

Hare & Hounds

Classic Vehicle Club



AUGUST 2024 | EDITION 391

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

Annual Club Subscription - £20

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Printer: Frank Aspinall & Co. Ltd., Unit 1, Brook Street Industrial Estate, Adcroft Street, Stockport, SK1 3HZ

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

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HALL OF FAME AWARD RECIPIENTS

2012 - Chris Parr

2014 - Bob Plant

2015 - Ray Etchells

2016 - Fred Dean

2020 - David Bowden

2022 - Jane Harrop

2023- Steve Divall

& Mike Coffey

Disclaimer

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

August 2024

Wednesday 21st August – Club Night – H&HCVC “Question Time”. As we move towards planning for 2025, an opportunity for club members to raise questions with the Chairman about club matters. Finger food will be available on the night.

Saturday 24th August – Poynton Show (**Club Stand Present**). To be held at Poynton Show Ground, South Park Drive, Poynton, SK12 1BS. Arrive @ show ground 09:00. Show ring parade @ 10:30.

Tuesday 27th August – Evening Run - A run out to the Swettenham Arms (nr Congleton – CW12 2LF) for the “Classic Car Tuesday” event. Starting point will be the Legh Arms (Addlington – SK10 4NA) at 06:00pm for a 06:15pm start. Alternatively, make your own way there to join us.

September 2024

Sunday 1st September – Annual Club Show – Brookside Garden Centre, SK12 1BY – Open to H&HCVC members and non-members. Vehicle awards, raffle & tombola. Arrive 09:30am – 10:15am, awards presentation from 13:30 & end by 15:00.

Wednesday 18th September – Club Night. A talk from Peter Walvin – “Driving (without the ‘R’)”. Finger food will be available on the night.

October 2024

Wednesday 16th October – Club Night – A talk by Ken Coxey – “Communication”. Finger food will be available on the night.

November 2024

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

December 2024

No Planned Activities At This Time.

OTHER EVENTS

August 2024

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

THE FRONT COVER

..... is just a little bit different from the norm; it's a sort of competition. There's no prize and there's no winner, it's just a bit of fun and something for readers to have a do at during any odd spare minutes. You will have noted that the cover is made up of a series of photographs, each showing only parts of cars. Your mission, should you choose to accept it, is to identify each of the actual cars from each of the individual photographs. The answers will be included in the September edition

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CHAIRMAN'S EDITORIAL

Keith Yates

It really doesn't feel that long ago since a rather wet and cold Easter, the start of the "show season" and several months of events stretching before us. As you read this however, it will be mid/late August and the season's end rapidly approaching. Members can always look forward to the Club's annual Vehicle Show though. This year it will be held on Sunday, 1st September at Brookside Garden Centre. The show will be open to H&HCVC members and non-members alike, cars, commercials and motorcycles. Trophies will be awarded to the winners and runners-up in each of the categories. Fingers crossed for a nice day and lots of classic machines to admire.

The annual Club BBQ (17th July) was blessed with a nice evening, a good turnout, some very nicely presented cars and some good burgers. Thanks to Steve B and Dave R for their cooking duties. As with previous years, it isn't ideal that we have to share the venue (on the night) with the Bowling Club. However, it is what it is and apart from a particularly grumpy bowler who seemed to believe that we should be providing burgers to him and his mates in preference to H&H members, the two clubs rubbed along and the evening passed off without any real (parking) problems. After the previous year's surplus of unsold burgers I decided to reduce the number and, this time, sold out quite quickly. I hope that all members that wanted a burger got one but, if not, my apologies and assurances that we'll try and do better next year.

Wednesday the 24th July saw a very good turnout for Jane Harrop's Evening Run – postponed from the May wash-out. As with the BBQ, it was really pleasing to see some of our new members and their cars taking part. They have some very interesting cars and I hope to see more of them at the Club Show. The Aviator pub turned out to be a good venue to start and finish at and, I understand, the food was pretty good too.

