



North West  
Casual Classics

# BACKFIRE

[www.northwestcasualclassics.com](http://www.northwestcasualclassics.com)

August 2012



## TATTON PARK



## Ludlow Festival



**Next Meeting**  
**11th September**

***CLUB DISCOUNTS***



Car Parts, equipment and consumables. [www.cesuk.com](http://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

Blimey the Classic season is really moving on and we're into August already. That big yellow ball in the sky has finally been seen and helped with the success of recent shows.

The Oulton Park show (14<sup>th</sup>/15<sup>th</sup> July) was really interesting as on the Saturday there was a variety of car racing events going on so it was different from your normal show. Being a show first, there were plenty of stalls to help empty your wallet, and, of course, there were the Oulton Park facilities, where one had to try the mandatory Bacon Butty.



On the Sunday it was down to a normal classic show, but for a tenner you could take your car around the circuit in a convoy. It has to be said that there was a good turn out on both days, for both classic cars and the public. My understanding is that Stuart Holmes has already indicated that this will go ahead again next year, so one to look out for.

On the 22<sup>nd</sup> July it was the third Boddelwydden show by Andrew Greenwood. This show has grown each year, and this time the weather too was excellent, hence a great day all round. We had a good turnout of member cars which was great bearing in mind it is a 50 mile each-way trip. On a point of note, as well as the weather being hot, so was our Master of Vice's car which was rectified at the show with certain modifications to a radiator cap which wasn't working that well.

The last meeting included the John Greatbanks Cup, and again we had a fantastic turnout of member cars. The quality of cars within the club currently is fantastic and really bodes well for the future. Congratulations go to Kenny Jackson who keeps buying cars and winning trophies, the last one with his Morris Cowley, and we were graced with the presence of Lisa (John's daughter) who presented the trophy to him. I believe Kenny is now looking for a larger house to put all the trophies in.

Well the next show I will be attending is the second Tatton show on the 18<sup>th</sup>/19<sup>th</sup> August, and it will be at this event that the Barry Molineux trophy will be awarded, the winner having been chosen by the public's votes.

The Committee is currently trying to compile a list of events that should boost the September list of events which is usually light

Have a great summer

**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/](http://www.kosikare.co.uk/).

## Waste not, want not

In 1948, the Austin Motor Company handled 27,000 tons of scrap. This included sufficient steel which, if made into a strip 1 inch wide and 1/8th inch thick, would have been long enough to go around the world with some to spare. There was enough aluminium and light alloys to build more than 50 pre-fabricated houses; 80 tons of waste paper and enough reclaimed oil to run a double-decker bus five times between London and Tokyo.

## 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.

Question - What are the two most common screw threads in classic cars?

Answer - Crossed and stripped.

## Bespoke lawnmowers

Lawnmowers for those who have everything are being produced by Italian ground care specialist,

Gianni Ferrari. Although he has no connection to the prancing horse, he will sell you one of his bespoke mowers for a bargain price of £21,000.

## NEW CLASSIC CAR TV SHOW ON CHANNEL 5

Classic Car Rescue will soon add itself to our almost endless TV options. With 6 one-hour long restoration episodes planned, the series will use CGI to bring the inner workings of classic vehicles to our screens for our entertainment.

Each episode will also take a serious, more in depth look at the history behind each vehicle, focusing on the new methods of manufacturing that had developed for the time as well as looking at how the car in question may have influenced it's country of manufacture's economy. The six featured cars will be; Jaguar E-Type, Mini Cooper, Cadillac, Ford Mustang, Porsche 911 and MGB Roadster.

Rumour has it that the shows are due to air in September,

Had a great run out, the other week, to Guy's Thatched Hamlet for lunch. On the way back the Humber broke down when the engine died. After checking through there was plenty of petrol and a spark going into the H.T. side of the distributor, but not coming out again to the plugs. I'd fitted a new rotor arm last year and, fortunately, kept the old one in my tool box. After swapping the old rotor arm back in the engine burst into life. The new rotor arm is the type with a protruding rivet holding it together, so take my advice and stay clear of these and if you have one in your car change it right away. They are sold mostly on Ebay and at autojumbles, so don't waste your money.

# Club Events

Tatton Park - Aug 18th-19th

Cholmondeley - Sept. 2nd

Bury Festival - Sept 9th

Wellington, Hale - Oct. (date tbc)

## Ludlow Festival

by Nigel France

The 12<sup>th</sup> & 13<sup>th</sup> May 2012 saw the Ludlow Festival. Lots of cars, beer, cider and food (including Pies).

