



North West
Casual Classics

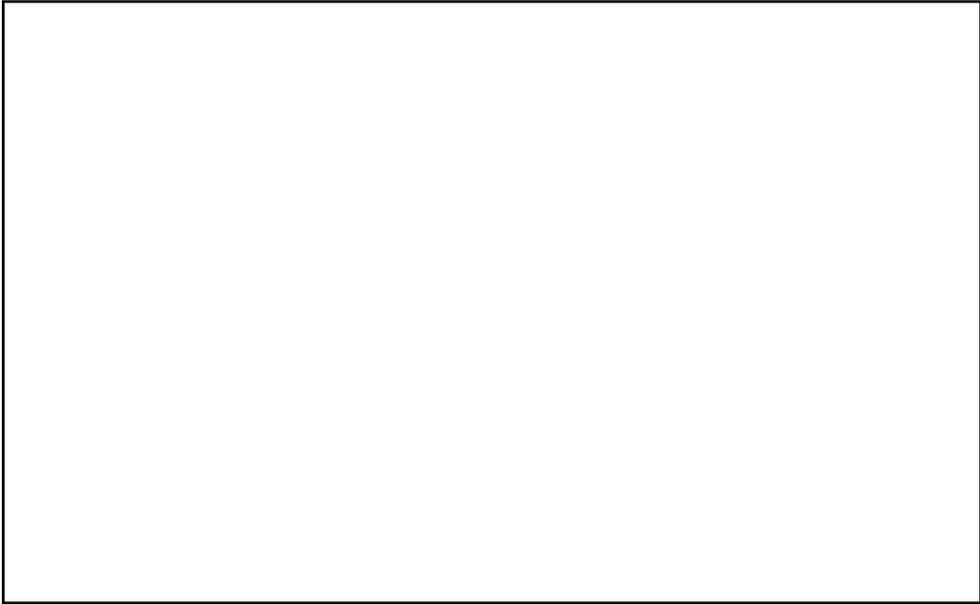
BACKFIRE

www.northwestcasualclassics.com

www.facebook.com/northwestcasualclassics

June 2014





Next Meeting
8th Jul

CLUB DISCOUNTS



Car Parts, equipment and consumables. www.cesuk.com
or tel: 01244 377 118. Quote account no. NWC003



Orford Green, Warrington

**Please remember to take our club membership card with
ou in order to claim our 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.

Chairman's Chatter



Hi All

The day after last month's meeting I had a disagreement with an angle grinder. Not that I am given to in depth discussions with my workshop inhabitants, more that I was momentarily distracted from the job in hand. The tool in question, was armed with, not the usual grinding disc but the very thin 1mm cutting wheel. 'It'll cut anything mate', said John my tool supplier and so it does! Ironically I was cutting some barbed wire away from where I was working so I wouldn't cut my hand! Four faults there then. I ended up at A and E having a severed tendon repaired and 6 stitches put in my left index finger. You'd think I'd know better by now. After the madness that was Alan Smiths' birthday party and the ensuing nightmares/flashbacks of both Kenny and Alan dressed in womens' clothing (see Facebook), Anne and I went up to the Trough of Bowland for The Chipping Steam Fair. A bijou affair with a perponderance of all things agricultural, past and very past! Traction engines, stationary engines, steam trucks and cars, tractors from the 30's onwards. Bulldozers and road making equipment were plying their trade in the adjoining field, with an ancient baler making straw blocks the old fashioned way. There was a Craft tent with jams, cakes, pies, woodwork and needlework. A fairground, classic cars, trucks and army exhibits are all packed in. Oh and they've got beer! So for those of you who think going north is not that weird give it a shot next year. Early Tatton this year was a very enjoyable show. We had been allocated a slightly bigger pitch than last August but it's still not big enough! Anyway we soon had all our accouterments set out and we looked good. Flags, 'A' boards, banners, gazeebos etc made us look like we know what we're doing! Bacon butties were available and were consumed a pace. We put on a great show of cars both days and the sunshine was the icing on the cake. I know we are the envy of some other clubs because some of their members told me so. 'A great stand', 'A great variety of cars', were just two of the comments made to me. Anne overheard 'Look at all the members mucking in' at finishing time. Thanks Guys and Gals for making Early Tatton such a success.

