



**North West  
Casual Classics**

# Backfire

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

October 2012



**Warrington Town Centre**



**John Greatbanks Cup**



**Oulton Park**



# COMMITTEE

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**Next Meeting**  
**13th November**

## ***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, we are already into the twilight part of the Classic Car calendar year. September was a full month with Bury Transport Museum, the Pickering Arms at Thelwall, The Retro Revival at Haydock Park, Andrew Greenwood's Arley Hall show. Unfortunately, the Victoria Park Widnes show fell foul of the recent heavy rainfall and had to be cancelled.

Our club has really flown the flag at these events with good turnouts at all of them. I think the amalgamation of club old-timers with the influx of new members has clearly pushed the club forward creating a great social outlet along with an amazing quality of vehicles covering many eras.

This was proved yet again at Arley Hall with the club collecting a Runners Up award for the club stand.

Shows are running out but in October the Levenshulme show organised by the Three Graces Club, plus the Childe of Hale Pub get together have already been mentioned.

The Classic car shows could potentially fill every weekend, virtually throughout the year. Many shows have a similar theme, so at the October meeting, I would like to draw from our members a list of other shows that have been deemed to be worthy of further visits and introduction to some of us. I will therefore discuss this and put out a piece of paper for members to add to so that the Events Secretary/Committee members can include for next year's consideration.

December is closing in fast, but I'm not going to mention the number of shopping days left, in fact I want to point out something far more important. That is the AGM at the December meeting. Yes it's that time when total member paralysis sets in as we try to get some volunteers to take up the Committee positions. I will definitely be standing down this time as I feel I need a rest and family commitments are on the rise. So please give it some thought and volunteer if you feel you can help us out.

Stroll on Christmas, the Alpine shopping list is growing all the time

## Russ

## Bits 'n Pieces

The FBHVC and member clubs have previously been led to believe that the widespread introduction of E10 fuel was unlikely before 2015. However, following a recent Stakeholder meeting at the Department for Transport it does seem that this has changed and E10 could be with us as early as 2013.

The BSI committee (the Federation has a representative on this committee) is working on the E10 fuel specification for the UK which is expected to be in place by the end of 2012 and fuel retailers are to be given guidance over the introduction of E10 petrol. There is currently no planned national roll-out for E10 and not all fuel terminals have ethanol blending facilities, so a piecemeal introduction of E10 can be expected.

A DIT vehicle compatibility working group will be compiling a list of modern E10 compatible vehicles and this should be in place by early September. There is also a working group subset which is concerned with classic or historic vehicles, including motorcycles, to which the Federation is invited.

We are already well aware that E10 is not suitable for historic vehicles, unless steps have been taken to proof fuel systems for this blend. Members should be aware that E10 may start to penetrate the UK retail fuel market early in 2013, and they should avoid it unless they have adopted measures to ensure compatibility with E10 petrol. Pumps selling this fuel will be clearly labelled E10, and also will carry a warning message. It should also be noted that super grade petrol will continue to be the 'protection grade' and will not have more than 5% ethanol.

From FBHVC Newsletter

## 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.

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THIS IS A FRIGHTENING STATISTIC, MOST PROBABLY ONE OF THE MOST WORRYING IN RECENT YEARS

25% of women in this country are on medication for mental illness.

That's really scary.....

It means 75% are running around with no medication at all !!!

By Chris Lee

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## AGM

It's that time of year again! The AGM is looming on the horizon. For the benefit of new members, at the December meeting, we will be dissolving the current committee and voting in a new one. All positions are up for grabs and can have nominations put forward for them. Although some of the committee members will be happy to carry on, anyone can stand against them if they wish.

Make you vote count towards the committee you want, or put your name forward to help run your club.

# Club Events

Oct 14th - 3 Graces @ Manchester

Oct 21st - Childe of Hale

Dec 26th - Lymm Steam

‘Laurel and Hardy’. It makes a pleasant change, this year, to be on hard standing instead of paddling around on wet grass and mud.



## WARRINGTON TOWN CENTRE



Once again we had a great day out in Warrington town centre. A good turnout all around the precinct

areas proved to be of tremendous interest to the public. Apart from ourselves, outside the market, the other main club display was by the Clock Face club from St. Helens on Bridge Street. Quite a few independents were placed around the area including a fire engine and double-decker buses.



