



BACKFIRE

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January 2012

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Chairman's Chatter

A Very Happy New Year to you all. I hope everything went well for the Xmas Festivities and you are fully recharged to start another year of Classic Car activities.

I would like to thank everyone from the bottom of my heart for voting me in again (said with tongue firmly entrenched in cheek). We must give a warm welcome to our new committee member Nigel (The Pie man) France, who clearly needs to learn that you don't volunteer for anything. The rest of the Committee members really should know better than to put their names forward again, but I'm really glad they did as I thought they all did a grand job last year and I look forward to working with them again this year.

With Nigel now in place, and hopefully Stevie M improving in health during 2012, there is light at the end of my escape tunnel, and my escape is planned for the next AGM. I feel like Steve McQueen in "The Great Escape". Knowing my luck, some bu**er will have nicked the motorbike.

At the January meeting we need to review the new club logo and get the members choice implemented asap. Also this month we will put out the event list for people to indicate their interest in certain shows. Don't forget this is only an intention indicator and you will need to put your names forward for the shows that are subsequently adopted by the club. We can hopefully put the adopted shows list out for the Feb meeting and on the website prior to that all being well.

We need to get this done because the first Tatton Park (May/June) forms are usually sent off by the end of February, so next month's meeting will be your deadline for this show. For other shows we usually have a bit more grace, but even so, we need to be on the ball.

The Xmas Dinner list must also be completed at the January meeting so that we can contact the Memphis Belle to confirm numbers. If you haven't put your name on the list, and you want to go, please let me know or stick your moniker on the form.

Lets hope for a great 2012

Russ



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Next Meeting 14th February

CLUB DISCOUNTS



Car Parts, equipment and consumables. www.cesuk.com
or tel: 01244 377 118. Quote account no.



Orford Green, Warrington

Please remember to take your club membership card with you in order to claim your discount

DISCLAIMER

Any views or opinions expressed in the NWCC newsletter do not necessarily represent those of the club, its officers or committee members. No responsibility can be accepted for inaccurate or misleading information within this newsletter,

Please note: The third party liability insurance which the club has taken out only covers members when attending events which have been booked through the club. For other events attended individually, please make sure you are covered by your own insurance.

BITS & PIECES

For club polo/sweat shirts contact Kosi Kare and ask for Mel. Tell her your a member of NWCC and choose which design you want. Standard club colours are blue or white but you can have the club logo on any colour, eg: to match your car. Contact Kosi Kare on 01942 323868.

For other products you can shop online at www.kosikare.co.uk/.

Automobile History

Why is it called an Automobile? An Italian man named Martini, designed (on paper) a man-propelled carriage mounted on four wheels.

The term “automobile” comes from the Greek word “auto” (self) and the Latin word “mobils” (moving) and so the term means “self-moving”

On the other hand, “car” comes from a Celtic word “carrus” meaning cart.

Anniversaries

2012 sees the anniversaries of a number of classic cars. Probably the most popular classic, the MGB, is 50 this year, as is the Lotus Elan, Morris/MG 1100/1300 and the Ford Zephyr/Zodiac MkIII. The Ford Granada turns 40 and the Sierra is 30. Jaguar's V12 engine also celebrates its 40th birthday this year.

Cars named after animals:

Badger, Colt, Eagle, Hawk, Barracuda, Cougar, Falcon, Honey Bee, Beaver, Coyote, Fox, Hornet, Black Crow, Cricket, Golden Eagle, Impala, Bobcat, Crow, Great Eagle, Jack Rabbit, Kangaroo, Panther, Stingray, Lark, Pinto, Wasp, Lion, Rabbit, Whippet, Lynx, Road Runner, Wildcat, Marlin, Wolf, Mustang, Silver Hawk, Wolverine, Jaguar, Stag, Whippet, Cobra, Bluebird, Gazelle, Marlin, Ram, Skylark, Thunderbird, Viper, Wasp, Panda, Tiger, Puma, Colt, Panther, Pony, Bug, Robin, Kitten, Scorpion, Boxer, Swift, Kodiak, Manta, Greyhound, Beagle, Cayman.



