, and care workers, lest we forget when this is over.

Yet, these are precisely the 'unskilled key workers' our government tell us we no longer want to arrive on our shores. You could not make it up.

I'll conclude by hoping you stay safe, remain sane and are well supported. I hope we'll meet in a Cheshire field one day, *'very soon'*!

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



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MG R V8 - Gearbox conversion from manual to Auto.

From Richard Lomas.

The MGR V8 is a car that everyone who sees it asks “I’ve not seen one before what is it?” so that’s a little bit of the history of how this story and project started. I’m a member of the Hare and Hounds Classic Vehicle Club, along with a number of MG owners of various models, in fact, we have around ten members with MG’s . The story is quite simple. Back in July 2019 with a discussion between myself and member Ian Booth about my RV8, Ian found one for sale and decided that his wife Irene really liked the look of the RV8 and could they have test drive in my car, to see if they liked it. A test drive arranged and guess what, they loved the car and noise from the V8, but a question remained regarding the car being a manual and not auto gear box, as Irene preferred the latter. Now, Ian being a retired a Engineer could see a project in store, so started to research, and find out as much information regarding the mechanics of the RV8 gearbox, and running gear. After many discussions he decided that a conversion was possible. The V8 register confirmed that one other RV8 was an auto box, and the only one bought from new (someone may know better)?

So the first thing to do was to buy an RV8. Scouring Magazines and the internet an RV8 was chosen to have a look at, in fact the one for sale was in the MGOC Magazine Enjoying MG. Easy if it’s local, but High Wycombe is a good drive, when you live in Cheshire bordering the Peak District, but onwards and upwards.

Ian arranged for an appointment to view, and put insurance funds etc in place to purchase, if the car turned out to be as good as the advert. An early start, Ian and myself set off going south into Derbyshire and then heading down to the M1, and our destination. Four hours later and a not too stressful journey, we arrived to be greeted by our very enthusiastic seller.

We brought a good selection of tools and torch’s, mats and gloves so we could have a good look at Ian’s potential purchase. The RV 8 being a Nightfire Red one with a Black hood, none of the usual problems were apparent. In fact, the three W’s, Wheels , Windscreen and Wood all looked to be ok, although the wood was a little discoloured but not anything that could not be improved. It had power

steering, a must for the RV8, and a great service and repair record, from the previous owner.

A quick test drive around the local roads proved that Ian had chosen a good car, and a deal was made to purchase. A long drive back to Cheshire and the car was safely tucked up in Ian's garage. So now on with the job of going over the car and finding that, in fact, he had a good motor car.

A gearbox was purchased from a Rover SD1, a three speed Borg Warner 65 unit, this is the same gearbox that is fitted to the Triumph Stag, so he hoped that it would be a straightforward job. The car was taken to Riverside Engineering in Whaley Bridge, Tim Robinson the owner has a reputation for sorting out problems on classic cars in that, if he can't get a part, he will make it. Ian has had good relationship with Tim as he repairs and services his other classics.

July 2019, and the job is starting to go ahead, Tim hoping to complete the car in approx 2 weeks. I don't think anyone would imagine the issues that would arrive in the next few months. Ian arranged for Tim to start the exchange at the end of July /August, hoping the work would take around 2 weeks. I think you all know that we have seen unprecedented rainfall this year, and flooding has become the norm. Gearbox delivered at the garage, what could go wrong?

Tim's garage is in Whaley Bridge, & the village became international news due to the Toddbrook Dam starting to give way, and followed by evacuation of a great deal of the population. The reservoir was built in the early 1800's as a feeder for the Peak Forest canal, being built to standards of the day, being mostly of Clay and earth. With the unprecedented weather and rainfall the dam's overflow could just not stand the power of the water. You are hinting, what has this got to do with Ian and Irene's RV8? Tim's garage has a clue in the name 'Riverside', yes, it is at the side of the River Goyt, and is fed by Toddbrook via the reservoir, and being 100yds from the dam, it was left in a very precarious position. The garage was flooded and he was evacuated from Whaley Bridge while all of the repair and pumping work took place, before it became safe to go back to the garage. The RV8 was tucked away on a ramp around 8 feet in the air so was safe from the floods to everyone's relief.

