



BACKFIRE

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February 2011

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Chairman's Word

Hello everybody. Welcome to February.

If you were unlucky enough to miss the lunch at the "Jolly Thresher" then you mustn't be too upset that you didn't get to taste the good food, or listen to the highly intelligent conversation (not my table), or get to see "yours truly" in a shirt and tie (see Russ for insults and photographs)

Perhaps we can go somewhere else next time. We need to find somewhere more central to Warrington so that more members and families are tempted to attend.

I would also like to suggest that we do other things as well.

How about going to Maria's quiz night to support the WDP.

Maybe a trip to Mouldsworth motor museum??

A day out at Gaydon heritage centre springs to mind.

See Paul Birchall with any ideas.

Anyway, got to go now, I've got a date with an old girl, and a monkey wrench. (See Russ for insults and jokes)

Steve.

P.S. any spelling mistakes are free.



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Next Meeting 8th March

CLUB DISCOUNTS



Car Parts, equipment and consumables. 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/.

Glass repair company, Autoglass, has released a list of the most out-landish explanations for cracked windscreens. One driver blamed a squirrel that fell from a tree and landed on the windscreen, shattering the glass.

Another caller said his mother-in-law had taken a baseball bat to his car after a family row. A third explanation was the heel of a woman's stiletto chipping the glass, from the inside.

If you get an email warning that you can catch swine flu from tinned pork, just ignore it, its spam.

What do you call three pies on a stick? A Wigan kebab.

Classic s built before 1920 could be exempt from the annual MOT test under consideration by the government. Transport Minister, Mike Penning, is reviewing the case following discussions with leading figures in the classic car movement.

The exemption could be in place by the end of the year.

Japanese car maker Daihatsu will be pulling out of the UK more or less immediately. Daihatsu were the first Japanese car importers into the UK in 1966 but, with falling sales over the last few years, the company only managed to sell 170 cars in 2010. The company could also pull out of the whole of Western Europe by the end of 2012.

Rolls Royce first introduced the Spirit of Ecstasy mascot in 1911 making 2011 its centenary.

The RAC fitted 17,000 new batteries in December during the coldest weather.

It takes 8,460 bolts to assemble an automobile, and one nut to scatter it all over the road.

Boxing Day At Lyinn



Bit of a non-event this year. No doubt due to the adverse weather last year, the sight of snow on the ground deterred most people.

We stood around for a while to see only a handful of classics until someone informed us that the pub had



opened to serve coffee. That was it. Enough of standing in the cold and we got inside into the warmth.

Steve Marran had booked us a table for lunch and, while eating, a couple of classic tractors and miniature traction engines arrived.



A traction engine housed across the road couldn't get going as a valve had frozen up.

Let's hope the weather isn't killing off this event as its a good antidote to the festive season.

Club Meal

Another successful annual lunch at the Jolly Thresher. Numbers were down a little on previous years, no doubt because of a combination of the bad weather and work commitments.



We arrived a little late because of a water leak from the Volvo's cooling system, so we had to stop and top up with bottled water from a supermarket. Taking our seats as orders were being taken we just in time to catch the waitress.



The food as always was excellent and obviously home made, no tinned mushroom soup is ever that thick.

Thanks must go, once again, to Steve Marran for going out to the pub and organising the afternoon. I'm sure I can speak for everyone by saying it was a marvelous afternoon.

We got the Volvo home alright and I traced the leak to the water pump.



Club Events

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

Tatton Park - June 4th - 5th

Fiddlers Ferry Show - 10th July

More to follow

Laws

- 1.** Law of Mechanical Repair - After your hands become coated with grease, your nose will begin to itch and you'll have to use the bathroom.
- 2.** Law of Gravity - Any tool, nut, bolt, or screw, when dropped, will roll to the least accessible corner.
- 3.** Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.
- 4.** Law of Random Numbers - If you dial a wrong number, you never get a busy signal and someone always answers.
- 5.** Law of the Alibi - If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.
- 6.** Variation Law - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now (works every time).
- 7.** Law of the Bath - When the body is fully immersed in water, the telephone rings.
- 8.** Law of Close Encounters - The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

