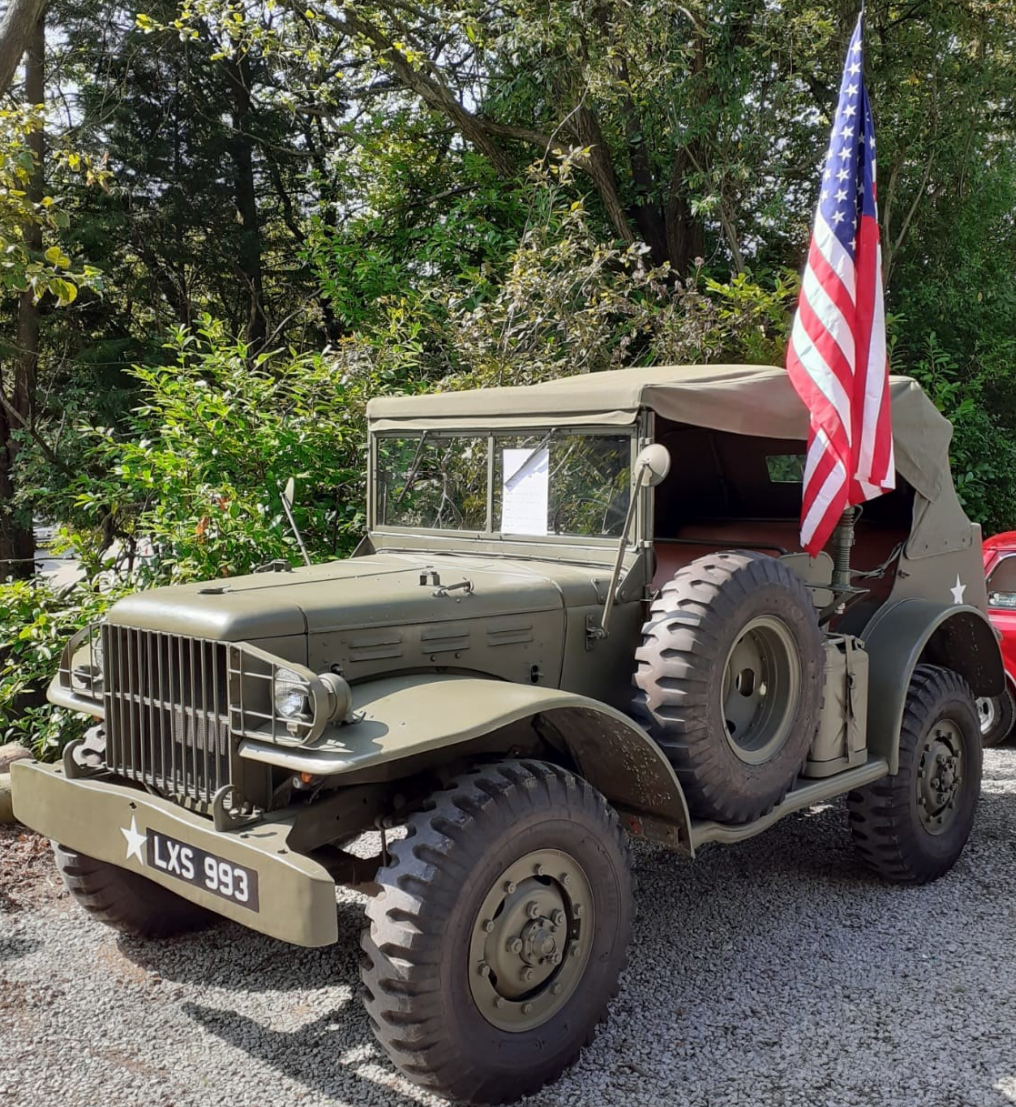


Hare & Hounds

Classic Vehicle Club



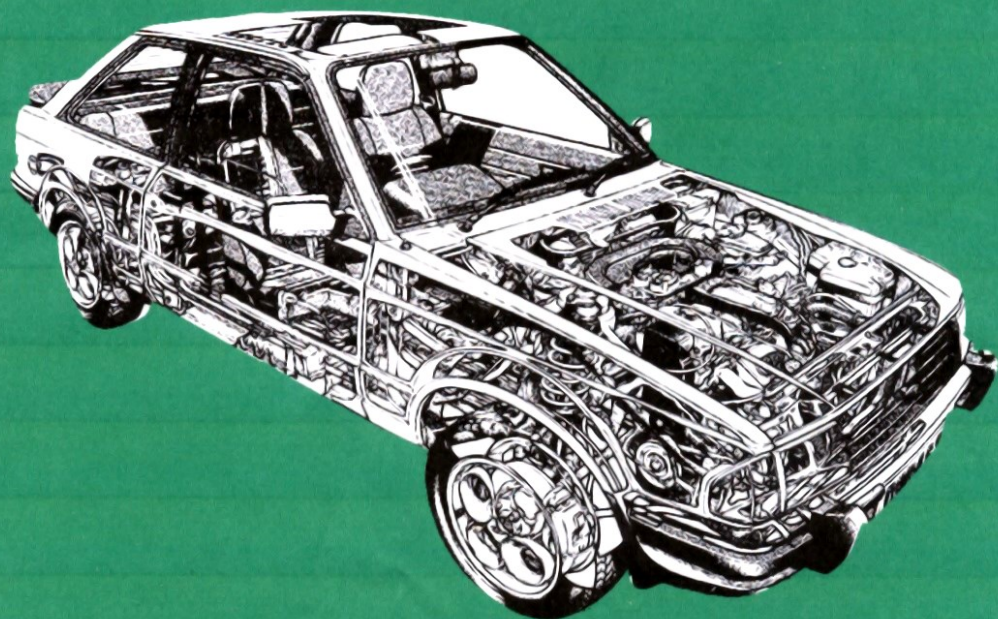
MAY 2024 | EDITION 388

HARRODS

MOTOR COMPONENTS

Units 7&8 □ Pennine View □ Shepley Lane
Marple □ SK6 7JW

0161 427 8330





H&H CVC Ltd



hhevc.com



hhevc1991@gmail.com



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

Annual Club Subscription - £20

©H&H CVC Ltd. 2024

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

Reg. N° 4999097

hhevc1991@gmail.com

Printer: Frank Aspinall & Co. Ltd., Building 4, Unit 5,

Tameside Business Park, Denton, Manchester

M34 3QS Tel: 0161 480 2707; Mob: 07977 211213

Subscription Payments by Bank Transfer

National Westminster Bank Ltd

Account Number - 40512746

Sort Code - 01-05-51

Or Contact Graham/Jean Knowles 0161 439 2106

Cheques Should be Made Payable to

H&HCVC Ltd.

CHAIRMAN, DIRECTOR, & MAGAZINE EDITOR

Keith Yates

keith.yates1957@outlook.com

07762 568849

Vice Chairman & Director

Peter Norbury

petenorbury@googlemail.com

07940 652719

Director & Committee Member

Richard Burnham

ric.burnham@sky.com

(Inc. photography and runs)

07770 533677

Club Secretary, Director &

Web Administrator

Jane Harrop

hhevc1991@gmail.com

Treasurer & Director

Graham Knowles

graham.knowles@btinternet.com

0161 439 2106

Financial Administrator

