

# Hare & Hounds

Classic Vehicle Club



SEPTEMBER 2024 | EDITION 392

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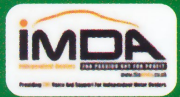
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The Club meets at the Conservative Club, High Lane  
on the **THIRD** Wednesday of each month @ **8.15pm**

**Annual Club Subscription - £20**

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## HALL OF FAME AWARD RECIPIENTS

2012 - Chris Parr

2014 - Bob Plant

2015 - Ray Etchells

2016 - Fred Dean

2020 - David Bowden

2022 - Jane Harrop

2023- Steve Divall

& Mike Coffey

## Disclaimer

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

### September 2024

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 Coxe – “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.

### THE FRONT COVER

The front cover of the August edition (391) was a bit different as it set a challenge in the form of a simple competition. Well, I say simple but despite there being no winner or prize, some of you seem to have taken it very seriously indeed. There were some pretty easy answers to identify but I’ve also heard various thoughts on what the more “difficult” answers might be. I have just tried to remain tight lipped and give an in-

scrutable smile. Anyway, from left to right and from top to bottom, the answers are as follows:-

1. Ford Sierra (Cosworth) – top, left
2. Triumph TR4a – top, middle
3. FIAT 124 Spider – top, right
4. Triumph Vitesse (early example with slotted headlight bezels) – left, second from top
5. Citroen 2CV (Dolly Edition) – middle of page
6. SAAB 99 – right, second from top
7. Humber Hawk – left, third from top
8. Ford Mustang – bottom, middle
9. Ferrari Dino 308 GT4 (in red of course) – right, third from top
10. Ford Cortina (Mk V) – bottom left
11. Citroen DS 20 – bottom right

So, how did you do? If you successfully identified all of the cars then well done and congratulations. If you didn’t, better luck next time (David and I will be doing this again).

For the fourth month in a row now I’m very pleased to announce some more new members and the return of a previous member as follows; -

Joanne Foreman – BMW 530D (2003)

Paul Clark – Triumph TR3A (1959)

Gary Potts – Rover 220GSi Turbo

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

I must say that it’s very pleasing to see the owners of “modern” classics joining our club as well as the more traditional classic cars. There are a lot of interesting “moderns” out there, some clearly becoming instant “classics” from the start, so it’s great to see them being cherished and looked after. The H&HCVC is all about the machines and to have such a good diversity of them is healthy for our club and the Classic Car movement as a whole.

# CHAIRMAN'S EDITORIAL

Keith Yates

The evening of 21st August drew a sizeable gathering of members to the "Question Time" Club Night. The whole point of this was for members to have the opportunity to question me, as Charman, on those affairs and/or finances of the Club that they felt warranted clarification. I have to say that the questions put to me were interesting but not necessarily on matters that I would have expected (I was expecting much more on club finances for example). Anyway and as I had previously warned members, this was also a good opportunity for me to put questions to members. Again, the replies were interesting and notes of the points arising (across the evening) were taken by Jane Harrop. We, that's the Committee, will review these and take forward what we can do and as soon as possible. One of the questions concerned the date on which the annual Peaks & Dales Charity Run takes place – Father's Day – and was there any reason why it couldn't be moved (?). The simple answer is, none at all. The font of all H&HCVC knowledge, Chris Parr, recalls that the first ever Peaks & Dales just happened to fall on Father's Day and that it's been that way ever since – there's no particular reason. Also, the 2023 P&D was successfully run on a day other than the one designated for fathers. After a show of hands, the clear majority voted to move the date and that will be actioned during 2025 Peaks & Dales planning.

One of the areas that I raised questions to members about was the Club's at-

tendance at Classic Car & Vehicle Shows. For one reason or another, planning for shows was not as focused as it could have been this year so club banners and regalia didn't appear at some of the shows that members attended. It seems to me that the whole point of attending a show, as a club rather than as an individual, is to publicize H&HCVC, to put it out there and display the significant variety of interesting vehicles that we have to the public. Who knows, this might even generate more new members. So, with this in mind and as part of our 2025 (early) planning, we will shortly be sending everyone an email. This will ask for your views not only on which shows you believe the Club should attend during 2025 but also, more importantly, which shows you would be willing to commit to attending and thereby support the Club. Here's some more obvious ones: -

May – Glossop Rotary Club Classic Car & Vehicle Show (High Peak Classic Car Group organize) @ Lyme field Garden Centre, Broadbottom SK14 6AG.

