



# BACKFIRE

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

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

February 2009

## COMMITTEE

### **Chairman**

John Greatbanks  
01925 837970

### **Vice-Chairman**

Russ Hadfield  
0161 7760639

### **Treasurer**

Rob Smith  
01925 723243

### **Events**

Maria McPartand  
01925 245499  
maria.mcpartland  
@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.

May I take this opportunity of wishing you all belated best wishes for this New Year of 2009. I spent Christmas and New Year with my friends in Port St Mary in the Isle of Man where we all had a wonderful time, but, as usual, overdoing everything so the inevitable happened and a few days after my return I came down with a severe chill and flu which laid me up for about ten days. Because of the latter I apologise to you all for my absence at the January meeting, but I needn't have worried as my Vice Chairman Russ covered the proceedings very ably in my absence, many thanks Russ.

Well, we are already looking into venues for the coming season and would like to get applications in for shows as early as possible, so, in order to help Maria our events organiser can you please sort out where you want to represent the Club so that we are not at the last minute. There are a few great shows from last year repeated and also a few new ones to chose from. Lets hope the Sun shines on us, and don't forget we were the best multi make club stand twice last season.

So its' lock and load, move out and take the high ground once again and good luck to you all.

Your Friendly

Neighbourhood Chairman

John Wayne Greatbanks



# CONTENTS

## PAGE No

1. Chairman's Notes
3. Bits & Pieces
4. Cholmondley Castle
5. Club Events/Discounts
6. A Captain's letter
7. Widnes
8. Classic Ads



Page 4

Page 7

**Next Meeting March 10th**  
**Deadline for inclusion in next issue Mar 3rd**

### 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

## Abandoned Bugatti Found

An extremely rare car has recently been found abandoned in a garage. The car, a Bugatti Type 57S Atlante, was originally bought by Lord Howe who used it to travel to race meetings. It was later sold to a Mr. J.P.Tingay who had the car fitted with a supercharger.

Later, it was sold to Dr. Carr who got some use out of it before parking it in his garage. There it sat for almost fifty years until, on Dr. Carr's death, it was discovered by the doctor's family still only showing 26,000 miles.

The car will be sold by Bonhams and is expected to raise up to 4 million Euros.

---

## Jim Clark's Lotus Cortina

The Lotus Cortina which was driven, and crashed, by Jim Clark on the 1966 RAC Rally may have been found. It was thought that after the crash NVW 241C was taken back to Ford's competition department at Boreham Wood, stripped and scrapped.

However, Cortina enthusiast Tommy Sandham thinks he may have tracked down the car after a two year search

## Ten Fifty Year Anniversaries

- Mini
- Triumph Herald
- Sunbeam Alpine
- Jaguar Mk2
- Ford Anglia
- Panhard PL17
- Daimler SP250
- Gaz Chaika
- Chevrolet Corvaire
- DAF 600

---

Another Fifty Year Anniversary this year is one that is not so pleasant. In February 1959 the music died when the plane carrying Buddy Holly, The Big Bopper (J.P. Richardson) and Richie Valens crashed in a snow storm killing all on board.

---

It was with great regret that I learned of the death of Dave Espley's wife, Anne the week before last. As many of you will know, she suffered a stroke some years ago and was bed ridden, only able to get around by wheelchair. Unfortunately, she was rushed in to hospital recently having difficulty breathing and was diagnosed as having pneumonia. After about a week she finally succumbed to the illness and passed away on the 28th January .

I'm sure you will join me in offering sincere condolences to Dave.

# Cholmondley

## Castle by Steve Tanser



This was the re-arranged date for the second Cholmondley Castle show of 2008. The original date was postponed due to the show field being flooded.

In the past at Cholmondley, when a club area was booked, the club had to go there the day before to rope it off (but not with green twine). Now though the organisers do the roping off for us. Our space was for fifteen cars but it would have been tight without the gazebo.

By the time the gazebo was erected and the first few cars were parked we could tell we weren't going to have enough room.

First on the agenda was the bacon butties and Maria and Dave did a cracking job keeping us fed. I'm

sure we don't show our appreciation enough to them for their efforts at the shows, so thanks to you from all of us.

By the time all cars had arrived we had to utilise some unused space on the next stand.

After some serious chilling out and a look around the autojumble cars were being called into the arena for judging. A couple of members took their cars in for judging and Steve Marran was rewarded with a trophy. Well done Steve.

We were all getting ready to pack up when it was announced that the club had won best club stand. I had to sprint to the arena to receive the trophy. Well done to everyone who put in the effort to build and take down the stand.

## Club Events 2009

26<sup>th</sup> April - Drive It Day Run

10<sup>th</sup> May - Cholmondley Castle

30<sup>th</sup> & 31<sup>st</sup> May - Tatton Park

14<sup>th</sup> June - Summer Road Run

27<sup>th</sup> June - Town Centre Car Show

12<sup>th</sup> July - Fiddler's Ferry Show

18<sup>th</sup> & 19<sup>th</sup> July Cholmondley  
Pageant of Power.

26<sup>th</sup> July - Audlem Festival of  
Transport

30<sup>th</sup> July - Whipping Stocks

1<sup>st</sup> & 2<sup>nd</sup> August - Woodvale

16<sup>th</sup> August - Knowsley Hall Show

22<sup>nd</sup> & 23<sup>rd</sup> August - Tatton Park

30<sup>th</sup> & 31<sup>st</sup> August - Oulton Park  
TBC

31<sup>st</sup> August - Rotary, Sutton Fields  
TBC

6<sup>th</sup> September - Cholmondley Castle

---

## ***CLUB DISCOUNTS***



Orford Green, Warrington

---

## ***ANDREW PAGE***

Lilford Street, Warrington. Ask for Simon

---

Alpha Autos on Priestly Street has recently changed from being an accessory/parts shop to an in car entertainment specialist. The name has also changed to BassBox. This means that the discount card is now invalid and should be destroyed.