Jean Knowles

judojean@btinternet.com

Charity Co-ordinator

Eric Dewsnap

dewsap35@gmail.com

Publicity

Helen Bowden

01614273584

Minutes

Jill Dewsnap

dewsap35@gmail.com

0161 3382098

Website Administrator

Jane Harrop

hhevc1991@gmail.com

Deputy Magazine Editor

David Bresnahan

dwbresnahan@outlook.com

Commercials Section

Dave Rawson

davidrawson54@yahoo.co.uk

Associate member (Auditor)

David Rainsbury

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 .

May 2024

Wednesday 15th May – Club Night – A General Knowledge & General Motoring Knowledge Quiz. Teams of four people, with an entry fee of £1 per person and a prize of £20 to the winning team. Finger food to be made available on the night.

Wednesday 22nd May – 1st Evening Run of the year. Open to all. Start & finish at The Aviator Pub (Lancastrian Way, Woodford SK7 1SA). Arrive at 06:45pm for a 07:00pm start. The (approx.) 20miles countryside route has been set by Jane Harrop and should mean arrival back at The Aviator about 08:00pm. Food served until 09:00pm but you advised to book a table online or call 0161 388 2567.

June 2024

Saturday/Sunday 1st & 2nd June – Tatton Park Classic & Performance Car Show (**Club Stand Present**). To be held at Tatton Park, Knutsford, Cheshire, WA16 6SG. Contact Pete Norbury for vehicle entries.