Subscriptions

Don't forget this is a new year and so subscriptions are due. Please see Rob Smith who will issue new membership cards.

A.G.M.

Because Steve Marran wasn't able to be present as Chairman, Russ Hadfield took the chair as Vice-Chairman. He started the meeting by asking if anyone had anything pending from the minutes of the last A.G.M. No one had so the meeting continued with reports from committee members.

Rob Smith took us through the accounts which showed the club is in a healthy state, financially. At this point our visitor, Lisa Greatbanks, stood up and presented the club with a cheque for £1000. Her father, John was our Chairman when he tragically died. In his will he left the club the money because he loved his time with us so much.

Mike Bennett showed, with a projector, the new design he has come up with for the club's web site. Rob then, using the screen, displayed a number of redesigns for the club logo which were then put under discussion to the members.

After A.O.B. Chris Lee officially dissolved the old committee and, after a short break, he led the voting for the

new committee members. The meeting was then brought to a close.

The only changes in the line-up was that, as Steve Marran had indicated that he wished to step down from the Chairman's position, Russ moved up from Vice-Chairman and we welcome Nigel France filling into that position.

Some images of the NEC by Joe Gowland.



Club Events

Club Meal - 21st January at the
Memphis Belle, Warrington

York Historic Vehicles Show

By Steve Tanser



At the end of September we were planning a week's holiday in North Yorkshire and fancied attending a classic car show as well if possible.

Looking around we found the York Historic Vehicle Group were holding their annual Knavesmire Rally at York Racecourse, so we booked in.



We set off in the Humber on the Sunday morning to an overcast sky and, after calling for petrol, set off on the M62. At a steady 60-65mph the car ran very

well, but the weather steadily got worse until, on the Yorkshire side of the Pennines, the rain continually poured. However, as got nearer to York, we ran out of the rain and the day started looking a little better.



As we turned off the A64 bypass to follow the old A64 into York we caught up with what was obviously a classic removals van. Thinking

that the driver would know the way into the show, we decided to follow it. It turned out that it must have been his first time as well as

we took a long way round through side streets to get to the entrance.



The show was about as big as Cholmondeley Castle but with all entrants in lines according to age of the vehicle. Clubs were there with their cars parked together in a line rather than as a show stand. Quite a mixture was on show with lorries, buses, campers, bikes and military vehicles joining the cars.

There were a few stalls selling spares, paint, models plus charity stalls, but it wasn't really what you could call an autojumble. The food, though, was the most reasonably priced I've seen at a show for a while. At only £1 for a coffee and £2 for bacon and mushroom butty you don't feel as if you've been ripped off.



About one o' clock the rain started for a short time and we were surprised to see a few leaving, however, we sheltered in the car until it stopped and then had another walk around. The rain returned about two o' clock though so we decided to call it a day as well and continue on our journey to Pickering. We had quite a few admiring looks as we drove around the old inner ring road of York, one chap nearly throwing himself under the front bumper in his eagerness to take a picture.



HISTORIC VEHICLE MOT EXEMPTION REVIEW

As has been reported in recent FBHVC Newsletters, the possibility of exempting certain groups of vehicles from the requirement to have an annual MoT has been under discussion since the end of 2010, with the expectation that there would be a consultation on the subject towards the end of this year.

The consultation was published at the beginning of November with the proposal that all pre-1960 vehicles should be excluded from MoT testing - this goes beyond the possible exemptions that had been mentioned in the Newsletter. We are seeking members' opinions before responding, but time is short and the only practical way to get sufficient feedback to enable us to gauge members' views is by means of an on-line survey, which will be on our website www.fbhvc.co.uk from early December to mid-January 2012. We ask all readers to alert as many historic vehicle owners and enthusiasts to this survey as possible by putting links on club websites, using e-circulation lists and so on. FBHVC cannot represent members' views in the light of this wider proposal unless it knows what they are.

We have reproduced, below, the Introduction to the consultation in full (this sets out the legislative framework and DfT's thinking), followed by a summary of the options being considered by DfT. We urge members to read the whole consultation on the DfT website: www.dft.gov.uk/consultations/dft-2011-27 as it is not possible to reproduce the entire text.