Cheers Nigel.

Bits n 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/.

For more information of this charity to raise living standards of children in third world countries see Sue Thomas or go to www.marysmeals.org



On the motorway the other day I saw a sign saying “Tiredness kills, take a break”. I thought, ‘That’s all I need, death threats from Kit Kat’.

British Purchase Tax was first applied to motor cars in 1940. From April 1973, a Value Added Tax, as used in other European countries, superseded this levy.

Tip: Try putting a small amount of copper grease on the metal cap of your light bulbs. This will save you from slashing your finger and thumb struggling with corroded bulb and holder.

John Greatbanks Memorial

Don’t forget to wash and polish the classic and bring it down to the next meeting as, once again, the July club night is the time we judge each other’s cars to decide which one we would like to drive home. The winner keeps the cup for the following year. However, please note, this open to members only.

In July 1934, Ford introduced the first exchange-engine service offered by a British manufacturer. Prices were £9/10s for an 8hp unit and £11/10s for the 14.9hp and 24hp types, both inclusive of labour.

Warning: Take care when buying replacement fuses. Some are marked ‘running amperage’ not the ‘blowing amperage’. A fuse marked 25 amp will take a continuous 25 amps but will blow at 50 amps.

During the 1950s, driving test/sprints were held around Burton’s menswear factory in Leeds.

Events

June 28th - Warrington Town Ctr

June 29th - Lymm Festival

July 19/20th - Speke Hall

July 27th - Frodsham Rotary

July 27th - Audlem

Aug 2nd - Newton Town Show

Aug 16/17th - Tatton Park

Aug 24th - Ormskirk Motorfest

Sept 14th - Walton Gardens

Sept 14th - Bury Transport

Sept 20th - St. Helens Town Centre

Sept 27/28th - Widnes

Oct 5th - Ellenroad Engine House

Oct 26th - Haydock Revival

Dec 26th - Lymm Steam ?

To save money on electricity,
we've turned off the light at the end
of the tunnel.

Extension of Historic Vehicle Tax class Threshold

On 1 April 2014, the threshold for Historic Vehicle taxation class moved from 1 January 1973 to 1 January 1974. This means that vehicles made in 1973, or registered in 1973, are now entitled to have the tax class of Historic Vehicle.

However, the conversion from the existing tax class, e.g. PLG, to Historic Vehicle is not automatic. The registered keeper will have to claim it using the documents detailed below.

If the year of manufacture is not recorded on the V5C, and if the vehicle was registered from 1 January 1974 up to and including 7 January 1974, DVLA will let you register it as a Historic Vehicle, based on the assumption that the vehicle would have been made in the previous year.

There is no need to wait until the existing tax has expired, before applying for the Historic Vehicle tax class.

The DVLA information leaflet which explains about the Historic Vehicle tax class is leaflet INF34 that is called *Taxing Historic Vehicles*. This will be revised by DVLA to reflect the changes being made. Unfortunately INF34 is not available to download but can be obtained by

ringing 0300 790 6802 or emailing Stores.order@dvla.gsi.gov.uk

Applying for the Historic Vehicle tax class

The following documents will need to be taken to a Motor Tax Post Office:

1. The V5C Registration Certificate. In the change section, put the tax class as Historic Vehicle, and sign and date the V5C. (Ignore any legacy note relating to DVLA Local Office.)
2. A V10 *Application for a Tax Disc*. On the form indicate a tax class of Historic Vehicle. (Ignore any note relating to an insurance certificate requiring to be produced). Any received V11 *Renewal Reminder to Get a Tax Disc* form should not be used.