Sunday 16th June – Peaks & Dales Annual Charity Run. Open to all “classics”, the start will be from Marple Memorial Park (Scout Hut – SK6 6BA) and the run will have a route, to be set by Richard Burnham, of circa 65-70miles in length. The destination will be Peak Village Retail Outlet, Rowsley, DE4 2JE. Bookings and further details about this event can be found on the Club’s website.

Wednesday 19th June – Club Night. Details to follow.

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

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

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

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. Details to follow.

October 2024

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

November 2024

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

December 2024

No Planned Activities At This Time.

May 2024

Spring Bank Holiday Weekend 24th to 27th May – The Austin A30/A35 Owner’s Club International Rally. To be held at Chesterfield Panthers RUFC, 2012 Dunster Road, Chesterfield, S41 9BF.

Spring Bank Holiday Weekend 25th to 27th May – Smallwood Vintage Rally.

Spring Bank Holiday Weekend 26th to 27th May – Capesthorpe Hall Classic Car & Motorcycle Show, Macclesfield.

June 2024

Saturday 1st June – “Classics at the College”. To be held at Ellesmere College, Shropshire. Tickets £20 per car from 1st February 2024. To book search “Eventbrite classics at the college 2024”.

Saturday/Sunday 1st & 2nd June – Astle Park Rally, Chelford.

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 Lymefield 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. To be held at Manor Park, Glossop.

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

It never ceases to amaze me how one thing can lead to another. Sometimes of course, this doesn't always turn out to be a good thing but it can also be quite serendipitous and interesting. Perhaps reading or listening to something could prompt an action or a thought that leads you down a path that's new or one that you haven't visited for some time; new knowledge gained or old knowledge refreshed. So, what's he blathering on about now I hear you muttering. Well, taking the editing of this magazine as an example, by necessity David and I have to find content on a monthly basis. We are lucky (and grateful too) that we have some contributors to lighten the load but there is still a need to be constantly on the lookout for "stuff" that is (mostly) motor/club related and which we hope you find both interesting and a good fit within these pages. As a part of this process and despite the fact that I must have read through each magazine time and time again, I've got into the habit of fully rereading each magazine, once they've been published, as a "reader" rather than as an editor. I've found that ideas for future content can readily flow from this exercise. To demonstrate the point, my rereading of Thomas Wardle's article on Kitty Brunell (March 24 Issue 386) and Paul Barratt's article about famous Ford Capri owners (April 24 Issue 387) gave me several ideas for future magazine content. As a result I revisited my own memories of the Capri, recalled the "original" Capri (the one that most people don't know about

or easily forget) and reacquainted myself with Ford's 1950's, 60's and 70's Consul range of cars. I've also learnt about a very interesting lady racing driver called Ivy Cummings. So and in this case, two things that had been independently written by two contributors finished up leading me to four others. I'd say that's a bit of a bonus!

I received an email from stalwart member Andy Robinson recently. Andy reminded me that our club website holds a large archive of photographs (via the Flickr site) that have been taken at various events and over recent years. Our ever busy web-meister and Secretary, Jane Harrop, has managed to collect together a whole load of photographs that really should be of interest to members and that are only a few "clicks" away. Why? Well, this collection may include a good photograph of YOUR vehicle and you may wish to download it as a part of the vehicles history. So, why not have a look next time you're fiddling about on the internet? Visit the Club's website (www.hhcvc.com), click on the menu (top right-hand corner), click on Gallery, Click on "Visit Gallery" and you're in – enjoy!

My call (see last month's editorial) for an MG guy to tell us about interesting stuff going on in "MG World" remains unanswered. I can't say that this is at all unexpected and it certainly isn't an issue that is specific to things MG. The same thing happened when a call for assistance with the cooking on this year's Peaks & Dales charity run

went out. This will now be done by a non-member and a committee member's daughter. Ditto the call for a member to take on the vacant "advertising" portfolio; answer there was none. That role will now be taken on by Jane Harrop and in addition to her already busy role as Club Secretary. I suppose that members get out of a club whatever it is that they want and/or feel happy with. That's all well and good but please don't forget that the long term survival of our club (indeed, any club) is quite simply down to its members and their enthusiasm, involvement and participation in activities and events. This isn't meant to be a moan but, rather, a prompt. There are currently 10 committee members that all work towards the service of our club's needs, events, planning and future aspirations. So, what happens if say, one or two of those committee members decided to resign. If, in this sort of scenario, members are not prepared to take a step forward and get involved then where does that leave us? If vacant portfolios and responsibilities should not be taken up in the future then, the point is, that there would only be a finite resource remaining on the committee and if those remaining members reject taking additional duties on well, I'm not sure where that would leave us.