1) Introduction

1.1) As part of the Reducing Regulation agenda and the desire to remove unnecessary

burdens, the Government is proposing to exempt pre-1960 manufactured vehicles from statutory MoT test, as allowed under Article 4(2) of the EU Directive 2009/40/EC, and bring the age of vehicles requiring the statutory MoT test in line with The Goods Vehicles (Plating and Testing) Regulations 1988.

1.2) We consider vehicles manufactured prior to 1 January 1960 to be of historic interest. The purpose of this consultation is to invite views on proposals to exempt these vehicles from the statutory MoT test in GB.

1.3) Sections 45 to 48 of the Road Traffic Act 1988 provide the legislative basis for MoT testing. The purpose of the MoT test is to ensure that cars, other light vehicles (including some light goods vehicles), private buses and motorcycles over a prescribed age are checked at least once a year to see that they comply with key roadworthiness and environmental requirements in the Road Vehicle Construction and Use Regulations 1986 and the Road Vehicle Lighting Regulations 1989 (both as amended). A test certificate is issued following successful completion of an examination.

1.4) Whilst it is important to ensure that vehicles are safe to use on the highway, it is also important to ensure that regulations imposed are not excessive. Currently, both the age and the categories of vehicles requiring the MoT test in GB go further than the EU Directive on roadworthiness test 2009/40/EC, which only subjects post-1960 registered vehicles to a compulsory roadworthiness test and does not require motorcycles of any age to do a statutory roadworthiness test.

1.5) The EU Directive of the European Parliament and of the Council, Chapter II, Exceptions, Article 4 states: "Member States may, after consulting the Commission, exclude from

the scope of this Directive, or subject to special provisions, certain vehicles operated or used in exceptional conditions and vehicles which are never, or hardly ever, used on public highways, including vehicles of historic interest which were manufactured before 1 January 1960 or which are temporarily withdrawn from circulation. Member States may, after consulting the Commission, set their own testing standards for vehicles considered to be of historic interest.”

1.6) The estimated 162,000 pre-1960 manufactured vehicles make up less than 0.5% of the approximately 32.7m licensed vehicles in GB that are required by law to have a MoT test. Two-thirds of pre-1960 manufactured vehicles are driven less than 500 miles a year.

1.7) Pre-1960 manufactured vehicles are largely well maintained by their owners. The initial MoT test failure rate for these vehicles in 2009 was less than 10%, whilst the initial MoT test failure rate for post-1960 manufactured vehicles was over 30%.

1.8) The Goods Vehicles (Plating and Testing) Regulations 1988 already exempts unladen pre-1960 manufactured Heavy Goods Vehicles (HGVs) from the roadworthiness test.

2) The proposals for consultation

2.1) (summarised)

[Option 0 Make no change]

Option 1) Exempt all pre-1960 manufactured vehicles from the statutory MoT test.

Option 2) Exempt all pre-1945 manufactured vehicles from the statutory MoT test, but continue to demand that 1945-1959 vehicles are tested (unless already exempt).

Option 3) Exempt all pre-1920 manufactured vehicles from the statutory MoT test, but continue to demand that 1920-1959 vehicles are tested (unless already exempt).

The consultation states that vehicles have not been separated by category or by use in the above options, so any exemption would include exemptions for, for instance, cars used for wedding hire and buses/coaches used for heritage tours.

Section VII of the 'consultation-stage impact assessment' that accompanies the consultation includes a statement that suggests that it will not be possible for any exempt vehicles to undergo a statutory MoT test on a voluntary basis.

We are seeking clarification from the DfT on certain aspects of the consultation, in particular on the ability to submit vehicles that fall inside the scope of any exemption to a voluntary test. This was originally an option agreed in principle by the DfT in talks earlier in the year but the extract from the impact assessment mentioned suggests this position has changed.

We value members' opinion and urge everyone to read the DfT consultation and impact assessment www.dft.gov.uk/consultations/dft-2011-27 then go to the FBHVC website www.fbhvc.co.uk and complete the short MoT survey.

From the FBHVC newsletter

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