



# Wirral Classic Car Club

Monthly Newsletter – May 2020

Club Website: [www.wirralclassiccarclub.co.uk](http://www.wirralclassiccarclub.co.uk)

Email: [wirralclassiccarclub@gmail.com](mailto:wirralclassiccarclub@gmail.com)



Registered Charity No: 1179533

WCCC Supported Charity – Dementia Together Wirral

Chairman: **Ralph Wilson**  
Hon. Secretary: **Ann Boumphrey**  
Hon. Treasurer: **David Boumphrey**

☎: 0151 336 1998 - [ralphwilson6003@gmail.com](mailto:ralphwilson6003@gmail.com)  
☎: 0151 327 2482 - [ann.boumphrey@gmail.com](mailto:ann.boumphrey@gmail.com)  
☎: 0151 327 2482 - [dave.boumphrey@gmail.com](mailto:dave.boumphrey@gmail.com)

## Committee Members

Chief Marshal & Gordale Event: **Cliff Heald**  
Merchandise & Historic Rally: **Geoff Bell**  
Raffle: **John Pidsley**  
Public Relations: **Alan Green**  
Membership Secretary: **Simon Thornton**  
Social Secretary: **Dawn Dixon**

☎: 334 6938 - [cliffheald@gmail.com](mailto:cliffheald@gmail.com)  
☎: 739 9870 - [geoffbell.a35@gmail.com](mailto:geoffbell.a35@gmail.com)  
☎: 328 1993 - [thornhey@btinternet.com](mailto:thornhey@btinternet.com)  
☎: 625 7782 - [alan.r.green@hotmail.co.uk](mailto:alan.r.green@hotmail.co.uk)  
☎: 625 1236 - [rustywing@outlook.com](mailto:rustywing@outlook.com)  
☎: 639 0731 - [dawndixon@talktalk.net](mailto:dawndixon@talktalk.net)

## Other Appointments

Wirral Classic Car Show: **Ralph Wilson** ☎: 336 1998  
Monthly e-News & website: **David Boumphrey** ☎: 327 2482  
Enthusiasts Award: **Simon Thornton** ☎: 625 1236  
Enthusiasts Award: **Penny Lord** ☎: 632 5932

**NOTE:** New Club email Address: [wirralclassiccarclub@gmail.com](mailto:wirralclassiccarclub@gmail.com)



Ann Williamson Winner of Park it Day

## **Chairman Chat**

Hi folks trust you are all staying safe, in good health and sticking to government guidelines. It's been a quiet month however; we have been keeping in touch with all those members who are on our "Facebook" page.

The June club night was to be our Members Car Night, as there seems little chance that we shall be able to hold the event in its usual form, we are going ahead with this event in the comfort of your own home and not in your classic. Please submit the best photo of your classic (one recent photo only) and email it to: [dave.boumphrey@gmail.com](mailto:dave.boumphrey@gmail.com) before midnight on the 20<sup>th</sup> June 2020. David will produce an album of all the photos received with numbers against them and send out to all the members by email on the 21<sup>st</sup> June 2020. All members will then have the opportunity to vote for the First, Second and Third choice of the best classic in their opinion (excluding their own classic). Once you have decided you will have until midnight on the 27<sup>th</sup> June 2020 to cast your vote, by email to:

[dave.boumphrey@gmail.com](mailto:dave.boumphrey@gmail.com). David will produce a score sheet and the car with the most points will be awarded with a bottle of wine and The Wirral Classic Car Club Car of the Year Trophy at the AGM in October (Assuming we are able to hold it). Second and Third will receive a certificate.

We have been active on "Facebook" and now have 134 members a big Thank You again to John Cartlidge for organising and keeping us all amused with the quizzes and all those members who have taken the time and made the effort to respond and add interesting anecdotes.

We only had two entries to our Model Car competition which proved a lot more difficult than it looked. The committee had a virtual meeting on Zoom and agreed to present a bottle of wine to both entries Colin Offley for his model Frog Eyed Sprite and Rob Soar for his MX5. I sympathise with all those who tried without success, me included. I decided to make the model of the MGB, colouring and cutting it out was straight forward and quite enjoyable however, when it came to bending and gluing the model together complications set in. Firstly, I tried Pritt stick without success then draughting tape and finally super glue which ended with my finger and thumb stuck together but not the model car, alas the model car all coloured and cut out sent to the bin.

David Boumphrey has been updating the club web site and we have added a new area called HOME/MEMBERS which we will, after trials in June, make "password Protected". In this section you will be able to open a copy of the 2020 Handbook, All 2020 Newsletters. After the trial period the area will be made password protected so only members can access it however, we would be grateful for your comments and observations.

If you have any ideas for keeping us all amused or have a story, anecdote or just something you may feel will be interesting to members give me or David a bell, alternatively add it to our Facebook site.

Stay Safe

Ralph Wilson

## **2020 MEMBERSHIP**

The membership numbers for 2020 now stands at 127 with one renewal from last month. This is made up of 115 Renewals and 12 New Members since the 1<sup>st</sup> September 2020.