3. MoT Certificate.

The Post Office will retain the V5C and post it onto DVLA in order for them to change the tax class to Historic Vehicle and issue a new V5C. Subsequent V11 Renewal Reminders should have the tax class of Historic Vehicle.

As with any communication with DVLA or government body, it is suggested that consideration be given to making a photocopy of all documents that are sent to DVLA.

Refund of Remaining PLG Disc

Once the vehicle has been taxed as a Historic Vehicle, it will be possible to get a refund for each full calendar month left on the tax disc. A V14 form, which is called *Application for a Refund of a Vehicle Tax Disc*, should be completed and the PLG tax disc attached with clear tape to the form, then posted to DVLA. The PLG tax class is used as an example, and the same will apply to other tax classes.

Missing V5C Registration Certificate

Part of the process for claiming the Historic Vehicle tax class is that the V5C needs to be amended. If the V5C has been lost or mislaid then to get a replacement one it will be necessary to fill in a V62 form. This form is called *Application for a Vehicle Registration Certificate*. The

current fee for a replacement V5C is £25.

Correction of engine details on a V5C

With the vast majority of tax classes, e.g. PLG, these are dependent on engine size/type. This means that when an engine change, or correction of the engine details, is notified to DVLA, there needs to be independent verification of the new engine details before DVLA will accept the change. The Historic Vehicle tax class is one of the few tax classes which is independent of engine size, so changes in engine size/type are not subject to independent verification by DVLA.

If the engine details on a 1973 vehicle are incorrect, it will be clerically simpler for the owner if the amended details are notified to DVLA on the new V5C that indicates the tax class of Historic Vehicle, seeing that no

verification of engine size/type would then be required.

Incorrectly dated vehicles

There will be a minority of vehicles that were registered in 1974 but were made in 1973 (or earlier), but DVLA does not have the year of manufacture recorded as 1973 (or earlier). Typically these will be sold off military vehicles, imported vehicles, vehicles that were slow to sell and hence registered later. If an owner wants the year of manufacture corrected then there should be contemporary documentary evidence, which should either be an extract from the manufacturer's records, which indicates chassis numbers, or an extract from the appropriate Glass's Check Book. The Glass's Check Books come in three versions for cars, commercial vehicles, and motorcycles. The appropriate specialist vehicle club should be able to assist in providing a copy of the appropriate Glass's Check Book, or extract from the manufacturer's records, but they could well charge a fee for this service.

Note that a dating letter on its own will not be sufficient to get the year of manufacture corrected. There needs to be contemporary evidence, which will include a chassis number, or bandwidth of chassis numbers and dating information.

To correct the year of manufacture the documentary evidence and the V5C will need to be sent to DVLA. Only when the corrected V5C has been issued, will it be possible to go along to the Post Office with the newly issued V5C and claim the Historic Vehicle tax class.

Historic Vehicles – the small print

The existing usage criterion continues. This is the definition contained in the DVLA leaflet V355/1 called Notes about Taxation Classes. 'All vehicles, *except buses and goods vehicles used commercially* are exempt from vehicle tax if they were constructed before 1/1/1974. See leaflet INF34.'

If a bus or goods vehicle is used commercially, there is not an entitlement to apply for the Historic Vehicle tax class.

From FBHVC Newsletter

Blakemere

or
Never Fall Asleep At A Car Show



This year's event was a little quieter than last year's show, even taking into account the lack of the MGs which called in last time as a part of there road run. Unfortunate timing was undoubtedly the problem as a number of major shows where being held on the same day.

However, the venue is well worth a visit as there is plenty to see in the village.

Although low in numbers, there was a good range of cars from pre-war up to the 1990s. Almost half the field, though, was taken up by a Segway experience course. A change for this year was the judging of entrants and awards. The pre-war award went to a very nice Standard which had been lovingly restored by its owner. The kit car award was won by Eileen and Alan Smith and I took the post war saloon category with the Humber. A forth plaque for best club was awarded to N.W.C.C.

It was a nice relaxed show without regulations rules where you could just turn up and leave when you wanted.

Backside