On a more upbeat note, I'd like to use a piece of my editorial to say a very big thank you to Chris and Margaret. The Club has a number of quite bulky assets (eg tables, banners, flags etc) that were spread out and in need of centred storage. Chris and Margaret have, yet again, come to the rescue and kindly offered storage of our "stuff"

within their garage. A problem solved and thanks to you both.

As ever, David and I do hope that you fully enjoy this May 2024 edition magazine. Spring is now well upon us but, unfortunately, the weather isn't, as yet, being kind to us. Fingers crossed for the Tatton Show – our first major show of the year – and that we can all get those classics out there, trouble free and turning rubber.

This Month's Front Cover ...

..... is, I hope you'll agree, a really cool machine. It is John Kay's fabulously presented 1944 Dodge Command car. Built in the USA on 12th January 1944, this 3772cc, straight six, petrol "flathead" military vehicle was immediately shipped over to England and then on to France, presumably as part of the D-Day landings. It would be good to say that John's Dodge had been right in the thick of it and that he'd found bullet and shrapnel holes all over the body. The reality, however, is that the Dodge appears to have had an easy if not charmed life. After military service it spent 30 years slumbering in a French military museum and was therefore without rust and generally in good condition when John took it on. At the 2023 H&HCVC Car Show, the Dodge won first prize in the Commercial Category and also won the Brookside Garden Centre Trophy too. A very worthy winner.



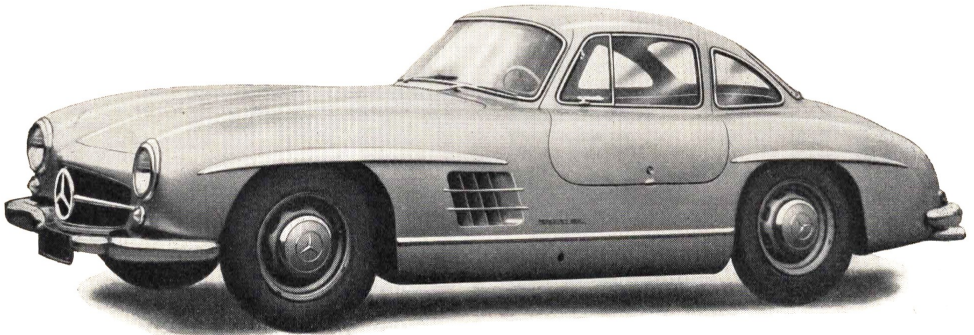
PRODUCED BY
THE OLDEST MANUFACTURERS OF MOTOR CARS IN THE WORLD

Name and Address of your nearest distributor available from :

SOLE CONCESSIONAIRES IN THE UNITED KINGDOM
MERCEDES-BENZ (GREAT BRITAIN) LIMITED
58, CAMBERWELL NEW ROAD, LONDON, S.E.5.

Telephone : RELiance 5841-5

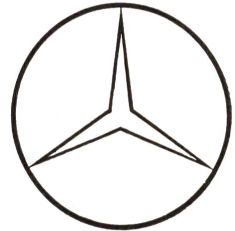
MERCEDES-BENZ



TYPE 300SL SPORTS CAR

The **FIRST, FINEST and FASTEST**
PRODUCTION CAR WITH PETROL
INJECTION TO BE OFFERED
TO THE PUBLIC

*THE NEW MERCEDES-BENZ MODELS MAY BE
SEEN AT STAND 115 AT THE MOTOR SHOW,
EARLS COURT, OCTOBER 20th-30th.*



TWO DAYS IN THE LIFE OF A FORD FIESTA



© Ford: Editorial Use

THOMAS WARDLE

It was August 1977 and I was working at Quicks, the Ford truck dealer in Trafford Park, Manchester. I had, for my latest company car, been “allocated” a Ford Fiesta 1100L instead of the usual Escort 1300L. To say I was not keen on this car, from the outset, would have been an understatement – front wheel drive and 1100cc. As I only lived eight miles from work the mileage progressed slowly.

