

Hare & Hounds

Classic Vehicle Club



FEBRUARY 2024 | EDITION 385



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

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Disclaimer

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

February 2024

Final, Final Reminder – If you have not yet paid your £20 subscription (for the whole of 2024) then this February magazine will be your last. If you have paid up, a big thank you and we hope that you are looking forward to the March magazine.

Weds 21st February – Club Night – the Club's Annual General Meeting (*a complimentary buffet is to be offered to attendees*).

March 2024

Weds 20th March – Club Night – Annual 'Rocker Box Racing' Event.

Sunday 24th March – Annual Spring Run. Route to be set by Andy Robinson. Details to follow.

April 2024

Sunday 7th April – The 2nd Online Austin Seven Club's Pre-War Car Show. To be held, for pre-war cars only, at Hammerwich Cricket Club, midway between Lichfield and Burntwood, Staffordshire. In aid of Lions Charity.

Wednesday 17th April – Club Night.

Saturday/Sunday 20th & 21st – Sandbach Transport Festival.

Sunday 21st April – National Drive It Day – The Federation of British Historic Vehicle Clubs' designated day to dust off your pride and joy, give it a polish and to drive it down the road(s). Run route and venue(s) TBC.

May 2024

Saturday/Sunday 11th & 12th May – Glosop Rotary Club Classic Car & Vehicle

Show. Organized by High Peak Classic Car Group at Lyme field Garden Centre, Broadbottom, SK14 6AG. In aid of Willow Wood Hospice & Rotary Foundation.

Wednesday 15th May – Club Night.

Wednesday 22nd May – 1st Evening Run of the year. Details to follow.

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.

June 2024

Saturday/Sunday 1st & 2nd June – Classic & Performance Car Show. To be held at Tatton Park, Knutsford, Cheshire, WA16 6SG.

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".

Sunday 16th June – Peaks & Dales Annual Charity Run. The start will be from Marple Memorial Park (Scout Hut) and the run will have a route of circa 65-70miles in length. The destination, bookings and further details about this event will follow.

Wednesday 19th June – Club Night.

July 2024

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

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

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

August 2024

Wednesday 21st August – Club Night.

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.

October 2024

Wednesday 16th October – Club Night.

November 2024

Wednesday 20th November – Club Night.

December 2024

No Planned Activities At This Time.

This Month's Front Cover ...

...shows Joe and Jane Martin's 1958 Austin A35 being flagged away at the start of the 2023 Peaks & Dales Run. The car is known and referred to as 'Ellie'. This is a carry forward from when the car was purchased, in 2015, from the previous owner in North Wales – his granddaughter's name being Ellie. It had a

bare metal respray during 2021 and new carpets and a new roof-lining were subsequently supplied by Peter Norbury (the Austin A30/A35 guru). Joe reports that the little Austin gets lots of admiring looks, both on the road and at shows, and it was also used as Joe and Jane's wedding car when they got married in May 2023 (see accompanying photo).



Keith Yates

One way or another, during the last few weeks, I've had some interesting conversations with various members of our club. The thing that I've found pleasing is that we appear to have lots of enthusiasm and ideas with the best interests of the Club and its future at heart. This is something that can be tapped into and build upon during 2024. I would, at this point, also like to emphasize that you don't have to be a member of the Committee (a lot of members just don't have the time or desire to be) to discuss and/or pass on your ideas, feedback, knowledge or offers of assistance. As an example, if you would like to set a route for one of our runs then please make yourself known. The 2024 club membership cards can be collected from Jane Harrop at the AGM on Wednesday 21st February. If you would prefer a digital membership card this year then that is an option that is on offer. Please contact Jane at hhcvc1991@gmail.com and she will be happy to email one to you. Please, if you haven't yet paid your 2024 (£20) subscription then it needs to be paid before or on the night of the AGM. It would be preferred if subscriptions could be paid by BACS but Graham Knowles will be there, on the night, to receive any cash or cheques. It is often said that "it's a small world". I've recently been involved in a couple of instances where that saying could be applied but where it is perhaps more accurate to say that some, seemingly, random ideas and subjects, after being written about in these pages, have seen this magazine become a conduit for connections sub-

sequently and consequentially made. So what am I on about now I hear you muttering? Well, you may recall, if you've been paying attention, my pieces about Phil Logan's "Harlequin" Ford Mustang Mach 1 in the May (376), August (379) and October (381) 2023 editions. In the latter magazine I reported that a connection had been made between Phil, a gentleman and motoring journalist named Michael E Ware and the prestigious magazine Classic & Sports Car. It now gives me great pleasure to report that the connection was a really good one and that the Mustang's story has been written up (by Michael) and published in the February 2024 (page 26) edition of Classic & Sports Car. Another connection that's been brought to my attention is not really one that's been made but, rather, one that's been fondly remembered. The piece about Jack French's Austin 7 Special "Simplicity", in last month's (384) magazine, was read by member David Swann. David has a long-standing and interesting connection with "Simplicity" and he's written about it in "Letter To The Editor" elsewhere in this edition.

