

November 2014

# *Black Country Classic Car Club*



**Winter weather worries??**

MERRY  
CHRISTMAS

[miscopono.com](http://miscopono.com)

### Special points of interest:

- Remember to check out the website for info on Breakfast runs.
- New page available on website soon, where you will be able to advertise items for sale.
- You can now pay your membership by Paypal on our website.

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## Winter weather forecast

It's hard to argue with that fact that most of the long range models are in some sort of agreement, that there will be a blocking event this winter. However, this pattern will not be dominant all winter, there will be breakdowns to milder conditions at times, although the transition will be difficult as cold air is notoriously difficult to displace. It may also be possible that the blocking set up will return, after any brief mild incursion.

So from what the seasonal forecast models are predicting, coupled with historical data, the conclusion at this moment in time, is that winter will indeed be colder than average. The pattern being predicted is

likely to produce some lengthy cold periods, which will no doubt produce periods of snow.

See more at:

[www.ukweatherforecast.co.uk/uk-winter-201415-weather-forecast-predictions](http://www.ukweatherforecast.co.uk/uk-winter-201415-weather-forecast-predictions)



## AGM -

Dear Member,

We would like to invite you to the AGM meeting which will be held on Tuesday 17th February 2015, it will be held at our usual meeting place (marpadoes, Netherton).

We encourage ALL members to attend as we welcome everybody's input into the running of your club.

All committee members will stand down in preparation of re-election.

The AGM will begin at 9.00pm prompt.

We look forward to seeing you all there.

## Goodbye Tax Disc

From 1 October 2014, the DVLA will no longer issue paper tax discs, instead, as in the way of all things now, the system will become paperless – digital! Motorists will be obliged to pay their vehicle tax (for vehicles that they drive and keep) by Direct Debit or through the Post Office. Anyone who doesn't pay their vehicle tax will incur a £1,000 fine. For more information please visit: <https://www.gov.uk/contact-the-dvla>

Absent or expired tax discs always indicated a lack of vehicle tax payment so how will parking attendants know after 1 October if tax has been paid or not? A new system will come into force whereby cameras that are equipped with automatic number plate recognition (ANPR) will be installed on our streets. It does smack a bit of Big Brother is watching you now.

However, the DVLA claim that the new system will have many advantages:

- As they have access to our vehicle insurance and MOT records the camera system can cross-reference with the number plate to check if the car's insurance and MOT are valid. This will help to identify uninsured drivers and vehicles that may not be road worthy – highlighting some dangerous practices.
- Motorists will gain more flexible payment options.
- It will be harder for tax dodgers to drive untaxed vehicles.
- The taxpayer will save about £7 million each year through the removal of administrative costs as the tax discs will no longer be created, issued and posted.
- The abolition of the tax disc will benefit people who own vehicles for business purposes around £7 million per year on aggregate.

But the new system also raises a lot of questions:

- What happens in rural areas where there are less cameras?
- Will the ANPR system link into the police and private companies?
- Some car parks already operate ANPR systems and sometimes these machines break down what happens in the event of the machinery going wrong?
- What about the risk of fraud – duplicate number plates could be attached to several identical models?
- If you borrow a vehicle to drive how do you know it is

taxed and therefore legal to drive on the road?

- The paper tax disc serves as a reminder to pay the tax, without it how will people remember when to renew?

Also, when buying a used car people could look at the tax disc to see how much time was left before the road tax had to be renewed and paid. A lot of people prefer to buy cars with a lot of time left on the tax disc date to save them having to pay the tax in the near future. Once tax discs disappear the transferability of road tax will be gone so that buyers no longer obtain the outstanding balance of road tax and will have to pay new road tax immediately. Sellers will be able to claim back any unused tax as a refund from the DVLA. This does add on more inconvenience for the buyer and seller but the DVLA think it will help to reduce the risks of people driving untaxed vehicles. Another downside is that refunds will only be given for complete unexpired months and not part months.

The new system will put the onus on used car sellers to inform the DVLA of the change of ownership of the vehicle. Sellers who don't inform the DVLA could be fined and even be held liable for speeding or parking fines and unpaid vehicle tax for cars that they no longer own. It will be important for sellers to send the V5C to the DVLA and not risk relying on buyers to do so. Also, if they scrap a vehicle they should get the Certificate of Destruction from an authorised treatment facility to ensure that they are no longer held liable for the road tax.

