

BACKFIRE

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February 2016



NorthWest
Casual Classics



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Treasurer/Membership - Steve Tanser

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Social Secretaries -

Eileen & Alan Smith

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Backfire Editor - Joe Gowland

Club clothing.

If you need any clothing with Club logos, then do speak to Pat Longstaff, she'll 'see you right'.

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, that the Club has taken, out only covers members when attending events that have been booked through the Club. For other events attended individually, please make sure that you are covered by your own insurance.



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DRB CAR SPARES  **MOTOR STORES**

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FRONT COVER

Top: Triumph Herald convertible, at Culcheth Carnival, May Bank Holiday Monday, 2015.

Lower: Hillman Super Minx, at Culcheth Carnival, May Bank Holiday Monday, 2015.

REAR COVER

Rover 14/6 P1 at Speke Hall Classic Car Show, July 2014

CHAIRMAN'S CHATTER

Hi All!

As some of you will know I was called to the hospital for my hip replacement at quite short notice. Not that I'm complaining, it gets the job done! I was in there at 11am on Wednesday the 27th of January and by 5pm I was on a ward, all done. They say it takes around one and a half hours to do, so I suppose in the grand scheme of things it's not long at all.

Let's face it you'd be hard pressed to do a clutch in that time, using a part that you know is going to fit! I was sent home on Friday at 4pm, so that's around 30 hours in total. Fantastic!

Heidi came onto the ward quite a few times to see I was behaving myself and it was lovely to see her!

The Sunday before the 24th of January a lot of us met up for the Post-Christmas Lunch at the Griffin Inn at Bold Heath. This had been very well organised by our 'Socials' Alan and Eileen Smith and it was perfect. I was able to use my Blue Badge in the disabled spot! We had our own room upstairs all to ourselves. The food was lovely and, of course, so was the company. The weather on the other hand was a bit grim so most members arrived in their daily drivers!

I, of course, have not been in the workshop for a few days now and don't expect to do any jobs in there for quite a few weeks. The Stag is all clean, waxed and polished with a cover over waiting for my return. Some of the jobs I'd promised myself I would get done this winter will now have to wait. The Austin is clean (not waxed) and ready. I took it to the MoT guy the day before my hospital admission. He gave it the once-over and he was happy with it for another year. I know I don't legally need to show it to a real mechanic, but it's so much easier to be able to stand under the car and inspect it in comfort, rather than scabbling about on the floor, trying to do half a job. After all what are you frightened of? It failing? I'd rather mine failed on the garage ramps than on the road. If your car is un-roadworthy it's your responsibility and you could get yourself sued. Although the MoT proves that on the day, the examiner didn't find any failings, it does show that you were responsible enough to show it to a professional in the first place!

The bumpers on the Austin were one of its

shortcomings, with the back one peeling off at the lower edge and as I explained last month having got tired of waiting for some promised ones to turn up, I got the old ones re-chromed. There is a little piece of 'land' that is between the bumper and the back of the car. It is painted car colour, but was damaged, but I was able to get it back into shape and weld up the tear. I took the part to my local paint factor where he supplied me with an aerosol of the correct colour for around £9. So with a little filler and some primer, I managed to do a satisfactory repair!

The front bumper was a little low and this became obvious as the starting handle would not locate. After removal of the bumpers it became clear that the bumper irons had been fitted upside down and left > < right. There's not much in it but now it lines up beautifully. It's the little things that matter!



I hope to be there on Club night. I'll see how I feel!

Cheers Nigel!

Mary's Meals, Thank you for your donation

Hi Folks

Thanks to all who bought raffle tickets in January. You raised £67.00. Thanks for your continued support for this worthy charity which is now feeding more than a million children within their education.

You really are making a difference to these little lives. Thanks also to those who donated prizes

luv Sue x

Sue Thomas

For more information about this charity to raise living standards of children in Third World countries,

see Sue Thomas

or visit:

www.marysmeals.org



OUT AND ABOUT

Boxing Day at Lymm

Over the last two year's, attendance at the Lymm Boxing Day Steam & Classic event has been somewhat disappointing.

