

April 2017

2017 Shows & Events



Neil Moore's Top 10

A photograph showing an exhibition stand for the Black Country Classic Car Club. A white van is parked behind the stand, which has a table with brochures and a chair. A circular banner on the floor in front of the stand also displays the club's logo and contact information.

Black County
Classic Car Club

THE CLUB FOR ENTHUSIASTS
& OWNERS ALIKE
Tel: 07752 868717
Email: blackcountryclassiccarclub@gmail.com
Web: www.blackcountryclassiccarclub.co.uk

Insurance discounts – Any make of
classic car – Fortnightly local meetings –
Regular shows & events – Friendly Advice –
Family friendly events – Insurance
and Valuations

07752 868 717

Black Country Classic Car Club

April 2017

Special points of interest:

- Remember to check out the website for info on Breakfast runs and events.
- Promotional clothing—see page 12.
- You can pay for your membership by PayPal on our website.

Inside this issue:

| | |
|--|---------------------------|
| Welcome message | 2 |
| News | 3 |
| Club Van Update Important Information | 4 5 |
| T-Shirt Competition Club events 2017 | 6 7 |
| Neil Moore's Top 10 | 8-11 |
| Promotional Clothing | 12-13 |
| Coventry Motor Museum Restoration Show | 14 15-16 |
| Atternative Haynes Definitions Discounts | 17-18 19 |

Welcome

Welcome to the first magazine of 2017 and my first as editor. As is usual, it was fairly quiet on the events front for the first couple of months but now spring is upon us and summer is fast approaching so the calendar is hotting up, see page 7 for a list of events planned so far.

The club web page has a list of events which we plan to go to as a club, as well as alternative events that club members may be interested in attending. We recommend that you check the website regularly as it will be more up to date than a printed copy. Please note, the alternative events list is for information only and you will need to make your own arrangements to attend these.

If you have ideas for events in the future, let Howard or Nigel know (or in their absence any committee member and we'll pass it on)

Please contact any of the committee members if you have any ideas for the club or there's something you'd like to bring to our attention (as if something is bugging you, we can't do anything about it if we don't know about it),

Finally, if there's anything you'd like to be included in future magazines then let me know.

Steve

If any of you we're in any doubt of my sanity here's a picture of my MG... parked at the bottom of the Brooklands banking at 10am on New Years Day!!

At least the roads were quiet on the way there :)



New Committee structure

The committee structure has changed from the last couple of years and now looks like this:

Chairman - Neil Moore
Secretary/Website Content - Ellen Moore
Events Co-ordinator - Howard Stockton
Events Co-ordinator - Nigel Evans
Magazine Editor/Website Technical Support - Steve Morriss

Thanks to the following club members, who will be
assisting the committee.

Kirsty Moore - Club Photographer and website support
Sylvia Evans - Events support

And finally, a special mention for Harry Forrest, Tony Warren and Allan Lavender to say “Thank You”
for the support they have given to the club whilst serving on the committee

Club Accounts

At the AGM, some club members asked for more transparency about the club accounts. Therefore, the accounts will be audited quarterly by the committee and will be available for any member to view at a meeting night upon request

Mobile Phone use whilst Driving

Short version—don’t do it

Longer version— As of March 1st 2017, if you’re caught with your phone in your hand (or tucked under your cricked neck etc) then it’s 6 points and a £200 fine. In theory, you can get done touching a phone mounted on th dashboard, so be careful using it as a Sat Nav too.

This even applies if you’re pulled over to the side of the road with the keys in the ignition, so either go hands free (making sure you’re concentrating on your driving) or leave the phone alone until you are parked up safely.

Changes to Car Seat Law

This one seems to have slipped under the radar a bit compared to the phone one. Since the 9th February there is a new rule regarding child car seats.

It is no longer legal to sell a booster seat without a high back although these type of seats bought before this time are still legal to use. It should also be noted that booster seats should be used until the child is 12 years old or 135cm tall.

On a similar vein, did you know, if your car has no seatbelts it is illegal to carry children under 3 years old?



Club Van Update

The club van has now been to the sign writers which can only be good for promoting the club as it travels around.



The van has also had two new front tyres and a new exhaust as the old one was blowing a fair bit.





