



# BACKFIRE

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

March 2010

## Chairman's Word

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#### Ferry Show

Paul Gannicliffe

Aloha!!!, and a Very Hearty Welcome to all Members,

Well, its' about time the weather picked up, we've had an awful Winter and we didn't have it as bad as the Midlands and the South of England, lets hope for a really great summer for our outings to the Shows which Russ and myself have sorted from April to the end of September. The first one on the Calendar is DRIVE IT DAY which is on Sunday the 25th April and we are once again returning to the East-ham Ferry Pub on the Wirral. You will be handed a route sheet when we meet on The Ferry Car Park at the bottom of station road, I think we will be leaving around 9-0am and there will be a 15 minute pit stop on route at The Hatchmere Car Park, its' a very pleasant run through the Cheshire Countryside and very good eats at the Ferry Pub which is in picturesque surroundings next to the Mersey.

Recently I've been trying new polishes and must admit the winner which came out on top was Ultimate Quick Wax made by MEGUIARS, I would think that quite a lot of Members have also tried it but as a spray wax it is so easy to put on and doesn't leave any white residue on trim, it can be put on in direct sunlight and gives a great shine and fabulous protection ready for showing with so little effort, the price at DRB is £11-99 with 15% discount you won't be sorry when you see the finish on you're classic motor. Any-way take care in the meantime, there's lots of dick heads out there, lock and load, good luck everyone

You're Friendly Neighbourhood Chairman

John Wayne Greatbanks



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Next Meeting April 13th

## ***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

## Classic Car For Sale

1976 Series 2 Daimler V.D.P. 4.2Litre Auto

Colour – Morello Cherry Metallic.

Beautiful leather interior. Carpets like new with over rugs.

Low mileage (54k) and little use last 2 years.

12 month's tax and MOT.

Recent new tyres, brakes and suspension.

Stainless steel exhaust recently fitted.

Original radio cassette. Factory fitted aerial.

Lots spent and box file of receipts to prove.

I need the space so must reluctantly sell.

**£2850 ono.**

Please call Dave on.....

01925 724006

or mobile 07751447564

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The rights of classic car owners to practice their hobby was stressed at the end of last month at the second annual of the All Party Parliamentary Historic Vehicles Group at the House of Commons.

Attending the dinner were 11 MPs and 3 lords plus celebrities, prominent classic car specialists, business people, members of the RAC and journalists.

Conservative MP Greg Knight highlighted the importance of fighting for

the rights of those who drive classics. He also said that the group will continue to press for the resumption of free road tax for vehicles over 25 years old. The group says that there is some optimism that attitudes towards free tax may alter after the general election later this year.

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Toyota enthusiast Adam Larman failed to prevent a 1973 Celica ST coupe from being crushed under the Government's scrappage scheme he did the next best thing. He paid the garage £500 for the right to strip everything he could from the car.

Over 14 hours in two shifts Adam removed the engine, body parts and electrical items before they were destroyed, even enlisting the help of two of the garage's staff.

The parts will ensure Adam and other Toyota club members will be able to keep their cars on the road.

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Chris mentioned at the last club meeting of the person who had their car impounded for not having insurance on it. I came across this link where people can check to see if there is insurance on their own vehicles and it is free to check.

<http://www.askmid.com/ownvehicle/>

Regards

Jimmy McPartland.

# **ANTIFREEZE**

Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. With the recent bitterly cold weather in January antifreeze has been in the headlines, with some alarming stories which at first seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leakages - but in these cases it has led to catastrophic engine problems.

Traditional blue ethylene glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these are declared suitable for 'classic cars' on their company websites. Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines.

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but Comma, the main manufacturer, have now discontinued it in favour of an ethylene glycol product containing 'bittering agents' to make it less palatable and minimise the risk of accidental poisoning.

Both of the above products use inorganic additive technology (IAT). Recently problems have been reported concerning the use of antifreeze mixtures using organic acid technology

(OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting. However these products do seem to cause problems in older engines; over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and are not recommended for use in historic vehicles.

The Federation are still researching this problem but our advice at the moment is:

- \* only use blue coloured IAT antifreeze in historic vehicles;
- \* only use OAT products ('advanced' or 'long life' antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer;
- \* never mix different types of antifreeze without thoroughly flushing out the system;
- \* always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.

