



North West
Casual Classics

BACKFIRE

www.northwestcasualclassics.com

July 2012



Next Meeting
14th August

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 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.

Chairman's Chatter

Well we are into July and we still await the summer to arrive. My God, June seemed to be even worse than April and May.



The weather at Tatton Park show was extremely poor for the Saturday and Sunday, but I believe it was somewhat better on the Bank Holiday Monday. There have been several Classic shows cancelled due to poor weather, and if that was not bad enough Woodvale has been cancelled due to Asbestos ground contamination.

We were quite fortunate with the weather for the Ferry Show with it starting off rain then brightening up. This improvement seemed to be the catalyst for more cars, bikes and scooters to arrive plus the public. It was well run and well attended. Well done to our organisers Sue, Barry and Joe, to Andy and Jade at the Ferry Tavern and to Dave Espley for his mandatory “fog horn” communications

I hope you didn't forget that this meeting starts with the John Greatbanks Trophy and you polished the old motor and brought it down to the club. Lisa Greatbanks, has been kind enough to present the trophy to the lucky winner.

Don't you just love your better 'arfs. A couple of weekends ago we trundled down to Portsmouth and back, in a day, with the trailer on to pick up a Hardtop for the Alpine. Jackie just couldn't understand why one costs £150 and you still need to get it welded, and buy several other bits to get it back up to scratch. Trying to persuade her that a good one is in excess of £600 and the fact that they are pretty rare just didn't sink in.

I now know why Steve Marron always puts himself forward to be a steward at the midnight Cancer Walks. It probably brings back memories to him of his younger days with plenty of ladies about late at night. Joking apart, well done to Steve for all his efforts in raising funds for great charities like St Rocco's, the country needs more people like him.

Russ

Bits ‘n Pieces

Polo Shirts

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 Hire

Towing dolly truck. £30 per day + £15 refundable deposit or collection/delivery at £1 per mile. £5 donation to club funds for each booking.

Ring Brian 01928 820631 or mobile 07765050374.

Audi

Latin translation of the German name ‘Horch’.

The founder August Horch left the company after five years, but still wanted to manufacture cars. Since the original ‘Horch’ company was still there, he called his new company Audi, the Latin form of his last name.

In English it is; “listen”.

SELF SCRAPPING OF HISTORIC VEHICLES

This is a subject that has been covered in previous Newsletters but we do still receive a number of questions concerning scrapping. The DVLA Press Office has issued the following statement on this subject.

Vintage vehicles do not fall within the scope of the End Of Life Vehicle legislation whereby they must be taken to an Authorised Treatment Facility (ATF) and issued with a Certificate of Destruction (CoD). Vintage vehicles are classed as vehicles kept in a proper and environmentally sound manner, either ready for use or stripped into parts, and can include historic vehicles, vehicles of value to collectors or vehicles intended for museums.

If a vehicle is broken up by the registered keeper they must tell DVLA that they are keeping the vehicle off the public road by making a Statutory Off Road Notification (SORN), until the parts of the vehicle that is left is taken to an ATF or tell DVLA that they no longer have the vehicle by filling in the V5C/3 part of the V5C, selling or transferring your vehicle to a motor trader, insurer or dismantler.

The vehicle registration certificate (V5C) is not mandatory to scrap a vehicle at an ATF, as the majority of vehicles presented to an ATF is from a third party, such as, vehicle traders, insurance companies and salvage operators. However, if the V5C is available this should be presented to the ATF with the vehicle concerned.

If the registered keeper sends in the new red V5C [to DVLA] with an explanation that the vehicle has been scrapped, then DVLA will update the vehicle record with a notification of disposal to trade to a motor trader/insurer/dismantler to discharge the liability of the registered keeper. However, the vehicle record will not reflect scrapped.

From FBHVC newsletter

Club Events

Oulton Park - July 14th-15th

Boddelwydden - July 22nd

Woodvale - Aug. 3rd-6th

Tatton Park - Aug 18th-19th

Cholmondeley - Sept. 2nd

Bury Festival - Sept 9th

Wellington, Hale - Oct. (date tbc)

motorists in order to use the road. The responsibility for a vehicle being roadworthy will not be withdrawn, nor has the need for the duty of care required to ensure that full and proper maintenance of the vehicle has been undertaken.