On a completely different tack, I've recently had the misfortune of covering quite a few miles on some of our major motorways (eg M60, M56, M6, M6 Toll, M40, M42 and M62) and the experience, to say the very least, has been anything but pleasant. It doesn't seem to matter which motorway it is or what part of the country it is, the standard of driving on our motorway network is pretty appalling and, if anything, it seems to be getting worse. The middle lane "hoggers" are still, seemingly, in a world of their own as they drive mile after mile in lane 2 (and/or 3 on a Smart motorway) and clearly have no comprehension of driving on the left or moving over when not overtaking. Then there are the "late leavers"; the guys that seem to think it's perfectly OK to race down the outside lane and then force themselves right across inside lanes to leave the motorway at the last possible moment. Next up we have the prolific users of the "magic indicator" or, put another way, drivers that seem to have an inability to use their mirrors properly, slap on an indicator and jump

out into an outside lane regardless of fast moving traffic bearing down on them – “I’m coming into your lane, you need do something about it”! Finally, in my current list of top muppets, we have the worst of them all; the “duckers and divers, bobbers and weavers”. These drivers are unfortunately increasing in number and are the most aggressive and dangerous that you’ll encounter on any motorway. They tend to hunt their prey when the motorways are busy with high volumes of traffic. In this scenario most drivers are content to stay in their lanes and make the best progress that they can; not the “ducker & divers” though! These muppets can’t be bothered with any of that. They have their selfish and sad little lives to lead and places to go to. This is usually done as quickly as possible, without any regard to other road users and in an extremely dangerous manner. They dive into any available space, on their right or left, they undertake, overtake and tailgate. It

would however, be very interesting to note how many police prosecutions have been made in this regard when, say, compared to speeding; very few I’d imagine.

I’m quite looking forward to the August Club Night. It is being billed as H&HCVC “Question Time” but, basically, it is an opportunity for members to question me, as Chairman, about the club’s affairs and finances. There is also the flip-side to this as I’m also going to be asking questions of the members too. It should be an interesting experience so, see you there.

I believe that that’s it, at least for another month. David and I both hope that you enjoy this August edition and that there will be lots of “classic” motoring during the remaining months of the season. We’ll be back again next month and I’ll hopefully see you at the next Club Night and/or the Club Show.

Before plunging into the pool of new members, I’d like to thank those existing members that have put some effort into publicising our club with non and potentially new, members. This, together with the hard work put into recruitment by Jane Harrop (Club Secretary), has resulted in 14 new members so far this year.

This is the third month in a row now that I can happily report and take pleasure from announcing some more new members to join our club: -

Laurence Newman – Morris Minor 2dr Saloon.

Peter Robinson – Jaguar Series 3 E-Type & Jaguar XKS.

Jason Smith – Triumph Stag, Triumph Spitfire & Renault 5.

Chris Simmonds – TVR Chimera.

Nigel O’Brien – Rover 110.

A very warm welcome to you all and we hope that you enjoy your membership of H&HCVC.



A SHORT HISTORY OF THE RAC RALLY

THOMAS WARDLE



1932

to 1939

Prior to the unpleasantness that took place between 1939 and 1945, a few "rallies" took place in Britain and the first that involved the Royal Automobile Club (RAC) was in 1932. This consisted of little more than starting from various locations and converging on one town. The 367 crews started from nine cities/towns that were London, Bath, Leamington, Norwich, Buxton, Harrogate, Liverpool, Newcastle-upon-Tyne and Edinburgh and with all competitors aiming to cover approximately 1000 miles as they converged on Torquay. Additionally, four checkpoints had to be visited en route. The time allowed was very flexible, except for Torquay where competitors had to "check in" close to their time. This format encouraged as many competitors as possible to make it to Torquay for the final tests, which were more vigorous, thus deciding the winners etc. Two of these tests included the 100 yard slow driving test, won by Colonel A H Loughborough in a Lanchester 15/18 and at an average speed of 0.66 MPH (standard fitting was a fluid flywheel and a pre-selector gearbox), and the 100 yard dash (from a standing start) won by Donald Healey in 7.6 seconds. The rallies in the following years up to 1939 followed a similar format.

