



North West
Casual Classics



BACKFIRE

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February 2015



CLUB DISCOUNTS

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10th March**



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Orford Green, Warrington

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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.

Chairman's Chatte

Hi All

I like many of you have been working on cars in this cold weather. The heating is on in my workshop but its still a little chilly. My Austin 16 is very original and as such the headlights needed some tweaking. Back in 1944 the main lighting was to say the least, bizarre. Switch 1, sidelights on, switch 2 headlights on, main beam via foot switch, off-side head light goes off and the nearside one actually tips up!! Now driving around with one headlight is ok if you are on a motor bike but I think it might just be illegal these days. It was never going to be an easy conversion as the lights are 8" jobs and as such can't be changed for MG / Morris 1000 items. Things would have to be a bit radical. I know that here at NWCC we are not averse to a bit of alteration, as I know we have a Super Snipe sporting a Merc engine and a MGB with a Ford power train so a little headlamp surgery shouldn't raise too many eyebrows. The head lights are now converted to H4's still using the main beam foot switch, fuses and a relay.



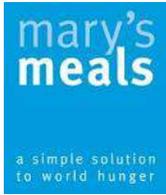
I was unable to find any 'Pork Pie' lights at Huddersfield last month but it was not a wasted journey I managed to get a few things and the breakfast in the local 'Greasy Spoon' was exceptional as was the company of both Kenny and Steve M. The lights eventually surfaced via E bay, a lovely pair I have to say and after I fitted, them I put a picture on Facebook resulting in me being accused of being a tightwad, attention seeking, pink Figaro/PT Cruiser loving, cross dresser!!! (If the cap fits....Ed) What's that got to do with rear lights? You tell me! Anyway, the upshot of all this is that I am to be known as The Shadow (see Eileen) from now on! Back to the rear lights, they are side, brake and indicator and have that all important period look. E bay came up with some front side light conversions as well which show white but magically flash amber, clever stuff eh? There's still a lot to do yet. I could do with some warmer weather.



The Club trailer nears completion, it's got new suspension, lockable lids and I have removed the drop down rear door. That's been replaced with a sheet of aluminium which has been sealed with silicone. The spare wheel now resides inside the trailer. I hope we will all look smart this summer.

Cheers Nigel 'The Shadow'

Bits 'n Pieces



For more information of this charity to raise living standards of children in third world countries see Sue Thomas or go to www.marysmeals.org

How to Handle Stress

Picture yourself near a stream. Birds are softly chirping in the crisp, cool mountain air. Nothing can bother you here. No one knows this secret place. You are in total seclusion from that place called "the world." The soothing sound of a gentle waterfall fills the air with a cascade of serenity. The water is clear. You can easily make out the face of the person whose head you're holding under the water. There now.....feeling better?

They seek him here,
they seek him there,
those policemen seek
him everywhere.
Is he in heaven, or is he
in hell, that damned
elusive
Sha - a - dow.



Thanks to Joe Gowland for this month's Backside.

Terry Gatley

To those members who may not know, Terry sadly passed away last month. His funeral was held on the 22nd with a service at Christ Church, Padgate before transferring to Walton Crematorium for cremation.

I drove to the church in the Humber but, as I was a little late, I didn't go into the church in case I disturbed the service. When the service ended I was ready to follow the cortege, but soon lost sight of it in the late afternoon traffic. However, I managed to stay behind Terry's brother John's Singer Gazelle so we could arrive together.

At the crematorium were Nigel and Kenny and we followed the family and friends into the chapel for the short service.

I'm sure you would all join me in expressing sincere condolences to Terry's family.

R.I.P. Terry.

Tax Exemption

The Federation of British Historical Vehicle Clubs (FBHVC), and a number of Mps, are calling for the thirty year, rolling tax exemption to be put on the election agenda.

The Federation said that, though it was happy that the the decision to exempt vehicles over forty years old was brought in last April, a change to thirty years would bring the UK into line with the rest of Europe.

None of the major political parties were prepared to comment, but classic-owning MPs of both Labour and Conservatives have voiced their support.

Events

Mar 1st - St Helens Museum
Mar 22nd - J. Woods, Chester
April 26th - Drive-It-Day
May 30/31st - Tatton Park
June 13th - Hale Carnival
June 14th - Blakemere
June 27/28th Kelsall Steam
June 28th - Lymm Transport Day
July 4/5th - Aviation Show
July 19/20th – Speke Hall
Aug 1st - Newton Town show
Aug 22/23rd - Tatton Park
Sept 6th - St.Roccas Show

Ford Model T

The last Model T rolled off the production line on 31st May 1927. A peculiarity of the Model T (and others) was that it had no fuel pump and, if faced with a steep hill when the petrol was low, it was necessary to drive up the hill in reverse.

MOT Test Exemption

Following the matter of MoT exemption raised at our January meeting, a report in the Mini Cooper Registers's newsletter 'Cooperworld' may be of interest. The letters page reports conversations at the NEC Exhibition in November. The issue of MoT exempt vehicles was raised with several classic insurers. These were reported as follows:

Cars registered before 1960 do not now require an MoT Certificate. Cars with an MoT Certificate have, by implication, a certificate which says the car is roadworthy, and is valid for 12 months. If you do not have a MoT certificate it is now the owner's responsibility to ensure pre 1960 cars are roadworthy. The changes to the MoT legislation shifts responsibility for road worthiness from the MoT station to the owner. Insurance companies told the writer that if a pre 1960 car was involved in an accident without an MoT it would have its insurance invalidated if the insurance investigator considered the car to have been unroadworthy." Now I do not agree with all the comments made. For example it has always been, in my opinion, the owners responsibility to ensure his car is roadworthy and an MoT Certificate only assesses the vehicles condition at the time of the test. But it is also true that insurers have been prepared to accept that a vehicle with an MoT is more likely to be in a roadworthy condition and therefore are less likely to look further unless there is something blatant to arouse the investigators suspicion. What appears to be changing is that insurers are more likely to look closely at a car without an MoT. If you like the situation has changed from one of being innocent until proven guilty to one of guilty until proven innocent. I fear insurance companies will be less likely simply to accept a car is roadworthy and more likely to question its condition. We all know they are not charities and to be honest they have every right to question and investigate.