This will be a huge psychological upheaval for many as tax discs were introduced as far back as 1921 and are so ingrained in our everyday driving lives that it is going to take a while for everyone to get used to the new system, particularly the people who have to implement it! The ordinary motorist is going to have to be a lot more savvy as they will need to think about what impact this will have when buying or selling a vehicle. Hopefully, the new system once it is embedded will generally improve the lives of motorists. But it is another old British tradition, like the now extinct red phone boxes, disappearing in the name of progress. It makes you wonder what will go next!



## OLD Vs NEW

### ASTON MARTON DB1 Vs THE VANQUISH

The Aston Martin 2-Litre Sports was a sports car sold by Aston Martin from 1948 to 1950. It was the first product of the company under new owner, David Brown, and is retrospectively known as the DB1. The car debuted at the 1948 London Motor Show and was based on the Aston Martin Atom prototype. Just 15 were sold.

The Atom was an Aston Martin project developed during World War II. Its tube-frame chassis and 2.0 L four-cylinder engine were developed by Claude Hill.

Shortly after David Brown purchased Aston Martin, construction began on an updated version. This prototype was entered at the 24 Hours race at Spa in 1948 as a way of testing its durability, and the car won the race outright with drivers St. John Horsfall and Leslie Johnson. The Spa car was rebuilt and shown at the London Motor Show as an example of a new "Spa Replica" series for public sale, but there were no takers. The single Spa car has been until recently kept in the Dutch Motor Museum. In 2006 it returned to the UK and has been fully restored.

Along with the cycle-fender Spa car, Brown directed Aston to build a 2-seat roadster with a more conventional body for the London show. This 2-Litre Sports, as the name suggested, used the 2.0 L Claude Hill engine. This 90 hp (67 kW) unit could propel the small, light vehicle to 93 mph (150 km/h).

13 of the cars wore an open roadster body, as shown in London, complete with a 3-part grille suggesting the later Aston Martin design. One unique feature of these cars was the compartment in one front wing for the spare wheel. One more 2-Litre car was shipped as a chassis for custom coachwork.

After the 1950 introduction of the replacement DB2, with the W.O.Bentley designed Lagonda straight 6 engine, the 2-Litre Sports became known widely as the DB1. At this point only 12 had been produced, however since the DB2 was a hardtop and a customer wanted a softtop, chassis numbers 13,14 and 15 were produced to special order.



#### Aston Martin DB1

##### Overview

<b>Manufacturer</b>	<a href="#">Aston Martin Lagonda Limited</a>
<b>Production</b>	1948–1950 15 produced
<b>Designer</b>	Claude Hill

##### Body and chassis

<b>Class</b>	<a href="#">Sports car</a>
<b>Body style</b>	2-seat <a href="#">roadster</a>
<b>Layout</b>	<a href="#">FR layout</a>

##### Powertrain

<b>Engine</b>	1.97 L <a href="#">I4</a>
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##### Dimensions

<b>Length</b>	4,470 mm (176.0 in)
<b>Width</b>	1,715 mm (67.5 in)
<b>Kerb weight</b>	1,143 kg (2,520 lb)

##### Chronology

<b>Successor</b>	<a href="#">Aston Martin DB2</a>
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The exterior styling of the Vanquish is an evolution of the [DBS](#) with many styling cues such as the elongated side strakes being inspired by the [One-77](#). The boot lid includes an integrated rear spoiler designed to look as if it is impossible to make; this was done on the orders of Aston Martin Chief Executive, Dr. Ulrich Bez. The car has an exposed [carbon fibre](#) skirt showing its all carbon fibre body. The Vanquish uses the new Generation 4 VH chassis which is lighter and uses more carbon fibre than the Generation 2 VH used in the DBS. The car features an all new interior based on the one found in the exclusive [Aston Martin One-77](#). The standard interior is trimmed in hand stitched [leather](#) and alcantara available in a range of colours. The centre stack features an improved infotainment system over the one found in the DBS. The car is available as either a 2-seater or 2+2.

The Vanquish uses an upgraded version of Aston Martin's flagship AM11 V12 engine with a power output of 573 PS (421 kW; 565 bhp) at 6,750 rpm and torque of 620 N·m (457 lb·ft) at 5,500 rpm. Like most Aston Martins, the engine is front mid mounted with the power going to the rear wheels. It uses a fully catalysed stainless steel exhaust system with active bypass valves. The Vanquish uses an updated Touchtronic 2 six-speed automatic gearbox. It will be the first Aston Martin available with launch control. The combined space of cabin and a boot that, at 368 litres, is more than 60% larger than that of the DBS.

