



BACKFIRE

www.northwestcasualclassics.com

November 2011

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Chairman's Word

Hi everyone, Welcome to November.

If you attended the little gathering at the "Wellington" then I know that you enjoyed yourself, and if you didn't make it, then you missed a V good day. Congratulations go to Steve & Jill Tanser for being awarded the Landlords prize of a nice rose bowl, which was donated by Colin & Margaret Evans. Also, thanks go to Maria & Jimmy McPartland for supplying bacon butties. (Yum Yum)

Now for two serious matters.

1...Queries have been made about my expenditure concerning club funds, so I will give you a full breakdown.

Payment to Mel, (Kosi Kare) to cover petrol expenses to our club (Twice) = £30.00

J W G Trophy and silver salver + engraving...£68.00

Prize for road run (Cut glass decanter) = £15.00

Ladies night gifts, vases, flowers, and 7 bottles of wine = £212.00

Guest speaker for November meeting = £30.00

Two bottles of wine for the "Wellington day" = £0.00 (Out of my own personal Stock)

Rough total = £ 355.00

Rob Smith will confirm that I have not applied for any money to be paid by the club (my reasons are my own). Nor will I be asking for it after you have read this statement.

2....Last year you may remember that I had a personal "Scare" concerning prostate cancer that, after a biopsy was pronounced to be a urinary infection (Phew). Well it's back, only this time it's not an infection. As such I am scheduled for a lot of treatment by my specialist, so I will not be around much for the next year until the treatment works (or not).

Anyway, This means I will not be applying for the position of Chairman for 2012 (don't all cheer at once). It has been a real privilege working on this committee and I will be sad not to be involved in this club next year. At this point, I would like to thank Mike Bennett for all the sterling work that he has done over the past few years, 'cos it's a thankless job and must be very difficult.

Anyway, enough of my insane ramblings, have a good November and make sure your cars are tucked up nice and warm for the winter.

Yours, as usual....Steve M



CONTENTS

PAGE No

1. Chairman's Notes
3. Bits & Pieces
4. Fiddler's Ferry Show
5. Club Events/Timing-Part 2
6. Woodvale
8. Backside

Next Meeting 13th December

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

Mary's meals

Thanks to all who have donated to Mary's Meals. We raised £56 on Lady's Night. Thank you so much for your kindness.

Added to other donations I've sent £160.00 off this time so 16 children will be fed for a YEAR!

Keep buying the books! Luv Sue x

Turin Charter

This new charter has been devised to give classic cars the same status as heritage buildings, steam engines and ships. Promoters met in the city to edit a second version of the document and will meet FIVA (Fédération Internationale Véhicules Anciens) at its annual assembly in Washington, USA this month to present the modified version. The document, running to five pages and 1500 words, is then expected to be endorsed by the classic car movement. In October 2012, at the FIVA general assembly in Munich, the document will then be ratified.

The charter backs the preservation of vehicles in original condition rather than modified ones, requiring restorations to aim at preserving and exhibiting a vehicle's aesthetic, functional and historic value. Modifications should respect the original structure and appearance and, ideally, should be reversible. Any original parts should be kept with the vehicle to allow later re-utilisation.

Having read a summary of the charter I'm not sure if this is going to bring about an enforceable regulation, as with listed buildings, but some reservations have already been voiced. For instance, will FIVA's definition of a classic being over thirty years old be drafted into the charter? If so, many of our cars would then be outside the scope of the charter and could

have implications for insurance premiums and road tax.

However, some good points emerge. The charter could be used when the historic vehicle associations, eg. FIVA and FBHVC are dealing with politicians and heritage organisations. It also recommends that governments recognise non-profit making organisations and associations involved in historic vehicle preservation as cultural institutions and assign them the status of charities.

Whatever the final outcome of the charter let's hope we don't finish up with more restrictions than ever to our hobby.

I hope its not too late to ask you to please say a big thank you to Steve Marran for the ladies night last month, in the Backfire. I am sure that all the ladies that attended would join me in saying thank you for the wine and gifts, lets hope it is the same next year. And a big thank you also to Jill for her Quiz.

Regards

Heidi & Bernie



AGM

Don't forget. The next meeting, in December, is the AGM. We are looking for nominations for the committee, particularly the posts of chairman, webmaster and events assistant.

If anyone is interested in these positions, or would like to be nominated for any other committee position, please let a member of the committee know.

Fiddler's Ferry Show

This year's Ferry Show was a landmark in that it was the first one in which



Dave Espley wasn't involved with the planning and organisation. Although Dave had written everything down into guide so that others could benefit from his previous experience, the driving force behind this year's show was Sue and Barry Thomas; and what cracking job they made of it.



We arrived bright and early in the Humber towing the club trailer and everyone present set to building the gazebos and setting out the show ground. Once setting up was complete we all gathered in the gazebos for a pre-show briefing from Joe Gowland covering marshal's duties and health and safety. We were then kept busy for the morning welcoming and parking visitors. Again, we were able to use the pub garden for parking which makes the show less spread out.



A moment of panic ensued when I realised I had forgotten the keys for the trailer lock, so had to park next to the gazebo with the trailer



still attached. The rest of the day, though, went without a hitch. There were fewer entrants this year, which seems to

be a trend, and, as the weather was a little unsettled, I'm sure there were some who didn't turn up. We had a couple of short showers during the day but these didn't



dampen spirits very much.

Winners of the trophies this year were:-

Landlord's choice – Mike Bennett's MG B GT

Committee's choice – Fiat X/19

Best Motorcycle – Triumph Bonneville

I'm sorry, I lost my notes with the owners names of the last two.

Once again, well done to Sue and Barry for a first class show.