In November, Andy and I decided to go and watch the RAC Rally and the Tuesday, in Wales, was chosen. The boot was loaded with wellies, caggies, overtrousers, spare jumpers, flasks, pork pies and butties. I picked up Andy in Stockport at about 8am. The mileometer read 650 miles. We eventually cleared the rush hour traffic, which put us about one hour behind schedule, and pressed on down to mid Wales hoping to make up some of the lost time. Our route took us

down a B road, about thirty miles long, so Andy had a breather from the map reading. We eventually approached a village so I suggested he checked on our progress. “BLOODY HELL!” exclaimed Andy. Thinking he had spotted something on the road ahead, “WHAT?” I asked rather worriedly! “We’re moving down this map a bit quick!”. We arrived just in time and legged it into the forest.

When we returned to the car it was raining so we just chucked our gear into the boot and set off for Clocaenog. With some enthusiastic driving we arrived with time to spare and mutually agreed it was time for a butty and a pie. Opening the tailgate revealed a seething mass of muddy wellies, wet caggies, flasks and food. Finding what we wanted we got back into the car. The Scirocco driver ahead had the same idea but when he opened his tailgate it was full of open

topped cardboard boxes, a place for everything and everything in its place. We have adopted this idea for rally spectating ever since. We then donned the rather wet, wet weather gear and found a spot under a bush overlooking a double hairpin. The rain water dripped off the bush and into the pies as we ate them. At least we were enjoying ourselves(?). By the time we left Clocaenog it was already dark. I dropped Andy at his house and made my way home to a chippy tea and bed.

I woke the next morning to the alarm, washed, dressed and set off for the M62, A1M and Croft race circuit. My second stage of the day was in the Lakes so I set off down the A66, which in those days was only a single carriageway road for most of its length. Leap-frogging rally stages in this way means sharing the "road sections" with the later running rally cars, who have a strict time schedule to adhere to. However, they had a rather unique way of overtaking the trucks and other traffic which consisted of driving down the wrong side of the road until they came face to face with oncoming traffic at which point they would move to the left. Most of the cars were rally spectators and knew they were on a tight schedule so created a gap for them. There was none of the "he's not getting in front of me" attitude, so everybody made good progress (please do not

try this at home).

I picked up my brother Philip, where he worked in Penrith, and we made our way to Wythop parking in the official car park. Lack of planning meant that when we were leaving it was pitch black and neither of us had the foresight to carry a torch. You live and learn! We headed to Renwick twelve miles north east of Penrith where our parents and Philip lived. Just before you reach the village you have to climb an undulating hill, one mile long, known locally as scales. My 1100 Escort could only manage 55 in top or 60 in third on this climb, the 1300 would manage about 70. The Fiesta, as I reached the summit, was indicating 85 and still accelerating! Self preservation made me momentarily back off as we crested the summit (how Stirling Moss went over blind brows at 170mph on the Mille Miglia I shall never know!).

The next morning, after a cooked breakfast, I left Renwick at 6.15am and drove down to Quicks in Trafford Park arriving at 8.15am (120 miles). As I got out of the car the mileometer read 1500 miles exactly. Must book it in for its first free service I thought. I patted the bonnet, "well done little car" I whispered. Two days, four rally stages, 850 very quick miles, 20 gallons of petrol and 42 MPG. NOT BAD!

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

A Fast Lady & “Black Bess”

Born 27th October 1901, Ivy Cummings became the proprietor of a London garage, selling and repairing cars, and also, back in her day, a famous and successful racing car driver. It is claimed that in 1913, aged just 12yrs old, Ivy got hold of her father’s car and lapped the Brooklands track. It was after the end of WW1 however, about 1919, that Ivy really started to race seriously. After competing in various races, Ivy won the 1922 Duke of York Long Distance Handicap in a Sunbeam 12/16. Several placings later and in 1923, she won two Bexhill speed trials in her 5,000cc Bugatti Type 18. This had been bought for her by her father and, painted black, Ivy named the car Black Bess after the highwayman Dick Turpin’s horse. In 1925 there was a win in the Skegness Speed Trials. Following that, in 1926, Ivy entered the Grand Prix de Boulogne in another Bugatti. She crashed the car quite badly but walked away uninjured and won a cup for achieving the highest average speed.

Throughout her racing career, Ivy Cummings raced successfully in various hillclimb and speed trials events – including the famous Brighton Speed Trials. She stopped racing regularly in 1928, had a daughter, Cynthia, in 1932 and died on 4th December 1971. Her Bugatti, “Black Bess”, was sold at auction in 2009 for £2.1million and is on display at a motor museum in the Netherlands.