I was having a chat with Richard Whitehurst recently (he of the superbly presented Honda Prelude Coupe). He was telling me that he's a big fan of the magazine and that he'd particularly enjoyed the pieces about specific cars (as a Honda man, the Honda S2000 & S800 were mentioned) and also the pieces written by Thomas Wardle (the Minis on the Monte was considered a cracker!). So and as a fan, I thought it would be a good thing to (a) mention

Richard and to say hello – hello Richard! - and (b) to let him know that Thomas has been at it again. This time it's the exciting story of one of Stirling Moss's most famous Formula 1 wins, the 1961 Monaco Grand Prix. This was the third of Moss's three Monaco wins, a man at the top of his game, a master of his art and this during what was quite possibly the golden age of Formula 1.

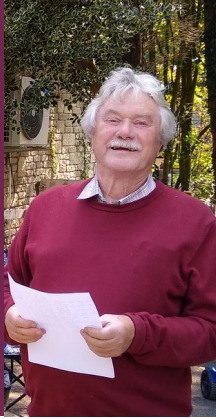
Now then, I was considering owning up to another editorial cock-up but I've decided that I really don't need to; it was just a test to see who and how many would tell me about my "deliberate" mistake in the January magazine – honest governor. The more eagle eyed and attentive amongst you may well have noticed that I listed National Drive It Day 2024 as being run on Sunday 28th April. Yes and of course, this was the deliberate mistake to keep you all on your toes. In fact, National Drive It Day will be run the week before on Sunday 21st April 2024. First prize, a Mars bar, will be going to Peter Walvin as he was the first to send me a "I think you'll find" type email to tell me that the date was incorrect. Well done Peter.

I had wanted to relay a cautionary tale about "modern" cars, their batteries and the life span of the latter but space in this month's magazine is tight. This will now appear in next month's edition.

Finally, I think that's enough from me for another month. As ever, David and I both hope that you enjoy this February edition – it's now another month closer to us all, fingers crossed, being able to enjoy some trouble free 'classic' motor-ing.



CHAIRMAN'S CHAT



HALL OF FAME AWARD RECIPIENTS

2012 - Chris Parr
2014 - Bob Plant
2015 - Ray Etchells
2016 - Fred Dean
2020 - David Bowden
2022 - Jane Harrop

And so ladies and gentlemen and all other readers of our magazine, this is my last chat before retiring as Chairman. I would like to thank the many of you for your support over the 17 years that I have held this position, especially Mike Coffey and Chris Parr and to all committee members, including John Walker. I have no doubt that I will contribute with other articles in the future and will send my ramblings to our Editor. On the matter of my retirement, I will continue to get the trophies for various events, prompted by the organiser, and will also carry on, with help, with the BBQ event. At one time I thought that the future of our Club was in jeopardy but thanks to Jane Harrop, who has taken on the role of Secretary, Peter Norbury, as assistant Chairman, and Keith Yates as Chairman, long may our club continue.

In respect of the future, we need some younger blood, with newer vehicles, to join us and in that respect, if you decide to part with your classic, please make sure you pass on details of our Club to the new owner. In respect of newer vehicles, we need to encourage younger folk with more modern vehicles, like Mark One Escorts etc, to join our throng. Alas, the younger folk, with "today's" older vehicles, do not generally have the interest in the type of vehi-

cles of our youth. I recall at one time, several years ago, I arranged a Saturday meet for younger members which fell like a lead balloon. The TR club, to which I belong, has a "Youth Group" which appears to work well but they do have the advantage of younger cars in their fold.

