

# Hare & Hounds

Classic Vehicle Club



MARCH 2024 | EDITION 386



# 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.

### **March 2024**

Weds 20th March – Club Night – Annual ‘Rocker Box Racing’ Event. Our Race Director will be Ed Burke, there will be finger food available on the night and two prizes up for grabs. So, dust off and oil those racers and get in tune with your inner Lewis – victory awaits the brave!!!

Sunday 24th March – Annual “Mystery” Spring Run. Route to be set by Andy Robinson. The starting point will be from Arkwright Rd, Marple. Start time will be 09:30(ish) for a 10:00AM get going. The route will take in some scenic Cheshire countryside and should take about one & a half hours to complete. The “mystery” is that we don’t know where we’re going to!!!

### **April 2024**

Sunday 7th April – NEW EVENT!!! – “BREAKFAST & MACHINES” or “CARS & COFFEE”. This is a new “pop-up” event that is open to members and classic car owners alike. It will be held in the car park of Wilmslow Garden Centre, Manchester Rd, Wilmslow, SK9 2JN and will commence from 09:45 (opening time is 10:00). Just turn up, park up, look around the cars/bikes, have a chat, grab a coffee/tea from the on site Topiary Restaurant, sit in and have a breakfast or just have a look around the Garden Centre.

Wednesday 17th April – Club Night – A “sort of” quiz – “Looking at Sockets in a Different Light” by Ken Coxey. Teams of four people, with an entry fee of £1 per person and a prize of £20 to the winning team.

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). Route to be set by Richard Burnham. Visit the FBHVC website to purchase a plaque/plate and contribute to Child Line.

### **May 2024**

Wednesday 15th May – Club Night.

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

### **June 2024**

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.

### **July 2024**

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**

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

Wednesday 21st August – Club Night.

Saturday 24th August – Poynton Show.

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 –

## **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.

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

## **May 2024**

Saturday/Sunday 11th & 12th May – Glossop Rotary Club Classic Car & Vehicle Show. Organized by High Peak Classic Car Group at Lymefield Garden Centre, Broadbottom, SK14 6AG. In aid of Willow Wood Hospice & Rotary Foundation.

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 & Motorecycle Show, Macclesfield.

A talk by Ken Coxey about "Communication".

## **November 2024**

Wednesday 20th November – Club Night.

## **December 2024**

No Planned Activities At This Time.

## **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".

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

Sunday 23rd June – Lymm Historic Transport Day. 10:00 to 16:00, Lymm May Queen Field, The Peppers, Lymm.

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

# CHAIRMAN'S EDITORIAL

Keith Yates

## 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

I must admit that this seems very odd, the Chairman's editorial and no "Chat" from Steve Divall. Yes, it's all change, Steve and Mike Coffey have resigned their positions and, quite rightly, entered our "Hall of Fame" – along with Chris Parr who was, of course, already waiting for them there. Jane Harrop (also a HoF member), Peter Norbury and I will now need to slot in and work with the rest of the Committee to take our club into the future; we're all looking forward to the challenge.

I've decided to devote the majority of this editorial to a couple of important items that came up during the latter part of the AGM, the Club's financial position and the cost of the monthly magazine. These are both matters that will have to be considered by all members and certainly so during the mid to latter parts of 2024. As this magazine reaches a much wider audience than that of the AGM, I feel obliged, as your new Chairman and Editor, to lay down some facts and figures for all of your considerations.

To begin with, I have analysed the Club's accounts for the last four years. These clearly show that there has been a year on year overspend for the three years to 31/12/2023. The principle reasons for this are that the Club has had a static income stream (subscriptions and advertising haven't been raised since

circa 2015) and expenditure, alongside inflation rates, have been steadily rising. The most recent year, with a near 10% inflation rate, has hit us quite badly. So and whilst this may seem rather gloomy, it isn't. For clarity, I'll break the main aspects of all of this into particular chunks.

