



# BACKFIRE

[www.northwestcasualclassics.com](http://www.northwestcasualclassics.com)

January 2011

## COMMITTEE

### Chairman

Steve Marran  
01925 270429 Before  
07725979968 8pm  
Sm362@blueyonder.co.uk

### Vice-Chairman

Russ Hadfield  
01925 354709  
russandjackie@talktalk.net

### Treasurer

Rob Smith  
01925 723243  
Ro80rob@  
googlemail.com

### Events

Paul Gannicliffe  
01925 724929  
p.gannicliffe@  
googlemail.com

### Social/Events

Paul Birchall  
077227345 After noon  
budgie968@gmail.com

### Newsletter

Steve Tanser  
01925 727120  
steve.tanser@sky.com

### Web Site

Mike Bennett  
mike@  
northwestcasualclassic.com

### Ferry Show

Sue & Barrie Thomas  
0161 3366983  
suethomas1@talktalk.net

## Chairman's Word

Hi everybody, welcome to 2011.

I would like to start by thanking the committee of 2010 for doing such a good job.

Starting with ROB SMITH.....Despite the very sad loss of his father, and a traumatic burglar, Rob still kept the treasury side of things in good order and as usual delivered a very accurate set of figures at the A.G.M.

MIKE BENNETT.....Kept our web-site up to date all year and produced accurate figures at the A.G.M., so well done Mike.

STEVE TANSER.....The best editor since Superman's boss. He's got some good ideas for this year and, with the new printer, must go from strength to strength.

RUSS HADFIELD.....Starting as vice chairman, with the added responsibility for organising the events

section as well. This was a difficult start to the new season and things then took a turn for the worse.

JOHN.W.GREATBANKS.....This was the year that we sadly lost one of the biggest (No pun intended)

characters in the classic car world. John showed a unique outlook as Chairman by combining risqué humour with a great love of everything American and classic. I have no doubt that he will be a hard act to follow and that we will miss him in the forthcoming season. God bless you J.W.

DAVE ESPLEY.....Despite not having a portfolio Dave continued to assist as often as possible, so thank you Dave.

PAUL GANNICLIFFE.....Responsible for the ferry show, Paul showed his talent for organisation as the show went without a problem. Well done Paul.. As for 2011.

I would ask all members to assist anyone from the committee in their tasks for this year. Please provide all details for entry forms and remember that if you get show tickets through NWCC then you show your car with NWCC. If you wish to attend with your owners club please ask them for tickets, then we will not get grief from show organizers for "poor attendance".

The standard of our (your) cars cannot be disputed by anyone and as such will lead to a good year for our club and members. Please give a small amount of time at shows to assist at the start, and at the finish, to make sure that all runs smoothly and with less pressure placed upon the organisers from our club.

I am very confident that individual members will win lots of trophies this year and that if the show organisers have any sense at all, then the club display will also triumph.

Thank you all for your help in the forthcoming year....Steve Marran.



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Next Meeting 8th February

## ***CLUB DISCOUNTS***



Car Parts, equipment and consumables. [www.cesuk.com](http://www.cesuk.com)  
or tel: 01244 377 118. Quote account no. NWC003



Orford Green, Warrington

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

## 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,

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

For club polo/sweat shirts contact Kosi Kare and ask for Mel. Tell her your a member of NWCC and choose which design you want. Standard club colours are blue or white but you can have the club logo on any colour, eg: to match your car. Contact Kosi Kare on 01942 323868.

For other products you can shop online at [www.kosikare.co.uk/](http://www.kosikare.co.uk/).

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### **Do not de-ice your car by leaving it running with the keys in the ignition**

Across the country, many people will de-ice cars this winter by starting them up and leaving them running on their driveways or outside their houses while they nip back in doors.

Already in 2010, hundreds of claims from people whose cars have been stolen during the few moments when the car is unattended have been turned down. This relates to the 'duty of care' requirement under Sheilas' Wheels and all other comprehensive car insurance policies which require you to look after your car and avoid inviting theft.

Leaving it running with the keys inside breaches that duty and is grounds to turn down a claim if it is stolen. This winter, please ensure you defrost your car from the 'outside-in' and warm it up only when someone is sitting inside to protect it.

### **Be prepared**

Thousands of motorists were stranded recently in blizzards and snow-fall across the country. If you ever have to abandon your car, leave it as safe and secure as you are able but make a plan and prepare well in advance. There was a huge contrast in the stories we have heard from motorists who abandoned cars unprepared and those who had already prepared. If you have to abandon your car for any reason, please check it as soon as you are able and notify us of any potential claim or damage caused to your vehicle while parked.