Entertaining the public was a Del Boy look-alike, complete with Reiant van, and



## New MoT Exemption Threshold by Nigel Harrison

As has been already reported, from 18 November vehicles manufactured prior to 1 January 1960 will be exempt from the MoT.

For a proportion of historic vehicles DVLA don't have a record of the year of manufacture.

This is typically because the source of the information was the RF60/YE60 old style log-book, handed in during the tax renewal process in the 1970s. The year of manufacture was not recorded on that document, so could not be transposed to the DVLA computer record. These days when an historic vehicle is registered, the year of manufacture is also recorded, typically from a V55/5 form and the sponsoring clubs dating letter or V765 form.

Although some historic vehicles don't have a date of manufacture recorded, all vehicles will have a date of registration. To illustrate how DVLA cope with the situation where legislation relates to the date of manufacture and DVLA only have the registration date, it will be helpful to look at the taxation class for historic vehicles. Historic vehicles are exempt from vehicle excise duty if they were manufactured before 1 January 1973. DVLA state that provided a vehicle 'was registered from 1/1/1973 up to and including 7/1/1973, we [DVLA] will let you register it as an historic vehicle, based on the assumption that the vehicle would have been made in the previous year'. (DVLA leaflet FNF34.) If DVLA follow the same logic with the pre-1960 MoT threshold, vehicles registered on or before 7 January 1960 will be exempt from an MoT.

There will be a small proportion of vehicles manufactured before the end of 1959 but registered after 7 January 1960 where DVLA don't have a year of manufacture recorded, and examples would include second-hand imported vehicles, and vehicles disposed of by the military.

Sometimes it is not clear from the V5C if DVLA do have a record of the year of manufacture. One source of information is via the RAC website: [www.rac.ca.uk](http://www.rac.ca.uk). Scroll down to 'Other Services', and click on 'Car Checks'. On the 'Car Data Check' page, it infers that there is a charge for checking a vehicle record however there is no charge for just the display of the basic 'vehicle details', which is a copy of DVLA data.

As an example, using one of my own vehicles, input the registration number 748 UPF and click on 'Buy Now'. A page will be displayed headed 'Vehicle Check'. In this example, there is no value against year of manufacture, so DVLA have not recorded the data. There is also vehicle information on the DirectGov website at [www.taxdisc.direct.gov.uk](http://www.taxdisc.direct.gov.uk), which can sometimes be misleading. If DVLA don't have a declared value for the year of manufacture, for some vehicle records, there is an entry generated and displayed for the year of manufacture. Sometimes, although not in this case, it can be incorrect.

If your vehicle was registered after 7 January 1960, but made before 1960, and there is not a year of manufacture recorded (as indicated on the RAC website), for the vehicle to be exempt from the MoT, DVLA will need to be notified of the correct date. The appropriate specialist vehicle club should be able to produce the necessary dating letter, once they have carried out the necessary checks, which could well involve an inspection, and a fee for the dating letter.

Vehicles most likely to be affected by this missing data are ex-military vehicles under 3500 kg GVW, and second hand imported vehicles, first registered by local registration authorities in the 1960s or 1970s, but manufactured in the 1940s or 1950s.

**From FBHVC Newsletter**

# John Wayne Greatbanks Cup



Another successful July meeting for our annual John Wayne Greatbanks Memorial Cup.

For new members, John was our chairman who, sadly, passed away while in office. This cup is to commemorate, not only his passing, but his commitment to the club. Members vote for the car they would most like to drive home in, not necessarily the one in the best condition.

There was a great turn out of members classics, as usual, from pre-war to 1980s and in size from John's Austin Seven to Eddy's Cadillac.

After the votes were counted Kenny took the honours with his lovely Morris Cowley. Well deserved.

# Oulton Park

by Russ Hadfield

The Oulton Park show (14th/15th July) was a brand new event, put on by Stuart Holmes (of Tatton Park fame) The show was different in that on the Saturday there was a variety of car racing events going on at the same time as the Classic Show so you really couldn't get bored. The speed of the Lotus 7's around this track was unreal, and there were some cracking duels

There were plenty of stalls, so for you auto-jumpers, there was plenty to threaten your wallet. For the Master of Vice's point of view, the Oulton Park facilities were excellent and the café could cater for almost anything you would want to fill your bellies. Barring one heavy downpour about 1.00pm, the weather held really well

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.

Despite significant rainfall in the days leading up to this event, the ground held up well, even on the lower parts of the grounds, so muddy feet/cars was not an issue



# Backside

