



BACKFIRE

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May 2009

Chairman's Word

Aloha to all Members,

I hope you all enjoyed your Bank Holiday Weekend and by the time you get this we will have visited Cholmondley Hall which is always a must on our events Calendar. During the last weekend in March I was pretty busy, on the Saturday Night the 25th we held a 40's Dance on behalf of The Burtonwood Heritage at the Penketh Conservative Club which included an 18 piece Dance Band which played all the oldies from the War Years from Glen Miller and Tommy Dorsey which finished at midnight, we certainly jazzed the night away. We hold a couple of these dances every year so anybody interested in future gigs (I will let you know when) can come along in the military dress and civilian gear of the time, or just come as you are, there is of course a bar laid on and a massive dance floor and what a night I can tell you. Then on Sunday the 26th about a dozen Club Motors turned up for the Ferry to Ferry run, leaving at 9-30 and a break on the way at Hatchmere for a cuppa, then onto the Eastham Ferry Hotel overlooking the Mersey Estuary for lunch. An excellent all round trip and great food thanks to the organisation by Dave Espley and Paul Ganniccliffe, we were fortunate with sunny weather and many thanks to all the Members who turned up. I also believe that a handful of our Members visited the St Helens Show as well and congratulations to our John Allen who won Car of the Show with his TR3. We will be kept pretty busy from now on with nearly every Sunday taken up with a show, so Good Hunting!!!!!!

Your Friendly Neighbourhood
Chairman.... John Wayne Greatbanks



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CONTENTS

PAGE No

1. Chairman's Notes
3. Bits & Pieces
4. Drive it Day
5. Club Events/Discounts
6. Scrappage
8. Classic Ads



Page 4



Page 6

Next Meeting June 9th
Deadline for inclusion in next issue June 2nd

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, but every effort will be made to verify, wherever practical, beforehand.

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

As an addition to the scrappage feature on page six a Daily Mail reader recently wrote to the paper to tell of his experience with the coming “scrappage” scheme. He has had his present car for ten years (he didn’t state which make) and decided to take advantage after hearing the announcement in the budget. He decided on a newer version of the same model and visited the dealer with the intention of placing a holding deposit on the new vehicle until the scheme came in.

The original price of £17,000 was being discounted to £13,995 so he thought that, with the further £2000 scrappage allowance, he would be able to get the car for £5000 less the list price. Unfortunately, he was informed by the dealership that all “special offers” were discontinued and the £2000 budget reduction was to apply only to the original list price. So, it was no deal.

Caveat Emptor

“I won’t eat anything that has intelligent life, but I’d gladly eat a politician”. *Marty Feldman*

Drive It Day 26 April 2009

All over the country on Sunday 26 April vehicles of all kinds were out celebrating historic vehicle ownership and enjoying events all over the country. The Federation would like to thank everyone that supported the day’s activities – and there were record numbers of events held from Scotland to Cornwall and all points in between. Thank you to everyone that took part, or organised a run, or offered a venue on the day – it was much appreciated by thousands of our members and supporters.

The Federation’s own display was at the Royal Oak at Bishopstone near Swindon. The landlord is an enthusiastic supporter and welcomed over 100 vehicles from bikes to cars of all ages, as well as ex-military, and light commercials. There were rarities and not-so-rare vehicles from 1911 to modern classics, but all owned by enthusiasts with a common love of historic motoring. Many of those who came along to the Royal Oak were also on a club run, but dropped in to this excellent pub for refreshments on the route. The three-wheeled Morgans, for example, were going to a one hundredth anniversary meet in Swindon, the MGs were on the way back from a large MG event in Windsor and the three groups of AJS and Matchless Owners dropped in for breakfast and later for tea having spent some happy hours on a run in between.

Each year Drive It Day has got bigger and better thanks to the support of our members - long may it continue!

From FBHVC website

You may have been wondering where all the classic adverts on the back page are from. They are thanks to Jim Jordan who passed on some old motoring books. Thanks Jim.

Drive it Day Or Ferry to Ferry to Ferry

With the now annual Drive it Day event there was some discussion about what we were going to do and where we were going to go, until



Paul Gannicliffe suggested a road run with a theme. The theme was to be Ferry to Ferry to Ferry where we would drive from the

Ferry Inn, Warrington to Eastham Ferry on the Wirral and then up to Ferry at Banks, near Southport.

There turned out to be one slight problem to this plan. There is no ferry at Banks, just an open space, so the plans were quickly revised. The new plan, then, was just Ferry to Ferry.



The start at the Ferry Inn was to be at 9.00 o'clock on the Sunday morning, which meant Jill and I had a bit of a rush. We had been on holiday the week

before and didn't get home until 11.30 on Saturday night, then had to be up at 7.00 to be in time to get to the meeting. We had eleven cars there



ready for the run and it was good to see a rare sighting of Rob's NSU RO80 out on the road, as well as a new member (sorry, I've forgotten your name) in his Vitesse, complete with all the family. Dave handed out the routes to everyone which he and Paul had put together and, after jokes about going via Birmingham, we were off.



The route took us through Stockton Heath and out to Antribus before bearing right to go through Delamere Forest, with a stop for a cupper and re-group. Off again and we worked our way round to Helsby and, going via Stanlow and Ellesmere Port to arrive at our destination, The Eastham Ferry Hotel at the entrance to Eastham Country Park.



