

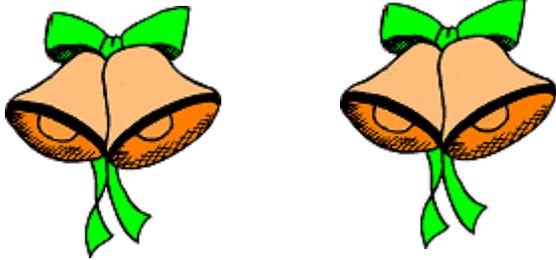


North West
Casual Classics

BACKFIRE

www.northwestcasualclassics.com

October 2012



COMMITTEE

Chairman

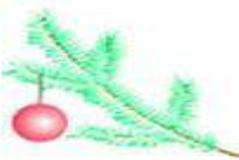
chairman@northwestcasualclassics.com

Vice-Chairman

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Treasurer

member@northwestcasualclassics.com



Events

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Newsletter

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Web Site

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Ferry Show

Sue & Barrie Thomas 0161 3366983
suethomas1@talktalk.net

Next Meeting
8th January

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 it's December and it's the AGM again. Doesn't it come round really quickly. As this is my final Chairman's Chatter I just wanted to say a word of thanks to all the Committee members for all their help and support, and to all you members for your continuing support to the club.

As I said at the November meeting, it's not purely the Committee members that make the club successful, they merely keep things ticking over, it's you the members that make it the success that it is.

This can be borne out by Sue, Barry and Joe sorting out the Ferry Show, the club's involvement with Warrington Market to put on the town centre show, Steve Marran and Ian Trimble pulling together the shows in Hale, and Kenny Jackson and Ian Trimble are now involved in the Speke Hall Show for 2013. Add to this that we are well known to Andrew Greenwood and Stuart Holmes, who provide some of the best attended shows in the North West. Only last month Alan from the Lymm Transport Festival came to see us to introduce the event to us and was amazed at how many people attended our meetings.

Why do we keep getting new members? – because they come and chat with us, like the feel and warmth of the club and very quickly join us. That's all down to you.

A little bird tells me that the club is now 17 years old, so we must be doing something right.

For the AGM, even at this late stage, it is not too late to volunteer to become a Committee member, just stick your hand up on the night.

Whoever takes up the positions on the Committee at the AGM, I wish them well and hope you will continue to support them in any way you can.

To close this Chatter off I would like to wish you all a Happy Christmas and hope you have a great 2013

Russ



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 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.

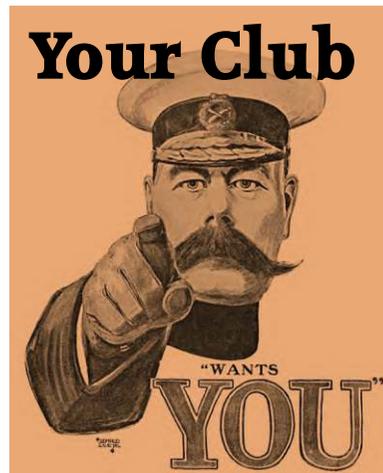
Thanks to Russ Hadfield for this months Backside picture.

The committee would like to wish all members a very Merry Christmas and a Happy New Year.

A.G.M.

The A.G.M. Is with us again (it only seems like twelve months since the last one) and with it the voting in of the committee to take the club forward for next year.

There will be two vacancies (at least) to fill so nominations are welcome. If you think you could make a difference please don't be shy. Come forward.



In addition to the A.G.M. this meeting marks the 17th birthday of the club. Started in December 1995 by founder member Paul Gannicliffe, the club continues to go from strength to strength.



Club Events

Dec 26th - Lymm Steam

2013

Jan 19th - Club Meal

Apr 21st - Drive it Day

June 1st - Mark Gorry dream day

Early July - Ferry Show

20th - 21st July - Speke Hall

EU Proposals on Roadworthiness Testing

As everyone is aware, the EU Commission has produced a draft Regulation (COM (2012) 380) on periodic roadworthiness tests for motor vehicles. This seeks to extend the concept of 'roadworthiness' from the current position (where a vehicle is tested against generic criteria to determine whether it complies with legal requirements and is safe for use) to a broader check of current condition against original configuration and specification. It also seeks to extend the requirement for testing to all trailers. There has been much comment in the media on the subject, not all of it well-balanced or accurate, and much based upon a misunderstanding of the workings of the EU. In fact, within the EU, the work of examining the draft is only really beginning now.

On 17 October, the House of Commons European Scrutiny Committee considered the implications of the proposal. The position of historic vehicles was not mentioned directly but the report of that meeting makes it clear that the UK government opposes the proposed Regulation

on the fundamental grounds that it breaches EU 'subsidiarity' principles because it would place a significant financial and regulatory burden on Member States while doing little for road safety. Put simply, the UK government believes the proposal to be out of proportion. The EU Council discussed the proposal on 29 October. It is clear from the press release on that debate that there are similar misgivings amongst many other EU Governments, in particular there was strong feeling that the legislation should be a Directive instead of a Regulation. A Directive sets out general rules to be followed by each EU state legislating for the detail as it sees fit, whereas a Regulation sets out precise rules which have to be adopted exactly into the laws of EU States without amendment: it seems most Member States prefer an element of flexibility. It must be understood that the purpose of that debate was to scope how the proposal goes into specialist preparatory bodies who will then argue out the details. There is a long way to go before that task is complete.