## **HANDBOOK**

We will be adding the Handbook to the Website as an electronic book to the Members area. You will receive an email in June with your current details, address, phone number and cars owned. We will be asking you to check your details so we can update our records prior to adding the Handbook to the Website.

## **No CLUB NIGHT at the British Legion in June**

**Wednesday Club nights**, at the British Legion Heswall, have been cancelled until the end of June and will be reviewing all other meetings on a month by month basis.

## **WCCC FACEBOOK**

The “Wirral Classic Car Club” Facebook page now **has 135 members** and is available to **all WCCC** members. The club is using the Facebook page to notify events, online discussions, seek technical advice, photos or to just exchange views on all manner of subjects. If you have not joined yet, please give it a try.

PLEASE NOTE that there is another FACEBOOK site called “Wirral Classic **Cars** Club” which has no connection to our CLUB.

## **WCCC website**

The Club’s website has now been updated to include a Members only area. Here you will find all of this year’s Newsletter in e-book format. After reviewing several software packages we have now selected “dflip” which is supported by “Wordpress” which is our website provider. To access the Newsletter just click on the Thumbnail picture, for the month required. We will be adding the Handbook, in the same format, hopefully in June.

## **NEWSLETTER (Articles Urgently Required)**

Thanks to those members who have sent in articles which will appear in the Newsletter over the next few months. Please share your stories of projects you might be working on, in your Man Cave, Garage or Shed, during this self-isolation period.

## **Restoration & mileage awards.**

The entry forms for both of these awards can be found on the WCCC web site under “What’s on Offer”. The Geoff Whitely Restoration Form can be completed anytime but must be submitted by 31<sup>st</sup> September to be eligible.

The “Mileage award must also be submitted by the 31<sup>st</sup> September

# General Advice on Coronavirus Update

The [latest advice from the government](#) now states that non-essential travel in England (but not Scotland or Wales) is now allowed. Non key workers are now permitted to drive as far as we feel necessary for work and for exercise.

However, public gatherings of more than six people from 2 families is not allowed and there are heavy penalties in place for those that ignore the rules.

At the current time, the FBHVC strongly advises all member clubs to continue to cancel all activities outdoors and refrain from road runs, convoys or any other meet ups in groups until July at the earliest provisional date.

**Please do NOT drive in groups or convoys** – the UK Government states clearly that we must not meet more than one other person from outside our household. It is important that large groups of classic vehicle owners do not gather in parks, or places of natural beauty. By all means, use your historic vehicle individually, to drive to the shops or go out for exercise, but only individually.

Click here to access the full article: [FBHVC Coronavirus / General advise.](#)

## WCCC SHOWS & EVENTS for 2020

This year's Shows/Events organised by the Club Committee.

### **a. Historic Rally (Sunday 19<sup>th</sup> July)**

With the Lockdown still in place for public gatherings it seems doubtful we will be able to run this event in it's usual format but we are hopeful that we will be able to hold an alternative event which will be for members only. We will shred all cheques that have been sent and anyone paying by BAC's, they will be reimbursed their entry fee. We will keep you updated as soon as we have any information.

### **b. Gordale Run Sunday (20<sup>th</sup> September)**

This year's event will again be organised by Cliff Heald.

We will have an optional short run, around 15 miles to end up at Gordale. Remember all entries need to be **received before 31<sup>st</sup> July 2020**. Entry form for this is now available on our web site or [Click Here](#) to download. Note: **This event is limited to 80 Vehicles**. Again, we are hoping to run an event in September but it will dependant on the Government and the FBGHC.

### **c. Classic Motor Show NEC Trip Saturday 14<sup>th</sup> November**

At the moment this is on hold but if restrictions are lifted, we hope to be able to run this trip. Also, part of the NEC is now being converted into a Nightingale Hospital.

### **d. CHRISTMAS CLUB DINNER (2020)**

Organised by Dawn Dixon date Saturday 5<sup>th</sup> December 2020 venue the same as last year Carr Farm Meols.





# WIRRAL CLASSIC CAR CLUB 2020 PROGRAMME



## **JUNE**

\* Wednesday 24<sup>th</sup> **MEMBERS CAR NIGHT**  
*Cancelled*

Ralph Wilson: 652 7564

## **JULY**

Sunday 19<sup>th</sup> **WIRRAL HISTORIC RALLY**  
*Hoping to run an alternative club event*

Geoff Bell: 739 9870

\*Wednesday 29<sup>th</sup> **LADIES NIGHT**  
*Three Speakers and Ladies.*

Ralph Wilson: 336 1998

## **AUGUST**

\*Wednesday 26<sup>th</sup> **Games Night**  
*Games – Bowls, darts etc*

Alan Green 342 7664

## **SEPTEMBER**

Sunday 20<sup>th</sup> **GORDALE CAR SHOW & RUN**  
*Again, with optional run starting at the Wheatsheaf Raby finishing at Gordale*

Cliff Heald: 334 6938

\*Wednesday 30<sup>th</sup> **AUCTION NIGHT**

Cliff Heald: 334 6938

## **OCTOBER**

\*Wednesday 28<sup>th</sup> **PRIZE GIVING & AGM**

A Bournemouth: 327 2482

## **NOVEMBER**

\*Wednesday 25<sup>th</sup> **PHOTOGRAPHIC NIGHT**

Tony Bagnall: 342 4906

## **DECEMBER**

Saturday 5<sup>th</sup> **XMAS PARTY**  
*Again, at Carr Farm Meols.  
Arrive 7:00 for 7:30 start.  
Cost is £21/person*

Dawn Dixon: 639 0731

## **KEY**

\*Wednesday **MONTHLY CLUB NIGHT**

**BRUMS & BUNS** - Organised by John Cartlidge

As you will appreciate these are now on hold and we will keep you updated.

