

Hare & Hounds

Classic Vehicle Club



JUNE 2024 | EDITION 389



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The Club meets at the Conservative Club, High Lane
on the **THIRD** Wednesday of each month @ **8.15pm**

Annual Club Subscription - £20

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HALL OF FAME AWARD RECIPIENTS

2012 - Chris Parr

2014 - Bob Plant

2015 - Ray Etchells

2016 - Fred Dean

2020 - David Bowden

2022 - Jane Harrop

2023- Steve Divall

& Mike Coffey

Disclaimer

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

June 2024

Wednesday 19th June – Club Night. A talk/recital by Anthony Cross – “Poetry Classics”.

Sunday 23rd June – Lymm Historic Transport Day (**Club Stand Present**). To be held 10:00-17:00 May Queen Field, Pepper Street, Lymm WA13 0JB.

New Event- Sunday 30th June – Sunday Lunch at Oaklands Hall, Hyde. Contact Pete Norbury for booking details on 07940652719 or petenorbury@gmail.com

July 2024

Wednesday 17th July – Club Night. Annual Club BBQ & Impromptu Car Show.

Wednesday 24th July – 2nd Evening Run of the year. Details to follow.

August 2024

Wednesday 21st August – Club Night. Details to follow.

Saturday 24th August – Poynton Show. To be held at Poynton Show Ground, South Park Drive, Poynton, SK12 1BS (**Club Stand Present**).

Wednesday 28th August – Final Evening Run of the year. Details to follow.

September 2024

Sunday 1st September – Annual Club Show – Brookside Garden Centre – Open to H&HCVC members and non-members.

Wednesday 18th September – Club Night. A talk from Peter Walvin – “Driving (without the ‘R’)”.

October 2024

Wednesday 16th October – Club Night – A talk by Ken Coxey – “Communication”.

November 2024

Wednesday 20th November – Club Night. Details to follow.

December 2024

No Planned Activities At This Time.

New Member

I'm very pleased to announce that Neil Stott has become the Club's latest new member. Neil has various cars in his collection but a couple to be going on with are:-

1936 Austin Hertford

1955 Austin A30

A warm welcome to Neil and we hope that he enjoys his membership of H&HCVC.

June 2024

Sunday 30th June – Classic & Vintage Car Occasion. To be held at Manchester Airport Visitor Park, Sunbank Lane, Altrincham, WA15 8XQ 10:00am to 04:00pm.

Saturday/Sunday 29th & 30th June – The 2024 Glossop Rotary Club Classic Car & Vehicle Show. To be held at Lyme field Garden Centre, Broadbottom, SK14 6AG

July 2024

Saturday/Sunday 6th & 7th July – Stars & Stripes American Vehicle Show. To be held at Tatton Park, Knutsford, Cheshire WA16 6SG.

Saturday/Sunday 13th & 14th July – Cheshire Steam Rally, Daresbury.

Sunday 14th July – Didsbury & South Manchester Car Show To be held at Didsbury Park 11:00am to 04:00pm. Register at www.didsburycarshow.org.uk

Sunday 21st July – Cheshire Classic Car Show (Morris Minor Day), Capesthorpe Hall, Macclesfield.

Sunday 28th July – Ashover Car & Bike Show, Chesterfield.

August 2024

Sunday 4th August – GVEC Glossop Car Show, Manor Park, Glossop - £5 charity entry fee per vehicle.

Saturday/Sunday 10th & 11th August – Astle Park Rally, Chelford.

Saturday/Sunday 17th & 18th August – Power & Passion Car Show. To be held at Tatton Park, Knutsford, Cheshire, WA16 6SG.

Sunday/Monday 25th & 26th August – Cheshire Classic Car Show (Jaguar & Mercedes Benz Day), Capesthorpe Hall, Macclesfield.

September 2024

Saturday/Sunday 14th & 15th September – North Rode Rally, Bosley, Macclesfield, CW12 2PW

CHAIRMAN'S EDITORIAL

Keith Yates

FRONT COVER: Well, just look what the sun has brought out! It's the H&HCVC's answer to the Cheeky Girls, featuring Billy (the curly haired one). Yes, Lynn Barratt, Maggie Garlick and Billy were snapped next to John Garlick's Vauxhall Victor Estate at the recent Tatton Park Classic Car Show. Both ladies appear to be enjoying themselves but Billy doesn't look too sure.