**From FBHVC Newsletter No 1 2010**

## Club Shows 2010

Drive It Day - Sun 25 April

Culcheth Car Show - Mon 3 May

Cholmondely Castle - Sun 9 May

Leyland Show -Sun 16 May

Daresbury Horse - Mon 31 May

Tatton Park - Sat/Sun 5/6 June

Warrington Show - Sat 19 June

Audlem Festival - Sun 20 June

Summer Road Run - Sun 27 June

Fiddler's Ferry - Sun 4 July

Cholmondely P of P - 17/18 July

North Wales Classic - Sun 25 July

Woodvale - Sat/Sun 7/8 August  
Lytham Hall - Sun 8 August

Knowsley Hall - Sun 15 August

Tatton Park - Sat/Sun 21/22 Aug

Oulton Park Gold Cup - Sun/Mon  
29/30 Aug

Cholmondely Castle - Sun 5 Sept

Festival of 1000 cars, Leigh Heritage Week - Sat 11 September. To be confirmed.

Fairhaven Lake - Sun 12 Sept

Leyland Classic - Sun 19 Sept

Wirral Festival - Sat/Sun 18/19 Sept., Birkenhead Park

Widnes - Sat/Sun 25/26 Sept

Others shows and dates may be added throughout year



Start them  
young

## **Locations**

### **The Vicar Of Dibley:** Turville

Was also the location for Good-night Mr Tom, the ITV drama starring John Thaw.

### **Peak Practice:** Crich

Was replaced by Sweet Medicine, another medical series set in the Derbyshire village.

**'Heartbeat:** Goathland, North Yorkshire

### **Whistle Down the Wind & Born & Bred:** Downham

### **Calendar Girls:** Wharfedale

**Bronte country, home of the Bronte sisters:** Haworth  
**All Creatures Great and Small:** Askrigg in North Yorkshire (as Darrowby), with rural locations around lovely Wensleydale and Swaledale. Starred Christopher Timothy, Robert Hardy, Peter Davidson.

**Brief Encounter (1945):** Carnforth Station, Lancashire. Starred Trevor Howard, Celia Johnson

**Last of the Summer Wine:** Holmfirth

**Far From The Madding Crowd (1967):** Devizes, Wiltshire. Star-

ring Peter Finch, Julie Christie, Alan Bates, Terence Stamp.

**The Railway Children (1970):** Oakworth & Haworth, West Yorkshire. Starring Jenny Agutter, Sally Thomsett, Gary Warren, Dinah Sheridan.

**Foyle's War:** Shot entirely in Midhurst, West Sussex.

**The Inn of the Sixth Happiness:** Set Locations - Gwynedd, Wales (Shanxi Province); Capel Curig, Conwy, Wales (Shanxi Province) Conwy, Wales; Cym Bychan, Llanbedr, Beddgelert Gwynedd & many other locations in North Wales. Cast: Ingrid Bergman, Curd Jurgens, Robert Donat

### **Hot Fuzz**

Cast: Simon Pegg, Nick Frost,

Set Locations:

In May and June 2006, England's smallest city of Wells, Somerset became the sleepy village of Sandford.

The location of the film, Hot Fuzz, Beddgelert, North Wales.

**Thanks to  
Paul Gannicliffe**

# *Exotic Profile*

## Mercedes-Benz 300SL ‘Gull-wing’



The straight six engine, canted over at fifty degrees to lower the bonnet line, was originally derived from the 300-Series 3-litre saloon. Early racers breathed through carburetors but the road going versions sported fuel-injection. The gull-wing style doors provided structural integrity to the body.

On U.S. cars the steering wheel tilted to allow easier access. This became known as ‘the fat man’s wheel’.



### — SPECIFICATIONS

MODEL Mercedes-Benz 300SL (1954–57)  
PRODUCTION 1,400  
BODY STYLE Two-door, two-seat coupe  
CONSTRUCTION Multitubular space-frame with steel and alloy body  
ENGINE Inline six-cylinder overhead camshaft, 2996cc  
POWER OUTPUT 240 bhp at 6100 rpm  
TRANSMISSION Four-speed all-synchromesh gearbox  
SUSPENSION Coil springs all round, with double wishbones at front, swinging half-axes at rear  
BRAKES Finned alloy drums  
MAXIMUM SPEED 217–265 km/h (135–165 mph), depending on gearing  
0–60 MPH (0–96 km/h) 8.8 sec  
0–100 MPH (0–161 km/h) 21.0 sec  
A.F.C. 6.4 km/l (18 mpg)

First released in 1954, the 300SL was derived from the earlier Le Mans racing version of 1952, taking track technology to the street. With this car Mercedes was back from the

Production lasted until 1957 for the coupe, by which time 1400 were built, but a roadster version lasted until 1963.

war-time devastation and can lay claim to be the first post-war supercar. Strictly for ‘advanced drivers’ it was awkward to enter, hot inside, noisy and twitchy at speed.

# Backside