Booking for shows/events IMPORTANT INFORMATION

All information for shows, breakfast runs and events is on our website

blackcountryclassiccarclub.co.uk

A full list and regular updates are also available at the club meeting nights.

IMPORTANT

You **MUST** book into all shows 6 weeks before the show date (unless otherwise stated). Bookings after the closing deadline will not be accepted.

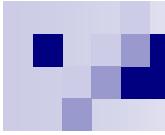
You **MUST** enter your details on the booking forms provided at the meeting nights or call Howard Stockton or Nigel Evans if you are unable to make it to the meetings

All bookings must be paid for at the time of booking if a fee applies.



Your pass cannot be ordered if the required information and payment is not supplied.

If booking via the website and paying through Paypal there will be a 50p surcharge.



T-SHIRT COMPETITION



Check out the club website for all information on shows, breakfast runs, promotional clothes etc....

www.blackcountryclassiccarclub.co.uk

2017 Club Events

APRIL

Saturday 15th – Pride of Longbridge at Cofton Park Longbridge
Sunday 16th – Weston Park Transport Show
Sunday 23rd – Breakfast Run to Bennetts End, Ludlow.
Sat/Sun 29th/30th – Wings and Wheels at Halfpenny Green

MAY

Monday 1st – Stratford Festival of Motoring
Breakfast Run – Date and venue TBC
Sunday 21st – Eaton Manor Classic Car Show Macmillan Event
Sunday 28th – Ragley Hall Classic Motor Show

JUNE

Sat/Sun 3rd/4th – Coventry MotoFest
Sun 11th – Breakfast Run to Jinney Ring
Saturday 24th – Feck'n Wake Car Show, Feckenham

JULY

Saturday 1st – Mary Stevens Hospice Summer Fete
Sunday 8th – Netherton Park Fun Day
Wednesday 12th – Brightwells Classic Car Auction
Saturday 15th – Old Hill Festival
Sunday 16th – Apley Farm Classic Motor Day

AUGUST

Date TBC - Breakfast Run to Brosley
Saturday 26th – The Swan Chaddesley Corbett Classic Car Charity Event
Monday 28th – Enville Show

SEPTEMBER

Date TBC – Breakfast or Road Run
Saturday 19th – Black Country Boating Festival at Bumble Hole
Sunday 24th – Classic car event Red House Glass Cone

OCTOBER

Date TBC – Breakfast or Road Run
Sunday 8th – Malvern Classic Car Show at Three Counties Showground
Tuesday 17th – Club Auction Night
Sunday 22nd TBC – Carole Nash Restoration Show at Stoneleigh Park

NOVEMBER

Date TBC – Breakfast or Road Run

DECEMBER

Date TBC – Breakfast or Road Run

Neil Moore's Top 10



The **Daimler 2.5 V8 (or 2½-litre V8)**: was a four-door saloon produced in Coventry, England by Daimler. Launched late in 1962. It was essentially a rebadged Jaguar Mark 2 fitted with Daimler's 2.5-litre V8 engine and drive-train, a Daimler fluted grille and rear number plate surround, distinctive wheel trims, badges, and interior details including a split-bench front seat from the Jaguar Mark 1 and a black enamel steering wheel.

The 2.5 V8 was the first Jaguar designed car to have the Daimler badge. A casual observer, though not its driver, might mistake it for a Jaguar Mark 2. The Daimler's stance on the road was noticeably different from a Mark 2.

Three years after its launch, a Daimler 2½-litre saloon with automatic transmission tested by the Britain's Autocar magazine in May 1966 had a top speed of 112 mph (180 km/h) and could accelerate from 0-60 mph (97 km/h) in 13.6 seconds. The test car was priced in the UK at £1,647 including taxes: Rover's 3-litre with automatic transmission was retailing for £1,770.

The **Jensen Interceptor** is a Grand touring car which was hand-built at the Kelvin Way Factory, West Bromwich near Birmingham in England by Jensen Motors between 1966 and 1976.

Jensen used Chrysler V8 engines for the Interceptor, starting with the 6276 cc (383 c.i.) with optional manual (Mark I, only 22 built) or Torque-Flite automatic transmissions driving the rear wheels through a limited slip differential in a conventional Salisbury rear axle. In 1970 the 383 c.i. produced 335 hp SAE gross, or 270 hp SAE net. Since this engine was detuned by Chrysler for use with regular gasoline and only produced 250 hp SAE net in 1971, Jensen chose to use the 440 in³ (7,200 cc) Chrysler engine for 1971.