On the matter of road tax; in days of old one used to have a circular sticker in the corner of your windscreen. This told the driver the date upon which to renew the RFL and how much you had paid in the previous year or taxation period. Those days have long gone and now, in theory, you get a notice through the post which tells you how much you will need to pay for the forthcoming year – that is of course if your vehicle is less than 40 years of age. Once again and in the words of our editor, the motorist continues to be clobbered and to pay for the ever increasing burden of lower tax rates for electric and other vehicles. I will not go into that now. I read somewhere that the road tax charges, for our everyday petrol and diesel vehicles, are about to increase yet again – but by how much? I tried to find out what the increase is likely to be but without success I hasten to add. So, I await the brown envelope dropping through my door. The only thing good about that is that it includes

a number to use to SORN or re-tax your vehicle which seems to work well.

The AGM is nearly with us which, as I have mentioned previously, will include some changes to the Committee but without the usual hot-pot supper. The previous suppliers of the supper have retired now. As I understand it, a buffet of sandwiches, savoury nibbles, fruit and cakes will be organized for the event. Judith, wife of the new Chairman, successfully tried some of these out during the January social evening. Incidentally, my Chairman's Quiz was won by the Limestone Cowboys team of Mike Coffey. However, they very generously gave their prizes to the second-place team. If I am asked to do the quiz again, I must not include so many vehicle questions but, as someone in the past once said to me, 'we are a car club'.

When I was a lad in the 1950s and knee high to a grass hopper, not that I am much taller now, we used to drive at night on vehicle side lights only. Of course, the traffic moved much more slowly then and perhaps the road lighting was better with trees and bushes trimmed better than they are now. Headlights were only used when it was very dark and one needed to see more clearly. At the present time, with traffic moving much quicker, the use of headlights has become much more widely used. I remember at one time, Ford introduced a 'dim dip' system wherein one could use car headlights on a dip system but this did not last very long. My sister-in-law, Margaret, has started a petition trying to reduce and indeed stop the current trend of vehicles having extremely bright headlights, supposedly on dip beam. She would like as

many people to sign the petition as possible. Please visit the site: -

<https://petition.parliament.uk/sponsors/139794361/verify?token=Fx2uEp5sZeKMBSfXtrin>

All you need to do is to click on this link and sign the petition.

Our 2023 Peaks & Dales Run charity was the Hearing Dogs for Deaf People organisation. After an excellent presentation by their local representative, Christine Wright, it was decided to adopt them as our 2023 charity and we raised over £1200 for them. Our 2024 charity donation will be going to a local hospice and details of this will follow once confirmed .

And so, as far as Chairman's Chat is concerned, it's goodbye from me – goodbye.



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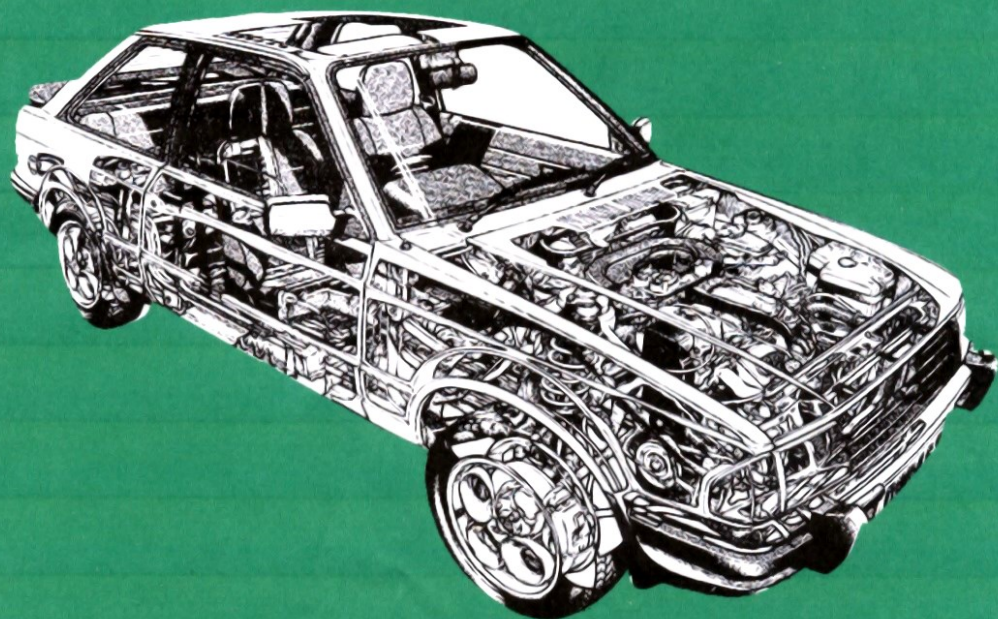
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MG

CATCH UP

Graham Scattergood

Hi Gang.

