

*December 2015*



*Steve  
Morris'  
Top 10*



*Merry  
Christmas*

*Mystery  
guest  
speaker*



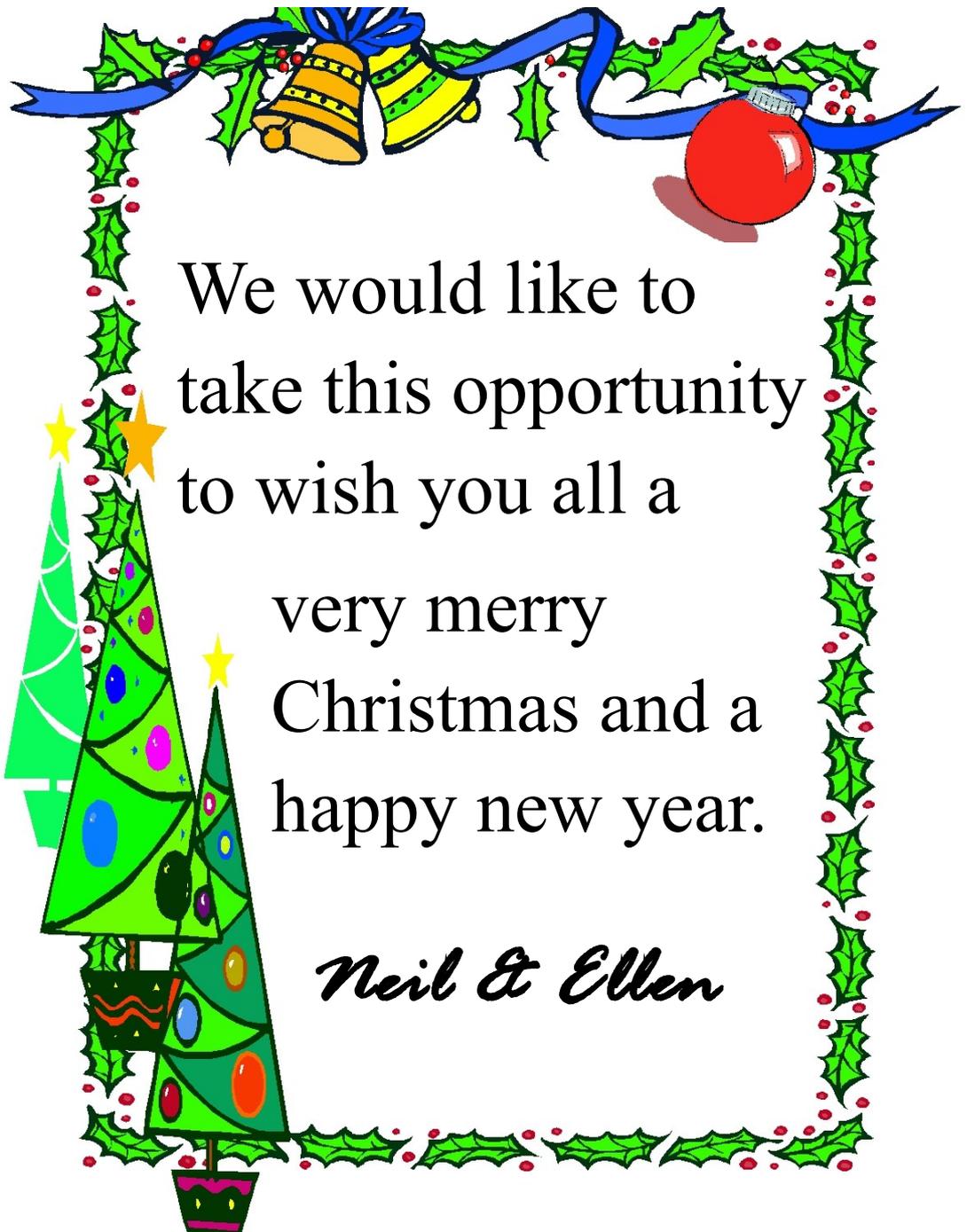
### Special points of interest:

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

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## MERRY CHRISTMAS!!!



