



BACKFIRE

www.northwestcasualclassics.com

October 2010

Chairman's Word

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Well we have regrettably reached the last show on the NWCC Calendar with the Victoria Park event at Widnes (25th/26th Sept) The month was poor on weather but we scraped through without too many downpours on all the shows, with the exception of the Leigh Heritage weekend show on the 11th. Even this was still enjoyable and a good turnout by our members certainly boosted the total for the organisers. Well done everyone.

As reported previously, we won "Best Display" at Cholmondely Castle, and Jenny got first prize at the Leigh show despite the rain. So it was still a good month.

For those intrepid car showers, there is still the Stoneleigh Restoration Show (24th Oct) to get the missing bits for the winter restorations, and, of course, the "big one" at the NEC (12-14th Nov). All is not lost locally, as Stevie Marran, if he has received/read my email, will report on an event to be held by Warrington Market/Town Centre organisers on the 20th Nov.

I have to admit, that for me, the year goes downhill from here as the winter sets in and dark mornings are followed by dark evenings. Yes I really do suffer from SADS and I'm not afraid to admit it. I hate winter, and a bit of Global Warming would not go amiss – Bring it on !!!!!!!!

I can think of several SAD people in our club, particularly those who keep turning up every month without fail. Surely you must have something better to do? Only kidding, the following of our club is becoming legendary with a regular turnout of approximately 50 people. What a credit to the club and its members.

Please don't forget the AGM in December. If you are interested in any committee position, please let any current Committee member know by the end of the November meeting, so that all names can be included in the nomination/voting system.

Russ



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Next Meeting 9th November

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/.

End to Private Scrapping

You may or may not be aware that DVLA has changed its rules regarding cars at the end of their life being scrapped. In the newly introduced V5C registration document the provision for informing DVLA of a vehicle being scrapped has been removed; removing the option for owners to scrap their own cars.

Under the new rules cars being broken require a Certificate of Destruction before they can be legally scrapped. These certificates can only be issued by authorised treatment facilities so, if you are in the process of braking a car for parts, you will have to take the remains to a professional dismantlers and pay any associated costs. And that's if they'll accept it. An alternative is to keep on registering it as SORN indefinitely.

A new online service to help with this is Auto Sorn. For a modest fee, as little as

70p per renewal, the service will keep the car on SORN forever, allowing owners to dismantle cars for spares without falling foul of the law.

To find out about Auto Sorn go to www.autosorn.com.

SORN

Don't forget to make sure when applying for SORN that DVLA have received the application and that you have confirmation. It is up to the individual to be sure that the SORN is in force or an £80 automatic penalty can be a result, together with a minimum fine of £1000. The vehicle can also be clamped, impounded or crushed.

Sorn can be declared online, by post and at a post office.

Top Gear Smash-Up

I see the childish morons at Top Gear have been at it again. They recently turned up at the Barleylands Country Show near Billericay, Essex unexpectedly. The trio used the venue to film a stunt for an up-coming program in which three 1980s BMW 3-Series convertibles were wrecked. Their arrival had been so secret even the show's announcer didn't know about it until he was handed a piece of paper telling of the addition to the show schedule. Not everyone in the crowd, however, was impressed by the performance. James May left the arena to cries of "Get your hair cut".

Cholmondeley Pageant of Power

Pictures by
Ian Trimble and
Steve Tanser

Another wet weekend was in store for the PoP this year but, to be fair, it wasn't quite as bad as last year. The organisers had made some improvements to the paths and road access so it wasn't as muddy this time. If ever they get a warm sunny weekend, they will have monster of an event on their hands.

The club display area rivals any classic car show in itself, plus there are all of the events going on throughout the two days. A sprint track is laid out using the roads of the estate and power boat racing is held on the main lake. There are air displays, army displays, emergency services display and static displays of vehicles you would never see anywhere else.

I mean, where else would you see a Le Mans winning Bentley, Thingwall Specials, a totally bonkers special made from a fire engine chassis and a 14ltr aeroplane engine and a JCB GT.

There was some confusion over the size of our club stand area before we even got there. The organisers wanted to know what size plot we wanted so Russ emailed an approximate size. However he was told that we could only have half of what we wanted. The decision was taken not to take the full club stand in the trailer but just a smaller gazebo and a couple of signs. When we arrived we found we had been given the full size we originally asked for. With only eight cars, we looked a little overwhelmed.

It turned out to be a fantastic weekend though with plenty to see and experience. If you are thinking of going but are put off by the cost, you can get big discounts online from the website. If you're not online it would be worthwhile asking if someone who is can get the tickets for you. Believe me, it's well worth it.