I'm writing this editorial shortly after the Tatton Park Classic Car Show. This two day show is one that the H&HCVC have attended for several years and 2024 is no exception. Peter Norbury carried out all of the organization and I believe it is fair to say that his efforts were rewarded. The weather was a bit cold but it did stay dry across the two days and, probably as a consequence, the public really supported the event, particularly on the Sunday. The Club shared a sizeable stand with the Austin A30/A35 Club and this proved to be a successful decision. We had a good attendance from members of both clubs and a very good selection of vehicles on both the Saturday and the Sunday. John Garlick arrived in his Bedford truck on the Saturday and won the "Best Commercial" category prize. John did speculate if his Bedford was perhaps the only commercial vehicle on the field that day but, as I pointed out to him, one or 101 makes no difference as the Bedford was still the best in the show. Anyway, a good couple of days, a new member recruited and an enjoyable time had by all. Thanks must go to Peter and Linda and also to Paul and Lynn Barratt for setting up and dismantling the stand. I'm not sure if we'll ever get to the bottom of "grass-gate" or the mystery of the "moving honey hut" but we think we know the guilty parties and Linda also has pictures!

Regretfully, Jane was forced to postpone what should have been our first evening run of the year – to say that rain stopped play would be some-

thing of an understatement. Judith and I were away in the Lake District at the time and wow, really heavy rain started at about 09:30 AM and didn't stop for about 36hrs. We've never seen such prolonged and heavy rain as that before. Anyway, the good news is that Jane's route can be carried forward and, if we ever do get some summer during 2024, we can enjoy it when the weather is, at least, dry.

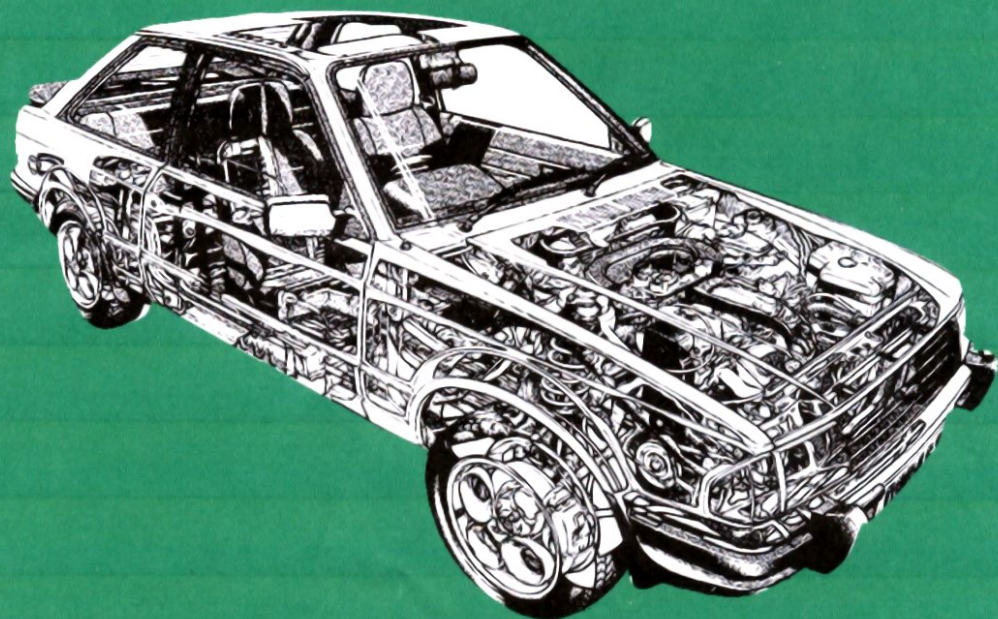
The May (15th) Club Night was, I must admit, something of an experiment for me and certainly a practice lap for the traditional "Chairman's January Quiz Night" – I'd never set a quiz before so it was a bit of a learning curve. So then, what did I learn from the event? Well, before I answer that, I need to digress slightly. As a child I had many model (toy) cars that had been bought for me as presents etc and which were special to me. I would give a lot to still have them but unfortunately, they were all given away when I started High School. Probably as a result of this trauma, I've spent the last 50+yrs re-collecting the toy cars of my childhood. My appetite is insatiable, I'm always on the lookout to add further cars to my collection, I cherish them all and can mostly tell you where I bought them etc – they have created their own memories for me. That's all well and good but I've often thought that it would be good to share/display these models with other people rather than hoarding them at home. As part of his final "Chairman's Quiz", Steve Divall displayed some of his own model cars and asked partici-

