



North West  
Casual Classics

# BACKFIRE

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

March 2013



# COMMITTEE

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## Next Meeting

## 9th April

### ***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.

# Chairman's Chatter

Hi All,

March still sees Yours Truly without "wheels". Both the Volvo and the Stag remain Hors de Combat! The Volvo seems to be making very slow progress and my phone calls to Adam and the Gang at Readview Garage, are I think, necessary to keep the job moving in the right direction. The list is long, new brakes, flexi hoses, various underneath jobs, wheels refurb, front + rear bumpers to fix

and paint are amongst over 30 tasks. I know it will be worth the wait!

The Stag engine block is back from Ribble Technology Preston ( [www.paint-strip.co.uk](http://www.paint-strip.co.uk) ) and looks great. The whole thing is completely clean and the water galleries are now truly clear. No sooner is the block back than it's gone again, off to some guy who builds racing engines for small single seaters. He is checking the bores and crankshaft journal sizes and all are ok which is good news because it's bored out to 20thou oversize ( maximum ). So it's new shells all round, the pistons get a second crack of the whip but with new rings, preceded by the bores being 'honed'.

The Stag itself is back in my garage and I have busied myself cleaning out the vacant engine bay. To be fair it wasn't that bad but I Gunked it anyway and gave it a wash and brush up. Inside, the heater controls have been a struggle recently and the 'Hot / Cold' lever has been hard to shift resulting in many a cold trip home! Ironic really, us freezing inside while the engine overheats!! Anyway, while the engine is out I had the opportunity to get at the heater radiator pipes so with a squirt of WD40 up the ' in ' pipe a quick twiddle of the ' hot cold ' tap it was free!! A reverse flush up the pipe so to speak and I hope all will be well. I found a tin of very high temperature black paint and after cleaning the exhaust headers gave them a good few coats and they look good now.

After a success you often think you're on a roll and so I decided to focus my attention on the small hole in the boot floor. I've seen it before and to prove it I put a bung in it! So I set to with a small screwdriver and a wire brush and soon I was looking at two medium holes and a lace curtain. Then out comes the petrol tank to reveal more Tinworm! After a short attack with my trusty cutting wheel I am now the proud owner of two fairly large holes in the boot floor. So all that remains for me to do is to cut two suitable metal patches ready for the attention of Nig the MIG. (That isn't me by the way ).

Our Ex Chairman Russ has sold his Alpine and is at this time looking for another 'Ride'. He told me this in an email he sent to me about Woodvale. I think it comes as no surprise to anyone that time has officially been called on this event and he RAF are still citing asbestos as the problem. C'es la vie. I have never attended this one but I know for some of you it will be sadly missed.

Just a reminder to you all -

The Carole Nash Pub Meet is at the Tollemarche Arms Tarpoley CW69JE. 7pm start 14th March.

**Cheers Nigel.**



## Bits 'n 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/](http://www.kosikare.co.uk/).

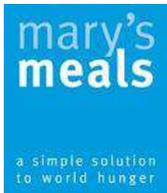
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## For Hire

Towing dolly truck. £30 per day + £15 refundable deposit or collection/delivery at £1 per mile. £5 donation to club funds for each booking.

Ring Brian 01928 820631 or mobile 07765050374.

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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](http://www.marysmeals.org)

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## Raffle

Thanks to all who took part in Feb Raffle. We raised £48. The winner went away with £ 24 & £24 was donated to Marys Meals.

That means 4 children will be fed & educated for a whole year. Well done NWCC.

Next Raffle April

Thanks

Luv Sue x

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## New Logo

You may have noticed the new FBHVC member logo on page one. The Federation has refurbished its image via its web site and re-designed the member logos (see page 6). There is now a separate one for different types of clubs, eg: lorries, busses and motorcycles. Of course, NWCC, being a multi-marque club, accepts any classic but, as the majority are cars, I picked the car one.

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## Roy Brown

The Ford stylist who was responsible for the designs of, amongst others, the Mk I Cortina and the Mk III Zephyr, died on February 24th aged 96.

He started his design career at Ford America after WW II and his first design was the Lincoln Futura show car, which became the Batmobile. Later he was involved in Ford's plans to create a new marque, the result being the Edsel, which turned out to be a flop.

Brown was exiled to the UK but, as Edsels gained classic status, he a regular guest of honour at Edsel conventions.

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# Club Events

April 21st. - Drive it Day

May 12th - Arley Hall

June 1st/2nd - Tatton Park

June 8th - Hale Carnival

June 23rd - Lymm Festival

June 29th - Warrington Market

June 30th - Ferry Show

July 20/21st - Speke Hall

Aug 3rd - Newton-le-Willows

Aug 17th/18th - Tatton Park

Sept 1st - Cholmondeley Castle

## Ian Hawle

Many new members won't remember Ian, but he was a member of our club some years ago. I first met him around 2000 at Tatton Park through a mutual appreciation of the Consul/Zephyr/Zodiac MkII when we were the only two on the club stand.

When the St. Helens Classic Car Association was formed we joined the club and Ian became the organiser of the classic car section of the St. Helens show.