May – Spring Bank Holiday – Capesthorpe Hall Classic Car & Motorcycle Show, Macclesfield.

June – (early) Classic & Performance Car Show @ Tatton Park, Knutsford.

June – Lymm Historic Transport Day.

July – Didsbury & South Manchester Car Show @ Didsbury Park.

August – (late) Classic Car Show @ Tatton Park.

August – GVEC Classic Car Show, Glosop.

August – Poynton Show.

Have a think and let us know so that we can be better prepared for 2025.

Plans are currently in train for another “Coffee & Cars” or “Breakfast & Bangers” (whatever!) meeting. We’re aiming for late September or (very) early October. The last time we had one of these get-togethers was in April (it was also our first) and it was quite well received. So, watch out for further news and come along for a brew, a breakfast nibble and some chat about cars.

Now then, Sunday the 1st September saw a great turnout for our annual Club Show at Brookside Garden Centre. The weather was very kind to us (once again) and even though it was looking a bit dodgy towards the end, we got done and dusted without any real rain falling. A bit of a count produced a best estimate of circa 60 cars on display with an additional but small number of motorcycles too – great to see these by the way. This turned out to be a busy, busy day but I did manage to take a couple or more spins around the exhibits and take some photographs for this month’s magazine. Limitations on page space means that we can’t publish too many of these but the Club Show feature, elsewhere in this edition, should provide those that were unable to attend with an idea of just how good the show was. To remind everybody, Jane Harrop (our hard-working webmeister)

has put a great collection of photographs onto the Club’s website – log into it and click on “Gallery”. Have a good look at these as you, your vehicle or both may well feature. They do include photographs of all our award winners too so, if you received an award and want a photo for posterity, go onto the website and download a copy. My personal thanks to all of those “little” helpers on the raffle/tombola stall, the people that donated such a great selection of prizes, to the marshals, and to Richard B, Mike C and Steve D for judging the vehicles and coming up with very worthy winners out of a very close field. Also, thanks to all of you that attended, bought raffle and tombola tickets and, for the exhibitors, a special thanks for bringing such a fantastic collection of magnificent and diverse machines. I hope to see you all again in September 2025.

Well and once again, I feel that that’s enough for now. David and I both hope that you enjoy this September edition and please feel free to contribute if the spirit takes you. We’re now into the beginning of Autumn but there’s still time to get a bit more “classic” motoring in before winter starts to head our way. We’ll be back again in October but I’ll hopefully see you all at the September Club Night; Peter Walvin is giving a talk that I know (insider knowledge and all that) will be interesting.



*Hare*  
&  
*Hounds*  
CLUB SHOW 2024

<u>Pre-War Cars</u>	<u>Vehicle</u>	<u>Owner</u>
Winner	Austin Ruby Seven	David Howard
<u>Cars 1945 – 1960</u>		
Winner	Triumph TR3	Paul Clark
Runner Up	Austin A30	Peter Norbury
<u>Cars 1961 – 1975</u>		
Winner	Triumph TR6	Paul Bailey
Runner Up	SAAB 99	Steve Orson
<u>Cars 1976 – 1990</u>		
Winner	Triumph 2500S	Bob Berry
Runner Up	MGB	Steve Kimber
<u>Cars 1991 – Date</u>		
Winner	MGR V8	Richard Lomas
Runner Up	Rover 220GSI Turbo	Gary Potts
<u>Commercial Vehicle</u>		
Winner	Forward Control Land Rover	Ed Burke
Runner Up	Skoda Felicia “Fun” Pickup	Dave Betts
<u>Motorbike</u>		
Winner	Ural Dalesman	Dylan
Runner Up	Lambretta	Gary Gough
<u>Brookside Garden Centre Trophy</u>		
Winner	1966 Ford Mustang	Graham Knowles
<u>High Lane Garage Trophy</u>		
Winner	1963 Rover 110 (“Edith”)	Nigel O’Brien







## A SHORT HISTORY OF THE RAC RALLY: PART II

THOMAS WARDLE



**Continued From The August Edition .....**

## **1953 to 1954**

### **1953 Rally**

This year's event was part of the new "Touring Championship" in which competitors had to include at least one foreign event and a number of competitors from overseas were also competing – this meant that several international rally teams were competing too. Competitors could choose either Blackpool or Hastings to start from and the field was limited to 200 cars. Most drivers had learned from previous errors and had fitted at least two spot-lamps.

