



ALLSORTS MOTOR CLUB

Newsletter April 2022

**NEXT MEETING –April 28th at
THE FLOWER POTS from 7pm!**

CLUB OFFICERS.

The Allsorts Club officers for your information are as follows: -

Chairman	Laurie Clark	01962 732306	laurie.clark90@gmail.com
Treasurer/Membership	David Ancient	07781 524189	membership@allsortsmotorclub.org.uk
Events Co-ordinator	Neil Simpson	01420 562342	mog@cheerful.com
Webmasters	Sue Ramsden	01962 886656	pandsramsden@btinternet.com
Newsletter	John Hankin	01962 771827	john@hankinsoil.co.uk

The general email address for the club is info@allsortsmotorclub.org.uk and our website is www.allsortsmotorclub.org.uk where you will find all sorts of club info about what we do and how we do it.

Bishops Waltham Carnival and Funday Saturday 11th June

This will be on Saturday the 11th June and if you wish to attend in your Classic Car it is NOT restricted by age but must be a Classic of some sort. If you are in any doubt, ring or e-mail me. We would like you to book in your intention to attend, we would like to know

1. Would you like to be in the Motorcade or just a display in the ground for which must be on site by 11.30
2. Reg mark
3. Make of Vehicle
4. Your Name
5. E-mail if you have one if not your address please
6. Phone Number

Contact me via my e-mail, see at the bottom of this or phone me. 07710307880. You can also keep up to date re the show on <https://www.bishopswalthamrotary.org.uk/index/news.htm> EMAIL info@yeomansyearbook.org.uk

SOMETHING THAT IS REGULARLY ASKED!

Several times in the recent past I have been asked whether I could use my car or ask one of you guys to use one of yours to do a wedding, 21st birthday, a Prom or some such occasion and I generally have not passed it on to you our members for the reason as pointed out by one member is that most of you do not have insurance "for Hire and Reward" however member Pete Yeoman sent this as part of his Waltham Chase Village Meet Ramblings and I thought that it was worth reproducing for you guys. It has come from the FBHVC so should be considered definitive!

The Questions

- 1) What's the difference between a taxi and a private hire vehicle?

2) Why can't I just hire myself and my historic vehicle out whenever I feel like it?

3) Are there any occasions when I can use my car to earn a few pounds to help with maintenance costs? For instance, I see photos in the local paper of kids being taken to **school** **proms** in historic cars, not to mention old cars being used for weddings etc.

4) Surely, no one will bother to check up – but what are the penalties if I do get caught out?

5) Where can I find some more background?

The Answers

1) What's the difference between a taxi and a private hire vehicle (PHV)?

The distinction is less important than it once was as many local authorities set the same standards for both. Broadly, though, a taxi is a vehicle with driver that can be hailed in the street or picked up at a taxi rank and whose charges are based on an approved scale (usually metered) whereas a private hire vehicle is pre-booked with the hire charge being determined by agreement.

2) Why can't I just hire myself and my historic vehicle out whenever I feel like it?

The simple answer is that the law says so. The answer to the obvious follow-up question, 'why?', is rather more complicated and goes back into the pre-Victorian era. Briefly, though, the intention is to protect the public from physical danger by setting standards of competence for drivers and standards of maintenance for vehicles.

With one or two limited exceptions, any vehicle that is used for private hire purposes must be licensed for the purpose, the driver must hold a PHV licence and the operator (i.e. the person responsible for arranging the bookings, who may also be the driver) also needs to have a PHV operators' licence. All such licences are issued by the relevant local authority, and the terms and conditions (over which local authorities have an element of discretion) are quite onerous. Some authorities refuse to licence older vehicles for PHV purposes.

3) Are there any occasions when I can use my car to earn a few pounds to help with maintenance costs? For instance, I see photos in the local paper of kids being taken to **school **proms** in historic cars, not to mention old cars being used for weddings etc.**

Hiring your car out for self-drive is outside the scope of the PHV regulations, so technically you can do that without PHV licensing but the implications for insurance etc. make it a totally impractical idea on anything other than a proper commercial scale. The only exceptions to the general PHV rules are for weddings and funerals where licensing is not required, but beware, you do need to make sure your insurance covers this use.