## **MIKE TROOP ENTHUSIAST AWARD 2010**

Placings in the 2020 Enthusiasts' Award are shown to those who have amassed points. It is members' responsibility to check that their score is correct. The attendance list is collected by Penny Lord, at the club night and produced by Simon Thornton. **Past Winners** are shown in **GREEN** but are not eligible for the award at the AGM, as this can only be won outright once.

**Qualification & Points:** Attending Monthly meetings (3 points), Magazine/Newsletter articles (3 points), Introducing new member (5 points), Attending Club Events (3 Points)

**Bonus Points:** Organising a show (10 points) Organising a Visit (5 points), Organising a Club Night (5 points), Club Night Speaker (5 points), Marshalling (5 points), Assisting at a Show/Club Night (5 points), Short Talks (3 points).

(The List below show the points up to the **end of APRIL 2020**)

No	Name	Total	No	Name	Total
157	David Boumphrey	40	600	Allan Griffiths	6
511	Paul Graham	28	645	Dave Eldridge	6
496	Bob Fletcher	26	518	Frank Breen	6
402	Ralph Wilson	23	149	Geoff Sharp	6
562	Ian Dixon	22	540	Joe Hustwayte	6
453	Tony Bagnall	22	559	John Cartlidge	6
512	John Pidsley	20	612	Ken Oram	6
379	Paul Youd	20	569	Kevin Roberts	6
615	Dave Morris	17	208	Malcolm Brewer	6
188	Bruce Hazlehurst	15	601	Martin Hughes	6
510	Robert Price	15	644	Peter Hughes	6
581	Ted Bemand	15	618	Reg Webster	6
596	Roger Whittall	14	574	Ron Owen	6
339	Alan Green	12	577	Barry Steadman	3
573	David Williams	12	232	Clive Patterson	3
495	Geoff Bell	12	547	David Woods	3
314	Howard Finney	12	480	Dennis Pickering	3
591	John Callcott	12	579	Fred Smith	3
643	John White	12	613	John Johnson	3
450	Penny Lord	12	568	John McLannahan	3
641	Tim Little	11	620	John Owen	3
338	Allan Briggs	9	207	Ken Glass	3
135	Cliff Heald	9	497	Ken Sessford	3
560	David Johnson	9	621	Lee Currie	3
356	Eric Hignett	9	333	Lund John	3
572	George McGuire	9	351	Morris Nevin	3
619	Graham Webber	9	72	Peter Roca	3
541	James Smythe	9	169	Richard Saunders	3
632	John Morris	9	473	Richard Warren	3
582	Peter Nolan	9	616	Robert Soar	3
429	Roger McCoy	9	628	Ron Goodwin	3
485	Ronald Law	9	554	Ronald Shrimpton	3
588	Simon Thornton	9	413	Steve Anderson	3
576	Stephen Wright	9	374	Stewart Langerhuizen	3
216	Ian Gaskill	8	607	William Farragher	3
555	Alex Williams	6			

## MERCHANDISE

Club merchandise if not in stock can be ordered giving size and colour required to Geoff Bell who can be contacted at the club nights or by:- email: [geoffbell.a35@gmail.com](mailto:geoffbell.a35@gmail.com) or ☎ 0758317383

Merchandise with Club Logo			
	Size	Colour	Price
Cap	one size fits all	Navy Only	£8.00
Car Badge	S, M, L, XL Other sizes Available	Yellow	£14.00
Sweat Shirt (No collar, long sleeves)	S, M, L, XL Other sizes Available	Navy Blue Light Blue Yellow	£12.00
Polo Shirt (collar, Short Sleeve)	S, M, L, XL Other sizes Available	Navy Blue Light Blue Yellow	£12.00



**Crane Bank Garage,**  
Poulton Road, Wallasey,  
Wirral. CH44 4BZ  
Tel: 0151 - 638 1469 Fax: 0151 - 200 5050  
E mail: [Wallasey@cranebankgarages.co.uk](mailto:Wallasey@cranebankgarages.co.uk)  
Website: [www.cranebankgarages.co.uk](http://www.cranebankgarages.co.uk)

**WE OFFER ALL TYPES OF REPAIRS & SERVICING ON MODERN & CLASSIC CARS. WE CARRY OUT MOT'S ON PETROL AND DIESEL CARS & VANS.**

**WE CAN UNDERTAKE WELDING AND BODY REPAIRS.  
WE HAVE A FIRST CLASS PANEL BEATER (ONE OF THE OLD SCHOOL)  
WHO HAS BEEN USED BY AND IS RECOMMENDED BY WCCC MEMBERS  
*DISCOUNT TO ALL WCCC MEMBERS ON PROOF OF MEMBERSHIP*  
COME AND VISIT THE FRIENDLIEST GARAGE IN THE WIRRAL**

**Phone 0151 - 638 1469**

***BIG ENOUGH TO COPE - SMALL ENOUGH TO CARE***

Also in Chester.