### **Finances**

To begin with, the club's finances are not currently in dire straights. David Rainsbury (Auditor), in his excellent report to members at the AGM, said as much but he also stated that 'decisions need to be made' and that these would need to be made sooner rather than later. He focused attention on the Club's income (subscriptions, advertising and possible sponsorship) and also our expenditure, particularly on our monthly magazine. Overall though, the report was that the accounts to 31/12/2023 were in good order. As we move further into 2024, the Committee will, of course, be looking to reduce our expenditure (on everything that we can) and to think of ways to increase/enhance our income streams.

### **Peaks & Dales Charity Run**

I am aware that, following the AGM, some members may be of the opinion that giving away sizeable amounts of money to charity is a bit bonkers when,

on the other hand, the Committee is asking for more money and plans to raise members subscriptions from 01/01/2025. Well, I can categorically assure members that our annual Peaks & Dales Charity Run doesn't cost the Club a penny – only member's (mostly the Committee member's) time. The 2023 accounts show that last year's P&Ds brought in a total of £1575.50 and that our (the Club's) total and accountable expenditure of £355.45 was deducted from that. So, our chosen charity ended up with £1220 to bank.

### **Subscriptions Increase**

I do understand member's surprise that the 2025 subscriptions are to be raised from £20 to £25 – a 25% increase. However and whilst the subscriptions could have been increased more incrementally, it has been fixed at £20 since about 2015. A £25 subscription also compares very favourably with other vehicle clubs across our area. H&HCVC still provides regular social evenings and events and, so far as I'm aware, we are probably unique in providing a monthly magazines, to such a high standard, rather than a bi-monthly and emailed "newsletter". Certainly, the increased subscription will help us to arrest the current overspend situation and can perhaps allow us to subsidize members participation in future club events.

### **Estimated Income & Expenditure (2024)**

During 2024, I have estimated that the Club's known income will be circa £2450 and that the "need to pay" expenses, excluding the paper magazine, will be circa £1188. So and if we again

exclude the paper magazine costs, the estimated income, less estimated "need to pay" expenses, would leave the Club £1262 in pocket. Again, this "surplus" could be used to subsidize/contribute towards other things. Whilst I still firmly believe that the Club's annual subscription needs to be raised, it is also clear, from these figures, that this would have been less critical if we didn't have to factor in expenditure on the paper magazine.

### **Paper Magazine Costings**

Firstly and before we get into the meat and potatoes of this, I would just like to state that David and I are both happy to continue editing and preparing the magazine, on a monthly basis, for the foreseeable future. We set out, when we succeeded Chris Parr in June 2022, to produce a mini version of a car magazine that would also be focused on H&HCVC activities. We would like to progress this further but a lot will depend on the format of the magazine moving forward. Obviously, the magazine is currently issued, to all members, on a monthly basis and the current split is circa 54% paper issue and 46% email issue. For the purposes of this exercise, I am going to ignore the email issues as they have zero cost implications.

At this time, my best estimate of 2024 paper magazine costings (printing, postage & stationery) is £1830 for the year. Please note that this does not include the rise in 2nd Class postage (from 75p to 85p) with effect from 1st April 2024. So, if these costs (£1830) are added to the "need to pay" costs (£1188) then we have a total costs projection of £3018 and therefore, a projected 2024 overspend of £568 (£2450

income less £3018 costs).

Taking things a step further, the paper magazine cost, again excluding increased postage charges, is projected to be £1830 for the year or £153 per month. Judith and I have been posting circa 58 paper copies each month (this will reduce as some members have moved over to email copies) so that means that each paper magazine is currently costing circa £2.60 each (£153/58 copies) per month or £31.55 per year. It is therefore very clear where the 'decisions' that David Rainsbury mentioned in his report are going to have to be focused. Unless we, as a club membership, do something about this (in the medium to long term) we can not continue to sustain the upkeep of a paper, monthly magazine. Our £20pa subscription (even when increased to £25pa) doesn't come near the cost of the magazine let alone anything else. this doesn't really make a great deal of sense when the answer to the problem is staring us in the face.

### **Options**

The monthly magazine is a very big positive and a good "selling" point if the Club is to attract new members. It is also a part of the H&HCVC's DNA and something that I would be very reluctant to give up on. Some potential options, in no particular order, are: -  
Continue with the monthly magazine as is but reduce costs/generate some more income (ditto all options) until 1st January 2025 and the new subscriptions kick in.