Later I was approached by Paul Ganniccliffe who told me about the NWCC and Ian followed me here. Unfortunately, his health was not good and he eventually found the drive from his home in St. Helens too much.

In the mid-1990s he had to retire early after suffering a heart attack and around 2004 he almost died when a main artery burst. In 2005 he was diagnosed with emphysema which, although he managed to attend a few shows, meant he couldn't get around as much as he would have liked.

On Tuesday 26th I received a phone call from Steve

Marran to say that Ian had died and the funeral is to be on Thursday. It was too short notice for him to take time off work so I attended, taking the Humber



as invites included classic cars as well.

The procession started from his home to St. John's Church in Thatto Heath for a service. One of the funeral cars was actually a black, 1966 Humber Hawk, plus another ten had brought their classic.

After the church service we had a procession through St. Helens to the crematorium on Rainford Road for burial where we were allowed to drive right to the grave side.

Before leaving we started and revved our engines and as we left sounded our horns.

Ian was originally a Yorkshireman, being born in Sheffield but moving to St. Helens with his parents at an early age. He lived and breathed classic cars, always running one as his everyday vehicle. Some of the cars I knew he had included a 1958 Plymouth Fury (the 'Christine' car), MkII Consul, Singer Vogue, MkII Granada and, laterly, a Rover 95 P4 (pictured left). He was just short of his 67th birthday.



## New Look for FBHVC Marks Silver Jubilee

In July this year the Federation of British Historic Vehicle Clubs (FBHVC) celebrates 25 successful years representing the owners of historic vehicles and the considerable industry and employment which has grown up around the historic vehicle movement. The Federation's raison d'être has always been to uphold the right of its members to continue to enjoy their vehicles as they were supposed to be used on the roads. Working closely with the All Party

Parliamentary Historic Vehicle Group this right has been preserved to this day in the UK, despite challenges along the way from regulatory authorities in Westminster and latterly from Brussels. Over time the challenges to our rights of access have become more complex and the Federation has reformed and modernised its approach to lobbying activities accordingly. Reflecting on this and the opportunity provided by the jubilee, the FBHVC has decided to bring its visual identity right up into the twenty-first century. From February the FBHVC will have a bright, new identity featuring British Racing Green to emphasise its national heritage and a new strap line 'Yesterday's Vehicles on Tomorrow's Roads' stating its primary objective, clearly and reinforced on all its messaging.

Commenting on the launch of the new look FBHVC chairman, David Whale, said, "*Clarity of communication is essential in all our external dealings, none more so than with national and specialist press, and we believe this new look will serve us well in this endeavour.*"

The new FBHVC image will appear in February on the organisation's Newsletter and will also feature in its relaunched website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk).

END

Editor's notes.

We are dedicated to represent all types of historic vehicles, so to remind our audiences of our scope we will always incorporate the supporting banner shown at the foot of this page. Member clubs who wish to acknowledge their FBHVC allegiance may use a logo designed specifically for their vehicle sector, be it motor cycle, car, buses and coaches, steam powered, commercial, military or agricultural. It is important to us that our activities are inclusive of these interests and thus it is appropriate that our new identity signals this fact.

For further information contact **Geoff Lancaster, Communications Director** on **07860 562659**.

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### Drive It Day

For those members who have put down their names to go on the Drive It Day run on April 21st., we will start from the Ferry Tavern car park in Penketh and drive to the Ferry Hotel, Eastham, Wirral for lunch.

Meeting from 9am for 9.30am start, I will hand out a route for every car before the start. The route will take us on mainly B roads through the countryside with a half-way coffee stop at the Lady Heyes Centre near Frodsham.

To make life easier each car would benefit from a crew of two so that the navigator can read out the route to the driver. If you don't have a navigator in mind let me know. There may be someone who's car is off the road and would like to participate. Also, if you need directions to the start point, let me know.

**Steve**

## Voluntary MoT Tests

At the NEC show last November several FB-HVC members raised queries regarding the operation of voluntary MoT tests.

All testing stations were notified by Special Notice from VOSA that as and from the date of exemption for pre-1960 vehicles, these owners can apply for a voluntary test. These can be booked in the normal way and charged the normal fee (or lower if the garage is giving special offers) and garages cannot refuse to test them. Please notify the secretary if any garages are refusing to conduct a voluntary test.

Those few vehicles that have always been exempt from MoT, mainly specialised vehicles for which no manuals exist and fall outside testing protocols, are not eligible for voluntary testing. (These vehicles are listed on the V112 form, the Declaration of Exemption from MoT Testing.) However DfT have been under pressure from the EU and are starting to consider reducing the approximately 30 types of exempt vehicles (most of which are now built on modern truck/bus chassis) down to only those machines with specially tailor made layouts i.e. extremely low volume production.

Any voluntary test should be conducted as previously practiced and the normal pass or failure notification will be issued together with 'advisories' if appropriate. It therefore follows that an electronic record will be held on the VOSA database, which the enforcement teams of VOSA and the Police may interrogate. It is plainly not acceptable for owners to ignore a failure and continue to use a vehicle without correcting a known fault and use an excuse of: "Well, I need not have had it tested anyway". Good practice is to resubmit for a retest after the rectification of a failure fault.

## Funny



# Backside