We all managed to get parked outside the pub and had a lovely Sunday lunch. I can recommend their beef Sunday roast. Afterwards there was time for a look around before heading for home individually. Fortunately the sun shone down on us for the day, which makes all the difference on an event like this and I think everyone can thank Dave and Paul for a great day out.



Club Events 2009

30th & 31st May - Tatton Park

14th June - Summer Road Run

27th June - Town Centre Car Show

4th & 5th July - St Helens Show

12th July - Fiddler's Ferry Show

18th & 19th July - Cholmondley
Pageant of Power

26th July - Audlem Festival of
Transport

30th July - Whipping Stocks

1st & 2nd August - Woodvale

16th August - Knowsley Hall
Show

22nd & 23rd August - Tatton Park

30th & 31st August - Oulton Park
TBC

6th September - Cholmondley
Castle

26th & 27th Sept - Victoria Park,
Widnes

CLUB DISCOUNTS



Orford Green, Warrington

It would appear that the discount facility at Andrew Page has ended. Simon, who we asked for, has moved to another branch and the remaining staff don't know anything about any discount facility.

Alpha Autos on Priestly Street has recently changed from being an accessory/parts shop to an in car entertainment specialist. The name has also changed to Bass Junkies. This means that the discount card is now invalid and should be destroyed.

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

Scrappage



Well, it seems that the “scrappage” scheme will be going ahead as planned. Chancellor Alistair Darling announced in last month’s budget that motorists would be offered a £2000 discount when trading in an old car, over ten years old, for a new one. The scheme starts this month and will run until March 2010 and is aiming to kick start new car sales which have collapsed at up to 30%, month on month from 2008. Some think this will be a lifeline for the car industry. Although some believe the scheme will only result in subsidising foreign manufacturers.

According to DVLA records there are over 34.7 million cars registered. Of these, 7.1 million would be eligible for the scheme. Around 15% of these are worth over £2000, so the owners would not be interested in buying new. Many more would not be able to raise the difference to cover the cost. That leaves, according to credit-scoring agency Experian, 1.5 million motorists who may want to take up the scheme. Unfortunately for

them, the government has capped the subsidy to £300 million. This means that only 300,000 drivers will be able to benefit. Trade-ins must have been registered on or before July 31st 1999 and have been registered to the present owner for at least twelve months.

The car must also be mot’d and either taxed or sorn’d, so buying a clapped out old banger solely to get a £2000 discount is not on. Manufacturers, the government, many motoring organisations (including the AA) and some motoring magazines tend to make out that old cars are evil, nasty things; but they would say that wouldn’t they? They have a vested interest in the production of new cars.

The Society of Motor Manufacturers and Traders has also been lobbying for the scrappage scheme (surprise, surprise). They claim that “only 10% of a car’s CO2 emissions come from producing it, 85% generated through use and 5% from recycling”. If these figures are true then this makes the optimum age for a car nineteen years, and doubling a car’s life will reduce its life-time energy use by 42% compared with scrapping it and building a new one. It would make more sense for the government to pay us to keep our old cars on the road. Make no mistake, this scheme has been wrapped up in

environmental issues but is nothing more than an attempt to sell more new cars. As with most things this government does, it just hasn't thought it through fully. France and Germany have been running a similar scheme for some time now and it is reported to be very successful. In fact they have extended the scheme beyond the original time-scale. However, Germany's scheme has been so successful they now have more scrap than they know what to do with and are running out of places to store it. Great for the environment.

Ford and Fiat have already reported that there is strong demand for the scheme and Citroen has pre-empted the government's announcement by offering their own "scrappage" allowance of £2000 against one of their cars. This, however, is only against their larger, higher cost cars. So, how is this good for the environment?

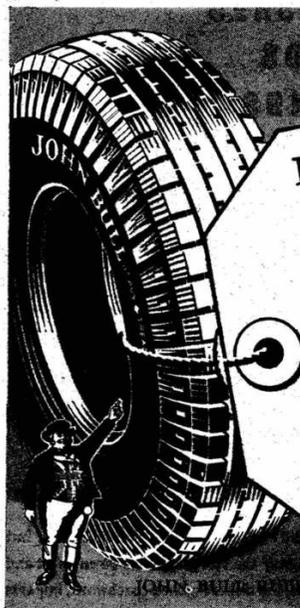
Many motorists, when faced with a £500 MOT repair bill for an old car will say "it's not worth it" then go out and spend £5000 on a new/newer car. How does that make economic sense? The trouble is, most people aren't drawn to particular cars as they used to be through things like brand loyalty, looks and excitement. They usually go for the best deal they can

get within their chosen class, making cars just like white goods; to be discarded when the new models come along. Although allowing £2000 against a new car, this means that the motorist will have to find the rest. If he/she hasn't got it then it will mean getting a loan. Sorry, but wasn't it excess credit that got us into this recession in the first place?

Of course, the main problem for us is the reduced supply of future classics and the spares to repair the ones that are left. If the classic movement doesn't continue to move forward and expand, today's classics will be out of reach, financially, to future generations because of their rarity. Wouldn't most of us love to own a vintage Alvis, Lagonda or Armstrong Sidley, but, let's face it; the cost is prohibitive for the average classic car owner. We need younger blood into our hobby and that means attracting them first with cars they can identify with. If we lose a large number of future classics through this ill-conceived scheme, this just won't happen.

Strangely, of all the classic car magazines, only Classic Car Weekly seems to have taken up the cudgel against the scheme by delivering a petition to the government.

CLASSIC ADS



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