9. Law of the Result - When you try to prove to someone that a machine won't work, it will.

(the reverse of the above is also true - Steve)

10. Law of Bio mechanics - The severity of the itch is inversely proportional to the reach.

11. Law of the Theatre and Hockey Arena - At any event, the people whose seats are farthest from the aisle arrive last, and they are the ones who will leave their seats several times to go for food, drink, or the bathroom and who leave early before the end of the performance or the game is over. Those in the aisle seats come early, never move once, have long gangly legs or big bellies, and stay to the bitter end of the performance and beyond. The aisle people also are very surly folk.

12. The Starbucks Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something that will last until the coffee is cold.

13. Murphy's Law of Lockers - If there are only two people in a locker room, they will have adjacent lockers.

14. Law of Physical Surfaces - The chances of an open-faced jelly sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.

15. Law of Logical Argument - Anything is possible if you don't know what you are talking about.

16. Brown's Law of Physical Appearance - If the clothes fit, they're ugly.

17. Oliver's Law of Public Speaking - A closed mouth gathers no feet.

18. Wilson's Law of Commercial Marketing Strategy - As soon as you find a product that you really like, they will stop making it.

19. Doctors' Law - If you don't feel well and make an appointment to go to the doctor, by the time you get there you'll feel better. Don't make an appointment and you'll stay sick.

Thanks to Chris Lee

WYER TO WIN

JOHN WYER'S GT40 must be about the winningest Ford ever built. It rumbled home a winner in 1968, in the 24-hour race at Le Mans, and astounded everyone by repeating the process again in 1969 - the first time the round-the-clock classic had ever been won twice in succession by the same car.

'Old Number 7', Sammy Davis's 3 litre works Bentley, became a legend when it raced at Le Mans in 1926, but ran into the sand at Mulsanne with 20 minutes to go. Then it returned the following year to survive the famous White House crash and go on to win the race with a twisted chassis. Bent-



ley, Alfa Romeo and Jaguar all ran off successive wins at Le Mans, but nobody notched successive wins with the same car.

'Old 1075' was built in the Wyer workshops at Slough for the start of the 1968 season, the 75th GT40 to be homologated for Group 4 racing. On the way to taking the World Championship of Manufacturers for Ford and Wyer, it won the BOAC 500 at Brands, the Spa 1,000 Kilometres, the 6-hour race at Watkins Glen, and Le Mans.

Everyone said the new 3-litre prototypes would put the big GT40s out of business this year, but Wyer decided to enter his horses for the courses that suited them best, keeping the

3-litre Gulf-Mirages for the shorter races or tighter tracks, and saving the GT40s for the races where endurance counted. His tactics paid off, as he knew they would. Old 1075 won at Sebring in the 12-hour race this year, and was dusted off to win at Le Mans, a fittingly successful swansong to a heroic car. Wyer had masterminded Aston Martin's Le Mans win in 1959 when he was team manager, and he watched his GT40 win last year. But due to illness in the family, he missed seeing Jackie Ickx outwit the veteran German Hans Hermann, pipping the Porsche 908 on the crucial last lap. His racing right hand, David Yorke, Vanwall's manager in the late Fifties, ran the pit in Wyer's absence and made a copy-book job of it, ruling the team with a firm but fair hand.