As (1) above but with the introduction of a voluntary additional contribution (£15 per person) request from each paper copy recipient.

Introduce a bimonthly (paper & email copies) magazine and a bimonthly (email only) "Newsletter".

Introduce a bimonthly (paper & email copies) magazine only.

Introduce a 10 months (paper & email) magazine, skipping July and December (quiet months)

End the paper magazine entirely and move over to 100% email copies.

Personally, I see Options (1) and (5) as "sticking plaster" solutions that don't really address the medium and long term problem. Options (3) and (4) mean that members are getting a lesser product (particularly the email recipients) and our advertisers would be getting fewer months for their money. Also, I don't know what a "Newsletter" would look like and if members would be OK with getting this by email then why not the magazine? So and again for me personally, Options (2) and (6) are the only viable ones that are worth considering. Option (2) would, of course, effectively introduce a two tier membership subscription though.

### **Solutions**

This is obviously a very important matter that the Committee will have to fully discuss and then make recommendations to the membership about. The facts, figures and various options have been laid out before you (above) but, in reality, this comes down to a binary choice, do we move over to a monthly magazine that is issued by email (with all of the positives that would bring to the magazine) or do we continue with paper and the recipients pay more for it?

To conclude, at last I hear you say, David and I hope that you all fully enjoy the rest of this March magazine and that we can all look forward to some trouble free classic motoring. We are a good and strong club and members

have a big part to play in that. Let's keep the H&HCVC on the road for another 33 years.

National 'Drive it Day'/'Ride it Day' is the annual opportunity to raise awareness and support amongst the public for the historic vehicle movement and keeping heritage on UK roads.

It sees clubs schedule regional and local events throughout the country on Sunday 21 April 2024

Importantly, it also raises funds for the NSPCC's Childline. We use yesterday's vehicles to support today's children.

Fundraising is an integrated part of 'Drive it Day', in which our movement comes together to contribute to a section of society that needs huge help and support – vulnerable children.

This money is raised by the purchase by drivers and riders of a fundraising 'Drive it Day' rally plaque. It's an easy way for drivers and riders to show their support, and donate vital funds.

Last year, we raised a record £51,000 and we'd like to beat that in 2024!

A variety of rally plaques, for bikes and cars, (or just make a donation) are available now at [www.driveitday.co.uk](http://www.driveitday.co.uk)

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# VICE CHAIRMAN'S REPORT

Peter Norbury



Hi,

For those of you that don't know me, I am Pete Norbury and I threw my cap into the ring to be your new Deputy "VICE" Chairperson, not realizing I was the only candidate!! I have been a member for a few years now but must admit that I have not been able to participate in many runs. However, I am hoping that some of you will be able to participate in some of the following shows:-

## **Classic & Performance Show (Tatton Park) on Saturday & Sunday the 1st & 2nd June 2024.**

This will be a joint venture with the Lancashire Group of the Austin A30/A35 Owners Club. Hopefully, between the two Clubs, we can fill a stand with 15 vehicles of various sizes.

## **Lymm Historic Transport Day on Sunday 23rd June 2024.**

We have managed to secure a Club

Stand in the field. At the moment I don't know how many places we will be allocated. They are to let us know, hopefully before the end of March. I believe it is a very popular show, which involves all of the town. Both shows have taken a bit of arm twisting to obtain entries so I am looking for cars and members who can give me a DEFINITE COMMITMENT that they will be there. They will get first choice over the maybes !!

Tatton is a two day show (as you all know) and going for one day is fine so long as you turn up on the day.

I will need your details --- Name, Contact Details, Vehicle Details etc.

Under the Club's G.D.P.R. policy they will only be used for the specific shows and will not be shared or sold outside the Club. Once finished with, they will be destroyed or kept on file With Your Permission.

Whilst I do appreciate that "THINGS" can happen, I am asking for FIRM Commitments, as if we let the Show Organizers down, (ie poorly attended Club Stand) the possibility is we may not be allocated another stand for many years.