There is, of course, nothing in the PHV regs to stop any private individual using his car to take someone to a **school** prom, a golden wedding party or for any other purpose provided they take no reward for doing so. The courts would certainly take a dim view of anyone who sought to avoid the legislation by asking for payment in kind: that would still be considered a reward. Receipt of an unsolicited bottle after the event, however, is unlikely to be so considered.

4) Surely, no one will bother to check up – but what are the penalties if I do get caught out?

Don't be so sure. Local authorities, who charge professional PHV operators substantial sums for licensing, are under an obligation to prevent unlicensed operators taking business from those who have taken the trouble to follow the correct procedures. While it is unlikely that a one-off occasion will be discovered, the penalties can be quite substantial and may include confiscation of vehicles as well as four figure fines.

5) *Where can I find some more background?*

The subject of Private Hire Vehicles and the background legislation was covered extensively in FBHVC Newsletters in 2007/8

PARIS – RAMBOUILLET 1899!

Cart Festival "Paris-Rambouillet" october 18 and 19, 1899. "Universal Sport Illustrated"

On **October 18**, high personalities as well as the diplomatic corps are invited to come and admire the carts.

35 carts participate in this Festival.

Louis Renault and his brother Marcel are present.

On **October 19**, distance to travel 104 km from **Paris to Rambouillet**.

Category A results for from 0 to 2 hp

- 1st Louis Renault 2h 49mn Renault Type A**
- 2nd Marcel Renault 3h 32mn Renault Type A**
- 3rd Parisian House 3h 50mn**
- 4th Parisian House 4h 16mn**
- 5th Parisian House 4h 21mn**
- 6th Huguot 4h 43mn**
- 7th Gallet and Hasse 4h 53mn**

Category B results for from 2 to 3 hp

- 1st Peugeot 2h 38mn**
- 2nd G. Richard 3h 30mn**
- 3rd Parisian House 3h 31mn**
- 4th Peugeot 4h 02mn**
- 5th Parisian House 4h 03mn**
- 6th Noe Boyer 4h 30mn**
- 7th Filtz 4h 49mn**
- 8th Klaus 5h 11mn**
- 9th Wehrke 5h 22mn**

Category C results for + 3hp

- 1st Hurtu 3h 11mn**
- 2nd Stanley 4h 02mn**
- 3rd Delahaye 4h 07mn**
- 4th Lemoine 4h 12mn**
- 5th Roland 5h 24mn**

6th Dulac 5h 22mn
7th Delahaye 6h 09mn

Only 23 carts at the finish out of the 35 participants.
The presence of 2 steam Stanleys piloted by Lamy (accident) and Debacker (2nd Category C)

La Maison Parisienne is valid for La Presse and Le Petit Parisien.
Most of the names of the pilots are now unknown.

Departure of each of the 3 Categories every 1/2 hour from 8h 13mn.

Itinerary: Suresnes, Versailles, Buc, Toussus, Chateaufort, St Rémy lès Chevreuse, Cernay la Ville, Villeneuve..... arrival in Rambouillet!