Club Shows 2011

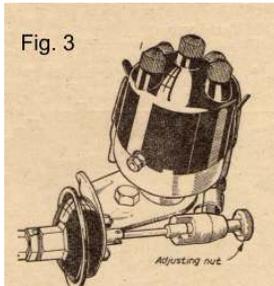
Lymm Steam - 26th December

Club Meal - Memphis Belle
21st Jan - TBC

IGNITION TIMING **PART 2**

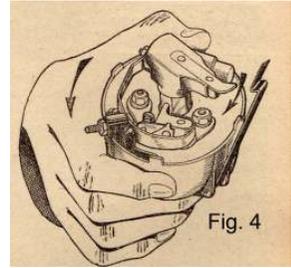
Adjustment from the Distributor

On those cars fitted with a micrometer adjustment or octane selector on the distributor, the adjustment in order to obtain the optimum results is easy, it being only necessary to screw the milled nut in the appropriate direction until the results are satisfactory. (Fig. 3).



Where no provision is made on the distributor for adjustment, the ignition may be advanced by slackening the clamping bolt beneath it, removing the distributor cap and slightly turning the distributor body against the direction of rotation of the rotor arm (Fig. 4). A small amount of movement of the distributor results in an appreciable

degree of advancement, so care must be taken as regards this. Having re-adjusted the ignition



timing thus, the clamping bolt is retightened and the car taken on the road for a test as outlined above. In all probability, several adjustments and tests will be necessary until the results are satisfactory.

An alternative and more precise method of advancing the ignition timing is to turn the engine until No. 1 cylinder, i.e., the cylinder nearest the radiator, is on the compression stroke and the timing marks, which are usually to be found on either the flywheel or fan-belt pulley, are in alignment. Remove the distributor cap, and if the engine is timed to the standard setting the contact breaker points should be just opening. The engine is now turned backwards for approximately $\frac{1}{2}$ in. travel on the periphery of the flywheel by pulling on the fan-belt. Where the timing mark is on the fan-belt pulley, the back travel should be less than this, due to the smaller diameter, and in most instances between $\frac{1}{8}$ in. to $\frac{3}{16}$ in. will be satisfactory. The distributor clamping bolt is then slackened and the

distributor turned in the opposite direction to that in which the rotor arm rotates, until the points (which will now be closed) are just breaking contact. Retighten the clamping bolt, avoiding excessive force in doing so, and check the ignition setting for correctness by road-testing the vehicle.

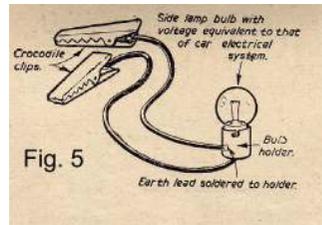
Opening of Contact-breaker Points

Difficulty is often experienced in checking the exact moment when the contact-breaker points are opening. It is not possible to do this visually with any degree of accuracy, for the points are usually separated before one is aware of the fact. The old and favourite trick of placing a slip of paper between the two points, this being released at the moment of separation, is a reliable indication provided that the contacting surfaces of the points are free from "pipping" and cratering, which, however, they seldom are. Consequently, the paper is nipped between the points and cannot be freely withdrawn the instant the points open. Also, in doing so, a fragment of paper may be torn away and lodge between the points, and so give rise to unsuspected ignition trouble.

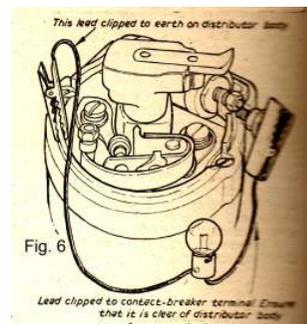
The Test Lamp

Undoubtedly the most reliable method to adopt is by means of a test lamp,

which can be easily constructed as shown in Fig. 5. A small wattage bulb such as a side-lamp bulb is required of the same voltage as that of the electrical system. A suitable bulb holder is connected to two insulated leads as shown and small crocodile clips are fitted to the ends of the leads to complete the layout.



To use the test lamp, remove the distributor cap and clip the "live" wire on to the contact breaker terminal (Fig. 6). The earthing wire from the side of the bulb holder is then clipped to either the outer rim of the distributor body as shown, or to a clean part of the cylinder block. The ignition is then switched on and the engine slowly turned, The exact



moment that the contact-breaker points open is indicated by the bulb lighting.

Woodvale



Another low turnout marked this year's Woodvale show; and not just for us. Saturday was very quiet on the classic cars field, with many clubs not turning up at all and the independents section almost empty. Very few punters were walking around our area, which was up near the car park again, although the main part of the show looked fairly busy. I've heard more than one person mention that most people park their cars then get onto the free buses to take them down to the main show area, bypassing the classic car section altogether.



A mixture of sunshine and showers made timing your walk around into an art, but the rain wasn't too heavy when it came. There were the usual things to see, model railways, cars



and boats, an army display and the fairground. A small autojumble was present, but mostly it was modern stuff and tools, although I did manage to find a new pair of welding gauntlets for £3.

Across from us on the show field was one of the most amazing displays I've ever seen. The Land Rover club had had a pile of sandbags delivered on Friday afternoon and on Saturday morning they began to set them out. With a pond liner, and the sandbags, they built a small lake and placed tree trunks over it, then the drove a Land Rover onto them as if it was crossing the lake. Various others were driven onto logs at different angles amid lots of grunting and groaning to finish off the stand which, not surprisingly, won first prize.



Even Sunday wasn't as busy as I've seen it on previous years. There were a few empty spaces in the show field where entire clubs had failed to show up. I pitied the poor guy on the MkIII Cortina stand. Complete with gazebo and banner, he was the only one there.



Backside