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

## A Letter to the Owner

**Sailors in particular, but anyone having the slightest interest in things nautical, will appreciate the following letter to the owner by the Master of a Merchant Vessel. Contributed by Captain Neil St C Norton, former Queen's Harbour Master, Esquimalt and now Master of *CSS Baffin*, Department of Fisheries and Oceans, Halifax, NS, to a course on hazardous cargoes held at Leith College, attended by Harbour Master Captain John Scrivens, and commercial manager Peter Mayne. We are grateful to Captain Norton for his kind permission to reproduce the piece.**

Dear sir,

It is with great regret and haste that I write this letter to you, regret that such a small misunderstanding could lead to the following circumstances and haste in order that you will get this report before you form your own preconceived opinions from reports in the world press, for I am sure that they will tend to over dramatise the affair.

We had just picked up the pilot, and the apprentice had returned from changing the 'G' flag for the 'H' and being his first trip was having difficulty in rolling the 'G' flag up. I therefore proceeded to show him how, coming to the last part I told him to 'let go'. The lad although willing, is not too bright, necessitating my having to repeat the order in a sharper tone.

At this moment the Chief Officer appeared from the chart room having been plotting the vessel's progress, and thinking that it was the anchors that were being referred to, repeated the 'let go' to the Third Officer on the forecastle.

The port anchor, having been cleared away but not walked out, was promptly let go. The effect of letting the anchor drop from the 'pipe' while the vessel was proceeding at full harbour speed proved too much for the windlass brake and the entire length of the port cable was pulled out by the roots'. The braking effect of the port anchor naturally caused the vessel to sheer in that direction, towards the swing

bridge that spans a tributary to the river up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately he did not think to stop the vehicular traffic, the result being that the bridge partly opened and deposited a Volkswagen, two cyclists and a cattle truck on the foredeck. My ship's company are at present rounding up the contents of the latter, which from the noise, I would say were pigs. In his efforts to stop the progress of the vessel the Third Officer dropped the starboard anchor, too late to be of practical use for it fell on the swing bridge operator's control cabin. After the port anchor was let go the vessel started to sheer, I gave a double ring full astern on the engine room telegraph, and personally rang the engine room to order maximum revolutions. I was informed that the temperature was 53 degrees, and asked if there was a film tonight. My reply would not add constructively to this report.

Up to now I have confined my report to the activities at the forward end of my vessel. Down aft they were having their own problems. At the moment the port anchor was let go, the Second Officer was supervising the making fast of the after tug, and was lowering the ships towing spring to the tug. The sudden braking effect on the port anchor caused the tug to run under the stern of my vessel, just at the moment when the propeller was answering my double ring full astern. The prompt action of the Second Officer in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes thereby allowing the safe abandoning of that vessel..

It is strange, but at the very same moment of letting go the port anchor there was a power cut ashore. The fact that we were passing over a 'cable area' at the time may suggest that we may have touched something on the riverbed. It is perhaps lucky that the high tension cables brought down by the foremast were not live, possibly being replaced by the underwater cable, but owing to the shore blackout it is impossible to say where the pylon fell.

It never fails to amaze me, the actions and behaviour of foreigners during moments of minor crisis. The pilot for instance, is at the moment huddled in the corner of my day cabin, alternately crooning to himself and crying after consuming a bottle of gin in a time that is worthy of inclusion in the Guinness Book of Records. The tug captain on the other hand reacted violently and had to be forcibly restrained by the steward, who has him handcuffed in the ship's hospital where he is telling me to do impossible things with my ship and my person.

I enclose the name and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the Third Officer collected after his somewhat hurried evacuation of the forecastle. These particulars will enable you to claim for the damage that they did to the railings of No 1 hold.

I am concluding this preliminary report for I am finding it difficult to concentrate with the sound of police sirens and their flashing lights. It is sad to think that had the apprentice realised that there is no need to fly pilot flags after dark, none of this would have happened.

Thanks to Maurice Howard

---

## Widnes

by Steve Tanser

Because the Cholmondley Castle show was rescheduled due to the weather, there was a clash of venues. Now, on the same weekend, we had the Widnes show.

Some of us decided to do both shows over the weekend and others decided to attend either one or other of the shows, which gave us what must be the enviable position

of the club attending two shows on the same day.

Arriving first in the Zodiac and Anglia, Jill and I were directed into the show area which was roped off in blocks. The area was a little damp at first but once the sun came out the day was glorious.

The last time we were at Widnes there was a lot of variety and, I'm glad to say, this is still the case.

Walking around the show ground we found, apart from classic cars, classic bikes, a fairground, stalls including a small auto jumble, fairground organs and steam engines.

The location in Victoria Park is very flat and easy to get around it has a new visitor centre and the lake has been refurbished. If it's a while since you last attended, or you've not been before, it's well worth a visit this year.



# CLASSIC ADS

OVER 3,000,000 CARS



**FIT  
ARMSTRONG  
SHOCK ABSORBERS**

**FOR BETTER RIDING**

**ARMSTRONG'S PATENTS CO. LTD.**

BEVERLEY

YORKS