

Hare & Hounds

Classic Vehicle Club



OCTOBER 2024 | EDITION 393

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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

Cheques Should be Made Payable to

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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 .

October 2024

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

November 2024

Wednesday 20th – Club Night – Play your cards right and enter the fun “Quiz & Game Night” hosted by the one and only Linda Norbury. You are asked to bring two £1 coins to take part. Finger food will be available on the night.

December 2024

No Planned Club Activities For December.

January 2025

Wednesday 15th – Club Night – The Annual “Chairman’s Quiz Night” that may well include a selection of die-cast vehicles in need of identification. Finger food will be available on the night.

February 2025

Wednesday 19th – Club Night – H&HCVC’s Annual General Meeting (a complimentary buffet will be provided).

March 2025

Spring Run – Details to follow.
Wednesday 19th – Annual Rocker Box Racing.

April 2025

Wednesday 16th – Club Night – “Ask The Experts” (getting your classic ready for the season).
Sunday 27th – National Drive It Day – Details to follow.

May 2025

Wednesday 28th – First Evening Run – Details to follow.

June 2025

Saturday/Sunday 7th & 8th – Tatton Park Classic Car Show.
Peaks & Dales Charity Run – Date & details to follow.
Sunday 22nd – Lymm Historic Vehicle Show.

July 2025

Wednesday 16th – Club Night – Annual BBQ.
Wednesday 23rd – Evening Run – Details to follow.

August 2025

Saturday 23rd – Poynton Show.
Wednesday 27th – Evening Run Details to follow.

September 2025

Sunday 7th – Annual Club Vehicle Show – Open to members & non-members.

It’s very pleasing to be able to announce another new H&HCVC member: -

Chris Wood – MGB (1975)

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

CHAIRMAN'S EDITORIAL

Keith Yates

Right, I seem to have a lot to get through this month so I'll get crackin' and straight into it.

H&HCVC Treasurer & Financial Administrator Posts

In my editorial for the May 2024 (Edition 388) magazine I pointed out the importance of members becoming more involved with the running and general administration of our club. I asked the question about what might happen if one or two members of the Committee resigned. Well, that scenario is coming to pass as both Graham and Jean Knowles (Treasurer & Financial Administrator) have decided to not seek re-election to the Committee with effect from the February 2025 AGM. Before going any further, I would like to thank both Graham and Jean for what they have done for the Club over several years. Graham has been a good Treasurer and a great help in our efforts to keep on top of finances and to keep things moving forwards.

So then, who's up for taking on the Treasurers role? We need this position filling, with some urgency, as the Club can not go forward without one and it would be useful for the new person to "learn on the job" whilst Graham is still in post. As a famous Norwich City FC director and cook once said, 'Let's be 'avin' you!!!'. Please let any of the Committee members know if you are willing to take this role on.

2024 Charity Distribution

The final figures have now been established and I can therefore announce the total and individual amounts that H&HCVC has been able to collect and hand over to our two 2024 charities. On the 5th September Judith and I visited East Cheshire Hospice in Macclesfield and handed over the Club's cheque for £667.00 to Sarah. We then counted the money that had been donated into the charity tubs and that came to £146.75. So, a grand total to East Cheshire Hospice of £813.75.

Our next stop, on the 10th September, was St Ann's Hospice in Cheadle and we were greeted there by Imogen, Julie and Greg. We handed over the Club's second cheque for £667.00 and then went on to count the cash in their charity tub. This came to £112.41 and so a grand total of £779.41 to St Ann's Hospice.

Just to confirm everyone's mental arithmetic, the final total for the 2024 H&HCVC charity donations comes to £1593.16. Thanks to all of you that took part in the Peaks & Dales Charity Run and also for your cash donations in the charity tubs. I'm not sure if space allows for photographs in this edition of the magazine but they can be viewed on the Club's website and Facebook page.

2025 Club Charity

The H&HCVC Committee is very pleased to announce that our charity for 2025 will be a local one and one in

which our own Maggie Garlick is greatly involved – Stockport Talking Newspapers.

Jane is already hard at work sorting out Club/Social Nights for the New Year and a presentation by one of the charity's representatives is pencilled in.