Crane Bank Garage (Chester),  
Hartford Way (by new Tesco), Sealand Road, Chester. CH1 4NT  
Tel: (01244) 317191 Fax: (01244) 310164

## PARK- IT- DAY

Due to the Coronavirus we had to cancel the popular annual “Social Run and Treasure Hunt” so instead we asked members to publish unusual photos of their car or component on the Club’s website. We were very pleased with the response with nearly 50 entries.

The Committee set up a virtual “Zoom” meeting to decide the winner, which was very successful bearing in mind this was the first time the Committee had met using this technology.



The following photos were selected:

1st Ann Williamson – With her Austin 7 adhering to Government advise, who one a bottle of wine. In view of the present climate the NHS car seemed very apt and was a worthy winner.

2nd Peter Nolan – Car had been laid up for so long a bird had made a nest under the bonnet.



3rd Alex Williams – With his daughter, age 1, trying to drive his Lotus and now 21 years later she is still trying.

## MODEL MAKING

With the success of the photo competition another one was organised. This time it was to make a paper/card model from a choice of six cars supplied by Moss-Europe. We had our 2nd virtual “Zoom” meeting and as



there were only 2 entrants, it was decided to have joint winners. Don't know if anyone else had a go but my attempt looked good as I had used coloured thick paper until I tried to assemble it, when it looked as if it had already been in an accident.

The Joint Winners were Rob Soar with the yellow MX5 and Colin Offley with the red “Frog-eyed Sprite”. They were both presented with a bottle of wine from Ralph, photos of them receiving their prize can be seen on the Club’s website.



## **THIS MONTH'S COMPETITION**

As outlined in The Chairman's Chat we are asking you to send a photo of your car for the Virtual members night, see details below.

Please submit, 1 only, recent photo of the car you would have bought to the members car night. The winner will be judged by the members.

- Send the photo to me at: [dave.boumphrey@gmail.com](mailto:dave.boumphrey@gmail.com) to arrive before the 21<sup>st</sup> June 2020.
- I will send you by email an album of all the cars entered, on 22<sup>nd</sup> June 2020.
- You now have until midnight of the 27<sup>th</sup> June 2020 to select your 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> choice and email to [dave.boumphrey@gmail.com](mailto:dave.boumphrey@gmail.com).
- The winning prize is a bottle of wine and the Car of the Year Trophy will be awarded at the AGM.

## **MEMBERS ARTICLES**

### **WATERPROOF CAR COVER** - Ken Oram

Over the years, I have sometimes had to keep a car outside as I have only ever a single car garage. I have bought several different car covers over this time with differing results.

A couple of covers bought from the internet, claiming to be "weatherproof" have proved to be anything but. Claims of "waterproof" or "rainproof" have proven not to be so. Such covers are OK for indoor dust covers only. Also, the fit, with elasticated sides or edges have proven not to be "windproof" and have flapped about, causing some abrasion to paintwork and eventually shredded themselves with durability being very poor.

One waterproof cover I had was however waterproof but the material was similar to bin bag plastic, which was easy to put your finger through, very poor quality, and did not last very long.

Be wary of cheap covers being sold on the internet. The other extreme i.e. superior, tailored covers can be very expensive. I would not know how effective and durable these may be.

At the moment, and for a couple of years, I have been using a cover bought from Halfords. It is called "All Seasons" and has proven to be the best so far. From being covered in snow, freezing temperatures, severe rainstorms and very high winds and also strong sunlight with relatively high temperatures, it continues to be fully serviceable. The top is made from a waterproof material, with twin air vents front and back. The sides are made from a breathable material, rain runs off this easily. The front and rear edges are elasticated to create a neat fit and there are three underside straps to further secure the whole cover. The inside of the cover is a soft, non-abrasive texture.



It came with a carrier bag, a bit awkward to fold up the cover to fit it back in but OK, at a price of about £50. They are still available, in S to XL sizes, although the price has gone up a bit since I bought mine, now £60 to £75

I can thoroughly recommend these covers. (I have no connection with Halfords and am not on any commission for this recommendation. It is all my own opinion.)

Has anyone else any similar experiences and/or opinions?

Can anyone guess what's under the cover?

No prizes offered!

## **WHAT A STAR!** - John Cartlidge

My first foray into classic car ownership followed by interest in classic motorcycles.

I was raised by my grandparents, and it was clear to my grandfather that I enjoyed tinkering, often repairing my own and others bicycles and often at his side for the regular oil / water / tyre checks on his own cars. In 1981, when I was at the blissfully ignorant age of 15, my grandfather (a keen pre-WWII motorcyclist) bought me a present consisting of a rusty frame and three crates of parts, this was to be my first motorcycle!