Well, one month of 2024 down and therefore one month nearer to Spring and the revival of rediscovering the allure of classic motoring.

Hopefully, the Chairman's Quiz was a success and he was a little kinder with the questions. Unfortunately, Chris and I were unable to attend as, whilst collecting our grandson from school, to help out our daughter, Chris managed to trip and fall heavily into a metal bench seat. She sustained a fractured arm, adjacent to the socket at the top of the humerus, and a lump the size of an egg just above her eye. That has now gone down but it has left her with a black eye, temple and forehead! Having had a follow up at the fracture clinic, she is confined to the collar and cuff arrangement and very light and spasmodic movements of her arm for the next few weeks. A period of some twelve weeks is the average healing time for this type of injury, followed up with more progressive physiotherapy. HAPPY DAYS!!!

On the MG car front, I have been following the progress and eventual launch date of the Cyberster sports car in the U.K. This has been shunted back from April 2024 to August/September 2024 and with deliveries by the end of the year. It looks like we will be getting

both versions, namely the single and dual motor editions, though in a U.K. format with regards the standard equipment and extras that will be available to us. The proposed price here is in the £50,000 bracket but a lot can change on that score by the time it is eventually launched. As usual, we will probably be expected to stump up an extortionate amount to purchase one, as is normally the case in the U.K. Given that they are selling in China for the equivalent of approx. £30,000 then almost double that sounds about right for here. I wonder how much a container would cost? Mind you, our ever loving HMRC would more than likely slap a whopping great import duty on it. It does look a lovely thing in my eyes though; NOT that I would be buying one, especially as electric only. I will maintain a close watch on developments so as to hopefully arrange a visit to the dealers when they have one to see in the metal, so to speak, for anyone interested in going along too.

As usual, if anyone has anything MG related that they would like to share or would like to see happening this year then let me know by email at scatt911@outlook.com or telephone 0161 494 9084 or see me at any of the club nights.

This month is the AGM so, hopefully, I will see you all there.

Toodle Pip for now.



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1961 MONACO GRAND PRIX

A Sterling Drive by
Stirling Moss



CC John Chapman

Thomas Wardle

This was the first Grand Prix of the 1961 season. During the winter months British teams had argued against the new Formula 1 engine regulations – decreasing engine capacities from 2.5 litres to 1.5 litres unsupercharged – and whilst the European manufacturers, Ferrari in particular, had been designing and constructing new 1.5 litre engined cars, the British hadn't. Their hopes had been pinned on the BRM and Coventry-

Climax V8s but these proved to be far from race ready. As a “make do and mend” Coventry-Climax beefed up their old 1.5 litre Formula 2 engine and this became the standard power plant for most British teams throughout the season – eight were available for the Grand Prix. By contrast, Enzo Ferrari's team arrived at Monaco with three of his new, rear-engined (“shark-nosed”) cars; two of them had 60 degree V6 engines

that had already been developed in Formula 2 Ferraris and the third had a brand new 120 degree V6. Ferrari had been putting in the miles and expected a win. The works Coopers were mostly unchanged from the 1960 season but B.R.M. and Lotus did have new cars – the Lotus 21 looked sleek and a potential British hope. Stirling Moss was going to be driving for privateer Rob Walker and would be contesting in a 1960 Lotus 18, albeit with a “new” Coventry Climax 1.5 litre engine. Porsche had arrived with a flat four engine with fuel injection. Regardless, Ferrari would have a 30-40bhp advantage over rivals and with three cars the race was surely in the bag. During practice, Moss found the Lotus 18 to be “easy” to handle around the twisty, technical street circuit. He set pole and was going even quicker whilst on the following lap but he stopped to help Innes Ireland who had crashed coming out of the tunnel. Moss and Ireland sat at the side of the road waiting for help. Moss later said that Ireland’s only worry was that his wedding tackle was OK! The starting grid layout had three cars on the front row, two on the second, three on the third, etc. The top eight positions were:-

1st Moss (Lotus 18 Climax) 1min 39.1secs

2nd Ginther (Ferrari) 1min 39.3secs (120 degree V6)

3rd Clark (Lotus 21 Climax) 1min 39.6secs

4th G. Hill (B.R.M. Climax) 1min 39.6secs

5th P. Hill (Ferrari) 1min 39.8secs (60 degree V6)

6th von Trips (Ferrari) 1min 39.8secs (60 degree V6)

7th McLaren (Cooper Climax) 1min 39.8secs

8th Brooks (B.R.M. Climax) 1min 40.1secs

The day of the race was hot and Moss had the side panels removed from his car for better ventilation. He also asked for a drinks bottle be fitted, not a regular occurrence in those days.