Ford Mustang 350 GT: The 1965–1966 cars were the smallest and lightest of the GT 350 models. These cars are often called "Cobras", which was the Ford-powered AC-based two-seat sports car also produced by Shelby American during the same period. Both models use the Cobra emblem, similar paint scheme, and the optional "Cobra" valve covers on many GT350s that were part of a marketing tie-in by Shelby, as well as one of his iconic symbols. All 1965–66 cars featured the K-Code 271 hp (202 kW; 275 PS) 289 cu in (4.7 L), modified to produce 306 hp (228 kW; 310 PS).



The 1965 G.T. 350 was not built for comfort or ease of driving. There were 34 "G.T. 350R" race-spec cars built specifically for competition use under SCCA rules, and the model was the B-Production champion for three straight years.^[2] The 1966 G.T. 350 had featured more comfort of casual drivers that included rear seats, optional colors, and an optional automatic transmission. This trend for additional features continued in following years, with the cars becoming progressively larger, heavier, and more comfortable, while losing much of their competitiveness in the process. The 1969 G.T. 350s and 500s were largely styling modifications to a stock Mustang. By 1969 Carroll Shelby was no longer involved in the Shelby GT program, and the design was done in-house by Ford.

Neil Moore's Top 10



The Triumph Dolomite: is a popular small saloon car that was produced by the Triumph Motor Company division of the British Leyland Corporation in Canley, Coventry between October 1972 and August 1980.

The Dolomite was the final addition to Triumph's small-car range (codenamed "Project Ajax"), which had started in 1965 with the Triumph 1300. Designed to be a replacement for the rear-wheel drive Triumph Herald, the 1300 was originally fitted with a 1,296 cc (79 cu in) engine and front-wheel drive. The later model, introduced in September 1970 as the Triumph 1500, featured a remodelled front and rear, styled by Michelotti, and a larger 1,493 cc (91 cu in) engine.

Triumph were however dissatisfied with the market performance of the 1300; although it had been moderately successful, the higher price and greater complexity meant sales never reached the levels of the simpler and cheaper Herald which preceded it. In an attempt to improve matters, the car was comprehensively re-engineered. Launched in September 1970, the Triumph Toledo was a cheaper and more basic variant of the 1300, but with conventional rear-wheel drive. This new model was assembled alongside the now larger-engined front-wheel drive version (the Triumph 1500) which was launched at the same time as the Toledo.

The Rover P6: series (named as the 2000, 2200, or 3500, depending on engine displacement) is a saloon car produced by Rover and subsequently British Leyland from 1963 to 1977 in Solihull, West Midlands, England. It was voted European Car of the Year in 1964, the very first winner of this title.

The P6 was announced on 9 October 1963, just before the Earls Court Motor Show. The vehicle was marketed first as the Rover 2000 and was a complete "clean sheet" design intended to appeal to a larger number of buyers than earlier models such as the P4 it replaced. Rover had identified a developing market between the standard '1.5-litre' saloon car class (such as the Ford Consul and the Singer Gazelle) and the accepted 'three-litre' large saloon cars (typified by the Wolseley 6/99 and the Vauxhall Cresta). The replacement for the traditionally-designed P4 would therefore be a smaller car with a two-litre engine (although a gas turbine was envisioned as power unit in the future) utilising the latest design, engineering and styling, thus making the Rover one of the earliest examples of what would now be classified as an executive car. The P6 would be lower-priced than the P4 and sales volumes were anticipated to be significantly higher. The P5 was sold alongside the P6 until 1973.



The Volkswagen Golf Mk1: is a small family car, the first generation of the Volkswagen Golf and the successor to the Volkswagen Beetle. Presented in May 1974, it was intended by Volkswagen as a modern front-wheel-drive, hatchback replacement for the aging Beetle.

The first Golf (VW internal designation Typ 17) began production early in 1974, although it was marketed in the United States and Canada from 1975 to 1984 as the Volkswagen Rabbit and in Mexico as the Volkswagen Caribe. British sales began towards the end of 1974, where it competed against established British-built smaller family cars including the Austin Allegro, Ford Escort and Vauxhall Viva.