2025 Peaks & Dales Charity Run

There has been some debate with and amongst members about the continued suitability of Father's Day for future Peaks & Dales Charity Runs. This has been something of a fixture for many years, including 2024, but it doesn't have to be the case; the 2023 P&Ds was run on a different date in the June of that year. It is appreciated that some members find it difficult to justify taking part in a car run on a day that is, to a lot of people, a family orientated day. Equally, some members and participants use the run as a family type day and enjoy it for that reason. Anyway, the Committee has, as promised, been looking at this and with a view to moving the 2025 run away from Father's Day. There had been a majority vote, by members, to do this during the August Club/Social Night "Question Time". There are five Sunday dates in June 2025 – the 1st, 8th, 15th, 22nd & 29th. The 8th (7th & 8th) clashes with the Tatton Park Classic Car Show and the 22nd will clash with Lymm Historic Vehicle Show. Both of these are usually well supported by local car clubs (and the H&HCVC too) so we'd want to avoid these dates on the basis of losing potential support for our charity run. So, if we move away from the 15th (Father's Day) then we are left with either the 1st June

or the 29th June. If you have any thoughts or preferences on these dates then please let Jane or me know ASAP by email, phone or at the next Club/Social Night. A final decision will need to be made by the end of October so that we can move forward with Peaks & Dales planning.

Club/Social Night - 18th September

Well, this turned out to be a good night. We had a very entertaining and interesting talk from Peter Walvin, the Jacques Cousteau of Mellor, on "Driving Without the R" or, put another way, Diving. This has been a passion of Peter's for many years and one that he's pursued all over the World. It was also interesting so see how diving equipment had changed and improved over the years; an essential in what is still a potentially dangerous hobby. A quote from Jacques Cousteau – 'the sea, once it casts its spell, holds one in its net of wonder forever' – perhaps sums up Peter's obvious passion for the sea. Thanks must also go to John Kay and Chris Simmonds for providing/assisting with the electronic techy stuff and a projector screen.

The other duty that Peter performed, on the night, was to spring something of a surprise on both Judith and I – we were both awarded with the David Bowden Memorial Cup, on behalf of "Team Yates", and presented with it by Helen. Most of you will know of Judith's and my involvement with Club matters but there is also my son-in-law and partner in (magazine) crime, David and my daughter Karen who has done

some great work on the Club's Facebook page – I haven't yet fully involved Katie or Simon but that's perhaps a work in progress. I would just like to state that the award was very unexpected and something of an honour to receive. Helen's David was, for many years, a very active member of H&HCVC and he put a lot of time, effort and enthusiasm into it. He is well remembered for greeting exhibitors at the annual Club Show with a wave, big smile and wearing a silly hat. Thank you very much for this award.

“Old” Trophies

Jane Harrop has been rummaging about in her loft (a cross between the Forbidden Kingdom and Narnia if it's anything like mine) and has uncovered some trophies that she thinks can be recycled. If you also have some trophies that you no longer want/have room for then please pass them to Jane so that

we can give them a fresh life. As an aside, I've picked up several of these unwanted trophies at charity shops and car boot sales etc. The ones that have a marble base, once stripped down, make really good and cheap bases for my collection of car mascots. Recycling in action!

I believe that's it for another month. I don't think I've forgotten anything or have room for it anyway. As ever, David and I both hope that you enjoy reading this October edition and perhaps find something that inspires you to contribute to future editions. It's starting to feel very “back-endish” so I don't suppose there'll be too many opportunities for us all to get much more “classic” motoring in before winter really sets in. We'll see you again, in print, in November but there's also the 16th October Club/Social Night; Ken Coxe is giving us one of his entertaining talks on “Communication”.



“PROGRESS” AND MODERN CAR BATTERY WOES

I am conscious that readers of more recent editions of this magazine may be starting to feel that I have been having a regular “pop” at the Ford Motor Company. Whilst this isn’t really intentional, it’s just the way scheduled articles have fallen into place – ‘onest guv, I must admit that this piece is (again) centred around a Ford product and specifically the one that sits on my own drive. Most of you will know that Judith and I own a “Mean Green” Ford Puma ST that we took delivery of in October 2022. A bit of a step down from our previous Peugeot 308 GTi but, with a less powerful and more economical three cylinder turbo engine, we told ourselves that it was a small step towards being more ecologically friendly and a justifiable body swerve to the dreaded and insipid EVs. However, this isn’t about the car itself but, rather, a particular part of it – the battery.