1951 to 1952

1951

Not quite carry on as before but, this time, several tests on the way to Bournemouth from the four starting points. All 263 competitors departed at

9:30AM on June 4th and had to converge on Silverstone for a thirty minute blast round the circuit. For example, closed cars under 1500cc had to average 50.1MPH (11 laps). All cars then had to head to "The Rest and be Thankful", leaving at one minute intervals, via Scarborough at 8:15PM, Jedburgh at 12:45AM, the Pass of Amulree Bridge at 4:45AM, Braemar at 7:00AM, Grantown-on-Spey at 8:30AM, Onich near Ballachulish at 11:20AM and then on to "The Rest and be Thankful" at about 1:45PM for a timed hill climb and over-night in Dunoon.

June 6th and a 5:00AM start via Carlisle at 10:45AM and then into the Lake District where they had a timed section, taking in Hard Knott and Wrynose, starting at Boot at about 12:40PM. The next test was a slalom with acceleration, braking and swerving on the promenade in Blackpool, start time being 4:00PM.

June 7th with a 6:00AM start saw the competitors head for the Elan Valley. They were due at 11:30AM and then onto Llandrindod Wells by noon. Then, on to the Drovers Arms (on the B4519) for the next test, a timed hill climb. Over-night was in Weston-super-Mare arriving at 4:45PM.

June 8th and another 6:00AM start time, on to Withypool for 8:00AM, Launceston for 9:50AM and to Bournemouth for 2:00PM. On arrival, cars were examined and penalised for damage.

June 9th started at 10:00AM and saw the competitors in the final test, an 1100 yard dash round a pylon, negotiating a chicane too, then returning from said pylon and braking to a full stop in a 25 yard box after the finish

line. The top three in the overall results were:-

1st Ian Appleyard (Jaguar XK120) with 109.61 marks lost.

2nd P H G Morgan (Morgan) with 112.99 marks lost.

3rd W A G Goodall (Morgan) with 114.55 marks lost.

Although the route might sound easy, a number of the roads were not tarmacked and tales of woe littered the field with quite a number of breakdowns and the odd accident.

1952

The rally for this year ran from March 31st to April 5th. The full entry list of 250 cars had the choice of starting from either Hastings or Scarborough, the split being roughly 50/50. Several competitors, with international rally experience, came from overseas. They all descended on Silverstone, for a speed test, then on to Castle Combe for a night manoeuvring test, another speed test over a remote Welsh road, more driving tests and then up to the Rest and be Thankful against the clock. After a regularity section in the Lake District it was on to Oliver's Mount for more speed tests and the finish. The cars were split into eight classes, above and below 2.5 litres, open and closed, men and ladies.

The cars leaving Hastings at 8:00AM did so in snow and whilst there was no set route to Silverstone, those who decided to go straight through London were caught up in accidents and tailbacks. Cars leaving Scarborough had bright sunshine to contend with! Once at Silverstone competitors found the

test cancelled because of snow and, although the track was only damp, the decision had been made early that morning. Competitors could only hang around for an hour before heading along some snow covered roads to Castle Combe. At the motor racing circuit they had to drive through the manoeuvring and reversing tests with only the cars own lights.

Day two, Tuesday, started with the timed speed test over Eppynt. One report said that the sports cars were the most impressive with the Javelins and Citroens also doing well. The Porsches "oversteered alarmingly" whilst, of the ordinary saloon cars, the less said the better! After Eppynt, they travelled over Bwlch-y-Groes and on to Blackpool for more driving tests. Although the tests were "easy", some of the amateur drivers made a bit of a hash of it. The points lost at Blackpool were:-

1st K Bankroft (Morgan) with 42 marks lost.

2nd Ian Appleyard (Jaguar XK120) with 43.8 marks lost.

3rd Goodhall (Morgan)

4th Rolling (Healey)

Small Saloons: -

J M Reading (MG 1.25 litre) with 47.8 marks lost.

R S Prout (Austin A70) with 49 marks lost.

P R Bolton (MG) with 49.6 marks lost.

Day three, Wednesday. Although the crews had to drive from Blackpool, via the Lake District, non-stop, it was not timed. Several crews were excluded

because of the inability to start at Hard Knott or didn't have the power to climb the steepest parts. Walker's Lanchester broke a half shaft, whilst none of the A Cs were able to start because of their high gearing. From the Lakes it was on to Edinburgh.

