



BACKFIRE

www.northwestcasualclassics.com

August 2010

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Chairman's Word

Well what a contrast July has been to June. We have had plenty of rain and a hose-pipe ban thrown in just for the hell of it.

We started the month with our ever popular Fiddlers Ferry show, for which, the weather held pretty much for most of the day. A great turnout was again

evident, and a big thanks must go to Dave/Paul for the organisation of the show, and to those who got stuck into a bit of marshalling.

At the last meeting, it was, of course, the Barry Manifold (Molyneux) Cup, with a good turnout of our club vehicles, despite the weather trying to ruin it. The cup was narrowly won by a massive margin by John Allen with his magnificent Sunbeam Talbot 90, and he now has the important task of keeping it well polished for the Club Committee.

Serves him right - I'm sure people got the two Sunbeams mixed up!! For those who attended the Cholimondely Pageant of Power (the PoP Concert as I call it, as I usually get it wrong), it was again blessed with the mandatory mixed weather. The event was a great success from my point of view with it getting bigger and better year on year. Let's hope they get some decent weather next year as they really deserve it. This show is a must for some of our newcomers, and one to look out for next year.

The last show of July was the new one at Boddelwydden. Many thanks to all those who chanced their arms with my "dodgy" untried mystery route, and to Jim/Maria for taking the lead. This show, I'm sure, will grow and is in a lovely spot in the grounds of the castle.

One piece of advice on this one, don't follow me home, as I got hopelessly lost going back. I bet I was the only one who saw Denbigh. All Welsh names look the same, the Welsh miles are twice that of English ones, and trying to read the map on your lap with no straight roads is not easy!! I now have my own mystery route, that even I can't remember!!

I know we all complain about the price of fuel, but at £1.24/litre in the Isle of Man, we have got it cheap - keep smiling

All the best for August

Russ

Acting Chairperson NWCC



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Next Meeting 7th September

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/.

Following a worrying trend of anti-social behaviour, at classic car shows, fuelled by alcohol, a number of show organisers have banned alcohol on the show site. The Elvaston Steam Rally, Derbyshire has banned the bear tent for this year's event and has told people not to bring alcohol to the event.

Also banning alcohol this year are the organisers of one of Britain's biggest events, the Enfield Pageant of Motoring.

Other organisers are reported to be monitoring the situation.

A unique Vanwall racing car ran in public recently for the first time in 49 years, at the Cholmondeley Pageant of Power.

The rear-engined VW14 was driven by John Surtees and last appeared at Silverstone in 1961. It has since been on display at Donnington as part of the Wheatcroft collection.

Bonhams Auctioneers are claiming a world record price for an Aston Martin DB5 Vantage convertible. At a recent sale a 1965 car made £551,500. A standard DB5 convertible went through Bonhams in May at £359,000.

At another Bonhams sale a low mileage Jensen Interceptor Series III Coupe went for £54,000, speeding past its estimate of £7,000 - £10,000 and a Ford V6 powered GT40 replica sold for £32,000 against an estimate of £5,000 - £8,000.

At H&H's Buxton auction a 1966 Lotus Elan, complete but needing restoration changed hands for £16,060 against £1,000 - £2,000 and at a later Brightwells sale a Triumph TR6 sold for £18,900 which was way above its estimate and was a new sale record for Brightwells.

All you need is love. But a little chocolate now and then doesn't hurt.

Charles M. Schulz

Tatton Park

The predominant feature of this, the first Tatton of the year, was the introduction of submitting registration numbers to the organisers.



This was, presumably, to vet all the vehicles for eligibility, though what the criteria was for inclusion I'm still not sure as there was plenty of newish car on the field. All tickets, therefore, now have the registration number written on them and cannot be transferred to other members.



Because of this it caught out a couple of members who had either changed their car, or had a mechanical problem. Because some of our cars were knocked back through ineligibility, some other members decided not to attend the show as a protest. Unfortunately, this has had absolutely zero effect on the show organisers but could have harmed the club's future credibility.



The only reasons we managed to make the stand look



full, especially on Sunday, was because of Jim Jordan bringing both his Zodiacs off the Mk-III stand and putting them on ours, and Joe Clark ringing the organisers himself for a new ticket because he had changed his car. If these two members hadn't taken the initiative I'm not sure we would have been allocated a plot this time.



For this coming show a number of club vehicles were at first refused, including our Volvo, but, due to Russ's efforts, some have now been accepted, including the Volvo. So, if you have a ticket, please make every effort to attend the show as the number booked in is on the borderline. If we have a regular poor attendance, then we will lose our place to another club and all the effort put in by previous event's organisers, Steve and Maria, to get us a central position will have been wasted. The organisers have a waiting list of clubs wanting to attend who can promise them full stands.