This BSA C15 Star became my project for the Duke of Edinburgh Award I was undertaking at school, and still in my mind I can see the long-lost file I had emblazoned with the legend "Project Star". After a few months of evenings and weekends and not a little battering of Granddad's credit card the beast was built in time to try and start it and, would it "blooming eke as like". Petrol on yes, spark, yes, air on of course, planet is full of the stuff. Air leaks, carb to head nope, (I had learned this one from my older brother's frustration with his bike). What was it?



With hindsight I now know but then I was clueless, so I set about removing the head and push rod tube to check I had them the right way around as if you ever need to know, on a BSA single it is in to out, and out to in, meaning the outboard pushrod is for the inlet valve, and the inboard pushrod for the exhaust valve. Nope wasn't that. Next, points cover off. Not even sure what I was looking at. Next, timing cover off. Timing chain marks correct at top dead centre but then I thought somehow, the points didn't look right. I had no idea what they should have looked like, but something seemed odd. Thankfully, my older brother had a perfect running BSA B25, much the same engine, and seeing as he was away at the time, point cover off the B25 and sure enough the points on his bike were different, and his bike ran so needs must.

After the kind involuntary donation, the stolen points were fitted, and at tdc set to just opening using the thickness of a piece of paper as I had lost the feeler gauges.

Cylinder head back on, oil feed connected, carb back on, petrol pipe connected, exhaust fitted. Well I say exhaust, at this point I only had the downpipe, but no matter, will do to see if it runs. Fuel tap to open, carb tickled, ignition on, kickstart readied, fingers crossed. Vroom, or rather an unsilenced but perfectly sequenced bark ricocheting off the garage walls. It even revved and unbelievably even idled! Would it drive. I was concerned about the clutch, because the clutch pushrod that passed through the engine was homemade from a piece of chrome steel rod, I had found which had the correct diameter, and I had cut to length and polished the end to the requisite dome shape. I had not yet fitted the seat, so sat just on the frame, engine idling, pulled in the clutch lever, raised my right teenage betrainted foot and selected first with a clunk of engagement, bit of slack taken up in the chain, but all was well. Still in the now fume filled garage, I thought best to move outside. The rear garage door was open, and I nervously and slowly released the clutch lever, gently increasing the throttle. I should add I had previously had little goes on a couple of bikes, but just 1st gear stop/starts around the garden.

No brakes of course this always best left till last and it began to move. Duck paddling with my feet, but we had drive and I made it through the door and I was off. Into second, yes! The damn thing works. Bit noisy though without the silencer.

I should add I had entered the garage after tea & TV, and it had taken some hours to sort things. It was now daylight the next morning and about 5.30 am, on an unsilenced 250cc single, crackling around a suburban garden.

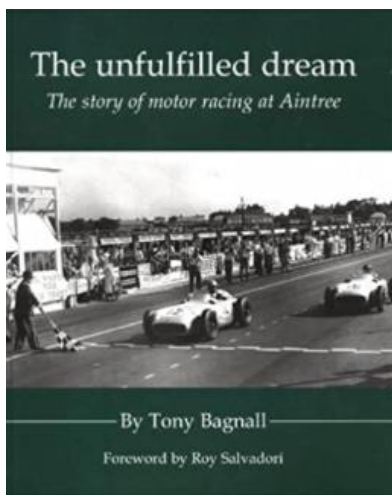
Later that morning there were complaints. My Granddad had to apologise to the neighbours, then I had to apologise, and when back in the house, he laughed his socks off, gave me his credit card and told me to order a silencer.

## WRITING A BOOK – Tony Bagnall

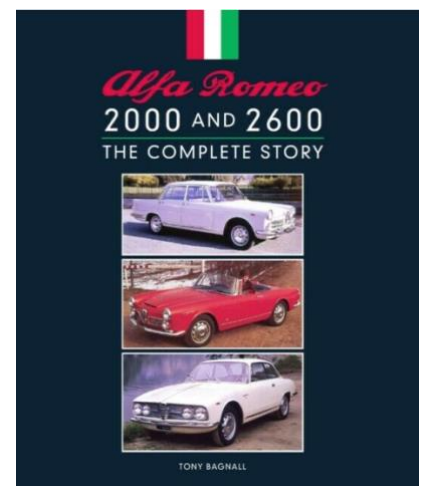
It is sometimes said that everyone has a book in them. I am not sure that this is so, but many people do try, some successfully others not so.

I have always been interested in cars and aeroplanes, since a very early age. As a small boy I used to earn extra pocket money by washing my father's car; as a commercial traveller as "reps" were called in those days (the 1950s) we had a new car every three years. When his cars were returned, he was always complimented on their condition, thanks in part to me! In addition to my interest in cars and aeroplanes, I have always been a passionate book reader, very few things give me more pleasure than reading a good book, whether fact or fiction. For many years I had this latent desire to write a book and then, in the early 2000s, when I was working for myself and mostly on a part time basis the opportunity arose and now in 2020, I have nearly finished my third book!