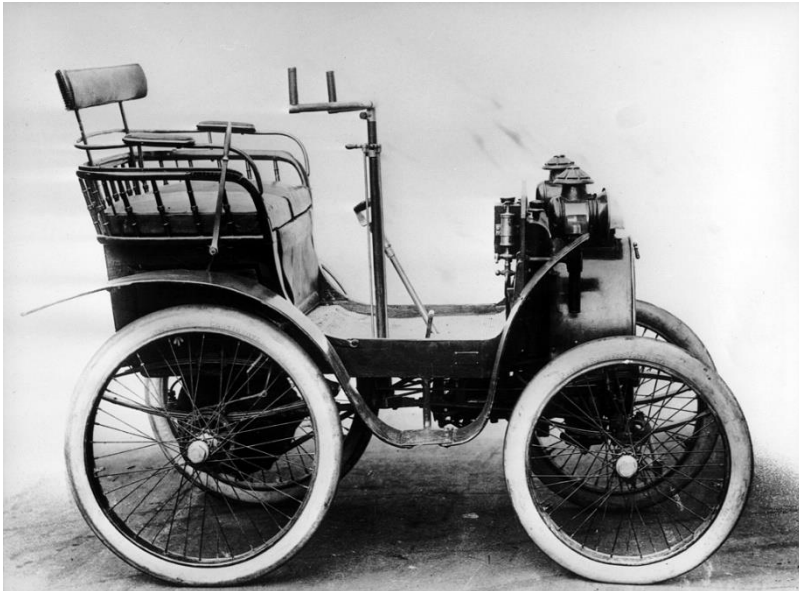


The difference in style if not concentration between our member Nick Canfor in 2016 and Louis Renault in 1899 is very apparent in these two photographs. Nick was just leaving Les Invalides at the bottom end of the Champs Elysee early on a Sunday morning at the start of the Commemoration of the original event. Louis Renault was the winner in 1899



There was obviously a significant density in traffic between the two events let alone road surfaces etc

Renault Model A



Engine	Single Cylinder
Length	1860 mm / 73.2 in
Width	1100 mm / 43.3 in
Height	1380 mm / 54.3 in
Top speed	32 kph / 19.87 mph

The car was obviously a prototype vehicle built as an experiment to see what one could do with an internal combustion engine.

The interesting thing to me is that Louis Renault completed the Paris-Rambouillet Race in 1899 at a considerably higher speed (comparatively!!!) than his set top speed for the car by some

The very 1st cornerstone of a huge empire, this voiturette, designed and built by Louis Renault, was never intended to be sold. The story of this car, designed and produced in just three months, reads like a real Christmas tale.

1898. Paris was having a party. Cafés-concerts, crinolines and carriage rides were the order of the day. France was prosperous and industry was booming.

The son of a rich family of haberdashers, Louis Renault started work as a draftsman at Delaunay-Belleville. But he was more interested in technical matters than in business. He set up his own workshop in the family garden shed in Boulogne-Billancourt, where he designed and built a small car for his own use.

By Christmas 1898, the voiturette was ready. He drove to Montmartre, where he celebrated Christmas with his brother Marcel and some friends. When they teased him about the curious machine parked outside, he made a bet with them. With a passenger sitting next to him, Louis drove up the 13% gradient of the Rue Lepic several times, before returning to the restaurant. His friends were so impressed by the vehicle that was so easy to drive that they ordered one on the spot and some of them even made a down payment! On that Christmas evening, Louis Renault took 12 firm orders. The legend had begun.

The company Renault Frères was founded just a few weeks later. The empire was born.

Displayed to the public in June 1899, the Voiturette Type A gained rapid renown.

The lightweight and well designed voiturette, which was 1.86 meters long, already applied many of the principles of the modern automobile. The car featured a front-mounted single-cylinder engine, a new transmission system with a cardan shaft and a 3-speed direct drive gearbox patented by Louis Renault.

Louis was able to expand his company with the royalties paid by other manufacturers who used his patent. The house in Boulogne-Billancourt quickly became a factory. The Ile Seguin was soon to become the heart of the French automotive industry.

The success of the Type A Voiturette was based on its simplicity. Robust and easy to maintain, it was also easier to manufacture than its competitors. In 1899, 60 people made 71 automobiles. By 1901, output had shot up to 290 vehicles.

The Voiturette Type A was not just a commercial success. It also carried off a clutch of trophies in road races. Driving the car themselves the Renault brothers notched up a string of victories. In 1899, they won the Paris-Trouville, Paris-Ostend and Paris-Rambouillet. In 1901, Louis won his 1st international race: the Paris-Berlin.

Story by Renault S.A.

SAD NEWS OF THE DEATH OF WILLY CAVE



Sad news that Willy Cave passed away a couple of nights ago 13th March. He was 95 in January and leaves an incredible legacy of rallying history with some legendary drivers, cars and teams and on some iconic events.

Here he is with David Alderson on the 11th Grand Tour Cape to Cape 2015 with TR4A 'Lucy' at the Col de Turini summit.

David as wheelman and the rallying legend, Willy Cave, as wingman.