At the Monday start, the May sun shone bright. Cars converged on Silverstone (1.30pm) for the simple acceleration test. After 800yds, cars had to stop in a 60yds box. Many slowed as soon as the finish line was in sight, thus crawling over the line, others however, did the opposite and various forms of handbrake turns and slewing the cars round any which way to stop could be seen. J.R. Platt (Hillman) spun the car and hit a pylon, Nancy Mitchell (Standard Vanguard) drove well but only slowed to a crawl and forgot to stop and one driver didn't slow and continued round Woodcote corner still driving flat out! Fastest was Imhoff in an Allard.

On to Castle Combe for the garage test. Forward into one bay and reverse into another. However, it wasn't without its mishaps. W.D. Steel missed Bay One completely and was looking for Bay Two in the wrong direction! By the time he finished he had visited Bay Two three times! A.I. Read had a passenger hanging out of each window of his Buick, all shouting instructions such as right hand down a bit but he still parked next to Bay Two instead of in it. The crowd appreci-

ated it though.

Prescott hill climb was next but this year it was a shortened stage. The extra lamps that most had fitted were made full use of, some even had a swivelling spot on the roof. The passage control at Machynlleth however, proved difficult for some to find. After this it was on to Llandrindod Wells for another manoeuvrability test. The cars that didn't make it included Puttock's MG (big end), Lorna Snow's Jaguar XK120 (clutch) and Whatmough's Sunbeam Talbot (damage following a burst tyre). Most competitors arrived in time for breakfast though. The test caught a few drivers out, Warren (Riley), Stross (Bristol), N. Quick (Ford) and Dundass (Jowett). Some lost marks because the driver's door wasn't shut properly.

Onwards to Blackpool. Still in sunshine but this changed at the seaside resort as the sea mist rolled in. Here, the drivers had to complete the scissor test (whatever that was). The only major mishap was Alan Fraser who wrecked the rear axle of his Sunbeam Talbot. However, the following morning the local agent changed it in 40mins enabling him to reach the next control without penalty. The positions on Tuesday night at Blackpool were:-

1st I. Appleyard (Jaguar XK120) 6.70 points

2nd R. J. Adams (Sunbeam Talbot) 5.56 points

3rd J. C. Smith (Allard) 3.72 points

4th A. Imhoff (Allard) 3.54 points

5th P. Morgan (Morgan) 3.02 points

6th J. Shaw (MG) 1.54 points

Wednesday morning and more sunshine saw the drivers head for the Lake District and three consistency tests over the steep passes. Each test was split into three sections which the driver had to complete in less than one minute each, from a standing start for each test. Taking more than one minute per section or stopping attracted penalties and the slowest of each three sections was the one that was used by the marshals. The first was Crosby Gill, the second Hard Knott and the third Kirkstone. Hard Knott was the most difficult because the start was on a 1 in 4 section; quite a number of cars failing to get going at all. Of those that did, Gatonside's Ford Zephyr and Von Preussen's Porsche barely managed to get going. Holmes' Sunbeam Talbot broke a clutch finger whilst Peter Harper in an Allard stripped the teeth from first gear.

A long road section took them to Turnberry airfield, near Ayr, via Corbridge-on-Tyne, for a repeat of the Castle Combe test. The only casualty on this test was T. C. Harrison (Zephyr) who stripped his rear axle. After Turnberry there was a navigation section through the lowlands and culminating at Barnard Castle where breakfast awaited them. The weather had now changed and the competitors had to cope with rain over the Yorkshire moors for the three consistency tests that awaited them. These were at Park Rash, Middle Tongue and Hazelwood (near Bolton Bridge); again, the second proving the tricky one. What followed proved to be a tough road section, following minor roads, past Holme Moss, through Glossop and to Buxton for a one hour lunch stop. A great many drivers lost time on this section. From here

it was on the main roads down to Hastings for a nights sleep.

Friday morning and the sun had returned for the drive to Goodwood and the only test of the day. A standing start with lots of tight turns, reversing and other manoeuvres, with worn and hot brakes, saw a few drivers get caught out with their cars going in unpredicted directions including at least two doing 360 degree spins. From here it was back to Hastings for the night.