Following the start of the race (100 laps – 195miles), the first corner was the Gasworks Hairpin (the start/finish line and pits were in a different place in those days) with all sixteen cars getting round it. Ginther was in the lead and as they raced up the hill towards the Casino Square, Clark was second and Moss third. At the end of the lap Ginther had a good lead followed by Clark, Moss, Gurney, Brooks, Bonnier, P Hill, McLaren, G Hill and von Trips. At the end of the second lap Moss was second with Ginther still extending his lead. Clark’s car suffered a trapped fuel pump wire and pitted, eventually re-joining the race when all the others were on lap seven. By the end of lap five Ginther had a fair lead but Moss was slowly reigning him in, bit by bit and lap by lap. At the end of lap eight Moss was 1.5secs behind Ginther, who was lapping in 1min 40secs, but by lap 10 Moss had caught him and was close to Ginther’s exhaust pipes. Following these two were Bonnier (Porsche), then a short gap to Gurney (Porsche), Brooks, McLaren, P Hill, G Hill and von Trips, all seven fighting for places. On lap 12 Graham Hill was out, the belt driving the fuel pump had snapped. On the next lap Bonnier had also caught the

two leading cars and on lap 14 both Moss and Bonnier passed Ginther's Ferrari. Moss was now well into his stride and was catching back markers; 14 laps completed with 86 laps to go. On lap 20 the lead over Bonnier's Porsche was six seconds whilst the three Ferraris of Ginther, P Hill and von Trips were in a line, in third, fourth and fifth positions respectively. Lap 24 saw P Hill overtake Ginther and all three of the Ferraris racing line astern behind the Porsche. Moss had a 10 secs lead and was consistently lapping less than 1min 40secs. On lap 26 P Hill took second place from Bonnier's Porsche, all four cars then chopping and changing positions for a few laps. On lap 32 the positions were Moss leading then 10secs to P Hill, Bonnier, Ginther and von Trips and then a further gap to McLaren and Surtees (Cooper Climax) who was pushing hard.

On lap 40 the race was settling down to a strung out procession but with Moss maintaining his 10sec lead. On this lap however, Ginther made a move and overtook Bonnier as they passed the pits; P Hill, Ginther and Bonnier were now locked in a battle for second place. Such was their pace that in 5 laps they had reduced Moss's lead to 8secs and the leading cars had now lapped most of the other runners twice. Ginther was now really pushing P Hill so hard that over the next 15 laps Moss's lead was down to just over 4secs. For the first time in the race, Moss could see two red cars not too far behind and, after upping his pace, increased the gap to five seconds. He was using the backmarkers to his advantage and, where possible, overtaking them on the approach to St Devote, forcing

the two Ferraris to follow the slower cars for some distance. Moss was an expert at this tactic whilst the Ferrari drivers were novices, losing the time they had gained when the track was clear. Moss was now spending 50% of the time watching where he was going and 50% checking his mirrors.

By lap 72 Moss had a lead of 6.5secs and Richie Ginther was getting more and more frustrated with Phil Hill. He knew he could drive faster and didn't leave Hill under any illusion of his intentions. His pit board told him to go and, on lap 75, Ginther forced his way past Hill and set off in pursuit of Moss. On lap 77 the lead was down to 5.5secs but on lap 78 Ginther was slowed by a back marker and the lead was back to 6secs. Lap 80 saw the gap back down to 4.5secs – Ginther was giving it everything he had. However, Moss was driving the Lotus with such consistency, he never missed a braking point or the apex of a bend. Lap 81 and the gap was down again, to 4secs. Ginther was now lapping at 1min 36.3secs, three seconds below the starting grid times and only one tenth of a second off the overall lap record that had previously been set by a 2.5 litre car. Ginther pushed harder still and by lap 84 he had the gap down to 3.5secs. Moss responded again and equalled Ginther's new lap record, extending his lead back to 4.5secs. On the next lap it was back to 5secs. Moss's car developed 40bhp less than Ginther's Ferrari but he maintained the gap; it was now a simple contest between Moss and Ginther as they were both too far ahead of the rest of the field for a serious challenge to be made on their positions. On lap 89 they both lapped von Trips car. Lap 91;