Day four, Thursday, saw the crews head west to Drymen, along the narrow winding road alongside Loch Lomond, to Tarbert, over to Arrochar and then on to Loch Long to the Rest and be Thankful. The biggest crowds were at the top hairpin where the experienced crews took it wide and the less experienced tried to cut the corner over the steepest part. The fastest was Appleyard in the XK120. From there the route took them North to Onich, Fort William, Pitlochry and Amulree, the first car arriving at 6:15PM. The Amulree road was rough and some of the low slung cars sustained damage to the undersides. Then South to Hyndford Bridge and Heads of Ayr for a 2.5 hour break before heading to Carlisle and a repeat of the Lake District tests. As daylight broke the leading cars were heading South to Broadoak, Bootle Fell and up to Ulpha. At this point the positions were:-

1st Bankroft (Morgan) 60 marks

2nd Appleyard (XK120) 60.4 marks

Small Saloons:-

1st A P Warren (Riley)

equal 2nd were J T Spare (Standard Vanguard) and P R Bolton (MG)

The narrow roads now took them over Kirkstone Pass and on to Kendal, Sedburgh, Aysgarth, Baugh Fell, Mossdale and Wensleydale. Secret checks on the

run down to Scarborough caught out two cars for exceeding 40MPH average speed. These were Mrs S Fleetwood (Zephyr), who, at this point was in the lead for the first prize Ladies closed car award, and C M B Kite (Lea Francis). As the remaining 199 cars entered Scarborough they were greeted by a brass band and put into parc-ferme for the night.

Only the leading cars in each category were entered into the driving tests at Oliver's Mount. The team award was heading for Jaguar until Air Vice Marshall Bennett approached the hairpin too fast and not only destroyed the straw bales but also took out the Castrol film unit. The final results were:-

Open Cars

1st A G Imhoff (Allard J2X) with 183.8 marks.

2nd J C Broadbent (Jaguar XK120) with 185 marks.

3rd I Appleyard (Jaguar XK120 – NUB 120) with 186.6 marks.

Closed Cars under 2.5 Litre

1st M Becquart (Jowett) with 222.6 marks.

2nd R P Lane (Riley) with 227 marks.

3rd A P Warren (Riley) with 230.4 marks.

Closed Cars over 2.5 Litre

1st P W S White (Ford) with 240.4 marks.

2nd J Park (Allard) with 243 marks.

3rd J C Smith (Jaguar) with 243.8 marks

TO BE CONTINUED...



Once heard it said that the best ever contribution to road safety is a police car in your rear-view mirror! With the gradual decline (seemingly) of traffic police officer numbers however, that particular deterrent has, over more recent years, lessened and been replaced by the ever present deterrent that is the ubiquitous speed camera; their absolute profusion means that there's no escaping them or their speed enforcement capabilities. It could be said that the use (some might say overuse) of speed cameras is a lazy form, albeit effective and lucrative, of policing and law enforcement but, as is often said, the law is the law and if we, as motorists, break those laws then we can (increasingly) expect punishment. That's all well and good but, from a personal view point, I do wish that authority's "war on the motorist" would put as much effort into catching and fining people that break other motoring laws – I give you, as just a few examples, ille-

gal, selfish and inconsiderate parking, hogging the middle lane(s) of motorways (an offence anyway but also a form of "without due care and attention" surely) and the motorway "duckers, divers, bobbbers and weavers" that are not only downright dangerous but steadily increasing in numbers on UK motorways. Anyway and back to speeding, if a motorist remembers anything at all from their Highway Code and Driving Test then they know that those numbers, on a white background and with a red circle around them mean that, given good driving conditions, that is the speed limit for that stretch of road – it is not advisory, it is not aspirational and it isn't a challenge laid down to exceed it.

So then, why am I banging on about speeding. Well, the answer is two fold. This is a very emotive subject (on both sides of the argument) and, who knows, I may just get some thoughts or reaction from you, dear reader, to put into the "Letters To The Editor" page.

© Top image: Stellantis N.V.

