



BACKFIRE

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September 2011

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Chairman's Word

Hi Everyone...Welcome to September.

I read recently about a thing that has worried the hell out of me as a classic car fan.

Somebody, whether in parliament, or our European "friends" has decided that the level of Ethanol in our fuel is to be increased from 5% to 10%.

This is to please the "tree huggers", but it will only serve to anger classic car fans even more.

If Ethanol levels are increased, then the rubber and plastic parts of our fuel systems are not liable to survive on the new fuel.

This fuel is designed for cars with engines less than 9 years old, which is less than 50% of cars in G.B.

Also, and this is more scary,, if you have a fibreglass fuel tank, or one encased in fibreglass, or on that has been treated with "tank seal" then these would be DISSOLVED.

If you have bi-metal parts on your fuel system, such as aluminium carburetors or fuel pumps with brass, copper or steel parts then this fuel will corrode them to inevitable failure.

This is all "small beans" compared to the fact that it also eats sheet steel, and that is what the majority of our fuel tanks are made from!!!!!!!!!!!!!!!

So, after the demise of leaded petrol, and the "scrappage" scheme, is this the third nail in our respective coffins????

Let me know what you think and I will pass on your thoughts, (if they are printable) to the relevant government dept.

Steve M



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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 the 'success' of the all Westminster banger race in July, the organisers are planning to hold a similar event in 2012 for Rovers featuring P4s, P5s and P5Bs.

Some of our younger members may want to check their driving licence if they are about to buy a new classic or project. If you are thinking about collecting it on a trailer you may be breaking the law.

Older drivers automatically received the B+E entitlement when the new licences came into force, but those passing their test after that will need to receive lessons and take a test.

The longest road tunnel in the world is Norway's Laerdal at 15 miles.

According to the FBHVCs last figures, the classic car movement was worth £3 billion in 2006.

This government is supposed to be cutting red tape for business, so why do you think about 1800 petrol stations are going to have to fit new pumps?

Of course its the EU dictating again. New regulations, which are due to come out, mean that the new pumps must be fitted to stop tiny particles of chemicals evaporating into the air. The new regulation will cost a total of £80 million just when businesses are trying to cut costs and streamline to ride out the recession.

There are those, particularly nieve government officials, who say that big business will pay for it. But we all know that any costs incurred by business is passed on to the consumer.

Why is it that when I'm looking for something, I usually instead find something else I was looking for last week?

Annual Road Run

This was our first opportunity to bring out the Humber for the first event since its purchase,



but with a fall off of interest in the road run this year there was only six cars taking part.

We started from the car park of the social club where we hold our club



meetings and left around 9.30am.

Our route took us out of Warrington to Knutsford and from there through some of the country lanes of east Cheshire.

Our first stop was at Teggs Nose Country Park, overlooking Macclesfield forrest, where we had a chance to stretch our legs and have a coffee.

Our next leg took us around Macclesfield in a loop to our lunch time stop at Prest-bury.



After around an hour we travelled

on, crossing our earlier route, and heading for Northwich. Our afternoon stop was at the Anderton Boat Lift where we could watch the lift in action, stroll along the banks of the canal and get a well earned cuppa and snacks in the cafe.

The last leg brought us back to Warrington where we could relax with a meal and a drink.

The full route described a figure of eight and was almost eighty miles. It was some shakedown run for the Humber, but she ran without a hitch.



Club Shows 2011

Widnes 24th - 25th Sept.

Lymm Steam 26th Dec.

Club Meal - T. B. A.

What's in a Plate ?

With the new '61' number plates arriving on September 1st came a new range alphanumerical trophies. A few have been reserved, but others will be auctioned within the next few months. Plates such as EN61AND, CH61SEA and TA61THA are expected to have a reserve price of £5000. The DVLA, who issue all British number plates, reports that there is huge demand for this type of plate. The March release of the '11' numbers brought in a record breaking £16 million worth of private plates on the first day.

The highest price paid for a plate sold by the DVLA in the UK was £325,000 for the plate 1D. The highest price

paid to a dealer was £440,625 for F1 in 2008. The single digit '1' sold for £7.25 million in the United Arab Emirates in February 2008 and the personal plate once belonged to Pope John Paul's Popemobile was bought for £62,000 in 2004 – two years later Roman Abramovich bought it for £285,000.