Ginther realised that, even if he caught him, he would not be able to pass Moss but keeping the pressure on might force a mistake out of the Englishman – Ginther’s belief was to race to the end. Lap 96 and the gap was reduced to four seconds. Lap 98 and it was still 4secs. On to the last lap and Moss had one eye on the track and one looking for the red Ferrari. When they crossed the line Moss’s lead was 3.6secs. The final results were:-

1st Moss 2hours 45mins 50.1secs

2nd Ginther 2hours 45mins 53.7secs

3rd P Hill 2hours 46mins 31.4secs

4th von Trips plus 2 laps

5th Gurney plus 2 laps

6th McLaren plus 5 laps

Joint fastest lap – Moss and Ginther
1min 36.3secs (72.9MPH)

Years later, Richie Ginther said it was one of his greatest races and that there was no shame in coming second to Moss.



CC David Merrett

HARE & HOUNDS AGM NOTES

15 FEBRUARY 2023

Chairman's Welcome

Good evening ladies and gentlemen and thank you all for attending the February 2023 Annual General Meeting of the Hare & Hounds Classic Vehicle Club.

Apologies

Graham & Jean Knowles

Chris Parr

Graham Scattergood

Introductions

Our nominated Committee, sitting before you, are all willing to stand for the forthcoming year and will each raise an arm as I introduce them.

Mike Coffey – Director, Deputy Chairman, Runs Organiser & Club Stand Co-ordinator.

Richard Burnham – Director, Photography Co-ordinator & Runs Organiser.

Helen Bowden – Publicity Secretary.

Jill Dewsnap – Minutes Secretary.

Jean Knowles – (Absent) Joint Account (Financial) Administrator.

Graham Knowles – (Absent) Director & Treasurer.

Eric Dewsnap – Charity Co-ordinator.

Graham Scattergood – MG Section & Advertising.

Keith Yates – Club Magazine Editor.

David Rawson – Commercial Vehicle Co-ordinator.

Chris Parr – (Absent) Director & Club

Secretary.

We also have with us tonight Jane Harrop, our Website Administrator, and, most importantly, our Company Auditor, David Rainsbury.

Chairman's Report

After the effects of the Covid Pandemic, we have maintained our strength of membership, continued with Club Nights, runs out and attendance at shows.

This year will see a change to the way that subscriptions are collected. These will now be due at the beginning of January and will be collected, preferably by BACS (or cheques) by Graham and Jean Knowles.

As mentioned before, the Club's membership remains strong with several new members, of a certain age, joining. We continue to need younger members to join us. Unfortunately, to the youth of today, an old vehicle is about 40yrs of age whereas, to most of us, vehicles approaching 60yrs or more qualify. Several clubs have instigated a youth sector but with limited success.

I should like to thank our accountancy duo, namely Graham & Jean Knowles for their work and especially David Rainsbury for auditing our annual accounts for submission to Companies House. Also, thanks go to Jane Harrop for looking after the website and to Mike Coffey, Andy Robinson and Richard Burnham for arranging the evening/day runs which continue to need membership support.

Sadly, I have to report the passing of former Chairman Barrie Griffin,

who was well known in the classic vehicle world, and also motorcycle guru Kevin Dranfield of the Veteran Motorcycle Club and who was involved in several other motoring organizations.

For this year, the Peaks & Dales annual charity event will sponsor the Hearing Dogs For Deaf People organization/charity; they train and arrange dog assistance for people with hearing difficulties.

I would like to thank the many members who provide used postage stamps that go to the Dogs for the Blind organization. They not only help disabled people but also train young dogs and look after the older dogs.

Our annual Club Show, at Brookside Garden Centre, was well supported in 2022 and is booked again for this year (2023) at the same venue.

We have invested in a new public address system which, so far, has proved more than adequate.

For the future, club runs and events will continue with details of all events being listed in our club magazine. Included in this will be the now universally famous Ed Burke Rocker Box Racing Night. He tells me that this has been extended to the use of old wooden (woodworker) planes fitted with wheels.

Our BBQ event, in July, went well with club members' vehicles on show. Plans are in hand for the same event this July.

Chris Parr remains as Club Secretary (as needed) but has technically resigned his position with the Committee.

Minutes of 2022 AGM

These have been printed in the January

issue of the Club Magazine and this method will continue next year.