At the time of writing this, we’ve owned our Puma ST for two years and it’s just about to go in for its second annual service. The owner experience has been mostly positive, it looks vaguely “butch”, performance from the 200bhp that’s on tap has been adequate, comfort levels have been good, fuel economy has been very good and reliability (perhaps to be expected from a new car) has also been good. All well and good and typically “modern car-ish” then. Well, we thought so, until that is I went to fire up the Puma (I’ve got that line from somewhere) on the

morning of Sunday, 21st January 2024. As a bit of an aside, I’d noticed, after no more than six months of owning the car, that the auto stop/start function had stopped working. In hindsight, a bit of a red flag but we couldn’t be doing with it anyway and we had always turned it off before driving away. Moving on, I’d then noticed that the keyless entry/locking function, on the front passenger door, had also stopped working (another red flag). But had it? It was used so very infrequently that I, sort of, convinced myself that I was imagining that it had ever worked and that the function was only relevant to the driver’s door. Moving on again, the Puma informed me that my key fob battery power was getting very low and that it didn’t like this; could I please pop a new battery in? The problem here was that the car has no “owners handbook” (or service book for that matter!) and therefore no instruction on how to go about this. I resorted to good old You Tube where upon a very nice man not only showed me how to change the battery in my key fob but and in the process, showed me that it had a “secret” entry key within its depths. A success then, the Puma was happy and stopped telling me off. I didn’t think much more about this and, on the following Saturday, went to Stockport, parked up, drove back home and parked up again for the night. All very normal, all very fine all very boring.

On the fateful Sunday morning,

Judith and I were looking forward to a nice cooked breakfast at a local hostelry. I went to the car, went for the “keyless” entry and couldn’t get entry! I pressed the unlock button on my reenergized key fob and, again, couldn’t enter the car. My first thought was that my You Tube guy had sold me a bummer and that, thanks to him, my fob was now goosed and that a new one would have the Ford guys rubbing their hands in glee and recalculating their profit forecasts. Time for a woman’s touch and time for Judith to step forward with second fob in hand – nothing, not a sausage. After considering the clues and following the breadcrumbs, I started to suspect that the car’s battery was dead; on a 15 month old car, surely not. Anyway, the You Tube guy was back in favour and I managed to get into the Puma by way of the “secret” key. Flipping the bonnet I then did what most men do in these circumstances, stared at the engine and sucked my teeth. I then tried to make sense of the battery – the negative post, as on a lot of modern cars, is buried deep within the firewall. I was 95% sure that the battery was, in some way, playing up but it appeared to be as dead as a very dead thing and that seemed odd. The thought of using my battery booster flittered across my mind but, with all of the complex electronics on a modern car, I didn’t want to banjax anything else that would add to Ford’s profit margins. Time to walk away and call out the RAC.

Four hours later a very nice RAC patrol man, called Dale, arrived from Doncaster (I kid you not) and, after listening to my story, told me that,

based on considerable experience of “these modern cars”, ‘your battery’s knackered mate’. ‘As soon as the auto stop/start stopped working then your battery was on the way out’. ‘What, on a car that’s less than 18mths old?!’ ‘Yeh, happens all the time these days mate; these cars are a bit like a washing machine, you buy one, run it for a few years then chuck em on the scrap’. Anyway, after rigorously testing the washing machine’s, sorry, Puma’s battery, Dale, the very nice RAC guy, said that he could positively confirm the negative, ‘your battery’s knackered mate’. After sorting me out a new battery from the range that he had on his truck, fitting it, reprogramming the Puma’s electronic brain to tell it that it had been given a new battery to trash at its leisure and then relieving us of £225, Dale had the Puma purring again and with all electrical etc functions fully working we were back up and running. We’d well missed our cooked breakfast though!

As the Puma was still under warranty and as I’d had the foresight to keep hold of the “old” battery, it was off to the Dealer and a booking for a full Ford diagnostic check-up and, at their insistence, a full “old” battery test. Whilst I won’t bore you rigid with all of the trials, tribulations and hurdles of a successful warranty claim, the results from all of this were, to say the least, vexatious but, at the same time, very interesting. Firstly, the result of the Ford diagnostic test on the “old” battery came back to the Dealer and informed us all that there was nothing wrong with it that a good charge wouldn’t fix. Well, I’ve been around cars for most of my life

