



North West
Casual Classics



BACKFIRE

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May 2015



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CLUB DISCOUNTS

Next Meeting
9th June



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

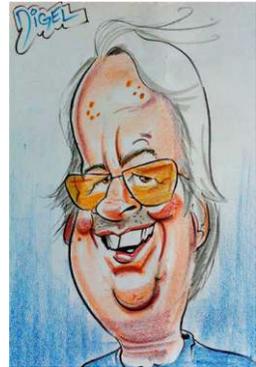
Any views or opinions expressed in the NWCC newsletter do not necessarily represent those of the club, its officers or committee members. No responsibility can be accepted for inaccurate or misleading information within this newsletter,

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.

Chairman's Chatter

Hi All

Sorry I missed you last month but Anne and I were visiting some friends in Christchurch. "Christchurch in Australia?" asked Web-master Mike. No Dorset, his pension is obviously better than mine!



We had a lovely run down in the Volvo, which celebrates it's 20th birthday next year. We came off the motorway far too soon but were rewarded with beautiful villages, views and roads. After a few days seeing our friends we drove to Beaulieu where we checked into the Montague Hotel and spent the entire day in the Beaulieu grounds and of course the National Motor Museum. The Top Gear exhibits now look very tired and hopefully after the change of management all the welded up wrecks and rail going XJS etc can be shipped out. I'm looking forward to a newer fresher Top Gear and not the inane nonsense we have had for the last few years. The motor section itself is not as big as I was expecting with about 100 motor vehicles plus some bikes and memorabilia. Small it may be compared with Gaydon but interesting non the less. There are cars from the 20's onwards, including GENIE the Chitty Chitty Bang Bang car. At a period garage scene there is a wreck of a 1920's Morris hooked to the back of a breakdown truck. The crash was the result of a coming together with a Lada a few years ago on the continent. The Morris barrel rolled several times leaving the driver very seriously hurt, he has now made a full recovery, unfortunately the car has not.

My eyes were drawn to a 1967 red Rover 2000, with cream upholstery. My first car in 1969 was a 1965 Rover 2000 in Willow Green (yellow) with an identical interior. Four years old and despite being kept in a garage every night, it was rusting already! Not a problem for a 17 year old with time, enthusiasm and a pop rivet gun. Over the next few years I repaired the front wings, back doors, inner sills and resprayed it B.R. Green, complete with black vinyl roof, well by now it was the 70's. The slipping clutch was due to all the abuse I gave it so it was engine out and new clutch fitted. Engine back, clutch not working, engine out, turn drive plate the correct way round, engine back. Now OK! Like any young lad I wanted more power and by now the TC model was with us but without a TC head twin carbs were not an option, so I decided on another way. Engine out. I feel that at this point I must say that my best time for a 2000 engine out and on the floor was 46 minutes! A total strip down of the engine followed by a rebore, crank grind, new oil relief valve new mains and shells, high compression pistons (10:1) and a quick lift dash-pot off a Jag. With a tankful of 5 star it went like the wind! I loved that car resplendent in it's glossy green coat, leather roof, cream seats and tremendous pick up. It was the Dogs! Where did it end up? Well as it turned out it's weakest link was the diff. During the last drag start the planet wheels shattered into 25 pieces rendering the unit toast. By now the dreaded tinworm had returned with a vengeance and with not enough good metal to put any pop rivets in, it was time to say goodbye. I took the engine out one last time, sold the seats and scraped the rest in 1974. Only nine years old and rotten as a pear. They say the don't make them like they used to. This is a good thing! The engine is in a 1975 Rover 2200 in a lock up in Co Durham where its been for nearly 30 years. This was the very car I owned next, But that's another story.

Cheers Nigel

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

Owen Springs

Road spring manufacturer, Owen Springs, has opened a new branch in Ellesmere Port. The company have been manufacturing springs for more than 30 years and has a library of designs going back to the nineteen-twenties.

www.owensprings.co.uk

Unit 24,

Junction 8 Bus. Park,

Rossfield Rd,

Ellesmere Port

CH65 3AS

Tel: 0 1513 552350

merseyside@owensprings.co.uk

FIVE THINGS I LIKE ALMOST AS MUCH AS DRIVING MY CAR

1. Looking at my car
2. Talking about my car
3. Watching television programmes that feature people driving cars
4. Websites about cars
5. Cheese

**BUILT IN THE
FIFTIES
ORIGINAL
&
UNRESTORED**
SOME PARTS STILL IN WORKING ORDER

China Classics

Up to now it's been illegal to import cars into China for personal use or resale, but that may be about to change. Proposals have been made to the Chinese government for a more relaxed outlook on importing historic vehicles.

The new generation of wealthy Chinese look at classic cars as a unique way of displaying their tastes and the numbers of collectors in the country are growing, despite the barriers.

If the rules are relaxed, it could have a profound effect on the prices and availability of some of the more exotic marques which could, in turn, raise the prices of lesser models.

As Retired Lieutenant Commander Andrew Craig was driving his old car down the motorway, his mobile phone rang. Answering, he heard his wife's voice urgently warning him, 'Andrew, I just heard on the news that there's a car going the wrong way on the M25. Please be careful!'