Saturday morning was cold, wet and windy; just what the drivers wanted for the last two tests! From a standing start on Hastings prom, they had to accelerate for eighty yards, reverse into a garage, facing the same way, then accelerate for another eighty yards, braking to a halt. The powerful cars, like the Jaguar XK120s, had to avoid wasteful wheelspin, Appleyard showing how it should be done. Others were not so skilful. Nixon's Jaguar slewed to a halt at an awkward angle, before reversing into the garage, with both Miss Newton and Miss Nixon both making a bit of a hash of it. Dr. Hardman demonstrated how to use the outside handbrake perfectly whilst Lithgow was equally as good in his HRG. Wood handled his Jaguar as well as could be expected with a very poorly sounding engine. Imhoff, in his Allard, was fast but erratic.

It was now down to St Leonards for the final test. This consisted of a charge up the sea front and back again. However, an artificial chicane half way up the first straight really slowed the cars. Another much tighter one on the reverse leg meant that some cars had to reverse to get through it! R.G. Parker, in a rather large Buick and whilst in the

second chicane, got his gearbox jammed in reverse and was last seen heading backwards to the start. Peter Morgan made a fantastic time (26secs) only to be penalised for a false start. Dr Hardman, having been given a 20 mark penalty for arriving back early at Hastings the previous afternoon, equalled Morgan's time and this stood until Ian Appleyard posted a time of 25.6 secs. Imhoff (Allard) and Reece (Zephyr) both had to reverse in the chicane but a lot of drivers, in various sizes of cars, proved it could be done. It was generally agreed that this was the best R A C Rally ever. After lunch, the results were announced:-

1st Appleyard (Jaguar XK120) 29.37

2nd Adams (Sunbeam Talbot) 22.77

3rd Imhoff (Allard) 19.51

4th Broadhead (Jaguar XK120) 19.97

5th Bennett (Jaguar XK120) 19.31

6th Shaw (MG 1.5 litre) 12.45

7th Turnbull (Vauxhall Velox) 8.39

8th Grounds (Jaguar XK120) 6.05

9th Hartwell (Sunbeam Talbot) 0.49

23rd Miss S Van Damm (Sunbeam Talbot) First Lady

Team Prize Jaguar XK120

201 entries, 9 non-starters & 43 non-finishers

### **1954 Rally**

This saw the RAC Rally really starting to come of age. A total of 240 cars started from either

Blackpool (odd numbers) or

Hastings (even numbers) with over 40 reserve crews disappointed. There were 31 different makes taking part, including seven VWs, four Porsches, three DKWs (Auto Union), two each of Renault and Simca, 33 Fords, 30 Jaguars, 25 Sunbeam Talbots, 16 MGs, 15 Triumphs and 12 Austin Healeys. The classes were "Production/Touring Cars" up to 1000cc, 1001 to 1300cc, 1301 to 1600cc, 1601 to 2600cc and over 2601cc. The classes for "Production Sports Cars" were up to 1600cc, 1601 to 2600cc and over 2601cc. All competitors started on Tuesday, March 9th and met in Blackpool on Friday, March 12th with the first cars being due at 6.45am. The Blackpool starters had one overnight halt in Hastings and vice-versa for the Hastings starters. All cars completed the same special tests but in a different order and all competitors restarted from Blackpool on the Friday, at 8.30am and two hours after arriving. This was for the navigation section, kept secret until the off.

### *Blackpool Start*

The "wiggle" test, on the sea front, was easy for most, even in the dark, but a couple were caught out. Rayner (Austin A90) had to be towed off the start whilst Sapsed (Vauxhall) lost transmission amongst the pylons. Still in the dark, the cars reached Llansantffraid-ym-Mechain and 166 miles of navigation along narrow Welsh roads followed, through gates, 114 hills, avoiding large rocks and all whilst peering through the Welsh mist. Lots of tales of woe and minutes lost. Early Wednesday morning and the cars arrived at Oulton Park for the next test. After the start, a quick

turn into a garage followed by a lap of the track and stopping in a box. Miss M Walker (Triumph TR2) set a quick time of 55.4secs only to be just beaten by Wallwork (TR2) by less than 2 secs. Havard (Jaguar) took over 76 secs! Onward to Silverstone. This was simple; start at line A, accelerate for half a mile, cross line B and then stop before line C, 200yds further along. A lot of drivers got it wrong and stopped shortly after line B. Most cars achieved a time within the target or just over. However, a few were quite embarrassing. Miss P Ozanne (Sunbeam Talbot) +15secs, F Ruggles (MG) +17.6secs, W Bleakley (Triumph) +15 secs and finally H Denton (Morgan) +56secs. The cars now headed for Woodcote Park for a one hour rest and a cup of tea. From here it was onwards to Hastings for the overnight (Wednesday) halt.