THIS IS WHAT YOUR MONEY HAS BUILT FOR MACMILLAN – THE COVE

If you have donated money to Macmillan via my Cape to Cape Events this £750.000 building The Cove is what you have helped Macmillan build as a respite centre for cancer sufferers and their spouses. It is full of helpful bits and pieces to help bereaved relatives etc. I can't describe it really but it has helped many people – the figures released by Macmillan are telling 1236 visitors in the first month of opening.



For those of you who would like to donate to Macmillan for The Cape to Cape here are the way to do it online :-

Macmillan <https://macmillan-org.enthuse.com/pf/john-terry> ,or [Cape to Cape Fundraising Group: John and Terry's Fundraising Page \(enthuse.com\)](#)

March 2022 Allsorts End of Month

Meeting by Neil Simpson

Amid some confusion about the time of the meeting, people being struck down by Covid and other stuff, attendance was a little sparse. However, as normal we had fun and laughter.

We also have two new members and a returning member. Welcome to Dean, Graham and Clive. We also welcomed Tony as a guest. We hope to see more of Tony. Tony is recently retired and is currently building himself an eclectic range of vehicles.

We were treated to a talk about



the Cape to Cape run that John has been on for several years helping to raise over £1M including Gift Aid for Macmillans. John believes this will possibly be his last outing, however, we will believe that when we see it. However, if it is to be his last adventure of this nature, he is keen that he and the rest of the team raise enough to make the total £1M **nett** of Gift Aid.



A proposal was put forward that the Club adopt this project as this year's charity and donate £500. The proposal was received and agreed unanimously

There is still time to make personal donations. **You can donate** by using this website and your donation will go directly to Macmillan <https://macmillan-enthuse.com/pf/john-terry> ,or [Cape to Cape Fundraising Group: John and Terry's Fundraising Page \(enthuse.com\)](https://macmillan-enthuse.com/pf/john-terry) or if you would prefer to use a Sponsorship Form one can be obtained by giving either John (07778 142974) or Terry (07933 480581) a call

A new proposed listing of

agreed in principle. An E mail will shortly be forthcoming from our Treasurer with more info prior to full publication.

It was good to catch up. As the clocks have gone forward we will be back to the normal **Evening** meetings at The Pots on Thursday April 28th.



2022 DATES FOR YOUR DIARIES – all subject to any Covid Restrictions!

- Thurs 31st Mar** Allsorts Meeting at The Flower Pots, Cheriton from 12 noon
- Sat 2nd Apr Bill Rawles Opening of New Premises Party from 1pm. Old Park Road, Bishops Sutton
- Sun 3rd Apr Bean Car Club Daffodil Run – Fun in Stockbridge watch the cars going through
- Sun 10th Apr Waltham Chase Village Hall Car Breakfast from 9am
- Sat 23rd Apr Classic Cars @ Barnaby's Swanmore, Hampshire SO32 2PA
- Sun 24th April** **DRIVE IT DAY – hopefully we will have something planned !**
- Thurs 28th Apr** Allsorts Meeting at The Flower Pots, Cheriton from 7pm
- Sat 30th Apr – Sun 1st May** Classic Days at Le Mans
- APR/MAY 2022** CAPE TO CAPE – THE FINAL RUN! IN AID OF MACMILLAN CANCER CARE. APPROX 3500 MILES FROM CAPE CORNWALL (ENGLAND) TO CAPE WRATH (NW SCOTLAND) TO CAPE CLEAR (SW IRELAND) AND BACK TO CAPE CORNWALL
- Sun 1st May Bill Rawles Natters & Nibbles Charity Meeting from 10am
- Sat 7th – Sun 8th May** Vintage Revival Montlhéry 2022
- Sun 8th May Waltham Chase Village Hall Car Breakfast from 9am
- Sun 15th May** Alresford Watercress Festival – possibly 10 cars required for a display
- Sun May 22nd** Southampton Magna New Forest Run Brilliant event details attached. Many Allsorts do the event
- 25th - 30th May** Royal Veteran Car Club of Belgium – Autotocht – 39 Hiking 1900
- Thurs 26th May** Allsorts Meeting at The Flower Pots, Cheriton from 7pm
- Sat 28th May Classic Cars @ Barnaby's Swanmore, Hampshire SO32 2PA
- Sun 29th May Haslemere Classic Car Show - Lion Green – details at jamesewing.co.uk – good fun event
- Sat 4th June** ALRESFORD JUBILEE CELEBRATIONS – more details to follow
- Sun 5th June Bill Rawles Natters & Nibbles Charity Meeting from 10am
- 4th-6th June** Paris to Rambouillet – France!
- Wed 8th June** Allsorts joint meeting with The New Forest Austin Healey Club at The Empress of Blandings at Cadnam
- Sun 12th June** Allsorts Visit to Thruxton Classic Races – details from Neil email 09.02.22
- Sun 12th June Challengers Fund Raising Run around Hampshire and Surrey – details to follow
- Sat 25th June Classic Cars @ Barnaby's Swanmore, Hampshire SO32 2PA
- 23-26 JUNE** GOODWOOD FESTIVAL OF SPEED
- Thurs 30th June** Allsorts Meeting at The Flower Pots, Cheriton from 7pm
- Sun 3rd July Bill Rawles Natters & Nibbles Charity Meeting from 10am
- 0thJun – 3rd July** CLASSIC LE MANS – again a must do at least once in your life!!
- 8th -10th July** Circuit des Ardennes – open for cars upto 1980 – different routes for different ages – great fun

