



BACKFIRE

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October 2009

Chairman's Word

Aloha!!!, and welcome to all Members

Sadly, September sees us with the last of the shows for a really wonderful season in which we have done ourselves proud with attendances and prizes. On the 6th we found ourselves at Cholmondeley which is one of our favourites, and for once the rain stayed away and we also got a wonderful area right in the centre of the park which we duly filled, many thanks also go to the chefs for putting on our great sausage and bacon butties. The following Saturday saw us at a little show in Leigh on hard standing outside the Town Hall, a beautiful sunny day was had by everyone and the Organiser would like us back next year. Sunday saw me at Fairhaven Lake St Annes and as usual there was a full turnout of classics, close to 120 cars, this is also on a hard standing pier which goes out to the sea, a definite show for next year. Saturday and Sunday the 26th and 27th found us at Victoria Park in Widnes with representation on both days, and with the weather being dry Joe" Public" came out in droves. This is usually our last show of the season and myself having done 25 shows it has been an extremely busy 6 months,(in my case using close to £600 of juice), but well worth every penny, its' a bloody good job I don't smoke or drink because running a car would be out of the question. Congratulations and many thanks to all of you who faithfully turned up to all the shows, and lets hope that we have an even better season in 2010

My very best wishes to you all

Take the High Ground always

Your Friendly Neighbourhood

Chairman, John Wayne G.



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Next Meeting November 10th
Deadline for inclusion in next issue Nov. 3rd

CLUB DISCOUNTS



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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, but every effort will be made to verify, wherever practical, beforehand.

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

Scrap scheme extended

The government has extended the car scrappage scheme to cover 100,000 more cars and vans in a bid to save the country's ailing motor industry.

So far £227m has been spent on the scheme and the extension will take that figure to £400m.

The plan has been altered to cut the minimum age of vans from ten to eight years.

Steam-power car breaks speed record

The land speed record for a steam-powered vehicle has been broken by a British supercar.

Nicknamed the fastest kettle in the world, the 25ft vehicle clocked an average speed of 139.843mph at an air force base in Cal-

ifornia. That beat the old record of 127mph, set by American Fred Marriott 103 years ago.

The car was built by a team based in Lympington, Hampshire and was driven by Charles Burnett III.

Seat belts

The three-point seat belt was designed by Volvo engineer Nils Bohlin and patented in 1959. The company allowed its patent to be used freely by all vehicle manufacturers.

In 1963, Volvo became the first car-maker to fit three-point safety belts as standard. Mandatory use of seatbelts - if fitted - for front seat occupants became law in the UK in 1983. Children could be belt free in the rear until 1989.

Your Club Needs.....



As you may be aware, Dave Espley wishes to stand down as organiser of our Fiddler's Ferry Show. After six successful years he now feels he would like to pass it on to someone else. He has created a comprehensive guide which can be followed,

step by step, to set up the show. To prove how easy it is he used the guide to organise this year's show.

Also stepping down at the end of the year is Maria McPartland as Events Coordinator.

As I think you'll agree, Maria has done a fantastic job of getting us all to the shows during the last couple of years. Although this is quite a busy job, like Dave, Maria can give guidance and advice where necessary in the early days so you won't be dropped in at the deep end.

Here's a thought! Two members, working together to coordinate events and set up the Ferry Show.

If you think you could fill either of these important roles, please have a word with either Dave or Maria.



Oulton Park Gold Cup

This year marked our second visit to the Oulton Park circuit for the Gold Cup meeting held on August Bank Holiday. This year was a special anniversary for the Mini, fifty years since it was unleashed on the public, and it was a special weekend for one of our members (see facing page).

We arrived to find we had been allocated a slightly different location this year. It was higher up the field this time, giving an even better view of the circuit than last year. The field overlooks Cascades, the chicane and Knickbrook, some of the most exciting parts of the circuit.

Before racing commenced on Saturday the Mini anniversary was celebrated by all the Minis having a drive around the track. As the Mini club had brought along a large amount of cars there was virtually every variation of the car, including a certain customised pink one. There was so many cars that as the lead cars completed

the circuit, the last ones were still just getting on to the track.

Once racing started we were treated to a full weekend of classic competition. Everything from 1960s saloons to sports cars and single seaters were included. While the racing was going on we were free to roam around the circuit and particularly interesting was having a walk through the paddock. Getting up close to the cars meant you could see the amount of preparation that goes into them, especially while they were being worked on.

Sunday saw Jenny's racing car ride before the racing began then we were treated to some more exciting competition. We had some showers of rain over the weekend but they didn't dampen spirits too much and it gives more excitement out on the track. Even though they are classic cars, the drivers are really racing each other as a couple of accidents clearly showed.



Above pictures by Steve Marran

Jenny Hughes won a ride in a two seat formula 5000 type racing car. By booking entry tickets for mum and dad on line she was entered into a free draw for this fabulous prize. On the longest straight the car was doing 175 mph.



Knowsley Classic Car Show

A new show for this year's calendar



was at Knowsley Hall. Not the safari park, but the grounds of the

stately home itself. The show followed the general format of the likes of Cholmondley Castle, Houghden Tower and Capesthorpe Hall with the central arena for judging and the club stands laid out around it. We arrived at the venue



with the full club stand not knowing how much space there would be on the field, or how much we would be allocated. However, we needn't have worried as the organisers had



taped off a good sized area, so we quickly erected the gazebo and all the display making an entrance opening to encourage visitors to come in and look around.

The weather stayed fine for us, though a little bluster, and there was a very good turnout for a first event. Not just on our stand, but over the entire field.

I think when the word gets around this could be a very busy show in the future. The class act of the



Tatton Park Show 23rd and 24th August 2009.



As reported in "Classic Car Weekly" paper, the second show of the year was oversubscribed!!

Some rationing was put into place regarding numbers of vehicles attending and also,



whether a club could do both days or only one!

Wow! We were lucky enough to get our allotted spaces on both days;

THANKS MARIA. Once again, knowing just how much to mither the organisers payed off.



Other side of the coin is, of course, we must actually all turn up if we have a ticket. I remember not too far back when our Club was relegated to the area under the trees. It's taken a season or two for us to gain credibility and command a prime spot once more.

Enough of that though, what a good 2 day Event it was. The weather held good just about and we had a good selection of members' vehicles on our plot.

Thanks to those who volunteered to do the cooked breakfasts on both days; it-

ally makes life easier if members muck in and it's "one for all and all for one" or something like that?



We now seem to be much more relaxed and at ease at these big Shows and this is reflected in the great laughs we have even when the Cups and Trophies don't come our way.



A BBQ, A Quiz, and a good natter

amongst ourselves as well as with the attending crowds make it worth while I think.



Also we are still attracting new members who like what they see.

Our Club Stand and associated Banners are gradually getting to the standard we wanted at the start of the year, (always room for improvement...)

Thanks to all who at special thanks to Steparing, storing and t and from the Shows This has been a " ho



Dave (have I got a bad memory ?) Espley. Social Secretary without Portfolio.



CLASSIC ADS

Change...

TO CLOSED-CAR COMFORT



BEFORE



AFTER

The roof panel is of thick aluminium, cellulosed to match precisely the remainder of the car, which is cleaned and polished.

The quarter light glass, rubbers for same, the rear light and interior fillets are identical to those of the standard Morris Minor Saloon. The interior of the roof is finished to give the appearance of fawn suede.

Cost of conversion—£85
ex works.

At the moment, conversion within the standardised price of £85 only applies to models 1949 and onwards.



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