Thursday morning saw the cars leaving for Goodwood for a one lap, reverse direction, circuit. At two points on the circuit the cars had to stop after a line, reverse back over it and carry on to the finish. On to Prescott for the hill climb where the drivers were greeted with sunshine and bacon butties. Most cars here were trouble free however, Proctor (VW) slid too wide on the first bend of the Esses and ended sliding down an embankment. Many willing hands got him back on the track. Lund (MG Midget) nearly followed him. After Prescott it was via Thetford to Alsop-en-le-Dale for the regularity/navigation section, through the night, finishing at Macclesfield. Whilst 63 crews cleaned this section most incurred penalty points, J Clegg (Jaguar) managed to collect 4270 points on this section

alone!

### *Hastings Start*

Immediately after the Tuesday morning start the drivers had to contend with a “manoeuvring test”, the fastest being Imhoff (Cadillac-Allard). From here it was the long trek up to Alsop-en-le-Dale, for the regularity/navigation tests. As soon as the competitors got near to Buxton, not only did they have the dark to contend with but also patches of thick mist and rough roads that made both the navigation and the varying average speed difficult. Most of the experts/professionals coped well but Imhoff completely missed one control! This section sorted the men from the boys and the women from the girls. By 8:00am the competitors had reached Silverstone. A few mishaps occurred on the test, locking wheels on the damp track and slewing sideways to the finish line being the most popular. From here it was down to Goodwood and then on to Woodcote Park. On the journey westwards to Wales some competitors were troubled by the fog but on arrival at Llansantffraid the conditions eased. They set off on the 166 mile section in the dark but with clear conditions. It was better than the Blackpool contingent had had to endure but they didn't have it all their own way as mist closed in on the last section. Peter Morgan was six minutes late at the final control and was therefore excluded (not from the competition as a whole though). Mrs C Birney (Sunbeam Talbot) however, arrived on time but from the wrong direction! Onwards to Prescott, via Llanwrda. The Fraser-Nash and Morgan drivers enjoyed the climb but, for some rea-

son, the TR2s were quite a handful. The drivers of the big saloons really had their hands full on this climb and even the smaller saloons showed they weren't really made for this type of motoring. Now it was Thursday lunch time and on to Oulton Park for the accelerate and stop test, via a garage. Miss Burt (XK120) had trouble finding first gear, Baker (Austin Healey) entered the wrong garage (his excuse was tiredness) and Waring (Aston Martin) did a complete 360 degree pirouette! Sheila van Damm (Sunbeam Talbot) managed various wiggles and Garrard, in a similar car, posted fastest time in his class. Richards (Ford Anglia) managed a very creditable 62.4 secs., beating Gatsonides. It was now back to Blackpool via Betws-y-coed.

Friday morning saw all cars, in numerical order and with the weather clear and dry, head for three “hill consistency” tests. These started on hills and continued to the end of each timed section. The hills were Catshaw, Darnbrook and Park Rash, via Askrigg and Middleton-in-Teesdale, and taking an hour's halt in Newcastleton just before dusk. CharteHall was another garage test but, in the dark, was not easy. Peter Morgan was fastest both on the hills and the garage test but had lost so much time in Wales he was now out of contention. On the roads through the lowlands Gatsonides went off, losing 17 minutes, as did Ron Adams (Alvis) but he did manage to rejoin the road quickly and repair the damage thus winning his class.

They arrived in the Lakes, as dawn was breaking, for the three over Ulpha, Hard Knott and Kilnbank.

Ulpha did not hold any terrors for most crews but Hard Knott was a different story. Lower powered cars and those with a high first gear couldn't get going on the steep gradient at the start and the large saloons struggled round the tight hairpin. The most unlucky were the cars that started just as the sun rose over the summit shining straight into tired eyes. Spencer (MG) went completely off the road with other drivers stopping to assist, even though they lost points on this timed section. After Kilnbank it was back to Blackpool for the final test. This was a long figure of eight with a reverse into a garage half way round. Peter Morgan showed everybody how it should be done even though he was out of contention. Both Wallwork and Cooper (Triumph TR2s) posted good times whilst Richards (Ford Anglia) beat both Scott and Reece in similar cars.