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pants to come up with the make and model of each. I thought that this was a great idea so I nicked it for my quiz – thanks for the use of your idea Steve! So then and on the night, I lined up 11 of my own model cars (all circa 1/43 scale) and asked for the makes and models; I have to say that I was totally fascinated by the results. I initially allowed 5-10mins for the exercise but, 20/30mins later there were still ageing men, bums in the air and/or scrabbling about on the floor on hands and knees trying to determine the makes and models of these cars – I think it would have kept the guys entertained for an hour if I hadn't called a halt! Some were easy and one or two were quite difficult – NSU Sport Prinz anyone? Anyway, it made good use of a few of my model cars and may even form the basis of a future quiz (?). I did wonder if there's a collective noun for a group of ageing men studying model cars – a "Dinky" of men perhaps?

The Ford Capri seems to be hitting these pages quite hard of late. I recently found one of those "and finally" type stories about a Ford Capri that had been, more or less, left in a garage for the last 19/20 years and that was now up for sale for in excess of £71,000. The white, 2.8 injection car has never been in the rain and reportedly still smells of new leather. The owner, Albert Clarkson of Canvey Island, Essex, bought the car new in 1993 for £7800 (discounted from over £11000 as his father worked for Ford) but, 30plus years later, it has only 582 miles (60 of those being delivery miles) on the odometer. It has been kept pampered and tucked away in Albert's garage, only coming out to visit classic car shows whilst being trans-

ported on a trailer.

Thomas Wardle has come up with another interesting article about Woolf Barnato, a "hero" racing driver in the 1920s and 30s. It seems strange to me that motor racing is a sport that very quickly forgets its heroes and champions. If you'd just landed from the planet Zog, you'd be led to believe that Max Verstappen was the only racing driver on Earth – what about some of the historic greats like Barnato, Tim Birkin, Tazio Nuvolari, Jack Brabham (three times World Champion) and Juan Manuel Fangio (five times World Champion) to name but a meagre few? The Barnato article reminded me that the main players of the "Bentley Boys" were Woolf "Babe" Barnato, S.C.H. "Sammy" Davis (Motor Racing Journalist), Glen Kidston (Adventurer & Aviator), J.D. "Benjy" Benjafield (Harley Street Specialist) and Captain/Sir Henry "Tim" Birkin (Ex-Fighter Pilot). There is a very good (1995) TV film about Birkin and the Bentley Boys that is entitled "Full Throttle" and stars Rowan Atkinson in the Birkin role. Full Throttle also happens to be the title of Birkin's autobiography. It's a very good read and is still available from Amazon and the like.

Well, that's me done for another month. David and I do hope that you enjoy this June 2024 edition of our Club's magazine. Summer, believe it or not, is now with us so there must be an expectation that we can all get those classics out there and turning rubber. We'll be with you again next month.

Another 'Tick' Off the Bucket List

Sunday 12th May 2024

Peter Norbury

Having served my apprenticeship, starting at 15yrs old, at Manchester Garages, Oxford Rd, Rusholme, I was put on Ford Commercials to further learn my trade (ie Thames Vans and Thames Traders) and then, as an "improver", I did the first PDI (pre-delivery inspection) when the Ford Transit vans came out in 1965 – also the year that the Ford 'D' Series trucks came out. Hence my passion (obsession!!!) for commercial vehicles.

Fast forward 60+ years and I got to 'tick off' one of the items on my bucket list by entering the Historic Commercial Vehicle Society's London to Brighton run with my 1978 Mini Pickup truck.

We sent off the application form and were delighted, a few months later, to be accepted. We had some work done on the Mini and also had it MOTed, just for good measure, even though it

doesn't require one being over 40yrs old.

We thought it would be easier to trailer the Mini Pickup, behind our camper van, down to Brooklands (start of the run). The problem was, where to park and leave the camper van? Solved by our son. Solution, drive down to Brighton and the Caravan & Motorhome campsite on the Friday and stay the night there. On the Saturday morning, drive the Mini Pickup up to Brooklands, stay the night in the Brooklands Hotel and be ready to drive around the corner, on the Sunday morning, to the Brooklands Museum and the start of the run. The run no longer starts from the centre of London due to the ULEZ restrictions. Some of the participants (ie steam wagons) arrive at the start on the back of modern lo-loader trucks which then follow behind in case of emergency. The London Mayor, in his wisdom, still requires the "modern" vehicles to pay £200 per day for entering the ULEZ zone, even though the run is to make money for CHARITY; sorry, I digress, rant over.