We had a great run down through some fantastic countryside and a small Hotel in Much Wenlock provided our accommodation for the weekend.

There was a contingent from The Stag Owners club, but I haven't enclosed any pictures of their cars cos, surprisingly, one or two were better than mine.

Lots of stalls and outside the Castle in the Village all the shops were open. All in all a Great Show



# TAXI AND PRIVATE HIRE SERVICES

## Jim Why man

In May, the Law Commission published a consultation entitled 'Reforming the Law of Taxi and Private Hire Services'. Its brief is: 'To review the law relating to the regulation of taxis and private hire vehicles, with a view to its modernisation and simplification, having due regard to the potential advantages of deregulation in reducing the burdens on business and increasing economic efficiency.'

The consultation paper is but a step in the process so that the Law Commission can pay heed to public and stakeholder opinion before publishing detailed recommendations to government with a draft Bill. It is expecting to do this in November 2013. It will then be up to government whether to ask parliament to legislate, although it will almost certainly do so. Legislation is unlikely to come in to force until the second half of 2014 at the earliest.

The paper explains how the existing mish-mash of regulation has come in to being, and outlines the Law Commission's preliminary views on how best to strike a balance between public and consumer protection on the one hand and keeping the regulatory burden on operators to a minimum on the other.

99% of the consultation relates to the modern taxi/private hire trade. Historic vehicles are not mentioned as such, although there is one reference to 'classic taxis'. Vehicles that are outside the mainstream taxi/hire-car trade are generally considered under the heading of 'novelty' vehicles, and this term covers vehicles as diverse as 'stretched' limousines and pedi-cabs/tri-shaws.

The reason that this consultation has relevance to the historic vehicle movement is that it proposes that the current statutory exemption from normal

private hire vehicle licensing requirements for vehicles used for weddings and funerals should be dropped. The consultation comments that it is difficult to see why people hiring vehicles for weddings and funerals should be afforded less protection from rogue operators, dishonest drivers and unsafe vehicles than those hiring vehicles for other purposes. It is difficult to argue otherwise.

Since it is this exemption that makes it possible for historic vehicle owners legally to hire themselves and their vehicles out for weddings and funerals without having to go through the usual private hire licensing regime, the proposal has, understandably, led to scare stories suggesting that this is the end of using historic vehicles for weddings.

There is no reason that should be the case. The consultation recognises that there are circumstances in which it is appropriate for vehicles, or services, to be exempt from the licensing requirements, but it proposes that any such exemptions should be by means of secondary legislation. Moving such measures from primary to secondary legislation provides greater flexibility to enable the law to adjust to changing circumstances. The use of historic vehicles for weddings, although not specifically mentioned in the consultation, fits the circumstances in which a regulatory exemption would be appropriate.

FBHVC will be responding to the consultation explaining the business case for allowing historic vehicles to continue to be used for wedding hire and urging that nothing is done that will endanger this well established practice.

## From FBHVC Newsletter



Sunday was slow to get going with many people, I suspect, waiting to see how the weather turned out. It turned out wet. The rain continued all day with muddy patches fenced off to stop vehicles getting stuck. Turnout was low, not surprisingly, and this time we only had nine vehicles on the stand. We were planning to hold a competition for the Barry Molineaux cup involving the public voting for their favourite car but, with so few on the stand and so few public, we deemed it to be

waste of time. We'll see if we can do it at this next Tatton show.

By Monday the rain had ceased and we saw

some sunshine, and an increase in public numbers. However, we were down to eight cars by this time which looked a bit sad.



I'm not sure how many were booked for the weekend but, in all, there were only thirteen different members over the three days. With numbers like that it won't be long before we lose

our place in the show, particularly as the show is changing into a mix of classics and modern performance vehicles. At one time we only had to be better than other classic car clubs to



keep our place, now we have the added competition of performance clubs as well.



# TATTON PARK

The weather forecast for the three day Tatton



show wasn't promising, with rain predicted for most of time. I'd heard, more than once, doubts about whether adding another day would be sustainable, particularly in respect of the forecast.



However, we arrived on Saturday morning and erected the gazebos and stand in

constant drizzling rain which continued, on and off all day. There were a lot of empty spaces on the showground, and we could only account for eleven members bothering to turn up, but the autojumble was as big as ever and seemed to be quite busy.

# Backside