It was a water-cooled, front wheel drive design in a hatchback body style.

Neil Moore's Top 10

It featured firmly sprung and damped, independent MacPherson strut front suspension and semi-independent twist-beam rear suspension, that gave crisp handling and good roadholding, without being too uncomfortable. A very important model was the Golf Diesel, which appeared in late 1976. This was remarkable in how unremarkable it was, with performance very similar to that of a petrol 1100. The 1.5-litre engine used the petrol engine's crankshaft, bearings, and connecting rods, combined with the recently discontinued 1471 cc cast-iron engine block.^[6] As with the Golf GTi, the Golf Diesel more or less created a new class of car.



The Chevrolet and GMC G-Series vans: were made by General Motors for North America. They are in the same vehicle class as the discontinued Ford E-Series and Dodge Ram Van.

The term "Chevrolet van" also refers to the entire series of vans sold by Chevrolet. The first Chevrolet van was released in 1961 on the Corvair platform, and the latest Chevrolet van in production is the Chevrolet Express.

The G20 and its counterparts replaced the original Chevrolet Corvair Greenbrier Van which was manufactured until 1965. First fielded in the mid-1960s, the model line evolved until it was replaced in 1996 by the Chevrolet Express. 1964-70 G20s came with six-lug wheels (6 lugs - 5.5" (139.6 mm) bolt circle), while the 1971-96 generation came with the 5 lug - 5" (127 mm) bolt circle.

Rolls Royce Silver Shadow II: In 1977, the model was renamed the Silver Shadow II in recognition of several major changes, most notably rack and pinion steering; modifications to the front suspension improved handling markedly.

Externally, the bumpers were changed from chrome to alloy and rubber starting with the late 1976 Silver Shadows. These new energy absorbing bumpers had been used in the United States since 1974, as a response to tightening safety standards there. Nonetheless, the bumpers on cars sold outside of North America were still solidly mounted and protruded 2 in (5 cm) less. Also now made standard across the board was the deletion of the small grilles mounted beneath the headlamps. Outside of North America, where tall kerbs and the like demanded more ground clearance, a front skirt was also fitted to the Silver Shadow II and its sister cars.

In 1979 75 Silver Shadow II cars were specially fitted to commemorate the 75th anniversary of the company with the original red "RR" badges front and rear, pewter/silver paint, grey leather with red piping, scarlet red carpets, and a silver commemorative placard on the inside of the glove box door. 33 75th anniversary cars were designated for and shipped to the North American market.



Neil Moore's Top 10



Originally, the **Range Rover** was fitted with a detuned 135 hp (101 kW) version of the Buick-derived Rover V8 engine. The 3,528 cc (3.5 L; 215.3 cu in) engine was increased to a displacement of 3,947 cc (3.9 L; 240.9 cu in) for the 1990 model year, and 4,197 cc (4.2 L; 256.1 cu in) in 1992.

Petrol-fuelled Range Rovers were fitted with carburettors until 1986, when they were replaced by Lucas electronic fuel injection,^[9] improving both performance and fuel economy. The Lucas injection system continued to evolve over the next several years, culminating in the 1990 to 1995 Lucas 14CUX. Some export markets retained carburettors, with the original Zenith/Stromberg manufactured units being replaced by Skinners Union (SU)-manufactured items.

From 1979 onwards, Land Rover collaborated with Perkins on Project Iceberg, an effort to develop a diesel version of the Range Rover's 3.5-litre V8 engine. Both naturally aspirated and turbocharged versions were built, but the all-alloy engine blocks failed under the much greater pressures involved in diesel operation. The project was, therefore, abandoned. The effort to strengthen the Rover V8 for diesel operation was not, however, completely wasted; the 4.2-litre petrol variant of the engine used crankshaft castings developed in the Iceberg project.

The Austin 3-Litre: is a British saloon car that was introduced by Austin at the London Motor Show in 1967. It became apparent that BMC were not geared up to producing the car: few or none seem to have been sold that year, but by July 1968 it was reported that the cars had begun to leave the factory. By that time the square headlights seen at the 1967 motor show had been replaced by conventional round twin headlamp units, and by the time of the October 1968 show the car had also acquired front quarter lights. In July 1968, with cars beginning to emerge from the plant, the manufacturers were asked to detail improvements reportedly implemented since the car's "launch" the previous October. Mention was made of orifice modifications to hydraulic valves in the rear suspension, and it was stated that there was a "new" final drive ratio of 3.9:1, though this was actually the same final drive ratio included in the launch information the previous October.