Thanks to Chris Lee

Billy Bent's Demise by Steve Morris

I once had a mate called Barry Mulcrow
Who bought 'imself an owd van
An 'undred thousand miler job
That he got from Honest Stan
It'd been in use at an abbatoir
Since nineteen-eighty-two
But Barry said wi' a lick o' paint
It'd soon be just like new

When Baz got crackin' on doin' it up
He didn't know when to stop
He 'ad it sprayed metallic green
An' he fitted a vinyl top
Rally tyres an' tinted glass
It all looked very nice
Then he finished it off wi' a noddin' dog
An' a set o' them furry dice

Well, Barry decided a van's not cool
Until it's got some sounds
So he took a job at Burger King
Till he'd saved up seventy pounds
Then he went an' bought a radio
Wi' a speaker set that matched
An' a nine foot yellow aerial
To the wing he 'ad attached

Baz was like a twin tailed dog
When he tuned 'is wireless in
His woofers an' his tweeters, well
They didn't 'alf make some din
He whizzed straight past The JY Prog
The Proms an' Woman's 'our
An' he set 'is dial to Rock FM
Where he whacked it up full power

So, it's ten to twelve on a Friday night
An' Barry's been out cruisin'
Billy Bent meanwhile is leavin' t' Black Dog
Where he's done some serious boozin'
After six pints o' Burton an' a couple o' shorts
He just don't give a toss
An' both he and Baz are unaware
That their paths are set to cross

It's just after midnight, Bill's on his way home
An' he's walkin' wi' a bit of a sway
He crosses the road to get puddin' and chips

Not bothered to look either way
Baz 'its 'is brakes an' he swerves to the right
An' he stops wi' a mere inch o' grace
But th' aerial follows through in an arc
An' it lashes owd Bill 'cross his face

Bill 'its the deck like a sack full o' spuds
An' he lies stock still on the ground
Within a few seconds the folk from the chippy
Come out an' they all gather round
Then it's ambulance, police car, "blow into
this"

An' statements an' "stand over there"
Next thing he knows Barry's down at the nick
While Billy's in intensive care

Saturday mornin' it's cowl an' it's wet
An' Barry's back out on the street
He don't feel too good when he thinks about
Bill

An' what 'appened the previous neet
But 'is conscience'll ease if he does the right
thing
Makes an effort to put matters straight
So he stocks up wi' grapes an' a large Lucoz-
ade
An' sets off for ward number eight

Just as he arrives he spots a young nurse
An' he asks about Billy's condition
She doesn't say owt except "please, take a seat,
Someone will explain the position"
As Barry waits he rehearses the words
That he'll use when the chance comes to speak
Then into the room bursts a junior doc
Been on duty since Wednesday last week

"Can I see Mr Bent, he were brought in last
night?"
But the medic stands shakin' his 'ead
"You're a little too late for that my old friend
I'm sorry to tell you he's dead"
"How come?" splutters Barry in sheer disbelief
His face now awash wi' his tears
"Van aerial disease" comes the doctor's reply
"The worst case we've had here in years

<http://www.howlingdog.pwp.blueyonder.co.uk/index.html>

End of Season Run



Thanks to Eileen and Alan for finding a great destination for our lunch. Our route there took us through the Cheshire countryside via a coffee stop at the Lady Heyes Centre. An award, organised by Steve Marran, was won by Phil & Wendy Hammond's Minor, chosen by a pub staff member.

Chrome Plating

After Paul Gannicliffe asked Facebook members for chrome plating recommendations, some discussion arose about the future of plating for our cars. Here is some research carried out by Paul Wright.

From the latest FBHVC newsletter. Their overall opinion from several things I've read is it won't be as much of an issue as first thought. Obviously chromers will shout doom and gloom if it means people rush to spend money rather than waiting though, hence long lead times.

"Chrome plating again as reported in the last Newsletter, there are concerns regarding the use of chromium trioxide, used in chrome plating, which has become what is known as a 'candidate substance' for inclusion in REACH.

Our understanding now is that these concerns are likely to be subsumed into broader discussions, which will have been a little delayed by the appointment of the new EU Commission, on how substances are considered generally. There is a view among manufacturers, including the motor industry, that the views of the producers of the substances were being more carefully considered than those of industrial users. They are working to rectify this imbalance, which grows in importance as more substances, of less obvious hazard, are included. In particular, they are keen that a principle be established known as 'repair as produced', which will allow the continuation of existing processes on both replacement and refurbished existing parts where that is appropriate.

In respect of chromium trioxide, there are major industrial concerns, including from the suppliers of turbines, particularly regarding the use of chrome plating for hardening purposes on bearing surfaces. These are being dealt with through such bodies as the European Vehicle Manufacturers Association (ACEA) in Brussels, supported by FIVA. So we are somewhat more relaxed on this, but are ensuring that the All Party Parliamentary Historic Vehicles Group are kept aware of the issue and are on hand to support us if we need them to."

Backside