A new manager at The Jolly Thresher made it clear that he didn't want the event taking place at his pub.



So, with this in mind, Nigel played safe and booked us in to the Barn Owl.

This made sure we had a good lunch and the day wouldn't be spoiled.

However, a week before Christmas, I saw, on the Facebook page of the Lancashire Traction Engine Club, that the event would be taking place and will now be known as the Tom Barlow Boxing Day Run.

A member of the Traction Engine Club had contacted The Jolly Thresher and discovered that the new manager (of ten weeks) was happy for the run to start there.

A few of us went to The Jolly Thresher, but not

many turned up.



Whether this was because of the bad weather or because of the uncertainty of the previous years, it's difficult to say.



I just hope that people will start returning from next year, as it's a nice change from Christmas.

At mid-day, those of us in NWCC drove round to The Barn Owl and had a great lunch.

It was very good value for money and we had the conservatory, overlooking the canal, to ourselves.

Steve Tanser

EVENTS

Day	End Date	Event	Location
Sun	21 Feb	Brazilymm,	Lymm Hotel, Lymm
Sat/Sun	19-20 Mar	Seagrave event,	Kings Gardens, Southport
Sun	17 Apr	Spring car event, Museum of Road Transport	Tolver St., St Helens
Sat	23 Apr	Mansion House show	The Mansion House St Helens
Sun	24 Apr	Drive It Day	
Mon	2 May	Culcheth village carnival	Culcheth village centre
Sat	14 May	Earlestown town centre	Earlestown town centre
Sat/Sun	4-5 Jun	Tatton Park Classic Car Show	
Sat	11 Jun	Hale Carnival	Hale Village, near John Lennon airport
Sat/Sun	25-26 Jun	Kelsall Steam Rally	
Sun	26 Jun	Lymm Transport Festival	
Sun	3 Jul	Lydiate classic car and bike show	Lydiate community centre, Maghull
Sun	3 Jul	Stockton Heath Carnival	t.b.c.
Sat	9 Jul	Daresbury Laboratory open day	Daresbury, nr Warrington.
Sat/Sun	9-10 Jul	Cheshire Steam Fair,	Daresbury, nr Warrington.
Sat/Sun	16-17 Jul	Speke Hall Classic Car Show	nr Liverpool John Lennon airport
Sat/Sun	16-17 Jul	Manchester Aviation & Transport Show	Manchester Airport Aviation Park
Sat	6 Aug	Newton town show	Mesnes Park Newton-le-Willows
Sat/Sun	20-21 Aug	Tatton Park Classic Car Show	
Sun	28 Aug	Ormskirkmotorfest	Ormskirk town centre
Sat	3 Sep	Phoenix classic car show	Clock Face Hotel St Helens
Sun	4 Sep	St. Rocco's Classic Show,	United Utilities, Lingley Mere, Warrington
Sat	10 Sep	St Helens town centre show	Church square St Helens
Sun	11 Sep	Walton Hall country fayre	Walton Hall Warrington

More complete details are on the Club's Events page at:

<http://www.northwestcasualclassics.com/zuzz/eventspage.xhtml?ac=133838826034300>

New Years get together - Corner House

This year the usual New Years Day get together moved from its familiar haunt at Briers Hall near Burscough Bridge to the Corner House at Wrightington.

I took the Mini up and got there early, despite this, the car park was filling up rapidly and this was not helped by over 20 non-classics left over from the previous night's revelries.

This inaugural event must have attracted a lot of interest as, well before the scheduled start time, the car park was literally chock full and cars were parking in the surrounding roads.

That said, the Corner House was more than welcoming with tea and coffee available from early on and the bar opening soon after I arrived. Food was also available with a standard meal available to order at reasonable cost.

