



# BACKFIRE

[www.northwestcasualclassics.com](http://www.northwestcasualclassics.com)  
[www.nwcc-backfire.blogspot.com](http://www.nwcc-backfire.blogspot.com)

August 2008

## COMMITTEE

### Chairman

John Greatbanks  
01925 837970

### Vice-Chairman

Russ Hadfield  
01161 7760639

### Treasurer

Rob Smith  
01925 723243

### Events

Maria McPartand  
01925 245499  
maria.mcpartand  
@tiscali.co.uk

### Social Secretary

Dave Espley  
01925 724006

### Newsletter

Steve Tanser  
2 Rowan Close  
Great Sankey  
Warrington  
WA5 3BH  
01925 727120  
steve.tanser@sky.com

### Web Site

Mike Bennett  
mike@patcomsys.com

## Chairman's Word

Aloha !! to all Members

Talk about putting our Club on the map !, many thanks go to Maria for her organisation of The Warrington Bank Street Car Show, it went a "bomb", even the interviews with a Guy in a pointed hat dressed in black, I thought he was Vincent Price from Witchfinder General but all went well, a great day was had by all. What a fantastic turnout at the Club Meeting in July especially as it was The Barry Molyneux Trophy night which was won by John Allen with his beautiful TR3, it must have been a difficult decision because every motor there was well worthy of the trophy and my thanks go to all of you who attended. The main event for July was our own show at Fiddlers Ferry, first class organising by our own Dave Espley with thanks also to everyone who carried out Marshalling duties, I must say that it was definitely the best one we have had and nobody finished up in the canal Ha! Ha!.

The 20th July saw me at Fleetwood Transport Festival, wonderful weather and 1,000's of people visiting the show. We had a smashing evening run out to the Whipping Stocks on Thursday 24th, nice easy going, park up, have a chat and a pint and I managed to catch the local chippy before it closed for a well earned fish and mushy peas,( I was up a few times during the night though Ha! Ha!)

Sunday the 27th saw us attending the Audlem Show, which turned out great, weather still fab. and the highlight of the day was the flyover of the Spitfire with all its' D Day roundels and stripes.

Keep on "trucking"

Your Friendly Neighbourhood Chairman

John Wayne Greatbanks



# CONTENTS

## PAGE No

1. Chairman's Notes
3. Bits & Pieces
4. A Show of Two Parts
5. Club Events/Discounts
6. Peter Gannicliffe Run
7. Replacement Smoke
8. Classic Ads



Page 4

Page 6

**Next Meeting 9th September  
Deadline for inclusion in next issue 2nd Sept.**

### DISCLAIMER

Any views or opinions expressed in the NWCC newsletter do not necessarily represent those of the club, its officers or committee members. No responsibility can be accepted for inaccurate or misleading information within this newsletter, but every effort will be made to verify, wherever practical, beforehand.

Please note: The third party liability insurance which the club has taken out only covers members when attending events which have been booked through the club. For other events attended individually, please make sure you are covered by your own insurance.

# BITS & PIECES

## Top tip from Commer van web site.

Question:

Hello,

Jessica's dashboard is kinda grimy and I've seen a few piccies round here with gleaming black dashboards. Is there a top tip for cleaning them (or even re-painting?!)

Answer:

ok so here some from my font of knowledge but you will all laugh at this one so here goes! cheapy (Tesco blue stripe) smooth peanut butter!!! I had a motorhome come into work with the most gorgeous shiny black vinyl everywhere on his van so jokingly I said do you own back to black company, peanut butter was his reply. apparently the oil in it soaks into the vinyl giving it a feed then you just buff it off to a shine.

Sent in by **Jim McPartland**

---

### Speed Limits

So called Eco Towns are to introduce 15 mph speed limits. If the 20 mph limits weren't bad enough, we could get booked for speeding when walking!!

Cyclists will be falling off, and Reliant Robins falling over if the limits get any slower.

From **Russ Hadfield**

---

### **FUELS**

We are still monitoring the situation regarding ethanol in fuel but have not received any direct evidence of bad experiences from member clubs.

We have not heard from Bayford Thrust about the supply situation for leaded fuel either, and so conclude that for the moment, the fuel is

not available.

We have recently updated the lead replacement additive list on our website to show which products are still available. Where a website link is shown, these products are available by mail order direct from the supplier.

As an aside: it will be interesting to learn how HRH Prince Charles' Aston Martin copes with a gourmet diet of biofuel reputedly made from wine and cheese by-products...

[www.fbhvc.co.uk](http://www.fbhvc.co.uk)

### **EU Commission exempts older vehicles from new tyre regulation**

At the end of May, the Commission published a proposal for a Regulation which aims to amend existing tyre design rules in order to reduce road noise.

The existing tyre legislation does not apply to vehicles made before 1980. However, when FIVA examined the new proposals, it was clear that the proposed changes would affect some historic vehicles made during the early 1980s. FIVA discussed the matter with the European Commission and the new proposal is not intended to affect tyres designed only to be fitted to vehicles first registered before 1 October 1990. The Commission has taken this decision because it recognised that in some cases the new conditions would be incompatible with the use of the tyres and as they are produced in such small numbers, an exemption is appropriate.

### **From FBHVC Newsletter No 4**

---



Once again Dave Espley misunderstands the reboot instruction.

## IT'S A SHOW OF TWO PARTS

We were all fired up as we met at Morrison's for our first trip of the year to Tatton Park. The sun was shining, the sky was blue and everyone was smiling. This will be a great weekend.