So, at exactly the right time, FIVA, at its General Assembly on 27 October, considered the text of a paper to set out a consistent FIVA approach, in the form of a draft letter which the member Federations in the EU, including FBHVC, can submit at a suitable time to their respective Governments. The letter took account of the views of the FBHVC as expressed in a letter sent to FIVA prior to their meeting, especially as regards the difficulty of using the words 'historically correct condition' in a legal definition.

The primary points of the FIVA letter are as follows:

The letter supports the aim of excluding historic vehicles from the remit of any future pan-European testing regime, which will necessarily be adapted to the needs of modern, sophisticated, motor vehicles. The letter makes reference to the limited use and ownership by people whose understanding of their vehicles will in many cases be greater than that of the tester.

The letter supports the view that the proposed Regulation would be better and more workable as a Directive.

The letter agrees the use of a thirty year point at which a vehicle is to be regarded as historic. It supports the principle that the testing of vehicles over this age should be the responsibility of individual Member States.

However, it strongly questions the further three parts of the proposed definition of a historic vehicle:

- that maintenance has to have been done using ‘replacement parts which reproduce’ the original components, on the grounds that over the years parts used may be different, and gives tyres, wind-screen wipers and windows as specific examples;
- that the vehicle has not had any of its major components, such as engine, brakes, steering or suspension, changed, on the basis first, that very many historic vehicles have undergone such changes through their lives for reasons including the improvement of safety and road behaviour, and second, that the words ‘such as’ in the draft make the actual definition of these components unclear; and
- that the vehicle has not been changed in its appearance, on the basis that over the years very many historic vehicles have been re-bodied and altered, some as early as the 1920s and 1930s.

The letter argues that, whether the proposal is to remain a Regulation or to become a Directive, the test of whether a vehicle qualifies for special treatment should simply be a matter of age, and that questions of historic correctness should not come in to it. The letter did, however, propose only minor changes to the recital in the preamble to the legislation (which is there to explain the reasoning behind the substantive clauses). FIVA propose that this should now read as:

Recital (9): Vehicles of historic interest conserve heritage of the époque in which they were built, are maintained in a historically correct condition and are rarely used as everyday vehicles; it should be left to Member States to extend the period of periodic roadworthiness testing for such vehicles. It should also be for Member States to regulate roadworthiness testing of other types of specialised vehicles.

The FBHVC will now concentrate on taking this policy forward to the UK Government, including making sure they do fully address the detailed points we have raised in case the overall UK view, that any change to the roadworthiness testing regime is currently not justified, does not prevail. It must be emphasised that the EU proposal is not to exempt historic vehicles from testing as such, but to allow Member States to decide if and how they wish to test such vehicles. In UK, for instance, the government could expect vehicles over 30 years old to be tested on exactly the same basis as at present, but they would not have to demand that roadworthiness testing for historic vehicles should include checks against original specification.

From FBHVC Website

www.fbhvc.co.uk

Pickering Arms

The club were invited to the Pickering Arms in Thelwall for a first time, informal show in the pub car park. The day, however, turned out to be a little damp, with the management erecting some gazebos to keep us dry. A few others also turn up to fill the car park, including a lovely old Bentley which took pride of place at the front along side Kenny's Morris.

The pub is excellent and their meals are great value; well worth a visit. However, I can't help thinking we were used to increase trade. Perhaps in future we should be asking for some concessions for those who spend money on petrol to attend. Or have it as a charity event as with The Child of Hale event.



MGB 50th Anniversary at Blenheim Palace

by Britta & Ian

Ian and I decided to join the MGB 50th Anniversary on 23rd September at Blenheim Palace with Ian's MBG Roadster. We left the day before the anniversary and drove on A roads towards Oxford, the night we stayed in the Oxfordshire Inn just 7 miles from Blenheim Palace.

The next morning we set off for Blenheim Palace for the official opening by the Duke of Marlborough. The car event was very good organised with the possibility to get a photo taken in front of Blenheim Palace, to ask technical experts questions, to meet former Abingdon MG Factory staff and food & drink. There were also stands from MG Motor UK, British Motor Heritage, Moss UK Ltd, MG Car Club, Lancaster Insurance, MG Owner's Club and more.

The only downside was the constant heavy rain from morning till afternoon. It was a shame that the rain never stopped but still most of the MGBs stayed till the end and the Palace seemed to be the best idea to get out of the rain for a bit! So we went to see the Winston Churchill exhibition and the Blenheim Palace History for a reduced entrance fee for MGB drivers.

We enjoyed it very much, especially to see more than 2,000 MGBs in all different colours, with hard and soft tops and most of them in a very good condition!

Backside

