



BACKFIRE

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July 2010

Chairman's Word

Welcome to the July 2010 Backfire and meeting. Flamin' June just about summed up the weather for June with the temperatures really getting hiked up. But it started off so tragically with the death of our gallant chairman Big John Greatbanks. I'm sure all our club members will miss him greatly. His funeral was very well attended, not only by NWCC members but also by members of the North West American Autos Club, the Burtonwood Association, and of course, his family and friends. The Crematorium at Altrincham was packed out. The service contained some excellent tributes and finished off with the theme tune from the Great Escape – Nice one John!! Rest in Peace Big Fella.

There were some great shows in June, none bigger than Tatton Park, which again was well attended, albeit the Sunday having mixed weather. The Auto Jumble certainly lightened my wallet !!

Next up was the Warrington Town Centre show on the Saturday the 19th with 15 NWCC vehicles on show with other individuals' cars around the entrance to the Market Hall. The public flooded by, and I think everyone who attended enjoyed this show yet again.

The Sunday (20th) saw about seven of us going down to Audlem. What a cracking day, it was cracking flags and there was a great turnout from both the exhibitors and the general public. This is definitely one to look out for next year for our newer members.

The month could only be complete with one of the Tanser family runs. Steve and Jilly got us started from the Hollow Tree pub in Stretton and ending up at back at the Hollow Tree. Ten vehicles were brave enough to set off on this magical mystery tour. The weather yet again was kind to us.

Bring on July !!

Russ

Acting Chairperson

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Next Meeting 10th August

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

Thanks to John Pankhurst for this month's Backside picture. It shows club member's Commer camper vans at this year's first Tatton Park show in June.

Classic car enthusiasts could win a weekend break at The Groes Inn, nr Conwy, Wales LL32 8TN by taking a photo of their classic outside the inn and posting it to management before the end of September.

Be careful dealing with your insurance company if your car is glassfibre and you're involved in an accident. Some cars are being written off unnecessarily because the insurance companies don't know of any specialists for these cars. One assessor is even reported to have refused to believe that a Lotus Elan had a separate chassis. Insurance companies often put pressure on owners to have their cars repaired at one of their recommended bodyshops, who may not be a glassfibre specialist. You don't have to use these as you can approach a bodyshop of your choice.

Barry Molineux Trophy

At last year's Barry Molineux night we (read "I") didn't manage to get photos of Terry with his lovely Rover, so, to make up for that, I took the photos below at last week's Fiddlers Ferry Show.



Charles Spencer 'Spen' King, father of the Range Rover and Chief Engineer on the Rover P6, died recently as the result of a traffic accident. Spen worked on the legendary Rover tubine project and, while with Standard-Triumph, was responsible for the Stag, TR6, TR7 and the 16-valve engine in the Dolomite Sprint. He also spear-headed the Rover SD1 project.

Leyland Show

by Russ Hadfield
Pictures by Russ and
Joe Gowland

Five NWCC cars plus our Trike ventured to the Leyland Spring Show held at the British Commercial Vehicle Museum in



Leyland . It was a dry but cold day. We were made very welcome by the staff of the museum, and there were some really nice cars/commercial vehicles on show in the car parks. By turning up we could enter the museum free of charge and free cups of tea were available in the Museum café.



Some really fascinating Wagons, Buses and Coaches on show and

staff on hand to give talks on certain aspects of the museum. Well worth the trip Vice President was interviewed and pictures taken for a Classic Car mag. I did have some trouble as my car was having



problems that day, with the cooling system. Had the usual sympathy given by club members such as they would wave if they passed me on the side of the motorway!!



Charmin'



Club Shows 2010

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

Daresbury Horse Show

Our Club decided to make a “Token” appearance at the very popular Annual Horsey Show to enjoy a day out, make the Public aware of our presence in the area and of our Ferry Show event in July.

Although only 3 vehicles took part, we managed to achieve all of our objectives.

The Horse Show has been taking part now for “Donkey’s years” (huge guffaws all round?) and is well organised.

The weather was kind to us and there was enough to see to make it worth the trip.

A fair few people expressed interest in Classic vehicles and seemed keen to attend the Market Show 19th June as well as our own Ferry extravaganza.

Traction Drives

By Russ Hadfield

If you were to say to me “What is a traction drive?”, I would probably reply Fred Dibnah travelling slowly down a country lane with a black plume of smoke and a slow moving traffic jam. But this would be wrong!! Now me being the Senior Lab Tech at Culcheth High School, I get to read loads of scientific mags, generally looking for articles of interest for the teaching staff. On this occasion, I stumbled across an interesting article on Traction Drives. We hear regularly about engine management systems being finely tuned, not only to improve fuel efficiency, but to emit less pollution. They also empty our wallets when they go wrong.

What is interesting about traction drives is that they can also improve fuel economy, and have been tested on Optare London Buses, and obtained a 19% improvement. – not bad for starters me thinks. The development work is being undertaken by a company called Torotrak,

and believe it or not they are BRITISH, yes BRITISH!! (Britannia Rules the Waves and all that!!)

Now in conventional transmissions, one cog usually turns another, and some oily stuff keeps it lubricated and keeps the temp down. Now in a traction drive, the driving surfaces don’t actually touch, and the drive is created by one drive plate or cog, driving another via a traction fluid which makes contact between the two surfaces at something called the “Contact Patch”.

This fluid also acts as the oily stuff, gives lubricating properties, and also helps keep the temp down. It results in a 94% mechanical efficiency in terms of power input vs output. The article unfortunately did not give a figure for a standard auto box. This technology is already in place, and driving “sit-on” lawnmowers in the US,

Exotic Profile

BENTLEY CONTINENTAL

Throughout the 'thirties, the Bentleys were the 'silent sports car', differing from their Rolls Royce cousins in outward appearance and their more powerful. In the post-war period most Royce's had a matching Bentley with just a radiator and badge changes. However, there have been a number of more sporting Bentleys with



no Rolls Royce equivalent, perhaps the most well known being the Continentals. The first Continentals, of 1952, were based on the R-Type Bentleys and the Rolls Royce Silver Dawn. They featured a stretch body with a long sloping tail and razor-edged fins. Although available as chassis only for coachbuilders, true Continentals were bodied by H.J.Mulliner.



Power came from a 4566cc straight six engine backed by a four speed manual gearbox. A prototype lapped the Montlhery circuit at 118 mph and the production car could reach almost 80 mph in second gear.

When Bentley introduced the S-Type in 1956 the Mulliner Continental continued alongside Park Ward's saloon and convertible versions. The fastback shape was discontinued in 1959 due to the introduction of the S2 with the new V8 engine. The Continental was then used to separate equivalent

Royce and Bentley models. However,



in 1991 saw the re-emergence of the separate Continental model with the introduction of the Continental R using the 6.75ltr Turbo R engine. The Bentley Continental was back with a vengeance.

SPECIFICATIONS	R-TYPE (1952)	S-TYPE (1956)	R (1991)
ENGINE	6-cyl 4566 cc	6-cyl 4887 cc	Turbo V-8 6750 cc
POWER	Not quoted	Not quoted	c.360 bhp @ 4200 rpm
TRANSMISSION	Manual 4-speed	Manual 4-speed	Auto 4-speed
CHASSIS	Separate steel chassis with steel body		
BRAKES	Drums	Drums	Discs with ABS
TOP SPEED	117 mph	120 mph	152 mph
0-60 MPH	13.5 sec	12.9 sec	6.2 sec

