



BACKFIRE

www.northwestcasualclassics.com

December 2010



Chairman's Word

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Well we have entered the final month of the year, the turkey is getting obese and all that, and Christmas festivities are awaiting us. One has to say obese to be politically correct these days and not to offend the turkeys.

The weather really has been severe, and certainly not helped in my house modifications and getting my Alpine back into its own garage. I hope that none of you have come to any grief in all of this.

I want you to make the most of any sunshine that we get, as apparently a woman in Spain has applied for its ownership. It appears that no country, region or continent can own the sun, but it doesn't mention any individuals. If this goes through, we will all be taxed for its use, payable of course, to some Spanish Lady.

I hope that she is asked to live on it first before rightfully taking up ownership. We should be OK in the UK anyway, as we hardly get any sun.

This month is extremely important with the AGM at the December meeting, and the fact that I will be signing off for someone else to take the reins for 2011. Whoever takes over will, of course take charge of the bell – nicknamed the Haggerty Bell (not the Liberty Bell) after the black bag I carry it around in, gained from an insurance company at Tatton park.

I would like to publicly thank all the committee members Dave, Rob, Mike, Steve T (and Jilly), for all their efforts in making the club successful, and not forgetting Steve M for stepping into the breach when we tragically lost Big John earlier this year. A big thank you to you all!!

I would like to thank all members for their help and support during my terms on the committee and more recently as Acting Chairperson. The club goes from strength to strength because of your efforts, so please continue to do this.

I would like to sign off by saying that I hope you all have a great Christmas and New Year, and that all presents received are classics.

All the Best

Russ



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Next Meeting 11th January



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/.

Eccentric surgeon Harold Carr left a surprise in his Protuberant garage for his relatives when he died last year; a 1937 Bugatti Type 57S Atalante. One of only 17 ever made, it made £3million.

Off Road Insurance

From January 2011 a new law will come into force which will have implications for classic car owners. Many owners will insure their car for six months to cover the show season during the summer and then either leave it uninsured for the winter or convert to a laid-up policy. As the road tax for pre 1973

cars is free there was no point surrendering it.

However, doing this from January you will fall foul of the law. In future if a tax disc is in force then the vehicle must be insured for the road. If you let the insurance lapse, or cancel it, you must surrender the tax disc and declare SORN on the vehicle. You can then re-apply for a new disc and insurance before the next season. Laid-up insurance should still be available.

This ruling may be a minor inconvenience for classic car owners but it is a positive move to rid the roads of uninsured vehicles and that can't be a bad thing.

More details can be found at www.direct-gov.uk/stayinsured.

Drive It Day

Drive It Day 2011 will take place a week earlier than usual next year to avoid Easter Sunday - the date is Sunday 17 April 2011.

**A Very Merry Christmas
And
A Happy New Year
To all Members from
The Committee**

Knowsley Hall



Our second visit to this new show was again in great weather. The short convoy from

Penketh went without a hitch and we arrived to find we had been allocated an area by the fence. This was great for

watching all the other vehicles arriving in a mobile display. Although we were given a fairly



specific area, as more of our members arrived, we managed to expand

sideways a little to give us a bit more breathing space.



While we were setting up the stand, we had a visit from one of the marshals to see if one of our cars had a valid pass. The check was (allegedly) to make sure people weren't leaving

their classic at home and bringing their modern car instead. As the car in



question (an early Nissan Micra) is getting on for twenty years old, it hardly qualifies as a modern.

Anyway, the day progressed as Andrew Greenwood shows do



with the central arena for concourse showing in groups. A few members took

their cars in to be judged but, once again, it was Jenny Hughes who showed the way with a first in the

modified class.

Well done Jen.

An excellent, relaxed day and the autojumble seemed to be a bit bigger than last year. Lets



hope the show grows.



Events

Lymm Steam - Sunday 26th Dec.
Club Meal - Sat. 22nd Jan.
(Provisional)

Lead Free

Your lead free cylinder head will have hardened seats and special valves and guides, but only solves one of your three problems. Despite the fact that mainstream leaded petrol disappeared many years ago, the role of lead in fuel is still widely misunderstood. Lead (tetra ethyl lead) was introduced in the 1920's to enable engines to produce much more power without the danger of detonation and destructive mechanical damage. It was subsequently noticed that engines running on 'Ethyl' petrol did not require the valve clearances adjusting as often as engines running on standard petrol. This was due to the inherent lubricating properties of the lead additive. So, fitting hardened valves and seats solves this problem, but what about the other two issues.