Secondly, it may just have escaped your notice but the boys and girls of the EU, yes, I know that you thought we'd got rid of them with BREXIT, have been at it again and they have ratcheted up further the arms race against European motorists and, in particular, speeding motorists. With effect from 7th July 2024, all new cars sold in the EU (and including Northern Ireland) must be fitted with a whole raft of technological features, as standard, that has to include "Intelligent Speed Assistance" – that's EU speak for a speed limiter. It may be argued, after we "got BREXIT done", that the UK can do what it likes now as it isn't beholden to the EU and it's laws. Well, think again. The manufacture of cars that are compliant with EU rules and regulations, regardless of origin, are necessarily built with technology implanted within them – it's far more cost effective for manufacturers to do that – so, that brand new car that you buy on mainland UK will have the same features as one bought in France, Spain, Germany etc, etc. OK, so what does this actually mean? Well, if you think about the significant amounts of technology that modern cars are packed with and the data that they can already generate and transmit to manufacturers (and be provided to authorities under certain circumstances), it isn't too difficult to imagine a car that will link up data from the onboard SatNav, its forward facing camera, known variations in road speed limits and the know speed of the car itself so that it can tell you, the driver, to take your foot off the accelerator! This will probably take the form of an annoying alarm that will automatically sound if you drive too fast for the road you are on.

We are all now used to features that warn us when a seatbelt hasn't

been fastened or a door hasn't been shut properly but being chastised for exceeding the speed limit, by your own car, is going to be a new one for us to take on board. Can you turn off or override this new function I hear you ask – as in the case of automatic stop-start? Well, yes, probably. But of course there's a but coming. From now on, cars will be designed and built with systems that are impossible to permanently turn off. They will restart every time the engine is turned on. Well that's not too bad then, is it? Well here's another "but" for you to consider. With the precision of onboard computers, digital instruments and new generations of speed cameras that are for ever upping the accuracy of enforcement, it may well be very difficult to disown responsibility. If you do switch off your car's speed limiter at the start of a journey then you may have a difficult time explaining yourself to the local magistrate should you end up in court.

To conclude, it doesn't really seem to matter if we, as motorists/drivers, like it or not as the people that have influence over politicians are winning the battle to control the motoring agenda. The way that we drive our cars is having to change and, as a consequence, drivers are changing too. Younger drivers don't seem to "love" or have a great deal of interest in their cars; they are simply commodities that get the driver from A to B comfortably and safely. In-car technology is ultra reliable and increasingly relied upon whilst the engineering that goes into a car is dismissed without interest. Of course, there is a way to avoid all of this palaver and to enjoy the freedom that driving a car once gave us – drive a classic car!!! Enjoy it while you still can.

IT'S THE BIG ONE!



The Hare & Hounds Classic Vehicle Club Show



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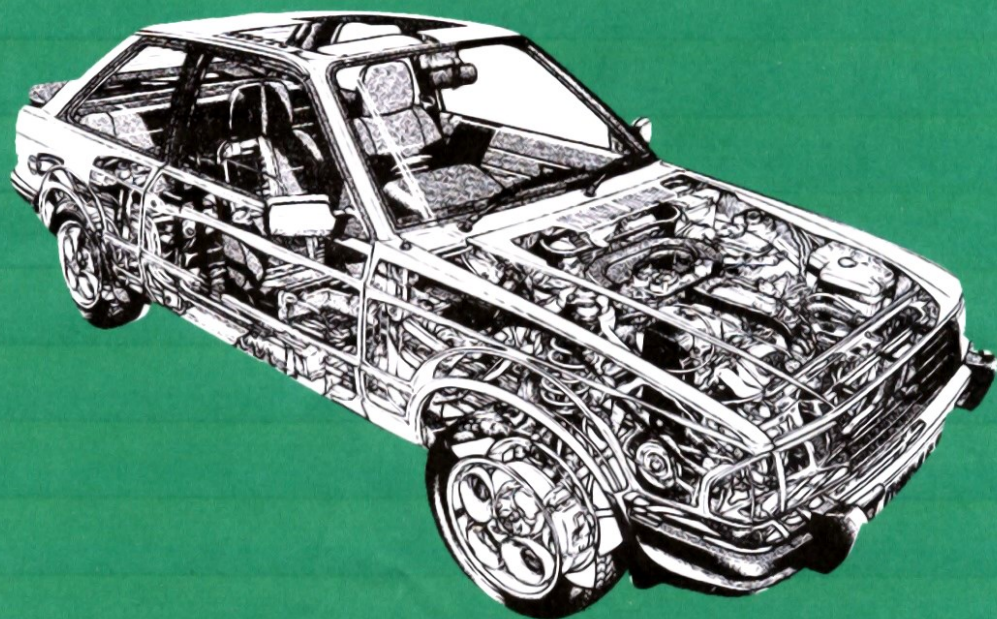