So, how do you go about writing and publishing a book? The first stage is the obvious one of choosing a subject. The two distinct categories are fiction or non-fiction, i.e. factual. As my books are all non-fiction, I shall concentrate on this category (I am not sure that I have the imagination to write a fictional book!). In my mind to write a "good" book, the subject should be one that the writer is passionate about or extremely interested in. If not, then the actual writing will become a chore and the quality will inevitably suffer as a result.



Choosing a subject is clearly extremely important, a factor to take into account is are there any other books on this subject? A few years ago, I attended a seminar on self-publishing aimed at motoring books and one member of the expert panel said, "not another Ferrari book, please"! My first book was on the history of motor racing at Aintree, which still remains the only book dedicated to that subject and was well received. My second book published last November was on the Alfa Romeo 2000/2600 series of the late 1950s/early 1960s. If you go on the



Amazon book site you will find over 100 Alfa Romeo books, however none on the 2000/2600 series. The publisher has informed me that they are delighted with sales so far in that they have exceeded their initial estimates. So, my point here is try to find a topic that either has never been covered before or, if so, only minimally.

Unless you are self-publishing, the next step is to find a publisher. In terms of motoring books there are several niche publishers who specialise in this sector, examples being Veloce, Crowood Press, Herridge and Sons, plus several others. My experience suggests that most publishers of any size will require a précis in order to evaluate your proposal, this should be approximately 2 sides of A4 and outline the number of chapters and a summary of their content. Publishers will also want an indication of size in terms of estimated word count and how many pictures (a normal-size book will usually contain at least 40-50,000 words). They will also want supplementary information regarding yourself, any useful contacts for marketing purposes (i.e. car clubs), any previous publications that you have produced and an indication of estimated timescale for the production of the final draft. It is very easy to under-estimate the time involved, especially if a significant amount of research is still required, so always add some extra time over your initial estimate, you will need it!

Having found a publisher and agreed a contract, get cracking. Motoring books rely heavily on photographs which can be a significant issue in terms of costs. An example of this was in respect of my current book, when I discovered a very nice photograph that I would have liked to use. I contacted the photographer in Italy, but he wanted £200 plus for this photograph, so I declined. Also, in my Aintree book I used a photograph taken by the Daily Post of the circuit under construction and had to pay £75 for the privilege. So, photographs are expensive, especially when purchased from a professional photographer and therefore, wherever possible try to use either your own photographs or find kind donors, there are some out there! If

possible, try to obtain some sponsorship which could offset some of the costs. Do also bear in mind that most publications and photographs are covered by copywrite and, to avoid possible legal action, you should always attempt to obtain the copywrite holder's permission to use the material. This also applies to magazine articles.

A word of warning about information obtained from the internet, I have found many discrepancies when checking such data, especially from Wikipedia. Whilst reputable publishers will inevitably have their own proof-readers, these are often lay people who don't have specific knowledge of the subject of your book but are more concerned with spelling and grammatical accuracy. If you can find a willing proofreader of your own this would be very useful, because you will make mistakes!

So, off you go and good luck! I can assure you that it is a most satisfying experience when you receive your first copy of your book with your name on it.

## **A JOURNEY** - George Mcguire.

Interesting how people become hooked on vintage cars, I cannot remember any from my childhood (my father's first car was an Austin A35 van which I remember him converting to a countryman).

One day, when about sixteen, a vintage saloon motored past me on a quiet lane and left a lasting impression. Roll on fifteen years, married, small child and looking for a hobby, after browsing the magazine shelves in Smiths I started flicking through a Kit Car magazine and on the back page was an advertisement for a set of plans for £8.50 to build a 1930s style car.

This was something I had to have a go at! The plans duly arrived, eighty to ninety pages of A4 photocopy instructions and sketches (not sure what I was expecting for the price!) The car was to be based on Triumph Herald mechanics.

My father had a large domestic garage at the time and was also able to be of great help.

Three years later we were driving around in my version of a Burlington Arrow, although much altered with all handmade bodywork, full wings, doors and a seat in the back for our son to be strapped into (I worked shifts at the time and when everything was running well, I had full workshop facilities at my disposal, think those days are sadly gone!).

This led me to join the Triumph Sports Six Club and my car was one of three to be selected for their "specials" section at Motor 100, Silverstone 1985.

On arrival at this event we were asked by a nice lady if we were members of the Veteran Car Club! (not to join for another thirty years).

It was at Silverstone during this event I came across a group of vintage Austins parked together looking very stately, not an owner to be found, as it was pouring down (as it was for most of the weekend).

Having built the Burlington Arrow based car myself, I was always critical of things I could have done better and kept altering it (six cylinder engine, new dashboard and scuttle, windscreen and side frames, hood....), eventually I decided to sell and look for a new project, at this stage my son was also getting too big for the back seat.

My next challenge was a 1933 12hp Armstrong Siddeley, coach built, pre-select gearbox and small 6-cylinder 1434cc, advertised locally (BG 1419 a Birkenhead number, it had a receipt from The Mount Garage).

As chance would have it, while restoring this car I noticed an advertisement for parts in the Armstrong Siddeley owner's newsletter, placed by someone not a mile from where we were restoring the car. This turned out to be Steve Wright who was restoring a Tickford version of the same car. Steve also owned and still has, a 1934 Austin York with a 12/4 engine from new (he also now has a fine 1911 Austin).