Wookey Hole—from Thomas Wardle

About 15 years ago, Wookey Hole theme park in Somerset had a vacancy for a replacement member of staff after one

had retired. The advert was for the post of resident witch.

Two hundred and fifty men applied for the job on behalf of their mothers in law!

A Woolly Tale (or Tail)

Two ewes, Barbara and Eunice, are both in a field chewing some fresh green grass and having a nice catchup chat together.

Barbara to Eunice – I haven’t seen you for a couple of weeks. Last time I saw you we were both down at the Pen & Dip and you were getting rather free and frisky with some of those young tups. One of them tried it on with me but he had a face on him like a sheepdog’s bum with a cap on – I managed to put him off and went back to the barn. Did you manage to trap-off with one of them then?

Eunice to Barbara – Trap-off? I’ll say I did. Just after you left I was introduced to the most gorgeous tup that I’ve ever set eyes upon. He’s an Italian Merino and he’s really cool and stylish; he was wearing a beautifully fitted baarmani coat too. Well, you know what I’m like after a few of those fermented grasses and when he told me that his name was Ramborghini, I just melted into his strong Italian arms.

Barbara to Eunice – How lucky are ewe?! I’ve heard all sorts of tales about this Ramborghini guy; the girls in the other field reckon he’s the business too. Are you going to see him again?

Eunice to Barbara – Oh, I’d really love to but I’m staying away from the Pen & Dip and fermented grasses for the time being. Farmer Giles has had the vet in and he reckons that I’m expecting twin Lamborghinis in spring. Anyway, life’s not all mint sauce, there’s always next year.

The Top Trumps Ford Capri?

Keith Yates



No doubt Paul Barratt's article (April, Issue 387) will have stirred some memories of the once ubiquitous Ford Capri. It was billed as "the car that you always promised yourself" and a lot of people certainly did. In typically Ford manner, you could more or less tailor a Capri to suit any pocket or personal specification; small engines, big engines, basic trim or luxury trim it was all there and waiting for you at your local Ford dealership. However, putting aside the more run-of-the-mill cars, let's have a think about a more purposeful Capri, a Capri that, back in the day, you might have expected to see in the hands of a young, successful, middle-manager, a guy that sported a Kevin Keegan hairdo, a moustache, a flared suit and a very wide tie; as Paul called it, a bit of a Flash-Harry or Jack-the-Lad. The alternative, if you were a motorsport fan, would have been a Capri being thrashed around a racing circuit in the hands of a top saloon car racer like Gerry Marshall. So then, how about a Capri 3000S or, latterly, a Capri 2.8i anyone? Well, yes please, it would be rude not to, wouldn't it? But hold on, what if I said that there was once, available for a short period only, a Capri that was, arguably, the best Capri ever, a car that, had you got your hands on back in 1973/74, would now be worth an absolute fortune? If I've piqued your interest then take a look at the photo that accompanied Paul's article and see what you missed – the Ford Capri RS 3100. In September 1973 and following the first RS Capri, the RS 2600 homologation special, Ford Advanced Vehicle Operations (FAVO) were given the green light to build the second RS Capri, the RS 3100. The car was to be built at the Halewood plant and 250 were produced there

during November of that year. Much of the RS 2600's spec' was carried forward such as the wheels, black painted bumpers (quarters at the front), most of the suspension set up, the front spoiler and the brakes. The two most obvious differences however, were the 3091cc engine (an overbored Essex 3000 V6) and the unique (to the RS 3100) "ducktail" rear spoiler. The package produced 148bhp 187lb/ft of torque at 3000rpm, a top speed of 124mph and a 0-60mph time of circa 8secs. That was pretty impressive back in 1973. Only seven colours were available and each came with a set of "go faster" decals and a triple coach-lines down the sides.

So, with that spec' and with only 250 cars being produced, you'd imagine that Fast Ford fans would have been queuing out of dealerships doors to get their hands on one of these very rare cars. Well, not really. For some strange reason, Ford decided to market the RS 3100 just at the time when the Mk2 Capri (the one with the hatchback) was ready to be launched. On top of that, there was the 1970's oil crisis and a heavy price tag of £2500 – a lot of money back in 1973/74. The cars proved very difficult to sell and, it is believed, 22 cars were registered by Ford for their Sales Managers, 50 cars were exported to Australia in mid-1974 and most of the rest were sold with big discounts.

Personally, this is the only Ford Capri that I really fancied owning and which I did promise myself. It never happened but it is still on my "would love to own" list.