Our little convoy arrived at the park to a central position. As Jill and I didn't get there last year this is the first time we've not been under the trees. We commenced to unload the trailer and position the club stand and gazebo. A little rough ground needed covering and a dog's water bowl covered a hole in the ground and we were set. We then got the cars positioned and settled down for breakfast, Maria doing a brilliant job with the bacon butties on the barby. The day just got hotter and hotter as we just about filled our area with fourteen cars. A terrific turnout for a Saturday.

As the day went on it was clear that people were taking advantage of the good weather as everyone seemed to agree that the public attendance was very high. The autojumble looked to be doing a good trade as we walked around looking for bargains. However, it wasn't to last.

Sunday dawned with clouds and drizzle. And it got worse. By the time we arrived at the park the rain was falling steadily. We huddled under the gazebo for the day but, despite the rain, actually filled the area this time with eighteen cars.

Thanks to all who helped with the unpacking and repacking of the trailer and to all who turned up over the weekend, especially in the rain. Let's hope we have two days of sun for the next one.



# CLUB EVENTS 2008

16<sup>th</sup> & 17<sup>th</sup> Aug Tatton Park

23<sup>rd</sup>-25<sup>th</sup> Aug Oulton Park

31<sup>st</sup> Aug Rotary – Sutton Fields

7<sup>th</sup> Sept Cholmondley Castle

14<sup>th</sup> Sept Daresbury Labs

27<sup>th</sup> & 28<sup>th</sup> Sept. Widnes



---

## **CLUB DISCOUNTS**



Orford Green, Warrington

---

# **ANDREW PAGE**

Lilford Street, Warrington. Ask for Simon

---

# **Alpha1Autos**

U2 Priestly Street, Warrington. Discount card required

**Please remember to take your club membership card with you in order to claim your discount**

# PETER GANNICLIFFE

## MEMORIAL RUN

by Dave Espley



As a mark of respect to the late Peter Gannicliffe and an excuse to try out a combined Road Run with the Sefton

Branch of the "Morris Minor Club", NWCC decided to have an informal trip out to Crosby and meet up with the



Moggy guys, take in some semi Rural scenery and end up with a meal at a recommended Pub- Restau-

rant not far from Southport.

Half a dozen or so of us set out from a bleak and damp Sommerfields car park in Penketh and had an uneventful trip to the Seaside near to Crosby.



The sky got darker, the clouds heavier and when we arrived at the Parking area by the

jolly Seaside, the rain had taken on a sort of horizontal attitude and wasn't that warm either!! Nothing new here then for a Classic gathering.

We did meet up with a few stalwarts from the Morris Club and one guy (who has since joined NWCC), actually came on a

Trike motorcycle that was very cleverly engineered. Greetings were exchanged and Hot beverages were downed to keep spirits up.

Then we set off at a leisurely pace to eventually end up at the Sandpipers Pub and noshery. A really nice



old place with a good Menu and not bad prices. Fair to say we all enjoyed the grub and hung around a bit having a chat.



I think it's called "Networking" nowadays. The weather was much more kind to us at this point and the drive home took in some decent roads and opportunities to "Go the wrong way".

Some of our more junior people tried a bit of map reading and got us back in one piece. Thanks to Steve Tanser and Jill and Paul G and the Sefton branch for preparing the event and for the time they put in to make it yet another pleasant experience.



I believe that a repeat trip to that neck of the woods is a good idea if not just to re-sample the fine food at the Sandpiper.

# Lucas Replacement Wiring Harness Smoke Kit

**As seen on ebay -**

Have you inadvertently let the smoke out of the wires on your classic British car? This, then, is the solution to your problems.

Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released its original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits which are currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.

Unlike the cheap, far-eastern replacement DIY smoke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size. It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered

British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so you Range Rover types are still on your own...

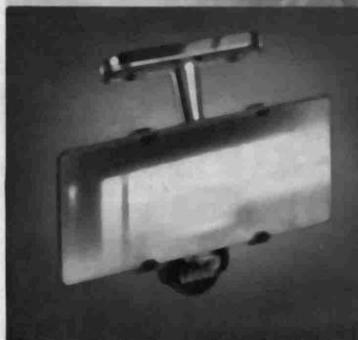
This Genuine Factory Authorized kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car (147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there!

So, if you're troubled by lost smoke bid early and bid often! Thanks for looking!

**Thanks to Jim & Maria McPartland**

# CLASSIC ADS



● DIPPING MIRROR ●

● ANTI-GLARE MIRROR ●

**DIPPING MIRROR.** Another contribution to safe road driving. The mirror with the dipping feature, now possessing a scientifically designed optical prism which gives you "downed" sight. From the normal upright position, by a mere flick of the finger a mirrorless glare reflecting surface turns the beam lights of following cars. As the cars sink a secondary image of the motorist is brought into focus which gives you a clear and unobstructed vision of the traffic behind. Model 225. For use of motor mounting, perfect position for illumination. Model 227. For motorist use as hand mounting, upright position. Specialized in particular for trucks and lorries. Price 22/-.

**ANTI-GLARE MIRROR.** By a mere flick of the finger, all reflected glare from the headlights of following cars can be eliminated with the Lucas Anti-glare Mirror. As a result, the spring riddle flexes the angle of viewing of the mirror downwards. A slight pressure on the control side of the riddle immediately returns the mirror to its original setting. A rear adjustment joint bracket and ball joint enables it to be adjusted for various vehicles. Fully tested as a replacement for main mirror. Model 227. Price 22/-.



Obtainable from your local garage or nearest Lucas agent.

# LUCAS DIPPING MIRRORS

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND