

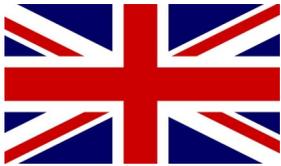


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**ST. NICHOLAS
AND
ST. MARY'S**

ARTICLES NO LATER THAN 18 June 2021 FOR NEXT ISSUE - THANK YOU

JUNE ISSUE



- Magazine Contents
- Ministry Message
- Plant Sales
- Garden Compet'n
- Christian Aid
- Ray Connor
- D-DAY 6th JUNE
- UNI-WISE
- Peace Doves
- Allan Harvey

Jean and Colin Critchley hosted a Plant Sale in their front garden on Sat 22nd May for Church Funds

Church Website: www.halewoodparish.org

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We offer a caring and comprehensive funeral service including

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has run out of:

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Tinned Fish

Tinned Meat



is running low on:

Sugar

Jam

Condiments

& toiletries

A History of Modern Vehicle Recovery

Vehicle recovery is as old as the car itself although a recovery back then, was most likely to have been done with the aid of a horse. Many of the first garages and automobile coachworks, emerged from the blacksmith's and bicycle trades and automatically took to recovering their customer disabled vehicles. Salvaging was very common, because vehicles were very unreliable.

Most motorists were enthusiasts and so would often rely on their own ingenuity, to 'get back on the road. Small local 'private' Car Clubs sprung up. In the twentieth century two motoring clubs became large enough to have nationwide membership. The Automobile Association AA (1905) and The Royal Automobile Club RAC (1897, named royal in 1907). Both organisations would try to repair members vehicles, with the limited tools and parts their vehicle carried. The fifties introduced 'patrol vehicles' linked to their control by radio. The AA in 1950 and the RAC in 1958. By the late twenties the RAC were dealing with in excess of 10,000 claims a year,

The roots of today's recovery industry can be traced back to the late sixties. In some areas it was not Garages that operated small fleets of recovery vehicles, but coachworks. The reason was simple, they needed to find work! This was often achieved by monitoring the police radio network, listening for

accident reports. During 1970, Robert (Bob) Slicer, along with Jeffery Pittock formed National Breakdown Recovery Club, operating out of a Fish and Chip shop in Bradford owned by Bob's family. Initially the service only covered their member for a 50 mile radius around Bradford, but this soon become nationwide.

It was a couple of years, before the 'big two' clubs started to react to what was happening in the industry. The AA being first to respond, when on the 1st of October 1973 they launched their 'Relay' Service. This was sold as an addition to the standard breakdown cover. In 1975 The RAC responded with their own service aptly named "Recovery". Both were advertised as 'transportation of member and vehicle after a major breakdown, to any destination on the UK mainland' services. The RAC however, also included cover for 'recovery after an accident'.

NBRC are remembered as the 'trend setters' from those early days, but they were not alone. Other names (many of them now gone) were: Autohome (the only recovery "insurance company" and who took over Red Rovers), B.A.S Car Recovery Club, Car Recovery Club (Eagle) of London. Good Samaritans, Knights of the Road, Red Rovers and UK Recovery. All of them dealing with cars and light vans, there were also a number dealing with commercial vehicles. The name National Breakdown Recovery Club changed its name to Green Flag in 1994. It was bought by Direct Line in 1999. *Taken from vehiclerecovery.org*



RAC get you home token.