We booked in for the run on Sunday morning and waited our turn and around 10:15 we were off. Follow-



ing the route supplied, we got through various bottle necks (we were pre warned), beautiful countryside and picture postcard villages. After 56 miles and approx 2hrs 50mins later we arrived in Brighton amongst heavy traffic (the weather was beautiful). The saving grace was that all participants were allowed to use the Bus Lanes, without penalty, which made it a lot easier to get to the finish on Madeira Drive. After booking in, all participants were given a packed lunch (kindly supplied by one of the main sponsors) and parked up for judging in their respective classes. We

didn't win anything but we didn't expect too. To me it was something that I had wanted to do for a long long time.

The Caravan and Motorhome Club site is only about 1.5 miles from Brighton sea front and that is where we stayed on both Sunday and Monday nights. Linda wanted to go back to visit the Royal Pavilion, the Taj Mahal of Brighton, which we had visited almost 50yrs ago whilst "courting". The rats are still in the kitchen – they are taxidermy mounts and looked to be the same ones we saw all those years ago!! The building has been restored several times



throughout the years and the decoration and furnishings, much of which is Chinese, are magnificent. The Pavilion

was used as a Hospital for injured Indian soldiers, of all faiths (and respected), during the 1st World War.



WOOLF BARNATO

**A Bentley Boy &
Bentley**

Thomas Wardle





I can guess what some of you are thinking, “who the hell is Woolf Barnato?” The easy answer to that question is that he was famously one of the “Bentley Boys”. The next question will presumably be, “who were the Bentley Boys”? They were a group of rich young men, of “independent means”, who’s passion was driving and racing fast British sports cars – namely Bentley cars. If you want to know more, read on.

Woolf Barnato was born on the 27 September 1895, at Spencer House in London, and christened Joel Woolf Barnato. Upon his father’s death, he inherited his immense fortune whilst still a young boy. He was educated at Charterhouse School and Trinity College Cambridge. He served as an officer in The Royal Field Artillery during the First World War in France, Egypt and Palestine, attaining the rank of captain. After the war, whatever sport he fancied he threw himself into it 100%, taking

lessons from the best instructors he could find. He bred horses, was a crack shot, a strong swimmer, a good amateur boxer (earning the nickname Babe even though he was a heavyweight), played first class cricket for Surrey (wicketkeeper), was a scratch golfer, and played tennis to “country house level”. He also won prizes for motor boat racing, including the 1925 Duke of York Trophy, in a boat with a Bentley engine. He invested a large amount of his money in Bentley Motors from the mid 1920s until 1930. He spent much of his time racing cars at Brooklands, learnt how to fly and also taught his sister. His two main passions in life were fast cars and fast women, who he attracted like moths to a flame. He was married three times. When married to his first wife, Dorothy Maitland, they lived at 39, Elsworthy Road, Hampstead. After the divorce he lived in a flat at 50, Grosvenor Square in Mayfair. Because a number of the Bentley Boys lived in the same block, it was known as Bentley Corner by the taxi drivers. If one of the Bentley Boys had a party it is said you could neither get in nor out of Grosvenor Square for Bentleys! Barnato’s country residence was destroyed by fire in 1933 so he had built a new house with twenty five bedrooms, central heating and a cinema in 25 acres near Englefield Green. He also owned Redhill Farm, close to his new house, which his ex wife and two daughters used at weekends. During the Second World War Barnato was a Squadron Leader in the R A F, charged with protecting one of the Spitfire factories from the Luftwaffe. His sister, Diana Barnato Walker, was an A T A pilot delivering 260 planes from where they were made

to where they were wanted. Woolf died in 1948 from thrombosis after a cancer operation. He was 52 years old. The Sports Car Club of America named it’s top trophy after him and his funeral cortège was headed by his Bentley, known as “Old Number One”

The Early Years

Woolf Barnato raced a variety of cars, large and small, mainly at Brooklands and mainly in sprint races. He raced Austro-Daimler, Bugatti, Calthorpe, Enfield-Allday, Hispano-Suiza, Talbot and Wolseley and also imported an eight litre Locomobile from the USA. Various “racing style” bodies, in which he had a hand in designing, were fitted to other makes of car too.

1924

This was the year that Barnato started to get serious. He bought a prototype Bentley 3 litre chassis, employed a company called Jarvis to fit a boat tail body and won several races at Brooklands. He joined forces with John Duff and set a 3 litre/24 hour record at Montlhery averaging 95.03 mph. later in the year he also won both the six hour and the double twelve races at Brooklands. W.O. Bentley said that Barnato was the best driver he ever had; he was fast, never made a mistake and always followed orders. Also during 1924, Bentley won the Le Mans 24 hour race with a 3 litre driven by Duff/Clement at an average speed of 53.55mph and covering a distance of 1288 miles, 10 miles ahead of a Lorraine-Dietrich B3-6. Don’t forget that in those days the road surface was just dirt and so narrow it was impossible to overtake in some places.

1925

Very little information is available for this year (that I can find) but, as previously mentioned, Barnato won the Duke of York Trophy for motor boat racing. At that year's Le Mans 24hr race, the two Bentleys entered both retired, the Duff/Clement car with a carburettor fire after 64 laps and the Kensington-Moir/Benjafield car with fuel starvation after 19 laps. The winners, in a Lorraine-Dietrich, completed 129 laps.

1926

This was the year that saw Barnato take over the chairmanship of Bentley the company. He paid off all of the creditors (which cost him £75000) and invested a large sum into the "new" company. With the renewed vigour that his cash input brought about, Barnato pushed W.O. Bentley into designing a new six and a half litre, six cylinder engine and a supercharged four and a half litre (the "blower" Bentley) which W.O. was not in favour of. This engine lacked the durability needed for long distance racing. The Le Mans 24hr race proved another disaster with both cars failing to finish.

1927

This year was famous for one thing, the White House corner crash at the Le Mans 24 hour race. About five hours into the race a big crash took out three of the four entered Bentleys. Luckily, the worst of the injuries, sustained by one of the drivers, was a few broken ribs. The fourth and remaining Bentley, a three litre driven by "Benjy" Benjafield and "Sammy" Davies, was badly damaged. However, the drivers managed to extricate it from the other dam-

aged cars and it limped back to the pits where everybody was wondering just what had happened to all four cars. With a cracked and bent chassis, a buckled wheel, headlamp, wing and running board all smashed and with other bits hanging off, things couldn't really get any worse. When he first saw the car, W.O. convinced himself that the race was all over but, with a mixture of straps, wire and string, the Bentley was put back together and into a shape that resembled a car. She was sent out and was back in the race. Throughout the night the Bentley put in lap after lap and was running in second place, behind an Aries, when dawn broke. Later that morning the leading Aries pitted for longer than usual because of starting trouble. When the Aries finally rejoined the race the Bentley had nearly caught it up but with Chassagne driving he began to pull away and increased the gap again. W.O. et al were losing heart after all they had been through. Then, at 1:30pm and with two and a half hours of racing left, the Aries went past the pits – "did you hear that W.O.? I think his camshaft is going." one of the mechanics said. A few laps later, with Benjafield driving, the Bentley swept past the Aries which had stopped at the side of the track with the driver looking under the bonnet. One lap later it was still there. The Bentley continued and crossed the finish line just after 4:00pm on the Sunday afternoon. She was broken, scarred and bloodied but had completed 1469 miles at an average of 61 mph. A Salmson Grand Sport finished second, 31 miles behind the Bentley.

The papers could not get enough of the story and ran with it for days after the race.

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A few nights later, in the private banquet room at the Savoy Hotel in London, the Autocar magazine hosted a dinner for the people that had been involved in the race. However, a surprise awaited the guests. What very few people were aware of was that the winning Bentley was also present, hidden behind a giant curtain. Some of Bentley's staff had removed the car's axles and wheels, mudguards and running boards and, after having the revolving entrance door dismantled, the car was then pushed through the gap and everything reassembled just as she had finished the race. At the end of the six course dinner, washed down with copious quantities of alcohol, Sir Edward Iliffe stood and said, "I feel there is a lady missing who ought to be present." At that moment the curtains were opened, the start button was pressed and the three litre engine burst into life, complete with all of the mud and scars as she had finished the race.

1928

In May 1928, Barnato and Clement, in a four and a half litre Bentley, finished 8th in the 6 hour race at Brooklands. One month later and it was back to Le Mans.