We would like to  
take this opportunity  
to wish you all a  
very merry  
Christmas and a  
happy new year.

*Neil & Ellen*

## Goodbye 2015 - Hello 2016

We've had a fun packed busy 2015, lots of breakfast runs plenty of shows including the NEC this year. We have had a good increase in membership numbers and the club is steadily growing.

And we don't intend to slow up in 2016 - we have applied for the restoration show at the NEC in March, we have a "special" guest speaker coming in April and are hoping to arrange more days out, breakfast runs and evening events.



We have a "special" guest speaker booked for April. Tickets will cost £5.00 per person, members will only be able to purchase 2 tickets each. Further information will follow, but the identity of the speaker will NOT be revealed until I introduce them on the night.

## Netherton Park 2015



# The Winners



**Best Picnic  
Hamper**

Brian & Linda Smith



**Best Gas Guzzler**  
Howard Stockton  
Jaguar XJSR



**Best Horn**  
Paul Willetts  
Nissan 300ZX



## Netherton Park Winners 2015



**Oldest in Show**

Roger Davies

MG TD

**Best Chrome**

Mel Quarry

Riley Elf



**Best Engine Bay**

Nigel Evans

MGBGT

**Best Tool Kit**

Dave Daly

Jaguar MK 4



**Best Most Used**

Steve Morris

MGBGT

## Allan Lavender's top 10

**Best Restored**  
Sharron Warner  
Standard Engine



**Best Interior**  
Allan Lavender  
Riley One Point Five

**Best Wheels**  
Leigh Wilson  
Vincent Riley



**Best Paint**  
Cavan Hulbert  
Porsche 944

**3rd In Show**  
Brian Smith  
Morris 8 Series E



## Netherton Park Winners 2015



**2nd in Show**  
Jim Round  
Mercedes 250

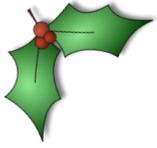
**1st in Show**  
Steve Byng  
Capri 2.0S



**Check out the club website for  
all information on shows, break-  
fast runs, Christmas meal, pro-  
motional clothes etc....**

**[www.blackcountryclassiccarclub.co.uk](http://www.blackcountryclassiccarclub.co.uk)**

## Christmas Meal



The Christmas Meal will be booked for Saturday 30th January 2016 at The Venue, Dudley.



Buffet only - £14.95  
Buffet & UB40 tribute - £19.95

All monies are needed in full by 8th December 2015 please, as I will be booking the table on 11th December 2015.

There is English, Italian, Indian, Chinese/Thai and Mexican food available at The Venue and it is buffet style, so you can choose what you want and go up as many times as you



**UB40**  
**TRIBUTE NIGHT**

WITH LABOUR  
OF LOVE BAND

**SATURDAY 30TH  
JANUARY 2016**

TICKETS £7.00  
ADV / £10.00 ON  
THE DOOR.  
PACKAGE DEAL  
£19.95 TO INCLUDE  
VENUE CUISINE

## Steve's Top 10

Here is a top ten list, it's not my top ten dream cars as within 15 minutes of thinking about this I had a list of about 20, including such cars as Jaguar XK series and e-type, Mercedes 300S (Gullwing car), Lamborghini Muira, Ferrari Daytona, Alpine A110, various Lancias and Alfa Romeos etc. Most of the cars on this list would be a pipe dream for the average human being working a 9-5 job and I didn't really fancy knocking the list down to 10 unobtainable classics, maybe next time if I want to get depressed thinking about cars I'll never own

So, what to do? How about a top ten "affordable" classics, say a list of 10 cars that can be bought for 10K or less? I started on this and realised that there were a few cars that broke this limit that I really like, so I modified the criteria a bit. This list turned into a "Here's £100,000, go buy 10 classic cars" (How I wish this would happen). This gives me an average purchase price of 10 grand a car, but with the flexibility in there to go over 10K for some cars at the expense of finding some cheaper ones.