Codenamed AD061, the car was intended to be BMC's offering in the 3-litre executive class and was originally designed in the early 1960s, before the British Leyland era. Unlike the visually similar (but smaller) front-wheel drive AD017 range, the 125 bhp 3-litre engine (a 7-bearing modification of the BMC C-Series with twin SU carburettors) drove the rear wheels through a conventional 4-speed gearbox. The car used Hydrolastic suspension with self-levelling hydraulic rams at the rear and was praised for its excellent ride and handling. Alec Issigonis, who designed the front-wheel drive cars, had no part in the 3-Litre, which he was reportedly keen to point out.



Promotional Clothing

Promotional club clothing for sale
t-shirts, hoody's, Jackets, Gilets
and Caps are all available. See
Ellen at meeting nights.





Promotional Clothing



£45.00



£34.00



£25.00



£6.00



£55.00

Coventry Transport Museum

Some club members met up for breakfast at the Marlbrook before heading into Coventry for a trip round the Coventry Transport Museum on 14th January. First time there for most of us and was a fascinating look back through the history of transport and how influential the Midlands was in the rise of bicycles and cars. Entry to the museum is free so if you've not been, it gets a recommendation from us.



Sample of the vehicles on display at the museum...

Restoration Show

The club had a stand at the NEC for the Classic car and Restoration Show. The club van was joined by Russell's Capri and Harry's Wolseley 16/60 on the stand.



New banner in front of the club van at the NEC



Harry's Wolseley in position on the stand



Russell's Capri positioned on the other side of the van

Restoration Show



Club Stand as a whole, we did end up with a larger plot than expected, but as we didn't find this out until the night when setting up it was a bit late to get another car on site... Shame really, but we'll plan a standby for the next time :)

We put the van in so the signwriting was most visible to promote the club. We have to admit that the van was a real hit at the show, it got at least as much attention as the other cars on the stand.



Haynes Manual Translations

(Shamelessly stolen from the Internet)

Haynes: Rotate anticlockwise.

Translation: Clamp with molegrips (adjustable wrench) then beat repeatedly with hammer anticlockwise. You do know which way is anticlockwise, don't you?

Haynes: Should remove easily.

Translation: Will be corroded into place ... clamp with adjustable wrench then beat repeatedly with a hammer.

Haynes: This is a snug fit.

Translation: You will skin your knuckles! ... Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: This is a tight fit.

Translation: Not a hope in hell matey! ... Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read through before you start, now you are looking at scary photos of the inside of a gearbox.

Haynes: Pry...

Translation: Hammer a screwdriver into...

Haynes: Undo...

Translation: Go buy a tin of WD40 (industrial size).

Haynes: Ease ...

Translation: Apply superhuman strength to ...

Haynes: Retain tiny spring...

Translation: "Jeez what was that, it nearly had my eye out"!

Haynes: Press and rotate to remove bulb...

Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part and remaining glass shards.

Haynes: Lightly...

Translation: Start off lightly and build up till the veins on your forehead are throbbing then re-check the manual because what you are doing now cannot be considered "lightly".

Haynes: Weekly checks...

Translation: If it isn't broken don't fix it!

Haynes: Routine maintenance...

Translation: If it isn't broken... it's about to be!

Haynes: One spanner rating (simple).

Translation: Your Mum could do this... so how did you manage to botch it up?

Haynes: Two spanner rating.

Translation: Now you may think that you can do this because two is a low, tiny, ikkle number... but you also thought that the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

Haynes: Three spanner rating (intermediate).

Translation: Make sure you won't need your car for a couple of days and that your AA cover includes Home Start.

Haynes: Four spanner rating.

Translation: You are seriously considering this aren't you, you pleb!

Haynes: Five spanner rating (expert).

Translation: OK - but don't expect us to ride it afterwards!!! Translation #2: Don't ever carry your loved ones in it again and don't mention it to your insurance company.

Haynes: If not, you can fabricate your own special tool like this...

Translation: Hahahahahahahahahahahahahahahaha-hahahaha!!!!