That year, Bentley had three of their four and a half litre cars. Benjafield and Clement were the "first string," Birkin and Chassagne the second and Barnato and Rubin, in the previous year's winning car but now with the bigger engine, the third. All the major European manufacturers, except Mercedes, had a presence in the 24hr race.

The race started in sunshine with W.O. "giving them their head" ini-

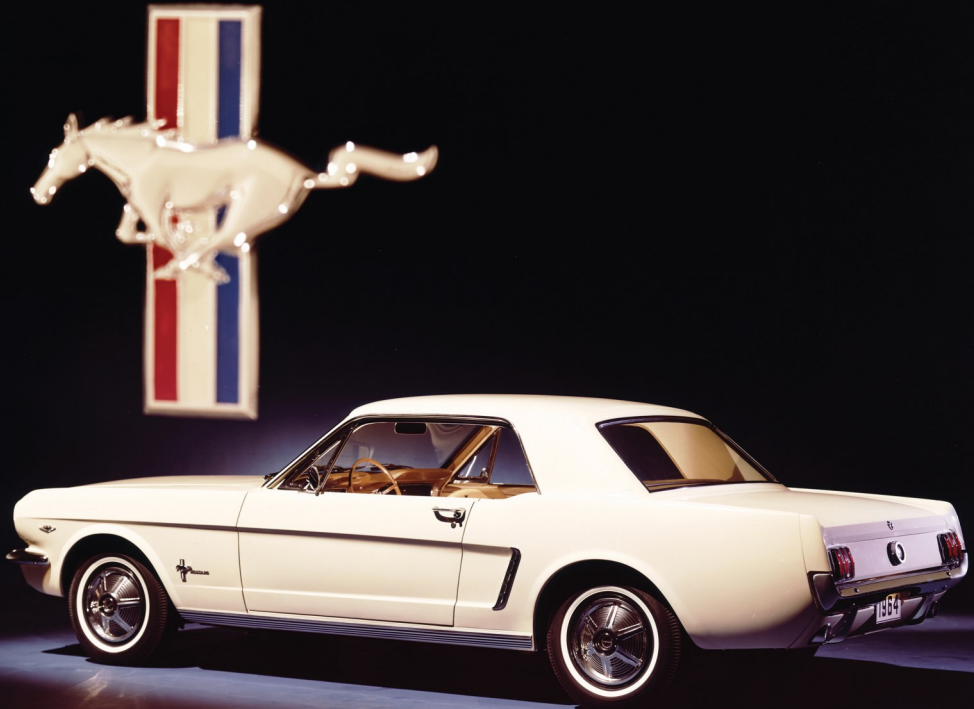
tially as he hoped this would unsettle some of the more temperamental continental drivers. The lap record was broken five times in the first few laps and by four different drivers, two of them in Bentleys. Birkin was the first to encounter a problem. He got a puncture and didn't have a jack in the car. It cost them three hours and any hope of winning. One of the Lagondas, driven by Samulson, went straight on at Mulsanne and into the sand. Just to add insult to injury, Baron d'Erlanger, his team mate, joined him by running into the back of his car! Benjafield heard unusual noises coming from his car and pitted immediately. The problem was a broken oil pipe which, whilst quickly repaired, cost them time.

As night fell the Bloch/Brisson Stutz car was leading, two Chryslers were second and third and Barnato was in fourth, looking totally relaxed even though he was chasing the three cars ahead of him. During the night Barnato had passed the two Chryslers and was now chasing the Stutz. Before the pit stop, W.O. pointed out to Rubin the cracked chassis on the Benjafield/Clement car and what had caused it, a diagonal ridge across the road at White House corner. He was reluctant to send him off in a car that was not safe when Barnato returned to the pits. W.O. reasoned it was affecting all three cars. Rubin said he would take the chance. The Stutz and the Bentley both entered the pits at the same time and Rubin took over from Barnato. Rubin had set off and nearly completed a lap before the Stutz left the pits and after another lap was completed the Bentley had a one hundred yard lead on the Stutz. What W.O. realised was that the 8mpg

Stutz had a 45gallon fuel tank and with all of that petrol sloshing about, at the back of the car, it made it very difficult to handle when the tank was over three quarters full. At the final pit stop Barnato took over from Rubin and the Stutz pit put out the "all out" sign hoping to unsettle Woolf. He had the last laugh though when the Stutz stripped one of its gears. However, the drama wasn't over. With four laps and forty two miles left to run, the Bentley passed the pits at about 70mph instead of the usual 100. Barnato gave the pits a thumbs down gesture. It was visible to all in the Bentley pit that the frame had given up the fight and the bonnet had slid back over

the scuttle. Had the top hose detached itself from the radiator? How far could the Bentley keep going losing water with the Stutz, albeit with a gear missing, chasing hard? Babe nursed the stricken car, the engine red hot by the time he reached the finish line, to take victory for Bentley and making it two in a row. The Bentley had covered 1655 miles at an average of 69mph. The Stutz was 8 miles behind the Bentley at the finish.

..... To Be Continued. Pt2 In Next Month's (July) Edition



This & That, Bits & Bobs and a few Odds & Sods

Refuelling “Certain” Classics (From FBHVC)

The Petrol Retailers Association (PRA) has issued a Technical Update about the refuelling of classic cars. It comes after the Federation of British Historic Vehicle Clubs (FBHVC) raised concerns with it after recent incidents where people were told they were not allowed to refuel their vehicles. The PRA represents independent fuel retailers, motorway service operators and supermarkets, accounting for 65% of all UK forecourts.

There are several vehicles, mostly classics, that have fuel fillers either in the boot or under the bonnet that require the boot or bonnet to be open during refuelling. In the Technical Update, issued to all forecourt members, PRA technical director Phil Monger explains best practice: “Modern Ford Transits require the passenger or driver’s door to be opened to gain access to the fuel filler in the side of the van. Examples of cars are Hillman Imp and derivatives such as the Singer Chamois and the Sunbeam Stiletto, Renault 10, Fiat 850, and VW Beetle. Early Land Rovers have the fuel tank under the driver’s seat so the driver’s door has to be open during refuelling.”

This issue relates to the filling of portable containers. The Petroleum (consolidation) Regulations 2014 require only suitable containers to be filled, which are specified. It is an offence to allow the filling of unsuitable containers. The site operators’ guide, The Red Guide, also makes it clear that the filling of a container in the boot not only prevents

the bonding to earth of the container (which is done by standing it on the ground) but also leaves a boot full of flammable vapour and high risk of fire or explosion if ignited. If the bonnet or boot are open, it is impossible to see a container, and an open boot or bonnet would suggest to the forecourt attendant that a container is being filled.

With certain classic cars, this is a legitimate case of filling a vehicle tank and the issue should be easily resolved by a discussion taking place between attendants and motorists by way of the Tannoy. The PRA would suggest to the motorist that before attempting to fill the vehicle, to alert the attendant to the need for a raised bonnet or boot lid and access would be granted.

Ford Mustang (no early retirement plans)

This may well have escaped the attention of many a “red-blooded” car fan but March 2024 marked 60yrs since production of the mighty Ford Mustang commenced. It’s hard to believe really but yes, Ford actually started to produce Mustang models, at its Dearborn, Michigan plant, during March 1964. A strange aspect however, is that Ford (and other US car manufacturers) have always adopted “model years” and each model year has historically run from August to the following July. So, a car that was produced in (say) September 1964 would be VIN plated, documented and marketed as a 1965 model car. In the case of the Mustang, this situation is made even more weird in that cars produced from March to July 1964, known as 1964 ½ models by Mustang aficionados, were all titled 1965 cars by Ford.

The Mustang’s official introduc-

tion was at the April 1964 World's Fair in New York. Initially, two body styles were offered, a two-door hardtop and a convertible – the “Fastback” model (a la Steve McQueen's co-star in Bullitt) wasn't added until September 1964. The Ford Mustang has always been something of a film star and was first “product placed” in the 1964 James Bond franchise film Goldfinger – a Wimbledon White convertible with red upholstery.

Ford management estimated that sales of the Mustang would be in the region of 100,000 in a year but in excess of 400,000 were sold in the first year! The rest, as they say, is history.

Now then, the odd controversial statement isn't a stranger to these pages so here's one that I'm just going to toss into the arena for readers to consider and even (perhaps) respond to. Whilst I would readily admit that the odd Ford Mustang iteration (namely the 1974-78 second generation Mustang) could possibly be given “turkey” status, generally speaking, the Ford Mustang is now, quite probably, the world's most iconic car – ahead of the Jaguar E-Type would you say? Also, if the focus is placed on the original 1960s cars (particularly the Fastbacks and Convertibles) then they are surely the coolest cars ever. I await any interesting counter arguments.