The 100K buys the ten cars below, the prices in this text are only examples, there are cheaper cars out there for most of them (and far more expensive ones too). I've gone for examples in at least acceptable but not necessarily fantastic condition. I'm sure my list won't be to everyone's taste but hopefully gives an idea of what is out there. I shall prepare myself for the ridicule from club members for missing some of their favourites out as well as, I'm sure, approval of some of the cars on the list.

So in ascending price order (how's that for not having to order them in list of preference?) here's the list

**Vauxhall Viva HC** – The last Vauxhall fully designed in Luton, so guess you could say it classes as the end of an era. Models after this were essentially re-badged Opels. The Viva was originally introduced in 1963 but I'm going for the later HC variant, mechanically this was the same as the HB which introduced more advanced suspension over the original model. The redesigned body shell increased interior space and who doesn't like those strip lights on the rear? Available as a fastback estate as well as 2 and 4 door saloons it was also the basis of the Firenza coupe. Later the range split with the high end models gaining a new name, Magnum whilst the bread and butter models stayed as the viva. You can pick a useable Viva up for 2K but 4 Grand will get you a nice one.



**Triumph Dolomite Sprint** – This car was chosen over one of its period rivals, the BMW 2002, partly because it's British (we have to have some patriotism) and partly because it has 4 doors and I have a young family (it's also cheaper which helps the budget in this list). The Sprint was created by Triumph to compete in the relatively new "compact executive" class of cars. The 1850 Dolomite just didn't have the performance to cut it with the 2002 or the Cortina GXL so Triumph created the first mass-produced 16v engine, bolted it into the Dolomite chassis, upgraded the gearbox and differential, added some alloy wheels as standard (another UK first), a vinyl roof, twin exhausts and lowered the suspension. The result? A fine handling family saloon that did 0-60 in about 8.5 seconds and a top speed of around 120mph. This is a classic that can easily keep up with modern traffic and probably surprise a few people too!! A decent runner is yours for around 5K



## Steve's Top 10



**Rover P6** – Had to have a Rover in my list and it was a toss up between this and the SD1, the P6 wins out for me though, it's less likely to fall apart Introduced in 1963 with a 2 litre 4 cylinder engine (2.2 litre and V8 engines introduced later) and sold until 1977 this was an advanced car for it's time, all round disk brakes (inboard at the rear), full synchromesh transmission, De-Dion rear suspension and an innovative front suspension setup that kept the front wheels vertical throughout the suspension travel and a prism of

glass above the front side lights so you could easily tell where the front of the car was, just some of the features on the car. The V8 was introduced in 1968 and was only available with a 3 speed auto until 1971 when a manual box became available, and the 2.2 litre engine arrived in 1973, like the 2 litre before it, this was available with single or twin carbs. The heart says get a V8, my head says get a 2200TC with a manual gearbox. This time, I've gone with the heart and 5 grand buys a nice V8 that won't need much doing to it.

**Austin/Morris 1300GT** – I have a soft spot for the ADO16 variants (I know, no accounting for taste) and here it was a choice between the MG1300 and the Austin/Morris 1300GT variants. However, an MG should be a sports car, not a FWD family car so the Austin/Morris 1300GT it is. Considering how many ADO16s sold there's not a huge number left, mostly rusted away when they were just a second hand car. The 1300GT has the 1275 A-series engine with twin SU carbs on it (basically a Mini Cooper engine) giving a heady 68 or 70bhp depending on the year of manufacture, enough for a top speed of around 95mph and 0-60 in around 14.5 seconds. Inside, instead of a strip speedo, you get round dials including a rev counter. Nice examples can be had for around 5 grand.