Keep those Classics moving ..... Pete



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# MG

## CATCH UP

*Graham Scattergood*

Hi Gang,

I will start by thanking everybody, on behalf of my wife Christine, for the kind get better soon wishes she has received after her recent fall and, as a consequence, broken arm. We attended her first physio appointment on 26th February. She was assessed, allowed to periodically ditch the collar and cuff arrangement and to carry out some minor exercises to strengthen the arm muscles and to gain some more mobility in the arm and shoulder joints whilst the break continues to heal.

As I write this, I am informed that Spring and warmer weather is on the way. You wouldn't think so at present but optimism is a marvellous thing. I have managed to venture over to the farm to check up on the 'B', it's been wrapped up and tucked away since early October. All appeared well and after one or two churns of the starter she burst into life. After drawing her out of the garage I allowed her to warm up and she was soon purring like a kitten. This is all the more remarkable as I didn't use a trickle charger or battery conditioner but, there again, it only has a clock to take power from the battery.  
HAPPY DAYS!

I unfortunately, could not make the AGM as I intended but I am in-

formed all went well and that a lovely buffet was enjoyed, by all those who attended, after all of the formalities were concluded and the new hierarchy voted in.

Next up is the Rocker Box Race Night (Wednesday 20th March) and I am sure some exotic looking and forward thinking designs will be on show to grace the event. Ed Burke, I am sure, will have everything, including officials and marshals, primed and ready for an entertaining night. Your support, to make it a success, would be very much appreciated. Following on, we will have our Annual Spring Run on Sunday 24th March. The route is being set by Andy Robinson who, I am sure, will be hoping for better and warmer weather than we have been experiencing of late. Hopefully, this will encourage us all to give our pride and joys what will probably be their maiden excursion of the year. Please don't forget our annual Peaks and Dales Charity Run on Sunday 16th June. It is open to anybody, not just H & H members, so spread the word and lets make it a massive success for this year's Charity recipients.

Toodle Pip for now .



**ADVENTURES IN AN AUSTIN  
A35 SALOON NAMED**

**LUCKY**

**LINDA & PETE NORBURY**



**In 2003 the Austin A30/A35 Owners Club received a tentative invitation from a young Swedish man, Tobias, to visit Sweden, in our Austins, the following year. Little did we know that this would only be the start of our Scandinavian adventures.**

**On a Monday morning, late in July 2004, we left home bright**

**and early, bags packed and put on the back seat as only important things go in the boot ..... tools and a few necessary spares. We had an uneventful journey from Stockport to Newcastle docks, along with other members of the club who had travelled from various parts of the UK, to catch the mid-afternoon ferry. When the vehicles were safely stowed in the hold and cabins allocated, it was time**

to relax, have a meal, drink and watch the entertainment before retiring for the night.

First stop, on the Tuesday morning, was at Kristiansand in Norway so that vehicles and passengers to disembark and others embark. This didn't affect us as we were staying on board for the 8 hour sail to Gothenburg.

After clearing customs we drove in convoy and found our way to the E45 main road leading to Trollhatten, approx. 80 kms (50 miles). On the way we were met by Tobias who escorted us to the campsite at Sikhall. Here, we settled into our log cabin which was furnished with a sink, 2 bunk-beds, table, chairs, cooker etc. Having had something to eat, it was time to get the wine and beer out and spend a pleasant evening in the company of our UK Austineer friends, the Swedes and some Dutch members of the Club. As we became a little noisy, the German lady in the next cabin came out and asked us to make less noise as her children were sleeping. We duly obliged and quietened down but the woman was still unhappy and complained to the campsite owners the next morning. She was told 'there are more of them than you' - so much for Swedish /German relations

After sleeping in our wooden cabin, in the bunk-beds (myself in the top bunk), Linda awoke and started complaining that a shutter had come down and that she couldn't get out of bed. After checking (being the concerned husband that I am), I told her to turn over and face the INSIDE of the cabin and she would be fine! So much for having a couple of glasses of wine the night before. No harm done!