Club Shows 2010

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.

Leyland Classic - Sun 19 Sept

Widnes - Sat/Sun 25/26 Sept

Others shows and dates may be added throughout year

Audlem Show 20th June 2010

by Dave Espley

I think this must be the 4th time we have visited this Show in the pretty Villages of Hankerlow and Audlem.

If you've not been then you are missing out on a very relaxing and friendly day out deep in the Cheshire countryside.

Half a dozen vehicles plus club members met up on the village Green at Hankerlow not too far from Stapeley Water Gardens near Nantwich. It was to be a really hot and pleasant day out for all.

The organisation was the same as last year, lots of vehicles congregated on the Green next to a very tasty Duck Pond and the people who came with them enjoyed a cooked breakfast and sat around under brollies or mingled with the other enthusiasts.

It's a really friendly atmosphere and the organisers who do it to raise money for Charity are very helpful.

Even when it was found that the "Portaloos" hadn't arrived, no sweat....

One of the neighbours allowed us to use their downstairs loo. Olde world charm, don't you love it?

At 1230hrs we all set off down the road to Audlem itself. Lots of locals waving to us along the way. The actual Showground was the school playing field as it was last year.

Hog Roasting, Burger bars, Tom-bola Tents.. You get the picture?

Warrington Market Show 19th June 2010.



Our Club attended the 3rd Show at Warrington Market, this being an annual Event created by Steve Pickering the Market Manager.



We had 15 vehicles on display and a big thanks to those who turned up. We got a lot of people enquiring about the Club

and especially our Ferry Show about to happen on 4th July. Warrington Radio was there and gave us a mention from their

Live Broadcast unit; thanks guys.



It's amazing how many people are not aware of our

Club and the Annual Ferry Show. Well amazing to us I suppose; not everyone is "tuned in" to matters surrounding the Classic Vehicle scene.



Our presence was complimented with some other cars, motorcycles, Commercials and Military Vehicles.



A Laurel and Hardy look a like duo created some good humour and the weather was really kind to us, that is ... hot and dry mostly.

Thanks also must go to the organisers for looking after us and for Freebie tickets to get Tea/ Coffee from the inside Market Cafe.



It was a relaxing day and most of the Public behaved themselves,

although Ron Frackleton did catch a woman opening his A35's boot to "Show her son what was inside."

They obviously had good taste but no manners!!



Exotic Profile



Alfa Romeo Sportiva Coupé

Just two of these fabulous coupés were built by Alfa Romeo, in 1954, before the project was quietly dropped. The Sportiva never entered production, but to anyone who loves Alfas it is beyond special. It was so close to being signed off as a production model before being abruptly axed and represents another missed opportunity for the Italian



marque.

Based on the 1950 1900 saloon, the Sportiva retained the basic 1900cc four-cylinder engine but with an alloy cylinder

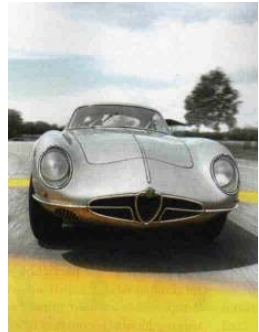
The chassis comprised of square section tubing with large diameter rails mounted low in the chassis to support the body.

The front end is standard 1900 with unequal-length wishbones, coil springs and telescopic dampers. A De Dion rear supported finned, inboard drum brakes.

Nuccio Bertone had earlier designed the Giulietta Sprint and so was deemed the natural choice for the Sportiva. The result was first aired at the 1956 Turin Motor Show and then,

nothing. The project was canned.

Alfa Romeo kept both cars until the 1970s when they were sold off. The car pictured is used enthusiastically by its present owner and the sister car presently resides in a Swiss collection.



1954 ALFA ROMEO 2000 SPORTIVA

ENGINE 1997cc, in-line four-cylinder, dohc, two Weber 50DC03 carburetors

POWER AND TORQUE 138bhp @ 6500rpm; 162lb ft @ 3500rpm **TRANSMISSION** Five-speed manual, rear-wheel drive **STEERING** Rack-and-pinion **SUSPENSION** Front: independent, unequal-length wishbones, telescopic dampers, coil springs. Rear: de Dion axle, telescopic dampers, coil springs **BRAKES** Drums front and rear **WEIGHT** 915kg (2017lb) **PERFORMANCE** Top speed: 137mph; 0-60mph: 8sec (est)

FUEL CONSUMPTION N/A **COST NEW** N/A **VALUE NOW** N/A

Backside