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Oddball Cars

The more sharp eyed amongst readers may have noticed a couple of typo errors in last month's magazine (July, Issue 390) and particularly so at the bottom of page 19, the ending of the piece on the 1960s Consul Classic. It ended – Oddball cars, now It should have ended – Oddball cars, now there's a theme to follow up on. Any thoughts from anyone out there?

If you have got some thoughts on oddball car, or even have a favourite oddball motor, then let David and I know what it is and we'll feature it. How about a Rolls Royce Camargue or a Volvo 262C to be

going on with? Check them out on Google if you're not sure what I'm on about. Just what drugs were the "design" guys for these cars taking?

Surely Not!!!!???

I had a bit of a shock recently which, in a roundabout way, prompted me to think again about Paul Barratt's Ford Capri article in the April magazine (Issue 387). To paraphrase Paul, he speculated that the Ford Motor Company must be the finest at hitting a target audience with the right cars and at the right time. They've had some absolute crackers (there's been very few turkeys) that I'm sure we can all still recall, relate to and perhaps still harbour a desire to own. Anyway, back to the "shock". I suppose it all started with the introduction of the Ford Mustang Mach E and my first actual sight of it; just what the hell is that

thing (?) and how dare Ford management have the brass neck to allow it to besmirch the proud, classic and much loved Mustang badge! It is a travesty that a thing with the aesthetic qualities of a brick toilet should ever be allowed to carry that great name. Then things got worse. I was watching some rubbish on the TV one evening when I happen to notice that the “all new Ford Explorer” was sponsoring the program. This is a vehicle (I’m not prepared to grace it with the title of “car”) that has a silhouette more akin to a picture on a nursery school art wall and which looks like it might be the steroid ravaged love child of a Range Rover Evoque and a Nissan Cube. The only saving grace here is that Ford haven’t given the thing a name from the company’s back catalogue. Then came the news that Ford were going to reintroduce the famous and, again, much loved Capri badge onto a new car. My initial thoughts were that this was Ford’s chance to redeem itself. The Capri, whatever else it was, was always a sleek looking, two-door coupe with sporty and posing-pouch pretensions. Yes, the new car was going to be electric but that shouldn’t preclude it from being a good looking, stylish and sporty car. I was optimistic that Ford would get this one right and was actually looking forward to seeing the new car. Well, what a shock and all that I can say is “oh dear”! The new Ford Capri is yet another SUV, it is a four-door and doesn’t really look anything like the coupe that Ford is claiming it to be. To me, this Capri is utterly bland in its styling and looks, falls on the wrong side of the “ugly line” and has really none of the characteristics (bar a squint at the rear quarter/window pan-

el perhaps) of the original. Will Ford sell these monstrosities? Yes, probably. Have Ford finally lost their way? Yes!!!

Rootes Arrow Range and Cortina MkII

In late 1966/early 1967, the Rootes Group introduced what it called its “Arrow Range” of cars. This range was to compete, quite successfully as it turned out, in the “small family car” sector and in direct competition with cars like the Vauxhall Victor, Morris Marina and the Ford Cortina. It included the “badge engineered” Hillman Hunter, Singer Gazelle, Singer Vogue and the range topping Humber Sceptre. Introduction was at a very similar time as the introduction of the Ford Cortina MkII and the similarity didn’t just stop there. At the launch of these cars, the motoring press inevitably tested and made comparisons between the two whilst highlighting how much they were so alike in their styling, looks and stance. Hardly surprising really. When Ford USA took over Ford GB they decided to keep on the Hockley design studio, based near Birmingham. The Cortina MkII was designed and evolved there. When the car was at an advanced stage, Ford management decided to close down the studio and to move the whole thing to Essex. Those members of the design team that didn’t want to move away from Birmingham were mostly and quickly snapped up by the Rootes Group and put to work on the Arrow Range. So, the two cars were, more or less, designed by the same people

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