



BACKFIRE

www.northwestcasualclassics.com

March 2011

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Chairman's Word

Hi everyone.

I recently received a letter from a friend in Canada, telling me of road trip to Ottawa province for a spot of "Getting back to nature"

Having driven for a total of 1 day, 12 hours, he and the family arrived at their hotel only to be told that "Chef" was ill (Hopefully not food poisoning)

and all the management could offer was drinks and sandwiches.

My friend decided to search the area to find a decent restaurant.

They ended up going to a place 2 miles our of town for a meal.

He tells me that being in the country, they where offered a local dish, Beaver curry.

It turns out that it tasted of Lamb, but it was a LITTLE OTTER.

Please note that I am open to offers NOT to tell any more jokes, because they can get pretty poor.

Don't forget to order stuff from Mel (Kosi Kare) if you want some new club regalia

Have a good March.....Steve M.



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Next Meeting 12th April

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/.

Continuous Insurance

The proposed continuous insurance for cars has been delayed by the government. Originally scheduled to come into effect at the end of January, the scheme has been postponed until an unspecified date in 'late spring'.

It is believed that the delay is due to concerns that the change has not been adequately publicised. Information about the new law is now being distributed with V11 tax renewal forms from March. There will also be press publicity campaign.

Recon Shortages

A lack of suitable 'core' units for reconditioning is starting to threaten the availability of many exchange components for classic

cars. Exchange/reconditioned parts have been a key element of the parts business since the immediate post-war era. It actually started due to metal shortages. By the sixties most manufacturers offered their service exchange components as part of their spares scheme, and with the same warranty as new parts.

Over the past few years a problem has emerged; a shortage of units for reconditioning such as water pumps, clutch plates and brake shoes. There are cases where the technology and wearing parts to rebuild old units exists, and there's the demand, but the one thing that's missing is enough old units to put a batch together.

So please think about the future of our hobby and if you've got any old parts you forgot to send back, see if the supplier still wants it; they probably will.

Did You Know?

A planned replacement for the Marina, ADO77, was dropped when BL went bankrupt in 1977.

Tickford was bought by David Brown in 1955. Brown owned Aston Martin and Lagonda and had previously used Tickford coachwork.

Fuel Prices

I know Big John would have gasped at how expensive fuel has become, and the fact that it could still yet increase. £1.40/litre is predicted as the big oil companies screw us for more money, make record obscene profits. I did hear that the increase was partly due to the bad winter conditions here in the UK, and they needed to keep their profits up – Aw diddums!!!!

Well, there may be some good news for the motorist. It appears that British Scientists have been developing an artificial petrol, based on hydrogen, that will run in existing cars. It is in the form of micro beads so that it will have a liquid appearance.

It costs a mere 19p/litre, and could be on the forecourts in 3-5 years. With its emissions being less harmful and the costs being significantly lower it appears to be a winner all round.

It is thought that with Government taxes, the actual cost to us would be in the region of 60p/litre.

Now this should get the big oil companies squirming. I wonder what negative feedback it will be given when they realise the competition.

I think that the price of oil will somewhat decrease if this threatens to become commercially viable.

Bring it on !!

Russ

Bloke from Barnsley with a sore bum asks the chemist, "Nah then lad, does tha sell arse cream?"

The Chemist replies "Aye, Magnum or Cornetto

Thanks to Chris Lee

Club Events

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

Tatton Park - June 4th - 5th

Fiddlers Ferry Show - 10th July

More to follow

The Bathtub Test

During a visit to the mental asylum a visitor asked the Director how they determine whether or not a patient should be institutionalized.

"Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup."

"No." said the Director, "A normal person would pull the plug. Do you want a bed near the window?"

Thanks to Maurice Howard

Our Gallant Leader



It certainly got the tongues wagging, when our gallant leader rolled up in pukka attire for the club's post-Xmas meal at the Jolly Thresher. It was totally different from the usual Rugby shirt et al we are used to.