OUR SERVICES

- ✓ Tyre **Fitting.**
- ✓ Wheel **Balancing.**
- ✓ Locking **Wheel Nut Removal.**
- ✓ Front Wheel **Alignment.**
- ✓ **Mobile Tyre Service.**

www.ashtontyrespecialists.com

Adlington Industrial Estate,
Adlington, Macclesfield, SK10 4NL

ASHTON TYRE
SPECIALISTS



FALKEN
TYRES

☎ *Call us for a quote on:* **01625 859123**

WE WILL FIT CAR CLUB MEMBERS OWN SPECIALIST TYRES FOR A MODEST CHARGE ON SIGHT OF THEIR VALID MEMBERSHIP.

George Bute

Plumbing • Bathrooms • Heating



Mobile: 07961 972044; Tel: 0161 427 2802



**Branches in Stockport and Manchester,
Southport, Stafford and on the Wirral.**

**Supplying Quality refinishing products to the
Automotive and Industrial Markets since 1982
we can supply paint from a touch up. We also
supply aerosol cans. products supplied by
Lechler Coatings, Pro Spray, Manor coatings,
Farecla, U-pol, Mirka Abrasives, Teng Tools
and much more.**

**All H&HCVC members are welcome to trade price
on production of their membership card.**

**Please note that due to short supply of products, some
items have increased in price by as much as 50%**

**Colourtone House, Horton Street, Higher Hillgate,
Stockport. SK1 3LR**

Stockport (Home) tel: 0161 477 6970

Manchester tel: 0161 448 0273

Southport tel: 01704 539462

Stafford tel: 07736 807504

Wirral tel: 0151 643 1171

email: sales@colourtone.com

Website: www.colourtone.com

Annual Rocker Box Racing Event (20th March)

This year's running of the "Rockers" was, of course, presided over by Race Director and Chief Scrutineer Ed Burke. There was a good crowd to witness some very close racing between a sizeable number of racers and, in the modified and repurposed class, an increased number of vintage "wooden plane" racers. It was good to see some old favourites in parc ferme and on the starting line too. Richard Burnham was back with his Lightweight Special (a previous champion), Peter Walvin brought back a slightly lightened version of his "Hernia Inducer" and also entered a long wheelbase wooden plane with added aerofoils/spoilers (these looked suspiciously like lead diver's weights to me) and Paul Barratt was back with his Starsky & Hutch inspired Ford Pinto machine. Waiting in the pit area were Ed's "House Cars", one of which had beaten my own "Clockwork Orange V8" to be champion in the 2023 final.

This year's racing seemed to be plagued by racers, instead of running straight and true, running off course and taking their competitors out – was it the course or racer set ups? Anyway, after some close and hard fought racing, here are the results: -

Overall Winner & 2024 Champion = Craig Isles (boat themed "Blow Man Blow")

"Best Dressed" Award" = Mike Coffey
(1920s/30s themed "Roadster")

"Piston Broke" Trophy = Jim Lloyd (loss
of his Vauxhall Cascada after only 3wks
on the road)

Thanks to Ed and his little helpers for
the evening's entertainment.



Annual Spring Run (24th March)

Andy Robinson and Thomas Wardle were in the frame for putting together the first run of the year that covered 46 miles and some glorious Cheshire countryside. Feedback, from this well supported event, was very good with a big thumbs up from participants and, to make a change, the weather gods smiled upon us and provided a dry and sunny day. We were joined by five cars from the High Peak Classic Car Group that included, my absolute favourite of the day, a 1957 DKW (Auto Union) 2dr Coupe with a 2-stroke engine and suicide doors. This

car had been in Sweden, bought by its owner via pictures on the internet and then driven back to the UK by him and his wife – now there's courage and a spirit of adventure for you and, also, what a good looking car from a very good year!!! Our destination was Dagfields Antique & Craft Village (well worth a visit) where some good food and lots of money could be spent – well, I managed to buy another load of car related tat anyway.

Thanks to Andy and Thomas (and to the weather gods) for a good route and day out.



Want to be an even better driver? Take the ultimate test...