and I can tell you, as I told the Dealer, that as far as I was concerned the original battery was deceased and beyond any meaningful resurrection; I'd never had a battery that was so bereft of life. 'It happens all of the time mate', I was accumulating new "mates" like nobody's business, 'the RAC have sold you a battery that you don't actually need so we can't do anything under the warranty. All we can do, if you want us to, is recharge the original battery – it'll be as good as new – and reinstate it'. But my "mate" Dale, he of the RAC, had thoroughly tested the battery and it was "knackered". 'No, mate, there's nothing really wrong with it and you'll need to get back to the RAC if you want a refund'. The other aspect to this (why had an 18mth old battery let us down so badly?) was partly answered by the fact that the Puma had electronic "stuff" that was constantly running ("roaming" was the technical term) in the background and this had slowly been eating into the battery's life span. This, it transpired, had been set up at the factory but was not actually necessary for the healthy running of the car (?). As neither Judith or I had a Scooby-do what this "stuff" was or did we asked for it all to be turned off.

So, the "old and fully recharged" battery was replaced (more as an interesting experiment than any confidence in its potential to be reliable) and immediately, yes, you may have guessed it, the auto stop/start had ceased to work. 'Erm, don't understand that mate, give it a try as it may be that it's susceptible to the cold temperature (!!!).' 'But it's been fully recharged and is, supposedly, as "good as new" isn't it?'. 'Well, give it

a try and let us know how you get on'. In the meantime, our approach to the RAC Complaints Department for a refund of £225 was politely rebuffed. We were supplied with a complete set of the RAC's own test results, completed on trade recognized equipment, that had quite equivocally confirmed that the battery had been fundamentally discharged and, more to the point, had a defunct cell within it. At more or less the same time, the Puma's passenger door keyless entry had stopped working again! Time to refit the "new" RAC battery (which the Dealer did without quibble) and make a direct approach to the Ford Motor Company's Customer Service Department together with all of the RAC's results and as much evidence as we could gather together. To be fair to Ford and the very nice young lady that dealt with our case, there was no attempt to dodge the issue or introduce some silliness or shenanigans. The claim was handled very efficiently and within a few days we had secured a full refund of the £225 we'd paid to the RAC. Well done the Ford Motor Company and thank you.

So, I don't know what readers of this little tale will feel about all of this but, me, personally, whilst I'm happy that Judith and I got a good outcome in the end, I do ask myself a pretty basic question, is this progress? A modern/new car, with modern technology packed into it and the battery can't last six months before starting to cook itself and is totally goosed in less than 18mths. Perhaps we were unlucky but I have heard other, very similar, stories about modern cars and their lack of battery longevity. Surely, a modern car,

serviced and looked after, should be capable of easily lasting at least 15yrs and having a decent battery life too. Looking at a far bigger picture, is this “washing machine” view of cars a wise use of the Earth’s precious resources or is it perhaps out of control consumerism? One final point, does all of this really bode well for the longevity of EVs and their rather expensive batteries? Even if you could expect to (say) get a 10 year life out of your batteries, does the actual cost of replacing them mean

that the car is little more than scrap at that point?

As a final postscript to this piece, Judith was out in the Puma recently and came back with one of those “you’ll never guess” type questions. Anyway and after 8 months of use with the “new” battery fitted, the Puma’s auto stop/start has now stopped working again. The first red flag and sign that the battery is again not as healthy as it should be. Heyho!!!

This Month’s Front Cover ...

...features the radiator grille of a fabulous 1938 BMW 327. BMW (Bavarian Motor Works) came into being during 1916 and made aircraft engines. The design of the BMW badge is said to be a stylized interpretation of the spinning propeller blades of an aeroplane engine – in blue and white, the colours of the German state of Bavaria. BMW’s first car was basically a version of the good old Austin Seven. That came about when BMW bought the Dixi Motor Company that had a license to build Austin Sevens in Germany. From 1928 these cars were badged as BMWs.

The BMW 327 was developed as a halfway between the BMW 328 (race honed) roadster and the BMW 326. The latter donated its six cylinder, 2.0litre engine, front suspension, steering and brakes and the former donated its rear suspension setup and gearbox. The 327 went into production as a four seater sports convertible during 1937 and was then joined by a coupe version in 1938. The Second World War obviously interrupted production but it was revived again, in Britain, following the peace. The Frazer Nash company had a license to build BMWs in the UK and, in a turn around of “winners” fortunes, a version of the 327 Coupe, together with the BMW 2.0 litre engine, was produced by the Bristol Aircraft Company. Their version was called the Bristol 400 and that 2.0 litre engine continued to power Bristol cars until 1960/61.