So, now it was over and everybody agreed it was the best RAC Rally yet. The results were: -

1st Wallwork/Brooks (Triumph TR2)  
416.67

2nd Cooper/Leighton (Triumph TR2)  
435.06

3rd T C Harrison/E Harrison (Ford Zephyr) 440 50

4th P Harper/D Humphrey (Sunbeam Talbot) 441.00

5th W D Bleakley/P Glaister (Triumph TR2) 445.85

### **Ladies**

1st M Walker (Triumph TR2)

2nd S van Damm (23 O/A) (Sunbeam Talbot)

3rd N Mitchell (Ford)

### **Production/Touring Cars**

up to 1000cc (D K W) W Schluter

1001 to 1300cc (Ford) R N Richards

1301 to 1600cc (Jowett) F D Dundass

1601 to 2600cc (Ford) T C Harrison

Over 2601cc (Alvis) R J Adams

### **Sports Cars**

up to 1600cc (MG) A Williams

1601 to 2600cc (Triumph TR2) J C Wallwork

Over 2601cc (Austin Healey) F C Davis

● END





# LANDSLIDE

## A MONTE-CARLO BLUE ALFA ROMEO 147

**Y**ou need to get over it, David. It's strange how attached to a single car one can become. But it turns out it's not about a single car; it becomes more about symbolic changes in life.

See, buying my Alfa Romeo 147 was like a coming-of-age moment. I imagine that the time I worked hard enough to have it. But at the age of 22 if I recall, I was extremely lucky to be able to have such a car. In what is still known as Monte-Carlo blue, and with a full cream leather interior; the particular specification was very rare in the UK.

In the sense we all know, I loved that car. It made me feel right, comfortable in a way that is not only physical, but mental, always putting me in the right state of mind. It seems absurd that a piece of machinery should be able to help give you a sense of feeling right and comfortable with yourself. But that is what the car did. My now wife said I looked right in the car, my mum liked it, and my wife's parents thought it was special. The best comment was someone very important in the family who said upon seeing it, "[that's] a bit of class, David". I got it right. We took it on holiday to Yorkshire to a small cottage that can no longer be rented, in Pickering Yorkshire. This is where I took the picture of the 147 next to the LNER A4 Pacific 'Sir Nigel Gresely'. I bought most of my kit for that car, learned how to do proper cleaning in-

cluding full clay bar; the full 4 (6,12,14?) stage clean with two buckets. It was cleaned on average every two weeks, including on holiday. Totally insane. We took it to Brooklands, where it *really* stood out in an entire row of other Alfas.

The day I lost the car to a careless driver, it was more than the car I lost. It was part of the sense of self I had gained over my younger years that also disappeared. Sure, all cars are replaceable, and it is the people that matter. The caveat to that is, sometimes, it's harder than you think to replace the car. I'm lucky to have a well looked-after MG ZS in the garage from my father in law, Keith. It stands as the closest I get to the sensation the Alfa gave me. The journey to getting the confidence and enthusiasm back for driving and cars has been quite long, especially with other life events. It reminded me of the Fleetwood Mac song, *Landslide*, which I didn't perhaps fully understand before. But I think my own landslide, particularly with driving, began at around that time. *Even children get older, and I'm getting older too.*





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Fitting speed limiters to cars and probably small vans, is the most ridiculous suggestion I have ever come across. In my opinion it will cause more accidents, most of which will be head on collisions.

A few years ago the speed limit for trucks on de-restricted single carriageway roads was increased from 40mph to 50mph, presumably to reduce the number of queues that form when following a truck. The reason these queues form is simply because the driver of the vehicle in first or second place behind the slower vehicle either cannot or will not overtake. This makes it difficult for someone further back in the queue to overtake because he has to pass two, three or four vehicles at once. The driver immediately behind the truck does not seem to possess the common sense to leave a gap allowing those who can and want to overtake space to leap frog the queue. The problem of overtaking a 60 foot long truck was highlighted on a news programme at the time. The presenter made the point that to overtake a long vehicle, when you only have a 10mph advantage, would be very difficult if you were to stick to the 60mph limit. The policeman to whom the presenter was talking, advised people not to exceed the speed limit; the most ridiculous piece of advice I have ever heard. Fitting speed limiters to vehicles would make this compulsory but, if you get it wrong, there could only be one outcome!