**Opel GT** – Here's another one which was a close run choice with a competitor, this time it's the Triumph GT6 which arguably has better performance figures that loses out. The Triumph is a fine looking car, the Opel has it licked in my eyes. Left hand drive only for the Opel, but I could live with that for the looks of this car. The 1.9 litre engine (yes, they did a 1.1 but I'm ignoring that one) gives you 0-60 in about 11 seconds and a top speed of 115mph. It might understeer a bit due to the weight balance being forward biased, but who cares when it looks this good? Interior space is pretty generous for the driver and a passenger even if the luggage capacity is a bit small. A half decent example is yours for 10K



## Steve's Top 10

**Citroen DS** – A game changer, that has to be the simple description of this car!! This car was introduced to the public in 1955 and must have seemed space age at the time. That body shape, radial tyres as standard (Citroen were owned by Michelin at the time), hydraulic systems for the fully independent suspension, standard power steering and semi-automatic gearbox (manual shift with no clutch pedal) as well as the brakes. Early cars were a touch underpowered, after all the 1.9 litre engine harked back to the Traction Avant introduced in 1934 (and yes, I'd consider owning one of those too), but by the late 60s/early 70s power had increased and whilst it's no dragster, performance from the range of engines will allow the car to keep up with modern traffic. Post 1967 with the nose redesign, the inner set of headlamps (high beam lights) even swivel when steering, take that you modern Xenon equipped rep-mobiles. Citroen even made the car a play on words, DS when pronounced in French translates as Goddess, so 12K to own a 1970s Goddess sounds good to me.



**Alfa Romeo 1750 GTV** – Apparently, no car collection is complete without an Alfa Romeo, so I've included one here (seeing as though my 2005, diesel 147 doesn't count). The 1750 GTV, styled by Giorgetto Giugiaro at Bertone with a classic Alfa twin cam engine with twin weber carbs producing around 120hp provides plenty of performance in a stylish body. Top speed of nearly 120mph and 0-60 in 11 seconds wasn't bad for the late 1960s and wouldn't hold up traffic today. A useable example can be found for 13 grand although you may want to blow the budget a bit to get a pristine one.

**Mini Cooper** – What is there to say about the original Mini? Everyone know these cars, a revelation when they were released in 1959, here was a full 4 seater car with diminutive size (although it could be argued the Italians beat us to it with the Fiat 500 released 2 years earlier) that handled brilliantly (just don't expect to take much luggage with you). Soon after it was released it was being tuned for more get up and go as the original 848cc A-series engine was no power house (34 hp) and the chassis was obviously capable of handling much more power. Initial Cooper variants increased the engine capacity to 997cc then 998cc rising to 1071cc and eventually becoming 1275cc and a "massive" 70hp or so. There was also a race spec 970cc version. Original Mini Coopers aren't cheap, but I did find a Mark II 998cc version for 13K. It might not be the fastest car in a straight line, but you'll have a barrel of laughs driving it.



## Steve's Top 10



**MGB GT V8** – What a surprise, a variant of my own car makes the list. I've loved the looks of the MGB GT since I was knee high to a grasshopper and enjoy driving and maintaining my own 4 cylinder variant. However, how many MGB owners wouldn't be interested in having more power? The 1.8litre B-Series engine does a good impression of an anchor for a small ocean liner so shoehorning the 3.5 litre Rover V8 under the bonnet gives you a car that weighs

slightly less than the standard GT and produces approx. 50% more power and 70% more torque with a fantastic sound track too. That sounds like a win to me. The little MG becomes a true touring car with a hint of sportiness about it now, boasting a top speed of 125mph (105 for the standard car) and 0-60 in less than 8 seconds (about 12.5 for the 4 pot). Only sold for 4 years (it was introduced a few weeks before the 1973 fuel crisis), less than 2600 were produced (costing more than a 3 litre Capri probably didn't help sales either) so there's not many to choose from after the inevitable rust has taken hold of many. However, if you have a spare 15K you can get a nice one that won't need much tinkering to make it a really good one.

**Jaguar Mark II** – Built from 1959 to 1967 these cars were the epitome of "grace, pace and space". Personally, I think they are great looking cars. Available with 3 engines, ranging from 2.4 litres to 3.8 litres, the 2.4 sometimes being described as more show than go... Disc brakes were standard so you could stop from the high speeds the car was capable of and the criminal classes were particularly fond of the 3.8 litre model as it's performance was much higher than the average police car (until the police caught on and started buying these cars themselves) 15K gets you a useable 3.4 litre model.