The brakes are ventilated carbon ceramic discs, 398 mm (15.7 in) six-piston callipers in the front and 360 mm (14.2 in) four-piston callipers in the rear. The suspension is a lightweight aluminium front sub frame with hollow castings with independent double wishbone incorporating anti-dive geometry, coil springs, anti-roll bar and monotube adaptive dampers in the front and independent double wishbones with anti-squat and anti-lift geometry, coil springs, anti-roll bar and monotube adaptive dampers in the rear. It has a three stage adjustable adaptive damping system including normal, sport and track modes. The tires are Pirelli P Zeros, 255/ZR20 in the front and 305/30 ZR20 in the rear. Deliveries to UK and Continental Europe began in late 2012.

The vehicle was unveiled in London Film Museum, Covent Garden, followed by 2012 Monterey automotive week, 2012 Luxury & Supercar Weekend at the Van Dusen Botanical Gardens in Vancouver, UK Aston Martin dealerships, 2012 10th China (Guangzhou) International Automobile Exhibition, 2012 Los Angeles Auto Show.

**Centenary Edition Vanquish (2013-)** It is a limited (100 units) version of Vanquish commemorating 100 years of the Aston Martin company. Changes include unique graduated paint finish, solid sterling silver Aston Martin wings badges with tailored 'trans flux' enamel inlay, a special Aston Martin hallmark, Deep Soft black leather interior upholstery (from [Aston Martin One-77](#)) with contrasting silver stitching, a silver thread embroidery of the Aston Martin wings in the head restraints, solid sterling silver sill plaques individually numbered with an Aston Martin hallmark, a unique presentation box containing a number of exclusive gifts to mark the first 100 years of the company (two glass keys, two bespoke key pouches made from leather matching the car's interior trim, solid silver cufflinks featuring the Aston Martin script, solid silver Rollerball pen, Bang & Olufsen headphones, a silver polishing cloth). The vehicle was unveiled in 2013 Geneva International Motor Show, followed by 11th Guangzhou International Auto Show.

**Vanquish Volante (2014)** Vanquish Volante includes fully carbon fibre-skin, triple-skin lightweight fabric roof, boot 50% larger than previous DBS Volante, third generation Brembo 398 mm x 36 mm front and 360 mm x 32 mm CCM rear Carbon Ceramic Matrix (CCM) brake discs, six-piston front (from One-77) and four-piston rear brake callipers. Vanquish Volante is 13% torsionally stiffer than the outgoing DBS Volante. The vehicle was unveiled in 2013 Pebble Beach Concours d'Elegance. Delivery to Europe began in late in 2013. with deliveries to the Americas in early 2014.



Overview	
<b>Production</b>	2012–present
<b>Assembly</b>	<a href="#">Gaydon</a> , England
Body and chassis	
<b>Platform</b>	<a href="#">VH Generation4</a>
Powertrain	
<b>Engine</b>	<a href="#">V12</a> , 5,935 cc (5.9 L; 362.2 cu in)
<b>Transmission</b>	Rear-mid mounted, six-speed Touchtronic2 <a href="#">automatic</a> (2012-2014)/ Eight-speed Touchtronic3 <a href="#">automatic</a> (
Dimensions	
<b>Length</b>	4,720 mm (185.8 in)
<b>Width</b>	1,905 mm (75.0 in)
<b>Height</b>	1,280 mm (50.4 in)

## Why you should keep your petrol topped up

Yes, there is a downside to a full petrol tank, it slows you down by adding weight to the car. However, there are some real benefits as to why you should keep your petrol topped up.

Here are some advantages:

- Running out of petrol can cause serious fuel line problems and running low is also not a good idea. If you are driving a fuel injected car and you run out of petrol small particles of dirt and rust that are concentrated at the bottom of the gas tank can be sucked up by the fuel pump and some of this muck can work its way past the fuel filter into the injectors. The new filtration technologies and a clean fuel filter can help to minimize these problems. Filters can get choked up if you regularly drive on an empty tank.
- If the tank is low and the

car does hard cornering some cars will uncover the fuel



pump pickup and starve for fuel.

- If you are planning on not using your car for a while it is a good idea to have a full tank as less air in the tank can reduce corrosion of the tank, especially metal ones.
- Some cars go further on full tank of fuel: for example,

the Volkswagen Passat TDI 6 speed and automatic, Ford F-150 EcoBoost, Volkswagen Touareg TDI and Audi A8.

- Condensation in the tank will be reduced. Extra moisture in a tank can cause rust from the inside out and water is a harbours harmful contaminants so less water is better.
- Keeping a full tank of fuel enables you to track mileage and fuel costs.
- You won't lose as much fuel; empty space in the tank causes evaporation through the tank's ventilation system.
- There will be less inconsistencies with the fuel.
- The pump is cooled by the fuel.