On the Wednesday we followed

Tobias, in his LHD A35, to Trollhatten and to the SAAB museum where we spent a few hours looking around. It was very interesting, not only did they make cars but also planes, which I for one didn't know. Wednesday was also the local car meet, at the nearby canal locks, where Tobias took us. The Austins caused quite a stir and a crowd soon gathered. A comment was overheard that they hadn't seen a baby Austin "meatball" in years and then a troop of them appears! The Swedes are very into American muscle cars, as well of course as their Volvos and Rolls Royce.

As the week went on we were joined by another Club member, a shy young Norwegian man in his Austin A35 van of which he was very proud. We spent some time site seeing, including visits to Mellesud and Haverud . At Haverud there is a road bridge, going over a rail bridge, which in turn goes over an aqueduct!! We also had an evening drive Elk hunting (site seeing) but were unlucky in our search.

It was strange to see the "foreign" A30/A35 vehicles as, although they were LHD, the door lock (only one fitted) was on the RH Side!! The cars were alright no matter which country they were from, they all spoke "BRUMMIE"!! '

A very pleasant holiday was had by all and an uneventful journey back to sunny Stockport. Oh! Back to "Thor the Nor". When leaving, he asked us that if he planned a Norwegian Rally, would we support it? You Bet!! Another, 2008, Scandinavian adventure.



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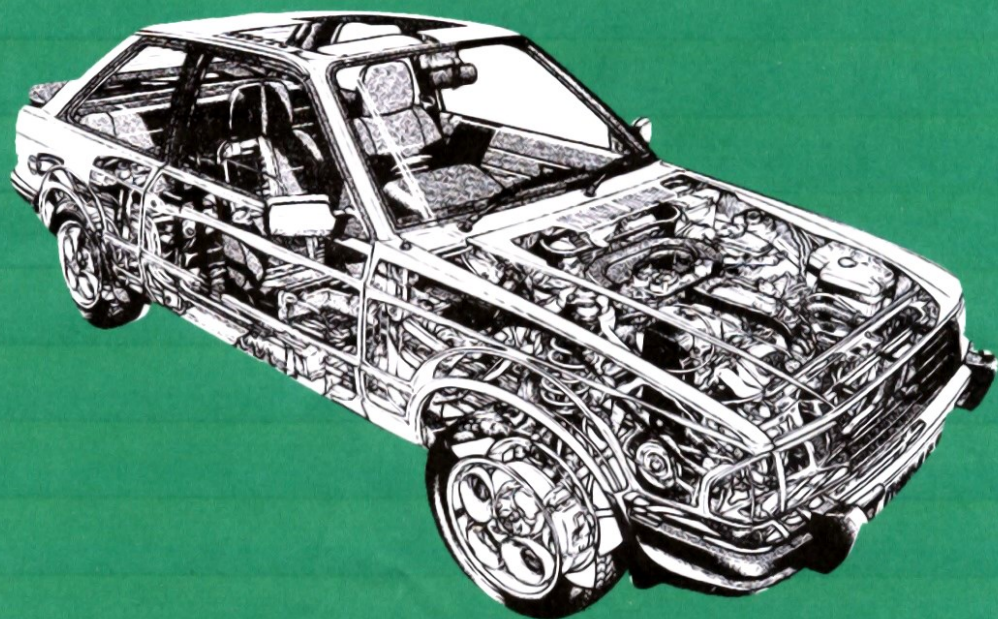
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# Kitty Brunell

## a Pre-War, Female Rally Driver



**Thomas Wardle**

In the June issue (377) of this magazine, Our Editor (Keith) was hinting that I tended to find and write about female drivers in motorsport. The Pat Moss story I had known about for years and the Argentina Premio, which I had never heard of before, I found on the internet and thought it would make an interesting read, especially for our women members. Spurred on to find another and similar story, I came across a lady who was not only quite successful in rallying but achieved something that no other woman has equalled since. More later.