'Botheration,' said Andrew, 'Its not just one car. Its hundreds of them!'

Events

May 30/31st - Tatton Park
June 13th - Hale Carnival
June 14th - Blakemere
June 14th - Eaton Hall
June 27/28th Kelsall Steam
June 28th - Lymm Transport Day
July 4/5th - Aviation Show
July 18/19th – Speke Hall
July 26th - Frodsham
Aug 1st - Newton Town show
Aug 22/23rd - Tatton Park
Aug 30th - Ormskirk
Sept 6th - St.Roccos Show
Sept 12/13th - East Lincs Railway
Sept 13th - Walton Hall
Sept 26/27th - Widnes



An Austin-Healey 3000 BT7 that has spent the past quarter of a century in storage is primed to be one of the star lots at the forthcoming Histories at Brooklands sale on 6 June. It's expected to fetch £35-45,000.

The barn-find Big Healey lay unused for 25 years before recently being recommissioned, and it is now said to be in good working order with a fresh MoT certificate. It also boasts FIA papers from July 1988, which offer some clue to the roadster's competition history.

Far from being a standard road going model, it seems that the Healey was used in motorsport from relatively early on in its life, after having been converted to rally specification at some point in the early 1970s.

Fascinatingly, there is also the suggestion that the car may have been returned to Donald Healey's workshop in Warwickshire to receive a number of upgrades in-line with the factory's competition cars.

All of the 3000's body panels appear to be aluminium, including the doors and dished boot lid. The engine also enjoyed attention, with the fitting of oversized valves, triple DCOE carburettors, a lightened and balanced flywheel, plus a competition camshaft evident. A straight-cut close-ratio gearbox and a limited slip differential are also desirable options for those wishing to return the car to the track.

**When everything is coming
your way, you're in the
wrong lane.**

Drive It Day



This year's Drive It Day proved to be popular with a good turnout, including our friends from the Sprite & Midget club.



We set off from our club meeting place here at around 9.30 am and drove north-west into Rainhill and then skirted around the west side of St. Helens.



Our first stop was at Inglenook Farm on the Rainford bypass, also known as the lavender farm. Here was a chance for coffee and bacon butties, or whatever took your fancy, in the café. There are also craft shops on site for an interesting look around.



Once under-way again, we turned off the bypass to cut across country, through Bickerstaffe and Aughton



Park, to come into Formby near Tesco. We turned along the Formby bypass, passing RAF Woodvale, and turned onto the coastal road. The final stretch



along the Marine Drive brought us to our destination, the

Guelder Rose, a new Marston's pub. Being in a tourist area, we had a bit of a problem getting parked in the car park as the pub shared its parking with the KFC next door. However, all those who were staying managed to get in eventually. Although we had more than we had booked for, this didn't faze the staff who fitted us all in for our lunch. As we were finishing, Nigel had us all gather around for a presentation for the favourite car of a member of the public in the car park. The gentleman who looked around the cars had lost his wife recently and that weekend would have been their anniversary. Their wedding car happened to be a Humber Super Snipe, so the car brought back many memories and that was the car he chose. Everyone seemed to enjoy the day and the weather was kind to us, which makes for a pleasant day out, but I think next year we'll stay away from the tourist areas.

Basic Requirements for MOT Test

Body & vehicle structure: Free from excessive corrosion or damage in specific areas, no sharp edges likely to cause injury, tow bars for security and condition

Fuel System: No leaks. Fuel cap fastens and seals securely. The fuel cap will need to be opened. Make sure the key is available.

Exhaust emissions: Vehicle meets the requirements for exhaust emissions, dependant on the age and fuel type of the vehicle.

Exhaust system: Secure, complete, without serious leaks and is not too noisy

Seat belts: All the seat belts installed are checked for type, condition, operation and security. All compulsory seat belts must be in place.

Seats: Front seats secure. Front and rear seat backs can be secured in the upright position.

Doors: Latch securely in closed position. Front doors should open from inside and outside the vehicle. Rear doors may need to be opened to gain access to testable items.

Mirrors: Minimum number required, condition and security.

Load security: Boot or tailgate can be secured in the closed position.

Brakes: Condition, operation and

performance (efficiency test). Note the removal of the road wheels and trims are not part of the test.

Tyres and wheels: Condition, security, tyre size/type and tread depth. Spare tyres are not inspected.

Registration plates: Condition, security, colour, characters correctly formed and spaced.

Lights: Condition, operation and security. Headlamp aim.

Bonnet: Securely latches in the closed position.

Wipers/washers: Operate to give the driver a clear view ahead.

Windscreen: Condition and driver's view of the road.

Horn: Correct operation and of suitable type.

Steering and suspension: Condition and operation.

Vehicle identification number: Present on vehicles first used on or after 1 August 1980. Not more than one different VIN is displayed except on multistage build vehicles.

An MOT certificate confirms that at the time of the test, without dismantling, the vehicle met the minimum acceptable environmental and road safety standards required by law. It does not mean that the vehicle is roadworthy for the life of the certificate. The test does not cover the condition of the engine, clutch or gearbox.

Backside

(It's going to be a long walk home)