The Accounts

As a limited company we are required to submit accounts to Companies House and, as in previous years, they have been carefully prepared by David Rainsbury with considerable input from both Graham & Jean Knowles. I now ask David to say a few words in this respect. (Brief explanation of accounts provided by DR)

Election of Officers to the Club

All members of the Committee, with the change of direction for Chris Parr, are able to stand again for 2023 with the addition of Graham Scattergood and David Rawson. Namely; Steve Divall, Mike Coffey, Helen Bowden, Jill Dewsnap, Eric Dewsnap, Graham Knowles, Jean Knowles, Richard Burnham and as mentioned previously, Graham Scattergood and Dave Rawson.

Can I please have the continued election of the above named both elected and seconded by the Club membership? (Agreed & seconded)

In addition, two other Associate persons require nomination and seconding in respect of Jane Harrop and David Rainsbury (Accounts Auditor). (Agreed & seconded)

Club Directors

The appointed Club Directors are Steve Divall, Chris Parr, Mike Coffey, Richard Burnham & Graham Knowles who are all pleased to continue. Again, can we have the above nominated and seconded from the membership? (Agreed & seconded)

Remuneration of Club Officers

Technically, no one receives any payment whatsoever but complimentary membership is now given to committee members in recognition of work done by them. In addition complimentary membership is given to Bill Gray, Fred Dean and David Rainsbury. All

other previous recipients no longer receive free membership.

Any Other Business

There being no other business the AGM was formally closed.

BEAUTIFUL HERITAGE RACING: From the 1000 Miglia 2021, Stage 2



As a follow-up to the article on Jack French and “Simplicity” (January, Edition 384), the following may well be of interest to H&HCVC members.

The original “Simplicity”, as built by Jack French, is still very much “alive and kicking” in the custody of its current owner, based in the East Midlands.

I first became involved with the car, some 20 or more years ago, as a M.S.A. (now Motor Sport UK) scrutineer, a post which I still hold. Over the years I had been called upon to examine the car several times and at various competition venues, the criteria being that the car was safe and also that it complied with the regulations set by the M.S.A. (M.S.U.K.) and the event organizers.

As I have said, I inspected the car on many occasions, through two owners, plus a small number of “invited drivers” and although, initially, I confess to reservations over the structural integrity of the car, due to the exceptionally large number of “lightening” holes drilled just about everywhere, time has proved the car to be sufficiently robust and up to the task. It is regularly competed in P.W.A.7.C. and V.S.C.C. events and is rightly revered as “historically significant” by Austin 7 special enthusiasts.

David Swann

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Thank you very much for your help with an article for the “Lost and Found” column in “Classic and Sports Car” magazine.

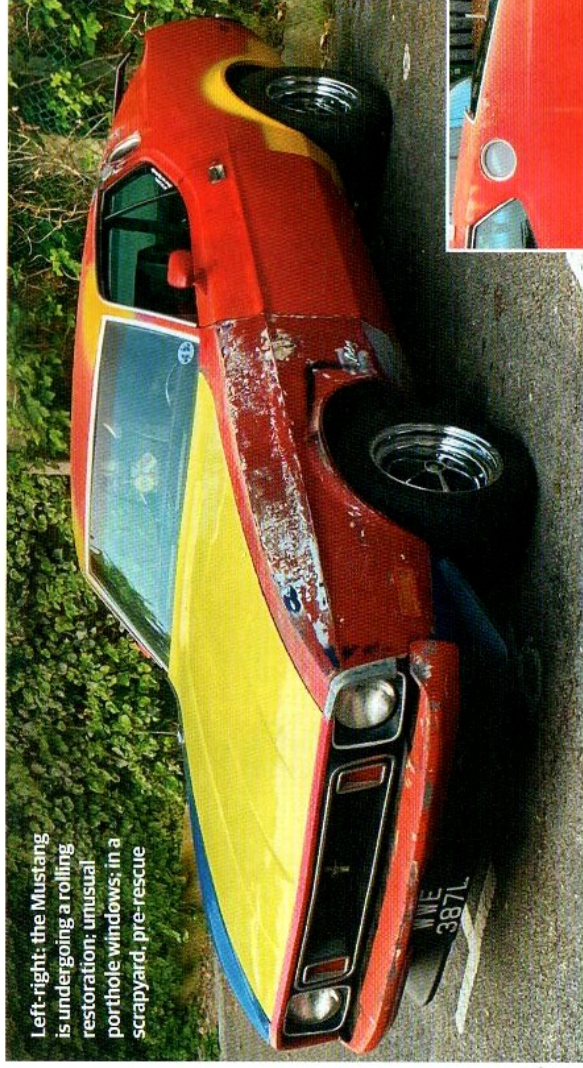
It has just been published in the February 2024 issue and I attach a scan of the page. I do hope you like the way the magazine has treated your story.