When I passed my test, back in the sixties, I read a book entitled "high performance driving for you". It was written by the British School of Motoring and detailed driving instructional courses

for various drivers. The basic course was the advanced driving test. The next was the G T Course, aimed at people who drove the higher performance saloons etc. that were then becoming available. Finally, there was the High Performance Course, aimed at drivers of Jaguar E Types, Aston Martins and the like. The advice was not how to rip up the tarmac but how to get from A to B safely using, if required, the performance of your car. The safest way to overtake a slower vehicle was detailed as follows. Sit back from the vehicle ahead of you and when an opportunity becomes available, start to accelerate on your side of the road. When approaching traffic has cleared, pull out and **CONTINUE TO ACCELERATE** until you have returned to your side of the road and then slow down to your normal cruising speed. This allows you to spend the minimum length of time in danger.

These days, in my opinion, people are not taught how to drive but simply taught how to pass the driving test, which is completely different. They never (pre-test) drive on a motorway but a lucky few might have some experience on a dual carriage way.

About five years ago, a man driving a small works van on the M62, south of Leeds, was stopped and taken to court for sitting in lane 2 when lane 1 was empty. He had 5 points put on his licence and was given a £850 fine! Imagine the impact that would have had on drivers if that was given 24 hours blanket coverage on the media. The police do not have to prosecute everybody, just one and publicise it.

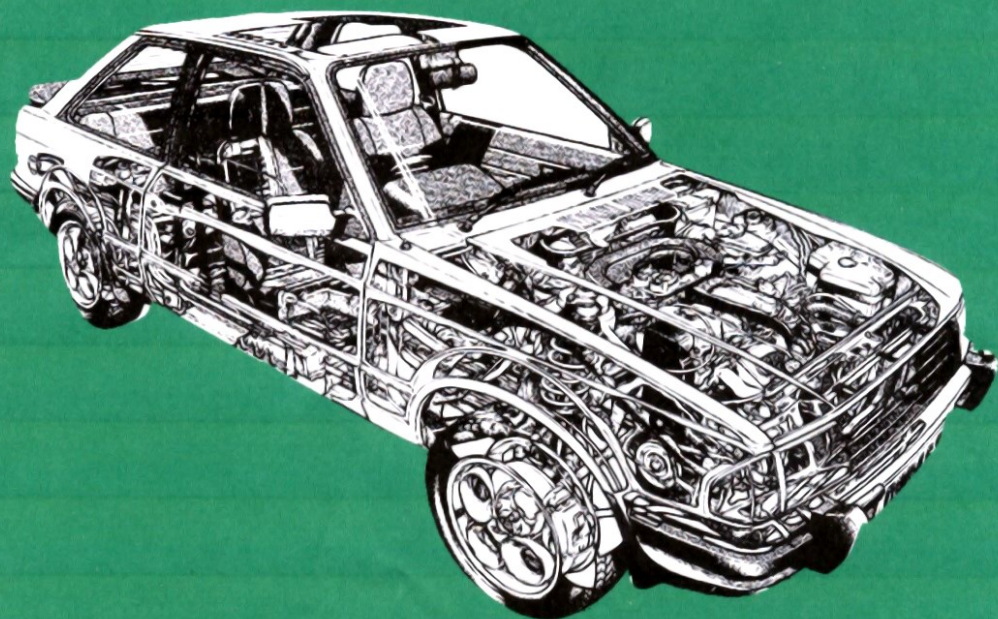
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# This & That, Bits & Bobs and a few Odds & Sods

## Email Magazine – Best View

During the recent “Question Time” social evening, a question was asked about the limitations of viewing the monthly magazine on a mobile phone. The majority of H&HCVC members now receive their magazine by email and in electronic format rather than paper and post. At the start of 2024 the split was roughly 55% paper:45% email. This has now changed to 29% paper:71% email. The transition has saved the Club money on both printing and postage costs so, thanks to all concerned.