Celebrity famous plates include Vinnie Jones (100 VJ), Paul Daniels (MAG 1C), Ian Botham (B33 FYS) and Lord Sugar (AMS 1). DJ Chris Evans, although not having his own initials on a plate, collects private plates as an investment. His collection includes FAB 1 and 1 FAB and, because he is mad about Ferraris, FER 1.

Plates don't always have to spell a name or word to be valuable; for instance, HMP 729G, GPF 146G and LGW 809G. In 2006 they were at-

Changes to MoT testers' manual

EU Directive 2010/48/EU of 5 July 2010 updated directive 2009/40/EC that deals with the roadworthiness testing of motor vehicles. The purpose of the update, broadly, was to take account of technical advances in modern vehicle design and to improve consistency in testing standards across the EU. Its requirements are mandatory for member states which have to put in place all regulations necessary to comply with the directive by the end of this year.

This revision exercise does not set new standards for vehicle construction and use, but does increase the number of items that have to be tested. To meet the new requirements, the Vehicle and Operator Services Agency (VOSA), is having to revise the wording of the MoT testers' manual and it published its proposed amendments earlier this year in the form of a consultation that was described as a 'review of mandatory changes'.

All the concessions for older vehicles have been carried forward. In all there are 215 rewordings, changes and amendments to the existing manual. Unfortunately these amendments are scattered through the 218 pages of the draft document which has not helped to compile this précis.

Briefly the additional items are:

- Inappropriate repairs/modification to brake systems, steering, suspension, tow bars;
- Power steering fluid level;
- Functionality of steering locks;
- Coloured headlamp lenses which reduce performance of beam;
- Operation of tell-tale headlamp warning light when fitted (for vehicles without this equipment a note accepts a date exemption);
- Speedometer (Class 5 only);
- Security of rear doors, locks and hinges;

- Oil leaks from steering box etc;
 - Ball joint dust cover missing or damaged/insecure allowing ingress of dirt (ball joints which did not have protective covers are not required to be retrofitted);
 - Integrity of electrical wiring and battery;
 - Operation of electrical systems relating to anti-lock braking, stability control, supplementary restraint systems, together with associated warning lights;
 - Security and condition of towing structure – includes balls and pins;
 - Integrity of tow bar electrical connections – both 7 and 13 pin sockets (tested even if tow bar is missing);
 - Condition of engine mountings;
 - Front and rear drive shaft and gaiters – includes support bearings;
 - Driver's seat adjustment (if there is any!).
- In essence, if items are fitted they must be in good order, which should not raise concerns for responsible owners who maintain vehicles of any age.

One item we have picked up on, and have asked for clarification, concerns vehicles fitted new (or retrofitted) with high intensity discharge and LED headlamps. They will be required to be fitted with a headlamp washing system (wiper not required) and be self levelling. However the new text goes on to accept that some high performance vehicles fitted with HID that have limited luggage space and stiff suspension do not require a self levelling system.

It is envisaged that the final version will be available in January 2012.

From FB-HVC news-letter

Eaton Hall



by Phil Hammond

I was originally contacted at the back end of last year to see if I could help out at a fundraising event for a Regimental Association that I am connected with, the event was a garden party to be held at Eaton Hall in Chester which is the home of the Duke of Westminster. I told them at the time that I was sure our club would be willing to assist and perhaps take some of our cars along for them, my suggestion was discussed at the next club meeting where all agreed in principle it would be a good idea. Like all good ideas there was a stumbling block in that it clashed with the date of our Ferry show so I logged onto the web and got details of a few clubs in the area and asked if they would be willing to assist me, I had a couple of positive replies from NC-CCC and



WCCC and confirmed in early June that they could muster about 12 cars each, then the MG club said they were okay for 5 or 6 and I thought great 30 cars, the Regimental Association were very pleased and I went with them to see where

we would put the cars and thought that would be it until the day – wrong !! a week later Clwyd Practical Classics told me they were okay for about 50 cars, a few phone calls to check this was okay and then just wait for the day to come.

The setting at Eaton Hall is magnificent and after a bit of manoeuvring we managed to get all 74 cars in place, the official opening was at 12 and then at 12:20 the heavens opened

for about 20 minutes but then eased and the sun came out and made for a wonderful afternoon, we all had access to the gardens, the coach house, the church and courtyard, the steam train Katie was running around the grounds and everybody agreed what a wonderful afternoon it turned out to be and hoped that I

would ask them to attend the next event in a brisk with tombolife and the obligation is an event that we next time it's held I think you will



Backside