ADAMS [BROTHERS]

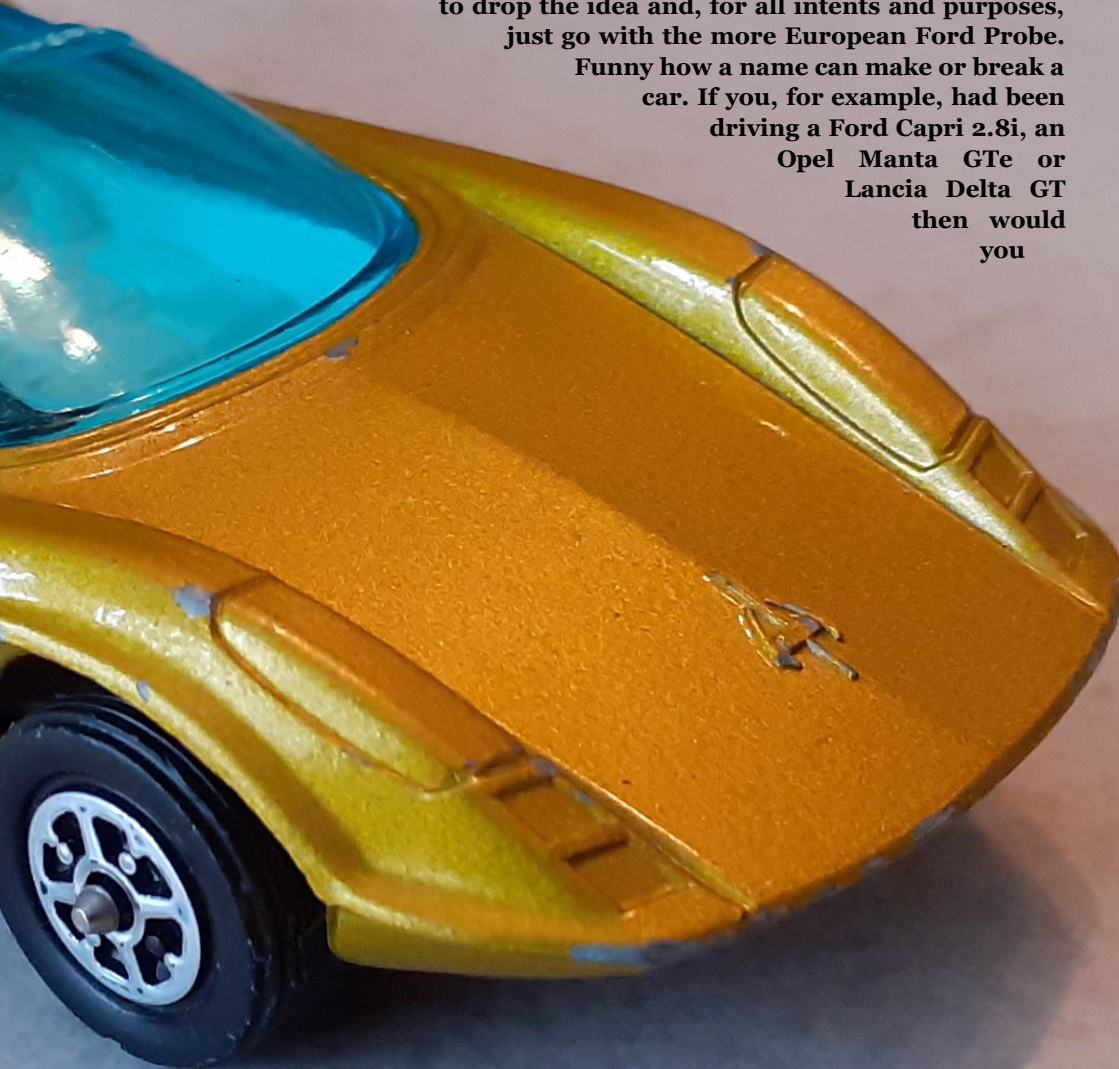
PROBE 16



A couple of issues back (Aug-24, Issue 391, “Surely Not!!!!???”) I made some observations about Ford’s current model range, the fact that the company had, for many years, given the buying public some very memorable cars and the odd “turkey” too. Whilst Ford cars in that latter category have been few and far between, a more recent one could be said to have been the Ford Probe that was produced from 1988 to 1997. Yes, the Ford Probe, I bet you’d forgotten all about it. This was the car (made in collaboration with Mazda) that was supposed to take over from the beloved Ford Capri (in Europe) and the third generation Ford Mustang (in the USA) but which never really took off or found favour with potential sporty