If you are however, restricted to reading your e-mag on a mobile phone then, so far as I’m aware, once the email link is opened then there’s little (if any) scope other than to read the magazine page by page and by down/up scrolling. By far the best way to read the e-mag and the way that David originally configured it, is to view it in two-page format and on a computer/laptop/tablet screen. The following method is the one suggested to achieve this:-

Upon receipt of Jane’s magazine email, open it and click on the attached magazine link. This should open the magazine.

Look at the top, left of the screen and you should find “Menu”. Click on this to open it.

**Find “View” and click on it.**

**Find “Page Display” and click on it.**

**Find “Two-Page View” and click on it.**

This should take you into a double page format for reading, very similar to the paper magazine. Happy reading.

## Change to the Drink & Drive Law (Ireland 1974)

*From Peter Norbury*

Illustrated Weekly Newspaper –  
Wednesday 24th July 1974

Hundreds of thousands of people descended onto the nation’s capital (Dublin) today in protest of the government’s new crackdown on drinking and driving.

It had been reported that 345 people were injured in clashes with Gardai since last week, making this one of the longest and most violent protests in the history of the state.

Tensions rose when the Minister for alcohol announced a 12 pint driving limit was to be put in place before Christmas, in a bid to reduce the number of deaths on Irish roads.

“What are we supposed to do, walk?” asked one protestor. “Next, they’ll be telling us not to smoke. We should never have joined the EU”.

Previously motorists were allowed to enjoy 22 pints of beer before being deemed unfit to drive, but European regulations have almost cut that figure in half for no apparent reason whatsoever.

The new laws are due to take effect on October 31st this year.

Bottoms up!

## New Greggs Drive-thru

We’re constantly being told that our lifestyles and diets are not necessarily good for us and that this is leading to a ticking health time-bomb for our overstretched

NHS. So and that being the case, why do our local politicians give permission for such a large profusion of fast-food, take-away food and junk-food outlets in our neighbourhoods? The choice is endless but the tasty offerings are usually bad (well, not good) for us. Just to make this matter even worse, we now have various Apps on our phones that enable us to sit at home whilst some poor guy on a bike, moped or clapped out old Nissan Micra brings our food to our front doors; we don't even have to stir ourselves off the sofa! For the slightly more adventurous of us or those that are out and about, on the move in their cars or vans, we had the advent of the "drive-thru" some time ago. Drive-thru burger, coffee and other fast-food outlets are readily available, in most boroughs, for us to drive up to a window and receive tasty junk-food (with large fries and a coke of course) in exchange for a few pounds. Unfortunately, this is putting more than a few pounds (of the weight type) onto our collective waistlines! Never fear though, Stockport MBC will have the health of our town in mind; wont they? Well, seemingly not as they've now given permission, despite numerous objections from residents, for a drive-thru Greggs on the site of the now demolished Farmer's Arms public house in Cheadle Heath (corner of Stockport Rd & Edgeley Rd). It seems that the ever expanding (almost Bondesque) bakery chain has been opening a number of drive-thru outlets across the UK and over a number of years now. So, you can now drive into a Greggs, order "tasty" but perhaps rather greasy pasties and/or sausage rolls and gobble them down in the comfort of your own car. Ever wonder what that

stain is on the driver's seat of your used car?

### **Lost Motoring Terms**

Judith and I recently had the pleasure of taking our two year old, car mad, grandson around the very interesting and welcoming Calne Motor Museum. I've mentioned this place on more than one occasion and it's well worth a visit if you happen to find yourself in the Wiltshire area. The Cotswold Motor Museum is also very good and well worth a visit too. Anyway, back to Calne. The museum staff had placed various small teddy bears in various display cars and with the idea that kids could track them all down as they progressed through the museum exhibits – great fun and interesting for younger car enthusiasts. We'd managed to prise ourselves away from the "Mini cars" display and were on the hunt for one of the bears that was proving hard to find. He was eventually spied in the windscreen of one of the pre-war cars. At the same time, a lady and her young granddaughter, who were also looking for the elusive bear, had stopped to look at one of these "old" cars and I overheard the lady say the following rhyme to the little girl: -

Crank the engine,

Pull the choke

and off we go in a cloud of smoke.

It made me smile and to also think how long it would be before the understanding of terms like "cranking engines" and "pulling a choke" would be lost for ever. As to a "cloud of smoke", well, that's simply not allowed anymore with the proliferation of ULEZ in our towns and cities.

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