In our survey there was considerable interest in maintaining some form of voluntary test which with the right equipment and knowledge, should not present problems, or cause any damage. The necessity for an MoT test is also enshrined in other regulations such as: first registration on import; as part of the V765 procedure; obtaining an age related mark; transfer of marks; re-licensing from unlicensed etc. In all these circumstances a test is necessary for the protection of fraud, and in the case of the import of vehicles never made in the UK, conformity with Construction and Use regulations. The current Individual Vehicle Approval test would not be appropriate. We will be seeking clarification on these issues.

LEGISLATION David Hurley

MOT CONSULTATION

Mike Penning, Parliamentary Under Secretary of State for Transport, announced the results of the Historic Vehicles MoT Exemption Review on 21 May 2012. The Department for Transport is in favour of exemption for pre-1960 vehicles and it is proposed this will take effect from 18 November 2012. Owners of exempted vehicles will be able to take them for a voluntary test under the new regulations.

The FBHVC's initial response is a cautious welcome to a result that matches the wishes of the majority of respondents to the Federation's MoT survey. We hope to get more information about the detail of the proposals from the DfT in due course, particularly about passenger carrying vehicles in commercial use which would appear, from the DfT statement, also to be exempt from MoT testing.

In principal, owners of vehicle of all ages accept the discipline of being treated as ordinary

The Federation has always been mindful that the use of historic vehicles might be restricted if exemptions from the annual MoT test were applied. We have been very careful to ask this question in all dealings with the Minister on this subject.

It could be said that some have a fetish about regulations on use being imposed. Sanctions on use can never be ruled out but this has not happened in the past when, for example, an exemption from VED was introduced for pre-'73 built vehicles.

The results of the FBHVC MoT survey do not appear to be the same as other surveys conducted by the motoring press, and in some cases our member clubs have given us an opinion which is at odds with the results from our online survey of individuals. This wide diversity of opinions is being looked at closely by the FBHVC board.

From FBHVC newsletter

Cholmondeley Castle



Cats and MOTs

As you probably already know there have been some changes to the annual MoT. Some of it good and some not so good. One aspect is the relaxation regarding pre 1960 cars which has received a lot of attention. Another one which has appeared in the press and motoring publications caused some concerns. This one is the reported need for all cars originally fitted with catalytic converters to have the catalyst fitted and working at the time of the test. For example on Autoblog, which is the AOL motoring page, they have an article on the revised MoT and under exhaust it says: A catalytic convertor fitted as original equipment but missing will be a reason for failure.

Now this is a big issue as many cars were allowed, under the previous rules, to remove catalysts if the car was manufactured prior to 1991. Catalysts for these vehicles are often simply not available so changing back could prove difficult if not impossible.

Clearly some work was needed to get to the bottom of things before cars were failing their MoT tests. Thanks to Carolyn Taylor at Autontune, Rishton, we got in touch with Michael Hughes at Status. He looked into this in some detail and went through the guidance document. (This can be downloaded from the VOSA web site if you are interested.) This is divided into a number of columns and indeed the section on exhausts clearly states in the last column of section 7.1 page one clearly states under reasons for rejection "A catalytic converter missing where one was fitted as standard" This is obviously where the press got their story from.

However in the preceding column, titled Method of Inspection it states: "On vehicles that qualify for a full cat emissions test, check the presence of the catalytic converter". So from that we can see this only applies if the vehicle needs a full cat emission test.

So then we look further into the document and on page 8 of 7.1 it indicates that a cat test would only apply to vehicles first used after 1 Aug 1992 so therefore they should not check for cat's being fitted to vehicles older than that. In other words under the Method Column you only look for a catalyst on a vehicle which qualifies for a full cat emissions test. So if it doesn't qualify for a full emissions test you don't look. Bet a few testing stations are going to get that one wrong (just like the press did!).

In summary it appears that vehicles used before the 1st August do not need to have a cat fitted even if one was original equipment. One further twist that should be of interest to kit car owners is that there is a note saying "For emissions purposes only, kit cars and amateur built vehicles first used before 1 August 1998 and Wankel rotary-engined vehicles first used before 1 August 1987 are to be considered first used before 1 August 1975. Kit cars and amateur built vehicles first used on or after 1 August 1998 ("S" reg) are required to obtain Single Vehicle Approval and should be tested to the limits stated on the log book / registration certificate."

Chris Lee

Backside