The quality of the cars turning up was excellent, with some pretty rare motors, a lot from Preston and District Vintage Car Club, and even the odd

Ferrari and Aston.

The classics were also well represented; it's not often you see a pair of Traction Avantés or Volvo Amazons at a show, but they were here, along with other pretty rare beasts.

It was nice to see many friends from NWCC had made the trip, but those arriving at the official opening times were parked some distance along the road - pity!

The Mini was pretty much in the middle and, with all the passageways between the rows of parked cars also filled up and the exit completely blocked, it looked like I was there for the duration.

Luckily, at about 12.30 a small (Mini sized) gap opened up and I decided to get out whilst I could.

As a starter event it was excellent with some very interesting cars, but the car park does need sorting. Apart from that it is one to put in the diary for 2017.

Chris Lee

OUT & ABOUT

Annual Mini run

The annual Mini run from Bromborough to Llandudno is organised by Wirral Minis.

The run starts in Bromborough and, after a short break at Rhos-on-Sea, heads along the coast road and up the Great Orme in Llandudno.



After a short stop the run heads down the Orme and it ends on Llandudno's promenade for a few hours.

Photos courtesy of Phil Stott

NWCC annual post Yule-tide meal

The annual NWCC post Yule-tide meal was held, as last year, at the Griffin Inn, Bold Heath, on 24th of January.

seen below, and an enjoyable occasion, raising even more funds for the ***Martin's 21st Fund***.

Thanks to Social Secretaries, Alan and Eileen for their efforts!



WHERE ARE THEY NOW?



The name Crossley is synonymous with the North West, and many recall the make. However, not many know just how important a company they were.

Holding the rights for the four-stroke cycle, at one time owning most of AVRO, and producing some of the world's best marine and generating plant motors. Sadly today, nobbut a memory.

Date Event

- 1867 Founded by brothers Francis & William Crossley, who bought out John M. Dunlop engineering co., Great Marlborough Street in Manchester city centre
- 1869 Purchased UK & World rights to patents of Otto & Langdon, except for Germany
- 1876 Rights extended to Otto cycle 4-stroke engine
- 1877 Last atmospheric engine produced
- 1881 Crossley Bros. p.l.c. formed
- 1882 Moved to Pottery Lane, Openshaw
- 1888 Introduction of poppet valves, hot tube ignitor and carburettor
- 1896 Obtained rights to the diesel engine
- 1901 Crossley petrol engines used in road vehicles
- 1907 Moved to Napier Street (later named Crossley Street) Gorton
- 1914 New site at Heaton Chapel, Stockport
- 1917 Western half of Stockport site given over to aircraft production
- 1919 Purchased Premier Gas Engines, Sandiacre, Nottingham.
- 1920 Purchased 68.5% of A. V. Roe shares
- 1928 Avro shares sold to Armstrong Siddeley after disastrous Willys Overland Crossley failed
- 1934 Stockport site sold to Fairey Aviation
- 1935 Crossley Premier renamed as Crossley Premier Engines Ltd.
- 1938 Re-armament work needed new factory at Greencroft Mill, Hyde.
- 1948 Taken over by Associated Equipment Company (A.E.C.)
- 1952 Production of badge-engineered A.E.C. Designs at Stockport.
- 1958 Factory closed
- 1959 Factory sold
- 1968 Joined Amalgamated Power Engineering to become APE-Crossley Ltd.
- 1981 APE becomes part of Northern Engineering Industries, known as NEI-Allen Limited Crossley Engines
- 1988 NEI taken over by Rolls Royce plc and the company became part of the Allen Power Engineering - Crossley Engines division of the Rolls-Royce Industrial Power Group. This, in turn, became Crossley Engines division of Rolls-Royce Power Engineering, continuing to produce the Crossley-Pielstick range until 1995.
- 2009 The Crossley Works on Pottery Lane was closed on 27 February 2009, with what remains of the business being relocated to a Rolls-Royce factory in Dunfermline. Demolition of the works began in December 2009.



BACKSIDE