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Barrie and Sue have application forms for our Fiddlers Ferry Show. If you are attending please make sure you fill one in and return it to them as soon as you can and not leave it to the last minute. That way they can get a good idea of the number of entries as early as possible.

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# AGM 2010

First of all let me apologies for not being present at December's AGM meeting. On the Sunday night I was taken ill with, what I can only think, was a particularly nasty flu bug. I spent the whole of Monday in bed and the next two weeks off work.

Anyway, back to the meeting. I believe the AGM took the usual format with final reports from committee members and then the committee being dissolved.

The club finances remain in a healthy state, as reported by Rob. We have had some extra expenses in 2010, namely the new gazebos and the club printer, totaling £720.89, but in all we have only spent £239.35.

During the last year we were running with a reduced committee level, especially with the sad loss of our Chairman, John Greatbanks, and this year Russ had announced that he would be stepping down after valiantly filling in for John as well as dealing with events.

Therefore I have to express my thanks to new committee members Steve Marran - Chairman, Paul Gannicliffe - events, Paul Birchall - social secretary/events help and

to Russ for taking on his old position of Vice-Chairman.

Thanks should also go to Barrie and Sue Thomas for taking on the job of organising our annual Fiddlers Ferry Show.

A full list of the committee can be found on page one, together with contact details. If you need to contact one of the committee, please remember that they have family lives and jobs outside of the club and call at reasonable times. If its not urgent an email is sometimes better.

After a difficult year we are now back up to full strength and I'm sure we can continue to grow as a club and I'm looking forward to the coming season.

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Hi Steve.

Found this where you can check a vehicle's mot tests back to 2005. Can be useful if you have just got a car and want to know how it failed at each test.

[http://www.direct.gov.uk/en/Motoring/OwningAVehicle/Mot/DG\\_10020539](http://www.direct.gov.uk/en/Motoring/OwningAVehicle/Mot/DG_10020539)

Derek Hindle

## Club Events

Club Meal - Sat. 22nd Jan.  
Jolly Thresher, Lymm.

Drive-It-Day - April 17th  
Ferry-To-Ferry

Fiddlers Ferry Show - 10th July

More to follow

## Man-Flu Information:

1. Man-Flu is more painful than childbirth. This is an irrefutable scientific fact\*.

\* Based on a survey of over 100,000 men.

2. Man-Flu is not 'just a cold'. It is a condition so severe that the germs from a single Man-Flu sneeze could wipe out entire tribes of people living in the rainforest. And probably loads of monkeys too.

3. Women do not contract Man-Flu. At worst they suffer from what is medically recognised as a 'Mild Girly Sniffle' - which, if a man caught, he would still be able to run, throw a ball, tear the phone book in half and compete in all other kinds of manly activities.

4. Men do not 'moan' when they have Man-Flu. They emit involuntary groans of agony that are entirely in proportion to the unbearable pain they are in.

5. Full recovery from Man-Flu will take place much quicker if their simple requests for care, sympathy and regular hot

drinks are met. Is that really so much to ask? Florence Nightingale would have done it

6. More men die each year from MFN (Man-Flu Neglect) than lots and lots of other things. (Like rabbit attacks or choking on toast).

7. Men suffering from Man-Flu want nothing more than to get out of bed and come to work, but they are too selfless to risk spreading this awful condition amongst their friends and colleagues. In this sense, they are the greatest heroes this country has ever known.

8. In 1982 scientists managed to simulate the agonising symptoms of full blown Man-Flu in a female chimp. She became so ill that her head literally fell off.

9. Man-Flu germs are more powerful than He-Man, The Thundercats and The A-Team combined. They are too strong for weak, nasty tasting 'lady medicines' like Lemsip, so don't bother trying to force them on a victim of Man-Flu.

10. While it may seem like a Man-Flu sufferer is just lying around enjoying 'Diagnosis Murder' it is a commonly recognised medical fact that the exact pitch and frequency of Dick Van Dyke's voice has remarkable soothing powers.

Every minute in this country one man is struck down by Man-Flu. Women, all we ask is that each of you offers them hot drinks, some kind words and your undivided attention and care. Then maybe, just maybe, we'll beat this monstrous disease together.