Martin Shaw (pre-Professionals) and a Ford Capri

During the late 1990s/early 2000s there was a TV series called “Before They Were Famous” the idea being to show clips of well known “stars” (what we now call “celebrities”) when they were still doing bit parts as jobbing actors. I was reminded of this whilst writing the Ford Capri RS 3100 article that appeared in last

month's (May, Edition 388) magazine. Martin Shaw hit the “big time” in 1997 when the first series of The Professionals hit our TV screens; it was an instant success and ran until 1981. Since then, Shaw has featured in a number of primetime TV series and, at the same time, has tried desperately to disassociate himself from his bubbly haired, macho and lairy fast Ford driving character, Ray Doyle; he disliked the association so much that he even tried to block reruns! The character of William Bodie, played by Lewis Collins, is the one most linked to the use of various Ford Capri cars but, and well before all of that, Martin Shaw can be seen in an early Ford TV commercial to market and introduce the (then) new Ford Capri MkII. This would have been early 1974 and, in its time, was a very unusual and quite sophisticated piece of filmed advertising, particularly so for a car advert. Characterisation is low-key, the weather isn't blue sky, hot and sunny, there's traffic on the French roads, the car's features are very subtly displayed and the ending is clearly meant to leave you wondering – all very clever. Check it out on YouTube (search) “Martin Shaw – Capri Advert”.

The Professionals – A Quick Question

The TV series The Professionals first hit our screens in 1997. The three main characters, George Cowley, William Bodie and Ray Doyle, have seemingly always been associated with driving Ford products, namely a Ford Granada, a Ford Capri and a Ford Escort RS 2000. However, can you name the cars that each of the characters used during the first series? Answer in next month's edition)

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Small But Nicely Rounded

It's funny how, in the modern world that we all live in, so many old sayings can so often ring true. I was reminded of one recently whilst looking at a new car – 'what goes around comes around'.

Over the last 15 years or so, the mainstream motor industry has had a slight tendency to look back to the future or, more particularly, back catalogues. This has resulted in several modern twists on old concepts and, of course, some being more successful than others. The first car to really follow this route was the modern VW Beetle. I don't think that it ever hit the mark though. The original Beetle had/has a huge worldwide following that is almost a cult and which is based on the car being quirky, practical, easy to maintain and, with its non-aggressive styling, attractive to both men and women alike. The "new" Beetle isn't really any of these things and, with its bloated styling, was never really very successful – better to buy the VW Golf on which it's based. In this looking back and being "retro" game however, there have been some real winners. BMW's reintroduction of the Mini concept was, in the first series of cars, an overnight success – a 2003 BMW Mini Cooper S anyone; well, yes please. Unfortunately, BMW has now mostly lost the plot and is basically producing "mini" SUVs that have very little in common, other than the name, with the original Mini. Another real winner and quite possibly the reigning champ' of the division is the ever popular FIAT 500. It has maintained the basic silhouette of the original FIAT 500 but has all of the bells and whistles demanded of a modern car together with endless variations – there

is even an electric version now that, I believe, looks better than the petrol car. Another "retro" example is a modern Ford Mustang. The styling is "retro-subtle" but one look takes you back to the lines of the 1960s cars and a cruise down the Pacific Coast Highway.

So and referring back to my first paragraph, what is this all leading to? Well, several weeks ago I was perusing some headline or other about a new electric car concept that, in reality, wasn't really new at all. Remember "micro cars" or, more to the point, "bubble cars"? Well, there's a new EV on the block that breathes fresh life into that nearly forgotten concept. The car is called the Microlino or Microlino Lite and it's basically a very modern, electric powered twist on the late 1950s, early 1960s Bubble cars – it even has the unique, one-piece, opening front door. The car is what all EVs are truly about; it's an electric (battery) powered town or city car. The Microlino has a claimed 228km/140mile range, 90km/h or 55mph top speed and a kerb weight of only 496kgs. The Microlino Lite has a 200km/125mile range and a 45km/h or 28mph top speed but, much more importantly, it can be driven by a 16yr old in the UK (14yr old in France & Italy!!!). I was lucky enough to get a good look at a demo model that was on display at the recent Tatton Park Classic Car Show. It was parked next to an original BMW Isetta bubble car and it didn't look out of place. Quite an impressively packaged machine and, I have to say, an EV that's actually pretty cool too. Check out the photos and the website **www.microlino-car.com** for more information.



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