These Armstrongs were fine town cars of their time when new but unfortunately did not weather as well as vintage Austins both mechanically and bodily. The large sunroofs on these cars used light gauge steel tubes in the corners to drain, once these corroded through the ash frame A posts and windscreen head rail would rot. Also, the ash framed doors are also liable to rot through on the bottom corners of steel panel work. These, added to the usual problems of more complicated wing form, make for restoration headaches.



Having a pre selector gearbox dismantled on the garage floor is both interesting and daunting (I was to find that the "take up noise" coming from it was caused by worn bushes in the planet gears, annoying but not terminal).

The small six-cylinder engine (even on plus 60" pistons) needed to be running at its best to produce very moderate power.

When fully restored in aircraft blue paintwork she looked very smart and we attended many events in her, I eventually part exchanged her for a 1927 wide track Clifton tourer- the new owner of the Armstrong immediately sold the original registration plate and 6 months later auctioned the car!

We were to go on and restore another three Armstrong Sidddeleys (short chassis 17 hp cars with wire wheels), nice cars but similar problems restoring the bodywork and wings, also chrome plating was expensive.

With little instruction from the previous owner and no experience of a vintage gearbox, I initially found the Clifton awkward to manage. It was not until I had a conversation with Jim Roberts (a great VAR man from Stoke) that all became clear and the car became a joy to drive (We once did the Cat and Fiddle pass on the way to Ashover in top gear, just to prove engine reliability).

Owning the Clifton tourer led to a total of five 12/4s on the road, most being purchased as basket cases (all more solid and easier to restore than the Armstrong Siddeleys, even in their most dilapidated state) eventually resulting in a wedding business (also a house move and large garage build to boot).

If you have not restored an old coach-built car in the past, you can't appreciate the build quality and construction of vintage Austins, particularly the large salons, not to mention the quality of the Engineering.

So, there we are, if my father had been wealthy as well as enthusiastic, I may have owned vintage Austins at a younger age but it has been an experience getting here!

## **LONDON 1962** – Smog closes parts of London



Found this photo from the Telegraph 6<sup>th</sup> December 1962. London Smog had killed 60 people since 3<sup>rd</sup> December 1962. Some parts of London were at a standstill due to no visibility on some of the main roads. I remember these kinds of masks I wonder how they compare to the modern equivalent.

## Club Shows & Events - 2020

**Note:** I have updated the events to indicate which shows have been cancelled/Postponed. This may not be up to date so if anyone knows of any cancellations please let me know.

The FBHVC has recommended cancelling all shows/events till July at the earliest

### JUNE

Sat 6 <sup>th</sup> & Sun 7 <sup>th</sup>	<b>TATTON CLASSIC CAR SPECTACULAR</b> <i>POSTPONED merged with its sister show on Saturday 15<sup>th</sup> &amp; Sunday 16<sup>th</sup> August 2020</i>	<a href="#">Click Here</a>
Saturday 13 <sup>th</sup>	<b>NORTH WEST CASUAL CLASSICS</b> <i>CANCELLED</i>	<a href="#">Click Here</a>
Sat 20 <sup>th</sup> & Sun 21 <sup>st</sup>	<b>KELSALL STEAM AND VINTAGE RALLY</b> <i>POSTPONED</i>	<a href="#">Click Here</a>
Saturday 20 <sup>th</sup>	<b>(CARNIFAL DINBYCH) DENBIGH CARNIVAL</b> <i>CANCELLED</i>	<a href="#">Click Here</a>
<b>Sunday 21<sup>st</sup></b>	<b>BRUMS &amp; BUN'S RUN</b> <i>CANCELLED</i>	
Sunday 28 <sup>th</sup>	<b>LYMM HISTORIC TRANSPORT DAY</b> <i>CANCELLED</i>	<a href="#">Click Here</a>