The lady's name was Kitty May Brunell. She was born on the 11th July 1911 and, from the very start of her life, was surrounded by cars. Her father, William Joseph Brunell (generally called Bill), was a freelance photographer who was keen on motor racing in its various forms and he took Kitty to motorsport events. With this sort of

upbringing and being “dragged” to events most weekends, it was difficult for her not to get involved in motorsport; she was even wielding spanners, when taken to motorsport events by her father, at a young age.

Brooklands was one of the destinations that father and daughter used to frequent and I would guess that she was on the track, racing long before her seventeenth birthday. The driving test did not become law until the early thirties so I do not know whether it was illegal to drive a car under the age of seventeen. The reason I say this is because on the Monte Carlo Rally of 1929, six months after her 17th birthday, Kitty became only the second woman to drive on the event. She finished in second place in the ladies section driving a Talbot 14/45. Prior to the Monte, she was racing Singer Juniors at various race meetings. This however, was her first competitive event on the road.

One of the cars she competed in was the Talbot 14/45 saloon that had a newly designed six cylinder engine. Her father convinced Clement Talbot to allow her to help design a two seater version, specifically with rallying in mind. This car was known as the Sportsman's Coupe. Talbot even built a Sportsman's Coupe for Kitty, adapted to her requirements. It had a sunshade, to protect her hair from bleaching in the sun or getting wet in the rain. Kitty's original Weymann bodied, two door, four seat saloon had the name "Kitty" inscribed on the door. Talbot was so impressed with her design skills and driving ability that they called the new coupe "Kitty II".

Further appearances on the Monte Carlo Rally were not as successful. Kitty only managed to finish 14th on the 1930 event and was classed as a non-finisher in 1931, in a Bianchi.

1932 saw Kitty concentrating on UK events. On the Scottish Rally she competed in an MG F Magna. She was however, disqualified because her father was in the car as a passenger. Also in this year, a new event took place which was called The RAC Rally and Kitty entered it in a Crossley. The results are not too comprehensive so her finishing place is not recorded. Other events included various rallies in a Model A Ford and a drive in a Triumph in the JCC Open trials event, finishing third in class. At the Brighton Speed Trials she competed in a 3000cc Rover sports car.

1933 arrived and whilst it would turnout to be a year that would go down in history, the story is now tended to be forgotten. The RAC Rally would take place from March 14th to 18th and there were to be nine starting points that competitors could choose from,

one of which was in Scotland. A total of 359 cars were entered although 15 failed to start. Of the 344 cars that did, 61 were driven by ladies which included one "Lady", one "Right Hon", twenty five "Mrs", and thirty four "Miss". One of the "Mrs" that was competing was none other than Mrs N. A. Moss, (Stirling's mother) in a Marende Special. There were three classes of car and these were:-

Class One – over 16HP

Class Two – between 10HP and 16HP

Class Three – up to 10HP

Please note:- the HP is the RAC rating for road tax assessment and not Brake Horse Power.

Start times for the road runs varied from 12 noon to 9 PM and an average speed of either 22, 24, or 26 mph had to be achieved, depending on engine size, for the 1000 mile run to Hastings. Driving conditions were generally good, rain was encountered in Wales and Scotland whilst those in the West Country had to contend with some fog. When the competitors arrived at Hastings, their cars were checked for damage to bodywork and non-working lights, horns etc. Out of the 344 starters, 314 arrived at Hastings for some much needed sleep before the next days driving tests. These included uphill starting and stopping tests, in and out of garages, round a set course and even a slow driving test! By this time the rain was falling steadily which added to the excitement for the spectators braving the elements. Details are very scant as to who did what, all that is mentioned is a number of very smelly clutches, some people attempt-

ing a hill start with the handbrake on and a Riley driver with less than the required number of teeth on his CWP. The Class positions were as follows:-

### **Class One**

1st – T D W Weston (Rover 2565cc)

2nd – D M Healey (Invicta 4467cc)

3rd K Hutchison (Ford 3633cc)

### **Class Two**

1st Miss Kitty Brunell (AC 1991cc)

2nd C M Anthony (Aston Martin 1493cc)

3rd M C Wilks (Rover 1577cc)

### **Class Three**

1st G Dennison (Riley 1089cc)

2nd F R G Spikins (Singer 972cc)

3rd F C Rolfe (Singer 972cc)

Overall Positions:-

1st Miss Kitty Brunell – 253 points

2nd G Dennison – 251 points

3rd F R G Spikins – 247 points

4th F C Rolfe 246 – points

5th C M Anthony – 246 points

6th T D W Weston – 244 points

7th D M Healey – 244 points

8th M C Wilks – 242 points

9th K Hutchison – 242 points

10th Hon Mrs Chetwynd – 240 points (Ford 3633cc)

Miss Kitty Brunell is the only woman to have won the RAC Rally. EVER!!!