Events

Lymm Steam - Sunday 26th Dec.

Club Meal - Sat. 22nd Jan.
(Provisional)

ANTIFREEZE

Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. With the recent bitterly cold weather in January antifreeze has been in the headlines, with some alarming stories which at first seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leakages – but in these cases it has led to catastrophic engine problems.

Traditional blue ethylene glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these are declared suitable for ‘classic cars’ on their company websites. Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines.

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but Comma, the main manufacturer, have now discontinued it in favour of an ethylene glycol product containing ‘bitting agents’ to make it less palatable and minimise the risk of accidental poisoning.

Both of the above products use inorganic additive technology (IAT). Recently prob-

lems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting. However these products do seem to cause problems in older engines; over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in ‘old’ engines. For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and are not recommended for use in historic vehicles.

The Federation are still researching this problem but our advice at the moment is:

- only use blue coloured IAT antifreeze in historic vehicles;
- only use OAT products (‘advanced’ or ‘long life’ antifreeze) if the vehicle used it when new and if specifically directed by the vehicle’s manufacturer;
- never mix different types of antifreeze without thoroughly flushing out the system;
- always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.

Bodelwyddan Show 25th July **2010.**

Well as far as I can remember, (and that's not too far is it?), our club has never done a trip out to this fine Event in North Wales so it was overdue for what turned out to be a very pleasant day. We really should get out more rings to mind?

15 vehicles ended up on the Show ground right in front of the Castle/ Hotel as well as approx. 287 others. A well organised show similar in style to Cholmondeley. Lots of vehicles there we have not seen before, which is always interesting, as well as good facilities and non Car things for the kids and ladies to enjoy.

Most of us amassed at Morrisons in Stockton Heath and did the " Scenic route " via A roads which took a bit longer than the M56 and A55 but I am told was worth it.

As expected, I took a few wrong turns in Warrington and was on my way to Tatton before my passengers woke me up and pointed out we were a little off route. Talk about being on Auto Pilot!!

Although we didn't do the full Gazebo type Club Stand, I believe the day was relaxing and interesting.

John Allen did well with a runner up in his Class with the "Talbot" and it was good to see the McPartlands with "Dora the Explorer" caravanette; always a mini crowd puller.

I think this will be one to repeat next season, such a lovely day out and not too far to travel.

Thanks go to Russ and Steve Marran for Events organising and also to all who came along.

Dave Espley, roving reporter for NWCC.

Exotic Profile

MASERATI BORA



The Bora was an interestingly designed car. Standing 1138 mm high, perhaps the

most distinctive details were the brushed stainless steel roof and windscreen pillars. Inside, the bucket seats, dash, door trim, centre console and rear bulkhead were trimmed in leather, electric windows having been standard, most cars also getting air conditioners. The steering column was tailored for rake and reach, the driver's seat being height adjustable only. Instead, high pressure hydraulics moved the pedal box, consisting of the brake, clutch and throttle pedals, forwards and backwards by around three inches (76 mm), a first such application in the world for a production car. The first Boras were delivered to customers in late 1971, only minor production changes being gradually phased in thereafter. These included front lids hinged at the front, pop-up headlights with rounded inside corners, a rectangular front lid-mounted grille and finally, matte black louvres on the sail panels. From 1973, as the 4.7-litre engine hadn't been homologated in North America, Boras destined for the United States were fitted with emissions-equipped 4.9s similar to those found in US-bound Ghiblis. Output was only 30 bhp (22 kW) less than the

Euro-spec derivative, changing the zero to sixty time to 7.2 seconds and the quarter mile to 15.2 seconds.

A combined steel monocoque chassis and body featured a tubular steel subframe at the back for the engine and transmission. Suspension was independent all round (a first for a Maserati road car) with coil springs, telescopic shocks and anti-roll bars. The development prototype and the broadly similar show car first seen at the 1971 Geneva Motor Show featured MacPherson Strut based front suspension, but this was abandoned for production because, installed in combination with very wide front tires and rack-and-pinion steering, the strut-based solution produced severe kickback. For the production cars Maserati reverted to a more conservative wishbone front-suspension arrangement.



Make and Model: Maserati Bora

Year: 1971

Engine Type: 4.7 Liter V8

Torque: 355lb-ft@4500rpm

Acceleration 0-60: 7.2 s

Suspension: independent, comprised of coil springs, anti-roll bars and telescopic shocks

Wheel Base: 102.4 inches

List Price: \$26,900

Horsepower: 330bhp@5500rpm

Top Speed: 162.8 mph

Brakes: Vented Discs

Transmission: 5-Speed Manual

Weight: 3549 lbs

Backside