Your engine also demands;

1 **OCTANE**, the higher the octane the more power can be released from the engine. Retarding the ignition enables the engine to be run on lower octane fuel, but at the expense of power and fuel consumption.

2 **FLAME FRONT CONTROL**, this gives the engine resistance to high speed detonation and prevents mechanical damage. Allows maximum power and fuel efficiency to be released.

Leaded petrol burns progressively without the formation of shock waves. Unleaded petrol, in a cylinder head designed to burn leaded petrol, burns erratically generating shock waves which cause detonation and result in piston damage.

For the same octane level, the burn characteristics of leaded and unleaded petrol are very different. Unleaded fuel is high in aromatics, the higher the octane, the higher the level of aromatics.

Frost Auto Restoration Techniques Ltd

What Makes 100%?

What does it mean to give MORE than 100%?

Ever wonder about those people who say they are giving more than 100%?

We have all been to those meetings where someone wants you to give over 100%.

How about achieving 103%?

What makes up 100% in life?

Here's a little mathematical formula that might help you answer these questions:

If:

A B C D E F G H I J K L M N O P Q R S
T U V W X Y Z

is represented as:

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
18 19 20 21 22 23 24 25 26.

Then:

H-A-R-D-W-O-R-K

$8+1+18+4+23+15+18+11 = 98\%$

and

K-N-O-W-L-E-D-G-E

$11+14+15+23+12+5+4+7+5 = 96\%$

But,

A-T-T-I-T-U-D-E

$1+20+20+9+20+21+4+5 = 100\%$

And,

B-U-L-L-S-H-I-T

$2+21+12+12+19+8+9+20 = 103\%$

AND, look how far ass kissing will take you.

A-S-S-K-I-S-S-I-N-G

$1+19+19+11+9+19+19+9+14+7 = 118\%$

So, one can conclude with mathematical certainty, that While **Hard work** and **Knowledge will get you close, and Attitude will get you there, its the Bullshit** and **Ass Kissing** that will put you over the top.

Thanks to Maurice Howard

Tatton Park

Controversy and confusion seems to be the order of the day for Tatton just now. The or-



ganiser, Stuart Holmes, would appear to be trying to change the appearance of the show by banning (no, I don't think that's too strong a word) genuine classics in favour of modern performance cars.



For instance when Russ sent off the applications, the reply he got was that a number of our vehicles didn't qualify, including our Volvo (23 years old), Albert & Shirley's Mercedes AMG



(performance car) and all the camper vans (two from the sixties). Due to Russ' efforts the Volvo & the two older campers were allowed in, but we couldn't help thinking that the size of the plot was being reduced



to make way for moderns.

When we purchased the new gazebos we had arranged to collect them at Tatton so, after dropping off the trailer at the stand a few of us went

down, with the Volvo, to collect them. They really brightened up our display and were admired by many people. I even saw one of the staff of the makers taking photos.



I think our problem now is how we proceed with this show as I'm sure the auto-

jumble is also changing in favour of new stuff. If we rock the boat too much we run the risk of losing our prominent position as I believe the



show is over-subscribed and other clubs are on a waiting list. But if these clubs in waiting are the modern,

performance ones, the small local classic clubs could be squeezed out. Have you noticed how the name has



changed to Tatton Classic and Performance Show?

Exotic Profile

1936 Cord 810 Phaeton Sedan



To overcome sagging sales during the Great Depression, Cord introduced the 810. Designed by Gordon M. Buehrig, their styling was a radical departure from the typical design. The car was conceived using a proven formula for sales success: a combination of styling, performance and reasonable price. Highly advanced, the new car offered hidden headlights (retracted by hand-cranks on either side of the steering wheel), a sleek "coffin nose" hood, no running boards and, of course, front drive. It was an instant sensation. Approximately 600 of the very attractive Convertible Phaeton Sedans

were built during the two-year life of the Cord Front Drive, making them rare when new – and rarer still today. They offer a beguiling combination of landmark styling, exceptional performance and open air motoring. The Phaeton design was a unique four-passenger convertible as one of the first production examples of this body style. Until Cord's Phaeton, two-door, four-passenger convertibles were called convertible victorias. Their blind quarter convertible tops were elegant but made for poor visibility for rear seat passengers.



190 hp, 269 cu. in. L-head, side valve flathead Lycoming V8 engine.

Four-speed electric pre-selector gearbox.

Front-wheel drive.

Wheelbase: 125"

Backside