Kitty retired from motorsport in 1934 and in 1937 was married to Mr Kenneth Hutchison.

Details of the races and rallies that happened so long ago are either very difficult to find or just do not exist.

# George Bute

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Having followed the RAC Rally since 1975, many stories have come to mind.

Back in 1985, the usual crew, Tom, Roger, Ron and I, had our annual pub evening to plan the route and stages for that year's Rally.

On the day we packed Tom's Sierra Estate car and we were off to Clipstone Estate Stage, just east of Mansfield. Then the long slog up the A1/M1 and onwards to Pickering, just north of Thornton-Le-Dale and the home of Matthewson's which was then just a small, existing garage with a few old cars on the forecourt.

On a nearby B road we found a disused field entrance, parked up, kitted up, then climbed over the gate and set off over fields to the Dalby Forest Stage. I will say at this point that we have never paid for official parking at Rally Spectator Car Parks. It was going down an extremely steep and wet covered slope that I managed to slip in my wellies and tumble downwards, gathering momentum, hitting trees and shrubs and ending up in a heap by the track that was the Stage. Picking myself up, I noticed that the little finger on my left hand was at a funny angle. Thinking it was dislocated, I gave the finger an almighty tug but the pain was so bad that I passed out and wet myself. Recovering, we all walked down the Stage to the Start and consulted the Duty Doctor (every Stage has to have one in case of bad Rally accidents) and he confirmed that I had fractured the joint in my fin-

ger. He said he would radio ahead to Scarborough General Hospital ('The Royal' on TV). Tom made his way back to his car to drive round and pick us all up. The Rally Stage was about to start but the Stage Commander held up all the entrants until Tom had driven past the queue of International Rally Drivers to the Start in order to pick us up and take us to the hospital.

On arrival at the hospital entrance, there were two nurses, a doctor and a wheelchair waiting for me. The Stage Doctor must have said that I was in the Rally (not spectating) so I said nothing. They immediately x-rayed the finger and said I could stay and have it re-set or return home to have it done at my local hospital. I had a word with the lads and they said that health was more important than watching a few cars, so they chose to return home.

We sadly made it home and the next day I had it treated at Stepping Hill Hospital. It has recovered well but the whole situation has come up regularly over the years.

Next year (2025) it will have been 50 years since we started watching the RAC and Roger Albert Clarke Memorial Rallies, my little finger episode was the only one we missed.

My apologies lads, for spoiling the record!!

**Andy Robinson**



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

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## **“Old Bangers” Still Going Strong**

A recent pop-up was, for a change, quite interesting. The headline was that the DVLA, after a Freedom of Information request, had revealed that many over 40 years old “classic” cars (or “historic vehicles” to be in accord with the official tax category) are still on the road today. So, how many do you think have withstood the ravages of British weather, salt covered roads, mechanical maladies and the never ending fight against rampant tin-worm?

Official DVLA figures reckon that circa 340,000 vehicles, over 40 years old, have survived, have registered keepers and continue to fight the battle against deterioration, the final trip to the scrapyard and becoming a bean tin. However, not all of these vehicles are really “on the road” as about one in eight are declared as being “off the road” (SORN). Are these vehicles just slumbering through the winter months or are they “I’ll get around to restoring it one day” cars that will never turn rubber in earnest again? Who knows? The DVLA probably doesn’t care one way or another. Anyway, the official figures can be broken down into makes/models and these include, interestingly, the following:-

28,311 MGBs

10,393 Morris Minors

I’m not sure if these facts and figures really tell us anything about the current British “classic” car scene but I’ll leave it to you, the reader, to draw your own conclusions. All I’ll say is that the “car enthusiasts” scene, in general, needs much greater variety and younger vehicles too – aka “modern classics”. If a younger generation of “car guys” is to take up the baton then, I’d say, they’ll be much more interested in a 1980s, 90s or early 2000s car than something their grandad sowed his wild oats in during the 50s and 60s. I await “Letters to the Editor” being refreshed.