But why? - I ask

Had he been to a funeral beforehand? Well certainly the old Zephyr has not been well so perhaps the last rites had been given. Or maybe he had been to court as the "accused". It certainly can't have been a traffic offence as the bloody car is never on the road. Perhaps the members can fill us in on the matter. If not, just give us some banter about the dress sense and let's keep it going. I understand the posh clothing has since been sent back to the catalogue.

Russ

Jay Leno

Jay Leno is an American stand up comedian and television host and is quite popular in United States. He is also the owner of an enormous car collection.

He owns cars from every walk of life and era and some that are very rare. His collection includes such rarities as Lamborghini Countach, an Owens Magnetic, a Bentley Speed Six, and a

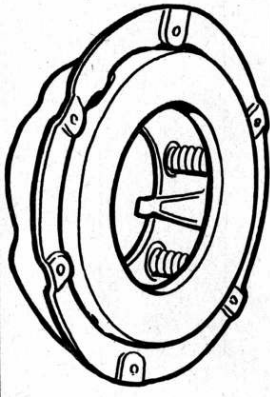
Shelby Mustang 350 GT. He also owns a rare EcoJet which is a truly unique car of which only one model was ever manufactured. Its conception sketch was drawn on a napkin by its designers.

Thanks to Joe Gowland.



Tracing Clutch Troubles

Part 1



Of all clutch troubles, the easiest to diagnose—and the most common—is clutch slip. You notice it on hills first; as you put your foot down a little further on the accelerator to maintain speed, the engine revs rise—but the car doesn't go any faster.

The most likely cause is worn linings on the clutch disc, and the remedy is obvious—fit a new disc and at the same time renew the clutch release bearing.

Unfortunately, clutches can slip before the linings have worn down. In some cases the linings have a shiny, glazed look to them which cannot grip the surfaces of the flywheel and pressure plate. This can be caused by incorrect adjustment of the pedal's free play or by the driver "riding" the clutch—driving with his left foot resting on the pedal.

It's important that there is some free play at the clutch pedal—that is, the pedal moves some y-fin. before any motion is transmitted to the release mechanism. If there were no free play here, the slightest movement of the pedal—which can be caused by vibration, bumps, or even expansion of the linkage through heat—would ease the pressure plate's load on the clutch disc and allow it to slip and glaze the linings. The remedy for a glazed clutch disc is the same as for a worn one—renew it.

Another cause of clutch slip is oil on the friction faces. Here the slip is usually accompanied by judder as the clutch is engaged. If this happens there is no certain way of

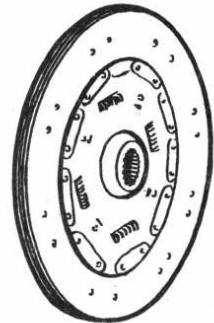
drawing the oil from the linings so, again, the disc will have to be renewed—but before doing this you must trace and "plug" the source of the oil leak.

Weak springs in the pressure plate will also allow the disc to slip, since it's only the load exerted by these springs that keeps the disc in close contact with the flywheel. The springs (or a single spring in the case of a diaphragm) take the pressure off the disc every time you operate the pedal, and after four or five years' use it's hardly surprising if the pressure is a bit down. If, after this period, you are renewing the disc, it's therefore a wise move to renew the pressure plate assembly as well.

The opposite of a slipping clutch is one that won't disengage at all. It gives rise to noisy or difficult gear changes (most people seem to blame the synchromesh for this) loud crunches when non-synchromesh gears are engaged at a standstill, and the engine stalling when the car is braked to a stop.

The cause can lie in the release mechanism outside the clutch bell-housing and this can usually be put right without disturbing the engine or gearbox. Fey instance, if air enters a hydraulically operated clutch line, the pedal movement isn't fully transmitted to the clutch operating lever, so if the pedal feels suspiciously light and the gear changes are always noisy —no matter how careful you are — check the clutch fluid reservoir level. If it's below normal, you have a leak in the system somewhere. Check unions for seepage and tighten any loose ones. If this is not the cause, one of the seals in the master cylinder or slave cylinder has probably sprung a leak and is letting air in—renew it.

Part two next month



Backside