Total Spend - £97,000 which leaves a bit over for insurance, fuel, road tax (if required) and a few spares.

## Promotional Clothing

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



# THE NEC 2015



She's  
a  
beauty



# NEC 2015 – The Line Up

# She's



# a beauty



## NEC 2015 - The entertainment



**Introducing: Miss Marilyn Warren!?!?**

**Chums!**



# NEC 2015



She's a beauty



# 2015 in pictures

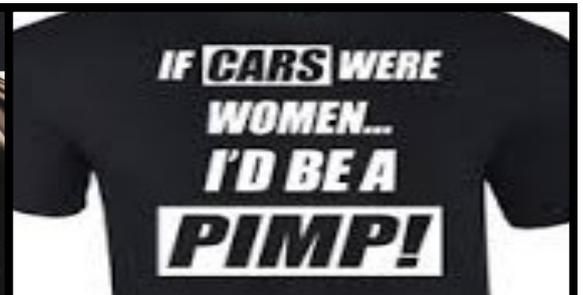
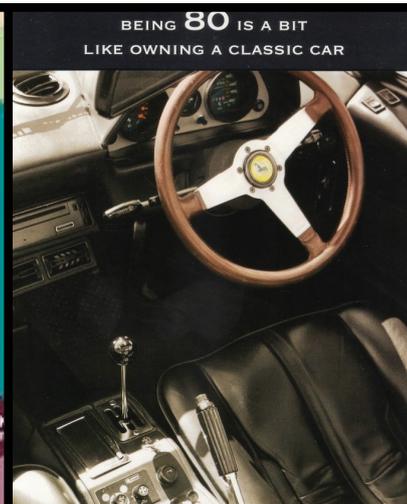


Funny's

# How not to repair your car



# Below applies to many club members



"As soon as you're finished watching that car show, can you give the waiter your order?"

MOST THINGS STILL WORKING...  
SOMETIMES NEEDING  
A BIT OF A PUSH



Ad's/Other

**JENNINGS MOT**  
**CENTRE**

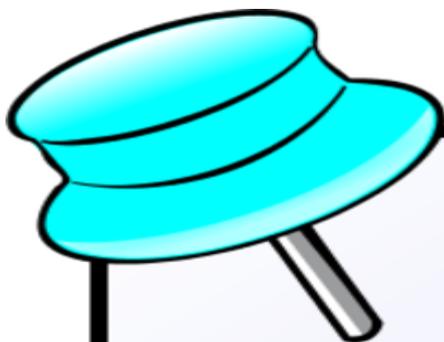
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*Trade Welcome*

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Please remember membership for 2016 is still just £10.00 for single and £18.00 for Joint. Subscriptions are due 01/01/2016 onwards.

## Discounts/Fundraising

### Remember Your Discounts!

Footman James: 01384 218041    [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



# Wanted

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

PLEASE RING:

NEIL—07752 868717

HARRY-07720 812320

THANKS.

## Points of contact:

### Black Country Classic Car Club

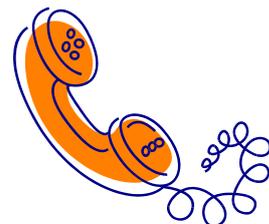
Meet at:  
The Old Swan  
Halesowen Road  
Netherton, Dudley  
West Midlands DY2

Neil Moore	07752 868717	Chairman/Shows
Ellen Moore	07752 868717	Secretary/Membership
Allan Lavender	07838 403555	Website Co-ordinator
Tony Warren	07821 105418	Events Organiser
Harry forrest	07720 812320	Committee Member



### E-mail:

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



We're on the web  
[www.blackcountryclassiccarclub.co.uk](http://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 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, be taxed and the vehicle must have a current MOT certificate. All vehicles should also display the BCCCC car sticker, in accordance with our Public Liability Insurance Policy.
- 8). Vehicles over 20 years of age will be eligible for judging at our own event or at the discretion of the committee.
- 9). The Committee's decision is final.