Let's get down to the work involved to turn this wonderful V8 from manual to an auto. Most MGBs have to have the engine and gearbox out for any work.

Tim decided to see if it was possible to just remove the gearbox first, and leave the engine in situ, this proved to be possible. So on to the exchange. To most people it would seem a straight forward job, but doing something that as far as we know hasn't been tried before, can be a jump into the unknown.

Gearbox out, then in with the auto box, this proved quite difficult, due to having to rotate the gearbox through ninety degrees and back again, also missing the starter motor made it difficult. no alterations needed to the prop shaft.

The clutch slave cylinder being removed with brackets left in place, also removal of the clutch pedal. A Triumph Stag gear selector was chosen as it is a good fit to the Borg and Warner 65 gearbox

With an auto box, an oil cooler is required, so a generic one has been fitted to the front of the radiator with custom made pipe work, and dipstick in the engine compartment, all made from stainless steel. Selector fitted, and removal of gear stick surround was next. We now have auto box fitted, and the Brake pedal enlarged with a new rubber, and all ready to drive. The only thing left, is to fit a plate around the gear shifter and to match in the leather trim. A call to Jim the trim (North West Auto Trim), a matched piece of leather, and we have a completed job .

How does it drive, well I think Ian and Irene's smiles said it all. We had a drive around the local area with a mixture of A and B roads. The V 8 sounds so good and the three speed box performs so well it's a match made in heaven. So the question now is does it detract from the original car or is it an improvement. In my opinion a fantastic upgrade, to an already beautiful car. Maybe this should have been how the original car was made, then it may have sold more, especially in the USA. Who knows?

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Forthcoming Events

Chris Howarth

th

Sun 26 April Drive it Day - Postponed

Fri 8th May Gawsworth Oldtimers Show (Note Friday!) -

See Notes below.

Fri 8th May Pavilion Gardens Buxton - Postponed

*** Sat 16th May GVEC Manor Park Show – Cancelled**

Sat/Sun 23rd/24th May Capesthorpe See Notes

*** Mon 25th May Gawsworth Youngtimers Show See Notes**

Sat/Sun 6th/7th June Tatton Park Show Postponed – merged with August Show.

Sun 21st June Peaks & Dales Run - Cancelled

*** Mon 22nd June Sheffield Hallamshire Hope Show – Cancelled**

Sun 28th June Lymm Festival of Transport – Cancelled

*** Sun 12th July Didsbury Show - Cancelled**

Sun 9th August Stockport Market Place Show - We are hoping. Sat/Sun

15th/16th August Tatton Park Passion for Power

Mon 31st August Woodsmoor Car Show

Sun 6th September H&HCVC Club Show at Brookside Garden Centre

Note that the Spring Bank Holiday is on Friday the 8th of May – the 75th Anniversary of VE Day

We are waiting for details of an Open Day at GDK Veneering who did the door tops on Big Blue.

*** *Please register individually for the club/show***

Notes on Shows & Runs

As you will be aware many events have already been cancelled, but Gawsworth are waiting for the situation to become clearer from whatever advice we get from the Government. Rupert Richards told me that if it is necessary to cancel the May shows he would want to have a get together later in the year, when possible. He asked me to send his best wishes to his friends at the H&H CVC.

Capesthorpe have cancelled all their events up to the end of April. Their office is also closed until then but the Cheshire Classic Car & Motorcycle Show on the 23rd/24th May is currently still going ahead but is subject to review.

The VE75 Event in the Pavilion Garden has been cancelled for the 8th of May but they hope to put an event on later in the summer I think that the answer is “watch this space”.

Committee Continued from back of front cover.

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