9th-10 July	Commemoration of The Paris – Trouville Race 1897
Thurs 28th July	Allsorts Meeting at The Flower Pots, Cheriton from 7pm
Sun 7 th Aug	Classics on the Green, Rickmansworth – Join hundreds of others displaying your car
Sun 7 th Aug	Bill Rawles Natters & Nibbles Charity Meeting from 10am
Thurs 25th Aug	Allsorts Meeting at The Flower Pots, Cheriton from 7pm
Mon 29 th Aug	Rotary Club of Gosport 68 th Car Rally – see attached details
Fri 2 nd – Sun 4 th Sept	Hampton Court Concours – if you have never been to one of this type of thing it is very worthwhile going. It will make you look at cars in a very different way!
Sun 4 th Sept	Bill Rawles Natters & Nibbles Charity Meeting from 10am
16 – 18 SEPT	GOODWOOD REVIVAL
SAT 17TH SEPT	ALTON CLASSIC CAR SHOW
24TH SEPT	MICKLEMAS FAIR AT ST. CROSS DETAILS TO FOLLOW
Thurs 29th Sept	Allsorts Meeting at The Flower Pots, Cheriton from 7pm
30th Sept – 3rd Oct	Rallye des Anceteres – Teuf-Teuf to you and me – Compiegne
Thurs 27th Oct	Allsorts Meeting at The Flower Pots, Cheriton from Noon
Fri 4th – Sun 6th Nov	London to Brighton Weekend
11th-13th Nov	The Classic Motor Show at the NEC

All Allsorts organized events will be shown in Red others in blue International in green

Your membership details are held on a computer database under the terms of the General Data Protection Regulations 2018 (GDPR) to which only Officers of The Allsorts Motor Club of Alresford have access. This database is password protected and regularly backed up. Your personal details will not be disclosed to any third party outside the Allsorts Motor Club of Alresford. The contact details you provide will be used in regard to the club Newsletter and any other communications in connection with The Allsorts Motor Club of Alresford Club meetings and Events. Summary contact details of each member may be mentioned, on joining the Club in The Newsletter and any subsequent Membership Directory made solely to Club Members. At the time when individuals apply for Club Membership and at every Annual Renewal they are asked to provide consent for their personal details to be used in the manner described above. Any Club member may request their personal details to be removed from the Members Directory at any time by written communication to the Membership Secretary.

CAPE TO CAPE 2022

For those of you who have donated to the Macmillan £1M Cape to Cape a **HUGE** thank you on behalf of Macmillan your donation will, I'm sure make someone's life easier and perhaps also assist a relative to come to terms with the diagnosis of terminal cancer to a loved one.

If you are yet to donate I beg you to please consider it as your donation can really help those in need of a Macmillan Nurse or some in care assistance.

50% of us will contract CANCER within the next 5 years so please, please help by donating via this page:- Macmillan <https://macmillan-org.enthuse.com/pf/john-terry> ,or [Cape to Cape Fundraising Group: John and Terry's Fundraising Page \(enthuse.com\)](#)