If ever you come across a car that you think might fit the column please let me know. Ideally it should have been unused for say twenty or more years – some of my stories are about cars that have been out of use for forty or fifty years.

Thank you again for your help with this one.

Michael E Ware

Retired Curator National Motor Museum
Member of the Guild of Motoring Writers.



Left-right: the Mustang is undergoing a rolling restoration; unusual porthole windows; in a scrapyard, pre-rescue



SORRY MUSTANG GETS NEW LEASE OF LIFE

Keith Yates of the Hare and Hounds Classic Vehicle Club of Stockport recently spotted an intriguing Ford Mustang at a local show at Tatton Park. "I came across this 1973 Mustang Mach 1 with the owner, Phil Logan, beside it," he recalls. "Phil showed me several photos of the car as it had been found and as acquired. It had been languishing in a Californian scrapyard for several years and was in a sorry state. The bonnet was incorrect and the interior was awful, with much of it missing or having been eaten by rodents".

Phil had been looking for a Mustang when he spotted the Mach 1 being advertised on eBay, and he couldn't resist saving it. "The car was sold new in La Mesa, California, and spent all of its working life there," he explains.

"I discovered that the seller, who works at the scrapyard, had owned the car for some 20 years and that it had come off the road in the 1990s. The seller's daughter lived in Britain and I was able to have a long conversation with her. She sent me a number of photographs and the sale was made in sterling, which was very convenient. The car has gone around the clock, the engine is not original and it has been bumped, which someone had tried to repair. It has the very unusual option of porthole windows that were fitted by the dealership just before the car was sold new."

The Mustang is now taxed and back on the road in the UK, so that Phil can use and enjoy it while the restoration work continues.

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

“Classic” Businesses Closing Down

Those of us of a certain age will, no doubt, have various memories of car spares emporiums and being served by knowledgeable men in brown coats. These businesses, the men and the brown coats had seemingly been around for ever but, like a lot of things with their roots in an analogue age, they are reaching the ends of their particular roads; “digital” has rapidly taken over virtually every aspect of our lives and the click of a mouse and home delivery are now the go to for DIY car repairers and restorers. Peter Norbury has asked for the following to be placed in the magazine as notice to people that may be in the process of a restoration etc. These are “car” businesses that are closing down so, if you still like the unique smell of a spares counter and the service they offer, get to them quickly before they’re gone: -

Segal’s, Blackfriars, Manchester – closing down (retirement) 31st May 2024. Suppliers of materials (seat, headlining & carpet) for classic and modern vehicles.

Hatton’s of Liverpool are to cease trading (date not known).

Speedy Parts of Brighton – main parts specialist for Rootes Group vehicles, including light commercials.

Book Review

I found this a slightly quirky book but one that’s worth a read. It (sort of) tells the story of one man’s journey of car ownership from the very early 1970s to the present day. The first of these cars was a 1958 Austin A35 (owned in 1971) and goes on to include such cars as the Triumph Herald, Spitfire & Stag, Jaguar XJ6, Volvo P1800, 244 & 245 estate, SAAB 95/96, Renault Espace & Avantage, Mercedes Benz C Coupe and 300CE a glorious Alfa Romeo 156 2.5V6 and quite a few others too. It doesn’t cover any car in great depth but it does provide an insight into the good, the bad and the ugly of actually owning these many machines.

“The Tracks Of My Tyres” – “A life In Cars”

By Geoff Dendle – Published by Amazon

ISBN 9798481825151

1940s/1950s Vehicles Wanted

Tatton Park, Knutsford, Cheshire WA16 6QN are hosting a 1940s/50s Victory and Vintage weekend on the 8th and 9th of June 2024 after it being very successful last year. There are plans for people to give demonstrations, live music, dancing, re-enactors, military vehicles and 1940s themed clothing stands. Classic cars of that era are welcome. There wouldn’t be a charge and entry can be on one or both days. If you’re interested then please contact Hannah Booth (Farm Assistant), Tel – 01625 374431, www.tattonpark.org.uk or Hannah.Booth@cheshireeast.gov.uk

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