coupe buyers. It was a pity really as the car wasn't bad looking with its sleek, 2dr, lift-back styling and pop-up headlights. That was perhaps part of the problem though, the design didn't instantly convey "sportiness" in the way that the Capri had before it; it was perhaps too smooth and not quite raw enough. The decision to go with a FWD platform also didn't help as it was aimed as being the replacement for two RWD "classics". As it transpired, the USA "Mustang" version was never pursued. After listening to Mustang customer complaints about the FWD configuration and (horror of horrors!!!) lack of a V8 engine, Ford decided to drop the idea and, for all intents and purposes, just go with the more European Ford Probe.

Funny how a name can make or break a car. If you, for example, had been driving a Ford Capri 2.8i, an Opel Manta GTE or Lancia Delta GT then would you



KEITH YATES

really look to replace them with a Probe? Timing is everything and, by the late 80s, "Probe" wasn't associated with exciting space travel and Si-Fi but something perhaps more akin to an instrument that a doctor would want to push into an unmentionable part of your body! So, was it bland styling, the configuration or the name? Either way, the car wasn't a success in the UK and has been mostly forgotten. I realize of course, apart from the name "Probe", that what I've been babbling on about has seemingly little to do with the heading of this piece and, I must admit, it has been more of an aside than an actual connection to that. In my Jun-24 editorial (Issue 389) I admitted to an "insatiable appetite" for collecting model (toy) cars. I'm always on the lookout for another car to add to my cherished collection and it's surprising how often they turn up. A recent visit to the Stockport Vintage Centre produced another very good find – a Corgi Toys model of a very rare car, an Adams Brothers Probe 16. Most model/toy car producers have a range of cars that kids can readily associate with and are therefore good for sales. Corgi Toys were always that bit different as they, every now and again, produced the occasional car that was very unusual, low volume, perhaps experimental or even a "show" car. The Probe 16 is just one of these models and

it's one that I'm lucky to have found and particularly so in such good condition. If David and I have got this right then there should be a photo(s) of the Probe 16 to give a flavour of how unusual and "off the wall" this car actually is.

The "real" car dates back to 1969 and was a design and styling exercise by the two Adams brothers (Dennis & Peter) who had both been designers with the Marcos car company – compare the Probe 16 with Marcos models of that period and you can see the clear lineage. The car is extremely low (only 34in/86cm in height), has 15in rear and 12in front wheels, is powered by a mid-mounted and tuned BMC 1800cc (B-series) engine and with access to the cockpit via a one-piece, sliding glass roof (realistically reproduced on the Corgi model). There were only three cars ever made (all with 'H' suffix registrations) but all of them are still known to exist.

The Probe 16 was also a film star. Chassis number AB/4 (the third of the cars) was featured in the 1971 Stanley Kubrick film *A Clockwork Orange* and was named "Durango 95" in it. Subsequently restored to its former (film) glory, the car was displayed at the Design Museum's 2019 "Stanley Kubrick: The Exhibition". From small models great facts do grow!