**Thanks to Chris Lee**

# Cholmondely Castle



Our second Cholmondely Castle show was made all the more easier this year by the efforts of Steve



Marran and Jim Jordan. To make things easier for us on the Sunday, they went to the show site on Saturday and pegged out an area. On arrival we had a



good sized area in a great spot not far from the arena. We tried a change from the usual way of assembling the stand this time. Instead of placing the gazebos in the middle of one side, it was suggested we put them at the end. I'm not sure if it was better, I think the jury's still out.

The field was packed with club stands as was the independents section. There



was also a good showing of classic motorcycles too. I didn't find much in the jumble, however I was happy to find a stall selling mig welding wire @ three rolls for £10.

As usual, a few members took their cars into the arena for judging. Unfortunately, no

prizes were forthcoming this time but when Jill and I wandered



up towards the arena when the club stand awards were about to be announced. Standing with Dave and Russ, we were gobsmacked to hear the winners were North West Casual Classics. When Russ had recovered he dashed in to collect the award.



## Filter FACTS

Fitted by most manufacturers as original equipment, an oil filter will not last forever and should be replaced or renewed every 5,000 miles.

Extensive tests carried out at the laboratories of a leading filter manufacturer proved that dirty oil contains a dangerous amount of foreign matter—sometimes up to seven per cent, of the total. In a further test the same oil circulated through a filter was purged of dangerous foreign matter and showed only a slight carbon discoloration. You may wonder how foreign matter gets into the oil at all. During a running-in period, fine rubbings from the cylinder walls and piston rings are present in relatively large quantities and to a lesser extent these particles of metal are also produced during normal running. In addition to metal particles dust from the atmosphere also finds its way into the oil via the breather of the oil filler cap—an entry point for dirt not often considered is the dipstick which should be wiped with a clean rag each time it is used.

Another form of lubricant contamination is sludge. These sludge deposits arise mainly from leakage of exhaust gases into the crankcase and from the action of the piston rings, scraping combustion products downwards along the cylinder walls.

In winter, and in summer stop-and-go motoring, the rate of sludge accumulation is increased by condensation. Under these conditions then—winter motoring, or in summer where the engine is not given a chance to get thoroughly warm, change the filters more frequently.

### Filter Types

There are two types in general use: the by-pass, or partial-flow, and the full-flow filter. Fig. 1 shows an engine lubrication system incorporating a by-pass filter, and Fig. 2 a lubrication system with a full-flow filter.

If a by-pass filter becomes dogged with foreign matter during its working life the lubricating oil will continue to flow, showing little or no loss of pressure on the oil pressure gauge. However, be warned, any fluctuation in pressure readings when the engine is warm merits attention.

In a by-pass system, all the oil will be filtered about once every hour and because of the low pressure across the filter, a fine screen element can be used. Conversely, full-flow filter elements need a coarser

screen to accommodate the higher rate of the lubricant flow. The full-flow filter does, of course, offer immediate protection to bearings, etc.

In the event of a full-flow filter becoming choked with debris a relief valve comes into operation and the oil continues to flow, although naturally, it is no longer being filtered.

Some types of partial-flow filter have a sealed element (Fig. 3) and have to be renewed complete. The cartridge usually screws directly into the crankcase and is a simple matter to replace.

A partial-flow type filter from which the element can be removed and renewed is shown in Fig. 4.

The centre bolt is unscrewed and the bowl removed. When making an element change, take particular note of the position of any spacing or centralising washers.

Clean out the body of the filter and make sure when re-assembling that you fit a new rubber gasket on the cover. This gasket is normally supplied with an element kit. When the change has been made, run the engine for a few minutes to make sure there are no leaks. The foregoing information applies to a replacement element filter, an example of

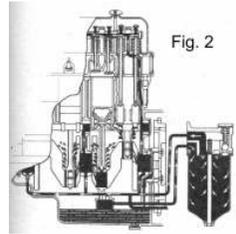


Fig. 2



Fig. 3

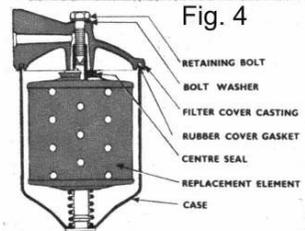


Fig. 4

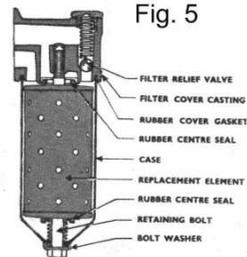


Fig. 5

# Backside

