



North West
Casual Classics



BACKFIRE

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September 2015



Speke Hall



Newton Town Show

CLUB DISCOUNTS

Next Meeting
13th October



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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

The Stag has returned to the fold from the workshop after replacing the head gaskets for the second time. Nigel (from the workshop) and I think that this was due to a couple of issues. 1. We didn't use any jointing compound last time and 2. I never did get 'round to screwing the heads down after 500 miles or so. Three of the cylinders were down on compression 120/125 whilst the others were 150/155. I used to use 'Hematite' back in the 70's and 80's but this is no longer available, so I located a similar product which rejoices in the name of 'Stag'!!! This stuff is formulated for Rover K Series engines so we'll see how it goes. I will, however find time to re-torque the heads down after 500 miles or so.

I ventured out in the Austin 16 to the Tatton Park Classic and Sports car Spectacular. Anne and I have to set off earlier than we do in the Stag because 70mph is not possible in the '16'. Well at least I wouldn't want to rely on rod brakes at that speed! The Austin caused a lot of interest from the Pre/Post War Posse. A Wolseley owner who has an Austin 16 and came talking to me, said that he had fitted his '16' with twin SU's from an Austin Healey and an overdrive from God knows what! He says it runs a treat and will cruise all day at 70mph. (see note above, re. brakes).

NWCC. Won a 6th place Highly Commended for our Stand at Tatton. Not bad seeing as there were 87 stands! Unfortunately we got the wrong Trophy! The actual winners wanted it back. NORLOG (Northern Lotus Owners Group) contacted me and now we have the right one! Thanks to all who helped putting up and taking down the Stand.

At this point in time (Wednesday) I have polished and Hoovered (other vacuum cleaners are available) the Austin for the St Roccas Show on Sunday. I've also made a new toolbox for the boot! I'm really looking forward to the Show.

A couple of weeks ago some looney punctured the tyres of the vehicles parked on our drive with a spike! Four on the Volvo, four on the Merc. and two on my little van. The Volvo tyres were nearly finished anyway but the Merc. ones were fairly new. My description of the Perps. are not printable on these pages. Still on the good side I got a great deal on 10 tyres and an invite to the Tyre-fitters Christmas Do!

It's good to know that we have enthusiasts still joining the club at this late stage in the year. You are most welcome, it's nice to have new friends. Oh by the way, if you're just looking for love , See Kenny!!!

Cheers Nigel



Speke Hall



After a wonderful weekend where the sun shone and the sky was blue, the people's choice for the Barry Moleneaux cup went to George Curley with his beautiful Standard Tourer.



Events

Sept 12/13th - East Lanes Railway

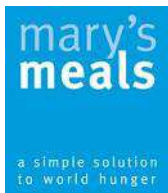
Sept 13th - Walton Hall

Sept 26/27th - Widnes

Oct 18th - End of season run - TBC

Dec 26th - Lymm Steam ?

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



Wigan Cocktail

Bits 'n Pieces

Lord Montagu, who established the National Motor Museum in 1952, has died after short illness. He started the museum with just one car, a 1903 De Dion Bouton which was given to cover a debt. He then gradually developed the museum over the years, also opening his house to the public when few others would consider doing so.

Lord Montagu was a staunch supporter of the British Tourist Authority and served on the committees of a number of bodies, including prison reform and was president of the Disabled Drivers Association. He also helped develop the mobility and Orange Badge schemes as well as lobbying for motoring issues such as the availability of leaded petrol and the mis-use of wheel clamps.

Thanks to Colin Evans for this month's Backside.

In 1885 Gottlieb Daimler patented the first motorcycle, a wooden bicycle frame fitted with a single-cylinder engine.

Waiting between Bishop Stortford and Harlow, to catch speeding drivers, a Police Officer sees a car puttering along at 11MPH. Says he to himself: "This driver is just as dangerous as a speeder!" So he turns on his lights and pulls the driver over.

Approaching the car, he notices that there are five old ladies, two in the front seats and three in the back...wide eyed and white as ghosts. The driver, obviously confused, says to him "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

"Ma'am," the officer replies, "you weren't speeding, but you should know that driving slower than the speed limit can also be a danger to otherdrivers." "Slower than the speed limit? No sir, I was doing the speed limit exactly...eleven miles an hour!"the old woman says a bit proudly.

The Police officer, trying to contain a chuckle explains to her that M11 is the road number, not the speed limit. A bit embarrassed, the woman grins and thanks the officer for pointing out her error. "But before I let you go, Ma'am, I have to ask; is everyone in this car

OK? These women seem awfully shaken, and they haven't made a sound this whole time," the officer asks. "Oh, they'll be all right in a minute officer. We've just come off the A120."



Newton Town Show



Unfortunately it was another wet day for this, the third, show at Newton-le-Willows. At first it wasn't too bad and



we managed to get the flags out.

Quite a few cars arrived, parking on the grass by the entrance, and we were sat out behind the cars. As the morning went on, however, the rain started and gradually got heavier. We progressed from sitting out in the open to sitting under the trees to shelter, to finally sitting in the cars. The bad weather didn't deter the visitors though as the show was quite busy. There was plenty to see on the main field, and in the arena, plus a fairground at the far end. An added attraction this year was the arrival of

two army attack helicopters flying low over the show and landing in the top field. However, the bad weather meant they had to stay longer than expected as they weren't allowed to take off again.

By mid-afternoon you could tell most of the visitors had had enough of the rain and were heading for home. It was a shame because there were other attractions going on besides the main field, such as a ukulele group and a roving

drum band.

It's such a pity when the weather isn't kind as this is a great show when the sun shines. Still, if the sun had shone we wouldn't have had the extra entertainment of Derek trying to erect his umbrella.



Backside