## **Rosemary Smith – Ace Rally Driver**

As I was reading through Thomas Wardle’s very interesting piece about Kitty Brunell, I was reminded of some recent sad news about another very good and very competitive female rally driver of the late 1950s, the 1960s and well into the 1970s; Rosemary Smith who died on 5<sup>th</sup> December 2023, aged 86.

Rosemary Smith was born in Dublin and could have easily had a career in the fashion and model industry. Fortunately, for the world of motorsport, Rosemary’s hobby was rallying and after some early successes in the late 1950s, she was spotted by the Rootes Group Team in 1958. Her hobby had turned into her career. Drives in Sunbeam Rapiers and Alpines secured her multiple Ladies’ prizes but, in 1964, she was put in a Hillman Imp and won the 1965 Tulip Rally. In 1966 she finished overall sixth and won the “Coupe des Dames” (Ladies Cup) only to be one of several drivers to

be controversially disqualified from that year's Monte Carlo Rally – Thomas covered this in his article “Fiasco on the Monte” in the December 2023 (383) edition of this magazine. The trusty little Imp did however, take Rosemary to victories in the 1967 and 1969 Cork rallies and various other podium finishes.

Moving on from Rootes, works drives in an Austin Maxi (yes, really!) and then Ford's Escort RS1600 proved to be less successful for Rosemary but she did really compete for Datsun in a number of the famous and gruelling East African Safari rallies. The late 1970s saw Rosemary driving for the Dealer Opel and Talbot Sport Teams in the British Rally Championship.

During the 1990s and in collaboration with Renault, Rosemary Smith founded an Irish driving school. In 2017 and at the age of 79 years, this collaboration resulted in Rosemary becoming the oldest person ever to drive a Formula One car during a test at Circuit Paul Ricard (watch the YouTube video posted by Renault Sport UK). Undoubtedly, a “proper” driver.

### **Driving My Classic Into The Future**

Following the forced introduction of a ULEZ across the whole Greater London area, owners of “modern classics” (ie vehicles under 40 years old) should perhaps be concerned about the possible, future introduction of these draconian and expensive measures across more of

our larger towns and cities; how about Greater Manchester after the next election? Anyway, all is not lost as there may well be an eco-friendly way to drive your pride and joy and stick it to the anti-car politicians too. How about slopping several litres of E-fuel into your tank? If you haven't heard about this, E-fuel is a synthetic fuel that is created by using “green” electricity to mash together a combination of hydrogen and carbon dioxide. I'm making this sound very simple and perhaps conjuring up an image of something that Brains might well have knocked up, in his Thunderbirds laboratory, on Tracy Island during a wet Monday afternoon; it is clearly a little bit more complicated. The thing is though, the resulting E-fuel (however it's made) can be used, without modification, in standard petrol engines. There is also a claim that E-fuel has a much longer storage life when compared to ordinary unleaded petrol. This was highlighted in a recent edition of More 4's Car SOS and the rebuild/restoration of a totally knackered 1968 Ford Mustang Coupe (well, there were so many new parts chucked at it that it was basically a brand new car!). The downside is that E-fuel is currently costing circa £4.50 per litre. Wow, that'll make the old wallet smart a bit! That said and as is the way of these things, greater demand and increased production will no doubt reduce that price to a more realistic level as we head towards 2035.

## NEW MEMBERS

It's very pleasing to announce that we have  
four new members: -

**Nigel Banner - 2000 BMW Z3**  
**Mike Butcher - Mazda MX5**  
**Phil Butler - TVR S2 & Renault Clio 182**  
**Richard Wood - MGB Roadster**

A warm welcome to all of you and we hope that  
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