### JULY

Sat 4 <sup>th</sup> & Sun 5 <sup>th</sup>	<b>TATTON STARS &amp; STRIPES AMERICAN CAR</b> <i>CANCELLED will be back in 2021</i>	<a href="#">Click Here</a>
Sunday 5 <sup>th</sup>	<b>LYDIATE CLASSIC CAR &amp; BIKE SHOW</b> <i>Postponed</i>	<a href="#">Click Here</a>
Sat 11 <sup>th</sup> – Sun 12 <sup>th</sup>	<b>CHESHIRE STEAM FAIR</b> <i>Static Show held at Daresbury Warrington Cheshire, WA4 4AS</i>	<a href="#">Click Here</a>
<b>Sunday 12<sup>th</sup></b>	<b>ELLESMERE CLASSIC CAR SHOW</b> <i>CANCELLED will be back in 2021</i>	<a href="#">Click Here</a>
Saturday 4 <sup>th</sup>	<b>NESTON VILLAGE FAIR</b> <i>CANCELLED</i>	<a href="#">Click Here</a>
Sunday July 12 <sup>th</sup>	<b>CLWYD PRACTICAL CLASSICS</b> <i>CANCELLED</i>	<a href="#">Click Here</a>
Sat 18 <sup>th</sup> & Sun 19 <sup>th</sup>	<b>OWESTRY CLASSIC &amp; VINTAGE TRANSPORT RALLY</b> <i>This is their 6<sup>th</sup> Annual Rally held at the British Ironwork Centre, Whitehall, Aston, Oswestry, SY11 4JH.</i>	<a href="#">Click Here</a>
<b>Sunday 19<sup>th</sup></b>	<b>WIRRAL HISTORIC RALLY</b> <i>Hope to hold an alternative event for members</i>	
Fri 24 <sup>th</sup> - Sun 26 <sup>th</sup>	<b>CARFEST NORTH</b> <i>CANCELLED</i>	<a href="#">Click Here</a>
Sunday 26 <sup>th</sup>	<b>NORTH WALES CLASSIC CAR &amp; MOTORCYCLE SHOW</b> <i>CANCELLED</i>	<a href="#">Click Here</a>
Sunday 26 <sup>th</sup>	<b>AUDLEM FESTIVAL of TRANSPORT</b> <i>21<sup>st</sup> Annual Festival to be held on the Park in the centre of Audlem. If you wish to enter the parade the starting point is Hankelow Green.</i>	<a href="#">Click Here</a>

## AUGUST

Sat 1 <sup>st</sup> & Sun 2 <sup>nd</sup>	<b>HEBDON BRIDGE VINTAGE CAR RALLY</b> <b>CANCELLED</b>	<a href="#">Click Here</a>
Fri 7 <sup>th</sup> - Sun 9 <sup>th</sup>	<b>MG COAST_TO_COAST</b> <b>CANCELLED</b>	<a href="#">Click Here</a>
Sunday 9 <sup>th</sup>	<b>NORTH CHESHIRE CLASSIC CAR CLUB</b> <i>Once again at Claremont Farm Clatterbridge</i>	<a href="#">Click Here</a>
Sat 15 <sup>th</sup> & Sun 16 <sup>th</sup>	<b>TATTON PASSION FOR POWER</b> <i>Static show with a unique mix of powerful performance cars with rare and exciting vehicles.</i>	<a href="#">Click Here</a>

## SEPTEMBER

Sat 5 <sup>th</sup> – Sun 6 <sup>th</sup>	<b>SMALLWOOD VINTAGE RALLY</b> <i>Static Show Near Love Lane Farm, Betchton, Sandbach, CW11 2TX</i>	<a href="#">Click Here</a>
Fri 11 <sup>th</sup> - Sun 13 <sup>th</sup>	<b>GOODWOOD REVIVAL</b> <i>This event commemorates the golden era of motoring</i>	<a href="#">Click Here</a>
Sat 12 <sup>th</sup> – Sun 13 <sup>th</sup>	<b>MALPAS YESTERYEAR RALLY</b> <i>Static Event – Raaly Field, Hampton Malpas, Cheshire SY14 8JN. Contact for all entries is Tom Kaye 01743 850722. Note: Closing date for entries 30<sup>th</sup> June.</i>	<a href="#">Click Here</a>
<b>Sunday 20<sup>th</sup></b>	<b>GORDALE SHOW</b> <i>Event of Pre-Entered Historic Vehicles manufactured prior to 31<sup>st</sup> December 1990. Again, there will be an optional run</i>	

## OCTOBER

Sunday 4 <sup>th</sup>	<b>BUS &amp; TRAM SHOW</b> <i>This year's event is CANCELLED. This event takes 6 months to plan so the decision was made in April</i>	
Thur 29 <sup>th</sup> – Sun 1 <sup>st</sup>	<b>WORLD CHAMPIONSHIP RALLYING</b> <i>Following the success in 2019 the FIA World Rally Championship will be returning to Wales</i>	<a href="#">Click Here</a>

## NOVEMBER

Fri 13 <sup>th</sup> – Sun 15 <sup>th</sup>	<b>LANCASTER INSURANCE CALSSIC CAR SHOW</b> <i>Classic car show with over 3000 classic and vintage vehicles displayed over 7 halls at the NEC.</i>	<a href="#">Click Here</a>
---	---	----------------------------

Key:	Cancelled		WCCC Event		Provisional Event		Brums & Buns	
------	-----------	--	------------	--	-------------------	--	--------------	--

# HUNTERS<sup>®</sup>

HERE TO GET *you* THERE

Estate & Letting Agents



## Discounted Fees for Classic Car enthusiasts, friends and family

Call us today for a **FREE** no obligation market appraisal.  
**Heswall: 0151 342 2444 or Little Sutton: 0151 339 2465.**

\* This offer only applied to our Heswall and Little Sutton offices. T&Cs Apply.Minimum fees apply. The commission fee will become due on exchange of unconditional contracts for the sale of the property. If you are under contract with another agent you may still be liable also to pay their fee.

240b Telegraph Road, Heswall, Wirral, CH60 7SG • Telephone: 0151 342 2444

341 Chester Road, Little Sutton, Ellesmere Port CH66 3RG • Telephone: 0151 339 2465