Use your
own car

FREE tutoring
with expert
tutors

Nationally
recognised
qualification

Insurance
discounts

1 to 1
tutoring
sessions

£40
membership
fee

Full refund
for under
25's

ROSPA
Advanced Drivers
and Riders
Manchester

Join us or contact us:

 www.safedriversandrider.org.uk

 0300 03 03 001

Follow us:  @roadarMCR  RoADAR Manchester



BREAKFAST & MACHINES



Breakfast & Machines/Cars & Coffee (7th April)

This was a first time, new event for our club and the weather was looking awful! I pulled back the curtains on that Sunday morning and the wind was lashing the rain against the windows – nothing for it, we were committed and had to make our way over to Wilmslow Garden centre regardless of the weather. But hey, wonder of wonders, by 09:00am the blustery wind had blown the rain over and a weak spell of sunshine blessed the event. Interestingly, quite a few non-members turned up in their cars and, I think it fair to say, everybody seemed to enjoy themselves and the very interesting show of cars. The bacon butties and coffee were very good (always the measure of a car event) and, I believe, the Full English breakfasts were very good too. This is one that we'll look to repeat; hopefully during the “summer” months.

My thanks to all of those H&H members that thumbed their noses at the weather, took a chance and supported this new event. Also, a big thanks to Mags and her Topiary Restaurant colleagues at Wilmslow Garden Centre; we couldn't have done it without you.





Club Night & “Sockets” (17th April)

This had all been kept under something of a cloak of secrecy, a “sort of quiz”, “looking at sockets in a different light”, what was all that about? Well, a good turnout of members and some quest (local) car club members finally found out on the night. Teams were given 12 different socks (yes, socks!) that had had various motor related bits tied into them. The challenge was, by touch and feel, to identify the precise nature of these “bits” and, of course, to get as many correct as possible. The standards were high and resulted in two teams battling for the £20 prize by way of two tiebreakers and, finally, the toss of a coin.

I would like to say a very big thank you to Ken Coxey (the host and MC of this event), to Jane Harrop for all of her background work and preparation and to the member representatives of those local car clubs that turned up on the night – it was great to see and chat with Tame Valley Vintage & Classic Car Club, Tameside Car Collector’s Club, High Peak Classic Car Group and GVEC reps.

I just have one final thought on this event. During WW2, boffins working on RADAR development found that cold mugs of tea reheated when placed on or very near to a specific piece of equipment. This accidental discovery eventually resulted in the microwave oven as we now know it. So, a good, logical and enquiring development of a phenomenon casually observed. So, I do wonder under what circumstances Ken discover that stuffing a series of old socks with assorted bits of motoring detritus would equate to a good night out(?)!!!

National Drive It Day (21st April)

Another fine and dry day was bestowed upon us by the weather gods (it was almost like Spring!) and another good route set for us by Richard Burnham. Our destination was the Churnet Valley Railway which, if you didn’t go or have never been, is well worth a visit. A leisurely, steam locomotive pulled, two hour train journey was very picturesque and relaxing (pre-booked dining car facilities are available) and all great value for money too.



COOL CAR

FORD MONDEO ST 220



David Bresnahan

The Mondeo ST 220 holds quite a special place for me. Being the last V6-powered standard family car (not a large SUV) Ford released, it was always a welcome sight on the roads. Very few of these survive today, and certainly many of those are not in great condition. Part of Ford's 'New Edge' design ethos, this particular generation of Mondeo had a somewhat more Germanic appearance than the previously softer lines of the Mondeo before it. I always associate it with my own personal (entirely subjective) era of peak car design. While not cheap, it was certainly much more available than many of the modern equiva-

lents today.

One problem with these I certainly recall was the wheels. They had an astounding rate of degradation in the top coat, and they could be regularly seen with almost camo-like patterns, where the lacquer and paintwork had come away.

The later version came with slightly more refined features, and a complete set of chrome surrounds for the windows, rear lights and parts around the front grille and bumper.

There was also a diesel version available that dropped the "220" part of the name, and featured a 2.2 TDCi engine; which was also found in the Jaguar X-Type.

Motoring Heaven Since '27 Wanted!



**YOUR LOW MILEAGE, ONE
OR TWO OWNER CAR, ESTATE,
MPV OR SMALL/MEDIUM VAN
WITH SERVICE HISTORY
FINANCE SETTLED**



**THOUSANDS OF
SATISFIED CUSTOMERS**



www.hlgcars.co.uk

**OPPOSITE THE
RED LION**

HLG High Lane, 111-113 Buxton Road, High Lane Village, Stockport SK6 8DX

Tel: 01663 763355/764566

Open Monday to Saturday (Sunday is our day of rest!)

BUYING? SELLING? YOU'LL LIKE THE WAY WE DO THINGS!