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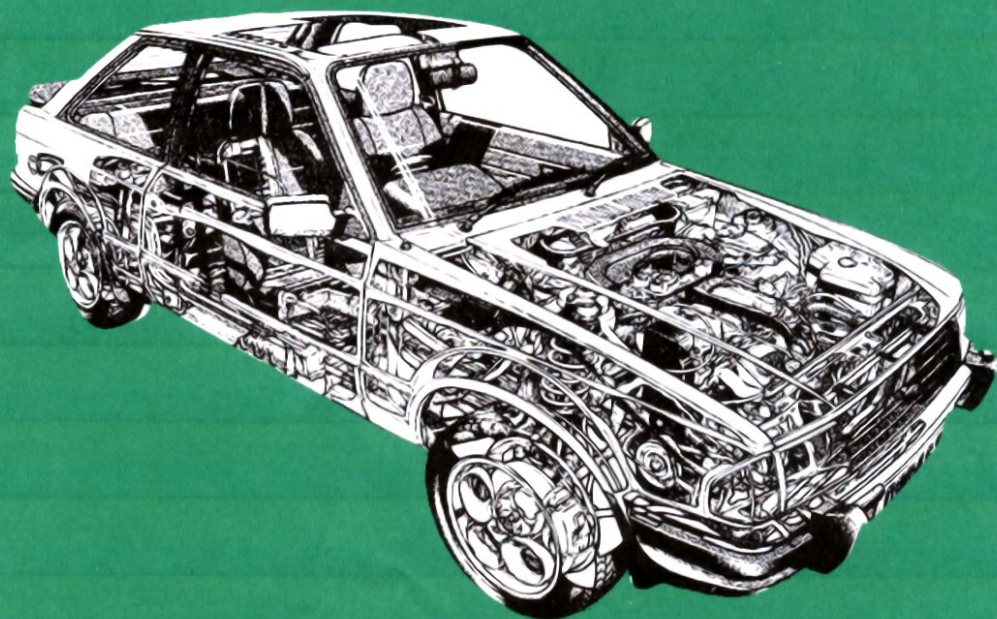
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This & That, Bits & Bobs and a few Odds & Sods

Email Magazine – Best View

This advice, about the best way to view your email/electronic monthly magazine, previously featured in last month's issue but, after getting very positive feedback about following the instructions, the decision has been taken to run it again this month.

By far the best way to read your 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.

European Car of the Year – Some Previous Winners

Way back in the January edition (Issue 384) the winners of the European Car of the Year Award for the years 1964 (the first) to 1969 were featured. Most of the cars that have won this award were clear-

ly worthy of the honour and stand up well when looking back at them. Some (a few), it must be said, were questionable winners and were perhaps the result of voting journalists being well fed and liberally plied with drink at manufacturers launch junkets – maybe it's not just MPs that accept "freebies" after all. Anyway, here's the next six winners for you to ponder on:-

1970 – FIAT 128 – Marked FIAT's entry into the modern FWD/Transverse engine configuration. Had a fabulous little 1100cc, OHC engine but rusted whilst still on the production line. Forget the boxy saloon and lust after the very pretty 128 3dr hatchback – perhaps the very first "hot hatch"?

1971 – Citroen GS – A middle-range car that was heavily influenced by the majestic Citroen DS and had many of its gizmos and idiosyncrasies (eg suspension and braking) together with its own, fairly simple, air-cooled boxer engine. Stylish and quite a good looking car too.

1972 – FIAT 127 – The FIAT 850 replacement and one of the early superminis. Perhaps an "iffy" winner as I can't think of any more to say about it other than the "losers" must have been bad!

1973 – Audi 80 – A compact, FWD saloon that shared its platform with the VW Passat and came in 2/4Dr and Estate formats. A very competent car and a step on Audi's ladder to today's success.

1974 – Mercedes Benz 450SE (W116) – This is an easy one; probably the best car in the World at the time. Enough said!

1975 – Citroen CX – Another 1970s winner for Citroen, a twist on and successor to the Citroen DS that looked like an

enlarged Citroen GS (see above). Almost mechanically identical to the DS and no worse for that. Anglias, Bentleys, Bugattis and Cortinas to Datsuns, Ferraris, MGs and more!

Book Review

“Classic Car Adventures”

By Richard McCann – Published by Lightning Source UK Ltd

ISBN 978 0 9955032 2 9

Featuring old car tales from enthusiasts:

Exotics such as Bugatti, Rolls Royce, Bentley, Ferrari, Porsche, Maserati mix it with Fords, Austins, MGs and more in a roller-coaster of blow-ups, crashes, fixes, bodes, bleeding knuckles and speeding tickets! This is a collection of often hilarious true stories from the 1920s to the present day, written by enthusiasts, for enthusiasts.

Poetry Classics Revisited

Those of you that attended the 19th June Club Night will recall that Anthony Cross provided us with a poetry reading. Anthony had previously asked for poetry contributions from the audience and, out of the two or three submissions on the night, he read out a particularly poignant poem written by our very own Steve Bagnall. Steve has kindly given permission to reproduce it here.

Days come, days go
Just like life, it's to and fro
We take life and times for granted
Until it's far too late
And before we know it we're at that pearly gate
St Peter has no favourites, he doesn't really mind
From which or where you've come from or if you've done your daily grind
We all end up together
Inside that hallowed place
So why can't we all live peacefully whatever creed or race.

Steve Bagnall

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