Haynes: Compress...

Translation: Squeeze with all your might, jump up and down on, swear at, throw at the garage wall, then search for it in the dark corner of the garage whilst muttering ***** repeatedly under your breath.

Haynes: Inspect...

Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, as I thought, it's going to need a new one"!

Haynes: Carefully...

Translation: You are about to cut yourself!

Haynes: Retaining nut...

Translation: Yes, that's it, that big spherical BMW MINI of rust.

Haynes Manual Translations continued

Haynes: Get an assistant...

Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Refitting is the reverse sequence to removal.

Translation: But you swear in different places.

Haynes: Prise away plastic locating pegs...

Translation: Snap off...

Haynes: Using a suitable drift or pin-punch...

Translation: The biggest nail in your tool box isn't a suitable drift!

Haynes: Everyday toolkit

Translation: Ensure you have an RAC Card & Mobile Phone

Haynes: Apply moderate heat...

Translation: Placing your mouth near it and huffing isn't moderate heat.

Translation #2: Heat up until glowing red, if it still doesn't come undone use a hacksaw.

Translation #3: Unless you have a blast furnace, don't bother. Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: Index

Translation: List of all the things in the book bar the thing you want to do!

Haynes: Remove oil filter using an oil filter chain wrench or length of bicycle chain.

Translation: Stick a screwdriver through it and beat handle repeatedly with a hammer.

Haynes: Replace old gasket with a new one.

Translation: I know I've got a tube of Krazy Glue around here somewhere.

Haynes: Grease well before refitting.

Translation: Spend an hour searching for your tub of grease before chancing upon a bottle of washing-up liquid. Wipe some congealed washing up liquid from the dispenser nozzle and use that since it's got a similar texture and will probably get you to Halfords to buy some Castrol grease.

Haynes: See illustration for details

Translation: None of the illustrations notes will match the pictured exploded, numbered parts. The unit illustrated is from a previous or variant model.

Crusty's young nephew, Cranky, applied for a position as mechanic at Click & Clack's garage. It just so happened that a young woman had walked in that day also looking for a job. There was really only one position to be filled, and since both applicants seemed to have the same qualifications, Ray asked them both to take a written test.

Upon completion of the test, both only missed one of the questions. Ray went to Cranky and said, "Thank you for your interest, but we've decided to give the job to the young lady."

Cranky asked, "Why? We both got nine questions correct. Since my uncle Crusty works here, I should get the job!"

Ray said, "We have made our decision not on the correct answers, but rather on the question that you missed."

Cranky then asked, "And just how would one incorrect answer be better than the other?"

Ray replied, "Simple, the young woman put down for question #4, 'I don't know.'

You put down, 'Neither do I!'



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THANKS.

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Tell them Neil, from the Black Country Classic Car Club, sent you when booking your MOT

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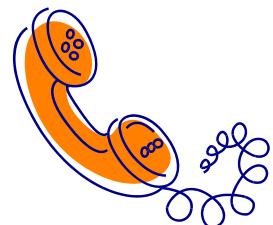
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We're on the web

www.blackcountryclassiccarclub.co.uk

Club Rules

As with all clubs and organisations, we have rules that MUST be abided by at all times. Serious breach of these rules may result in withdrawal of membership and any associated benefits.

- 1) To become a member you DO NOT need to own a classic vehicle.
- 2) All members vehicles representing the club at a show must be at least 25 years old, hold a valid insurance policy, hold a current road fund licence, in a clean presentable road worthy condition and have a current MOT certificate if appropriate to the year of registration. All vehicles should also display the BCCCC car sticker, in accordance with our Public Liability Insurance Policy. Any variations to this ruling will be at the discretion of the committee.
- 3) Any conditions, including speed limits, time of entry/exit or any other rules imposed by show organisers must be strictly adhered to.
- 4) Membership runs January to January, as such your membership will fall due on the 1st January irrespective of the date your membership commenced with the club.
- 5) Membership may be refused or terminated at the discretion of the committee without notice or reason.
- 6) Vehicles over 25 years of age will be eligible for judging at our own event or at the discretion of the committee.
- 7) Members due fees are to be paid at the time of booking for organised events attended by the BCCCC. Failure to do so will result in the member and their vehicle details not being put forward for the event.
- 8) The Committee's decision is final.