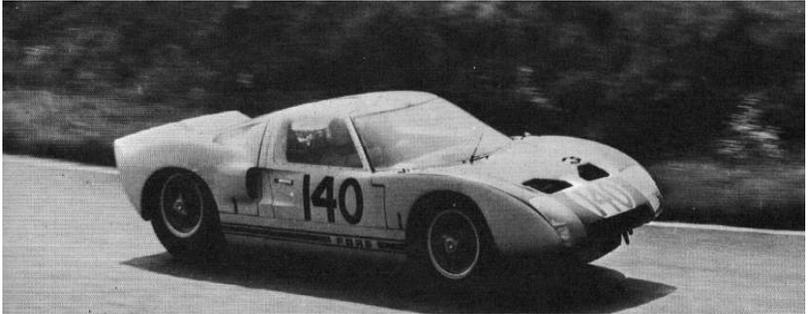
The drivers were told to take it easy at the start and not to mix in the helter-skelter battle for the lead in the opening laps. 'If we're still around at daylight tomorrow, we'll go racing then.' The two Jackies, Ickx and Oliver, were scheduled to lap at 3 min 45 sec, while the Mike Hailwood/David Hobbs GT40 was to lap at 3 min 47 sec. This was something like 15 sec slower than both cars had been running in the practice sessions, but it meant that they were conserving the machinery for the long race.

In a Grand Prix, the prizes go to the fastest driver in the fastest car, but in long-distance sports car races, it's a different story. Here pit work counts for valuable time, and a driver who can maintain a steady pace is much more valuable. The off-duty drivers said, between stints at Le Mans, that it was really a lot more difficult concentrating on driving slowly, changing gear and braking early, than it was when you were ear-oling it.

Time and motion study

Wyer mechanics, many of them 'old boys' from the Aston Martin team, had the pit stops down to a fine art with no wasted time or motion. Yorke stood out in front of the incoming GT40, waving the driver right in to his shins,

jumping back as the car stopped at exactly the right place for the fuel hose to connect with the snap-cap. These instant pit stops of the Wyer team compared ultra-favourably with the confusion that reigned occasionally in the Matra and Ferrari pits. For the Wyer team, the race started a long time before 2 o'clock on Saturday, 14 June. Their previous race



had been the 1,000 Kilometres at the Nurburgring just a fortnight earlier, and it had been a carefully planned rush to get everything prepared in time for Le Mans. To give the mechanics a day off before the solid grind of the race, a de Havilland Dove was chartered to fly them straight to Le Mans, avoiding the long trip in the transporter.

They numbered five racing mechanics, one engine man, one panel beater, and two refuelers. The total team booking, including the administrative staff and personnel from Gulf Oil, Wyer's main sponsors, totalled 20 persons at the Hotel de France in La Chartre. This was a 30-mile run from the track, but it was a fast road - the mechanics drove the GT40s to and from the circuits, which must have been worth more than wages - and it meant the cars could be prepared in a little cocoon of country quietness well away from the rush and bustle of Le Mans itself.

The fact that the Hotel de France food was somewhere out of this world and rated a Michelin Star, probably also had something to do with the original choice of La Chartre as a racing base years ago. There were hungry trout in the Loire River which ran through the village, and Jackie Ickx had brought his fishing gear with him. After landing several fine fish, his team-mate Jackie Oliver went into the town and invested £6 in a rod and tackle of his own.

Mike Hailwood and David Hobbs spent their off-duty hours reading or just lying in the sun. After practice the first day, there was a photo call to see which of the drivers could handle a penny-farthing Gulf had brought over from

England as a publicity gimmick. Ickx raced it off for unofficial practice as soon as it arrived, and was consequently a polished performer on the high front-wheel-drive machine by the time the cameras were set up. It didn't take Hailwood long to live up to his 'Mike the Bike' title and match the Belgian, though. It was a point of honour...

What sort of money is involved in running a team at Le Mans? The Gulf/Wyer GT40s in 1969 finished first and third overall, first and second in the Index of Thermal Efficiency and won the *Motor* Trophy for the first British car home. Not counting driver's fees, the initial cost of the cars or preparation back in England, the bill came to around £3,000, which wasn't bad when you consider the results. The hotel bill was just under £900. The fares for crossing the Channel with the big transporter, the Ford Transit van and caravan, a Mustang and a Cortina, came to £260. 'It's the most expensive race of the season for us,' said racing manager Yorke.

Topping off the weekend in typical 'Bentley boy' style, the owners of the Hotel de France turned on champagne for the team before everyone trooped out of the village for another year. They must like it. It's the third time they've topped breakfast with bubbly for Wyer's team after a Le Mans win!

Backside