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available to buy  
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## Membership Renewal



Please remember your membership renewal will be due from Tuesday 1st January 2015 and should be paid at the latest Tuesday 17th February 2015. (unless you are a new member who joined after 01/10/2014)

This year every-one will receive a new membership card with an expiry date on it and we also require an update on contact details, which Ellen will collect in the new year.

You can also now pay your membership via our website using Paypal.



Good news our Membership Fee will be remaining the same AGAIN this year.

# Member's Only!

## Funny's



## DID YOU KNOW???

Electric cars were introduced in 1896 and by the end of the century almost 50% of motorcars worldwide were electric.

Yet, by 1905 80% of cars were petrol driven and by 1920 the electric car was, well, almost history.

**Don't forget to check out the website:  
[www.blackcountryclassiccarrclub.webs.com](http://www.blackcountryclassiccarrclub.webs.com)**

## Other News



# AUCTION NIGHT

A big thank you to all members who supported the night, as this is an important part of fundraising for the club. Total raised was £196.00.

Next auction night date will be in the next magazine.

**Be warned** anyone silly enough to go to sleep at a show, will be in the magazine or on the website. Lord Or no Lord!!

An advertisement for ACE MOT CENTRE. The ad is framed with a black border and features a large diamond shape in the center. At the top left of the diamond is a red letter 'A' above a red diamond. The text 'Full servicing &amp; mechanical repairs for all types of car &amp; light commercials' is at the top. The main text 'ACE MOT CENTRE' is in large, bold letters, with 'MOT' in red and 'ACE' and 'CENTRE' in black. Below this is the phone number '01384 262311' flanked by two blue diamond logos containing white 'X' shapes. At the bottom are the logos for MasterCard and VISA. The address 'Unit 6 | Delph Road Industrial Estate Brierley Hill | West Midlands DY5 2UA' is at the bottom. On the right side, vertical text reads 'FAULT DIAGNOSTICS • BRAKES &amp; CLUTCHES • EXHAUSTS'. On the left side, vertical text reads 'SERVICING • MOT TESTING &amp; REPAIRS • WELDING'. A red diamond is at the bottom right corner.

## Discounts/Fundraising

### Remember Your Discounts!

Footman James: 0121 561 6219 [www.footmanjames.co.uk](http://www.footmanjames.co.uk)

Classic Car Insurance 10%

Private Car Insurance 5%

Household Insurance 5%

Roadrunner: 01384 79790

Trade Discount

John Downes Garage: 01384 78504

MOT's POA.



# Wanted

OLD CAR BATTERIES, ALTERNATORS AND  
STARTER MOTORS FOR CLUB VEHICLE FUND,  
FREE COLLECTION

PLEASE RING:

NEIL—07752 868717

NIGEL—07904 073046

THANKS.

Xmas Message



May we take this

opportunity to wish

you all a very Merry

 Christmas and a

Happy New Year.

## Black Country Classic Car Club

Meet at:  
The Old Swan  
Halesowen Road  
Netherton, Dudley  
West Midlands DY2

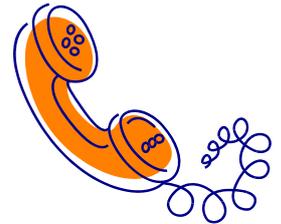
## Points of contact:

Neil Moore	07752 868717	Chairman/Shows
Ellen Moore	07783 706250	Secretary/Membership
Stuart Moore	07896 943012	Committee Member
Jim Round	01384 253079	Committee Member
Nigel Evans	07946 290741	Committee Member



### E-mail:

[blackcountryclassiccarclub@gmail](mailto:blackcountryclassiccarclub@gmail.com)



We're on the web  
[www.blackcountryclassiccarclub.webs.com](http://www.blackcountryclassiccarclub.webs.com)

## 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 vehicle.
- 2). In order for a vehicle to be registered with the club it must be at least 20 years old and will be at the discretion of the committee members.
- 3). 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.
- 4). Membership may be refused or terminated at the discretion of the committee without notice or reason.
- 5). Club stickers **MUST** be clearly displayed when attending shows. This is an insurance requirement!
- 6). Any conditions, including speed limits, time of entry/exit or any other rules imposed by show organisers must be strictly adhered to.
- 7). All vehicles attending a show must hold a valid insurance policy, a valid tax disc must be displayed and the vehicle must have a current MOT certificate. The only time a vehicle will not require an MOT and/or Tax disc is if the vehicle is tailored to the event. However the vehicle will still require a valid insurance policy if it will be driven under its own power on site.
- 8). Vehicles over 20 years of age will be eligible for judging at our own event at the discretion of the committee.
- 9). The Committee's decision is final.