



# BACKFIRE

[www.northwestcasualclassics.com](http://www.northwestcasualclassics.com)

December 2011



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## Chairman's Word

Well I'm here again, not necessarily by popular demand, but having to put pen to paper to fill in the first page of the Backfire as stand-in Chairperson. I'm starting to get a phobia!!! I saw Steve M on the Sunday after the Nov Club Meet and he looked very well and was certainly more upbeat. His treatment will always be on a Tuesday, hence he will miss several of the Club Nights next year and this was the reason for him standing down. I'm sure you will all join me in wishing him all the best for what will be a challenging year for him, and lets hope we see him back at the Club asap

It is, of course, the most important month of the Year for the Club with the AGM upon us again. It's that time when the Committee members try to escape (sorry I mean step down) and look to be re-elected or casually step back and let other members grasp the challenge and take the club forward into 2012. All positions are available ie Chair, Vice Chair, Treasurer/Membership, Backfire editor, Events Secretary, Webmaster and Social secretary. Any volunteers for any of the positions will be announced on the night and anyone wishing to be considered can also make themselves known. – Don't be shy now!!

Barrie and Sue Thomas have already volunteered to look after the Ferry Show again next year, but if you want to get involved please do not hold back and let them know I do hope you all enjoyed the talk at the last meeting from Mike Grummit, I thought it gave us a good insight into the world of Automotive journalism and the things that went on.

I would like to congratulate Albert on being presented with the Old Buggers Cup,

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Next Meeting 10th January

## ***CLUB DISCOUNTS***



Car Parts, equipment and consumables. [www.cesuk.com](http://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/](http://www.kosikare.co.uk/).

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A stash of Morris vehicles has been discovered in Kent after the owner's death. Although most have been off the road for the best part of thirty years, most are reported to be in a sound condition and one has already been put back on the road. Vehicles include pre-war '8' and '10', 1951 Z-van, 1958 Oxford and two 1970 Travelers. The Bexhill 100 Motoring Club, whose members discovered the collection, re-created part of the location of the find at the recent NEC Classic Car Show in Birmingham.

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The automotive industry's only dedicated charity, BEN, raised £2958 on its recent B2B rally. The rally was made up of cars ranging from a 1927 Austin 12/4 to a 1972 Ford Cortina Mk III. A prize was awarded to the owner, Jenny Hall, of a 1963 Humber

Super Snipe as the most sympathetically restored and/or best presented car.

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Ex-F1 driver and BBC commentator Martin Brundle is selling his Jaguar E-type SIII V12 roadster. The car, featuring sympathetic upgrades including electronic ignition, Eagle Sport spring rates and adjustable dampers, has seen many historic events and comes with extensive history. It could be yours for a cool £135,000.

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**The committee would like to thank all members for their support during the past year and wish everyone a very Merry Christmas and a Happy New Year.**

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## From page 1

or essentially being an Old Bugger, and the oldest one at the Club. May his presence be with us for many years yet!! The Committee got together again on the Sunday after the November Club Meeting to discuss the Web site, and how we could improve it. The meeting went very well, and we hope to be able to show you some of the improvements in the near future. 2011 will go down as quite a tough year for the Club, what with the Credit Crunch and the initial loss of a considerable amount of club members for various reasons. However, things picked up, and we managed to get approx. 15 new members, which is great news for the Club, and I hope they will continue to be part of the NWCC family.

I would like to thank the Committee for all their hard work during this last 12 months, and particularly Steve Marran who I think did a great job as the Chairperson

Have a Great Christmas and New Year

Russ

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Now, were did I put the hacksaw

## Ethanol in Fuel

The FBHVC raised the issue of Ethanol in fuel some time ago, and to its credit is following this further with its own testing. My understanding was that only two petrols did not contain ethanol and these were BP Ultimate and Shell Optimax (now known as V-Power)

I have carried out a bit of research myself and it would appear that the Shell product is no longer ethanol free due to the legal requirement of the "Renewable Transport Fuel Obligation"

Listed below are two weblinks that may prove useful.

BP Ultimate

[http://www.bp.com/live\\_assets/bp\\_internet/Australia/corporate\\_Australia/STAGING/local\\_assets/downloads\\_pdfs/f/Fuel\\_news\\_new\\_fuel\\_octane\\_power.pdf](http://www.bp.com/live_assets/bp_internet/Australia/corporate_Australia/STAGING/local_assets/downloads_pdfs/f/Fuel_news_new_fuel_octane_power.pdf)

Shell V power (Optimax)

<http://fbhvc.co.uk/2010/02/01/FBHVC-newsletter-no-1-2010/>

The main problem that ethanol seems to give the classic owner is that of perishing rubber, whether it be in the form of pipes, seals, gaskets or diaphragms.

A fellow Sunbeam Alpine owner is convinced that holidaying within Europe and filling up with unleaded with the "E" sub-name ie E5 created major problems within

the fuel system of his car. It required the treatment of the fuel tanks as the linings appeared to have disintegrated, and subsequently the rubber parts within the fuel pump needed replacement. Whilst my car is modified, the fuel system of my Alpine still has rubber pipes and whatever parts are rubber within the fuel pump and filter. So it remains a concern even for me.

Currently I only fill up with BP Ultimate, mainly because my local garage is a BP one. I thought that the Shell product would have been an alternative for me to use, but as detailed above, this is no longer the case. I assume that the BP Ultimate will also have to change to meet the "Renewable Transport Fuel Obligation" hence even that option is likely to disappear.

# TATTON PARK

At this, the second Tatton Park show of the year, we seemed to be going backwards. Some years ago the club was in the doldrums and wasn't attending many shows. However, a renaissance was organised and the calendar was soon filling



to filling a stand.

When Steve Marran and Maria McPartland were the events organisers they both, in turn, kept up pressure with the organisers to have a central position as we were regularly filling our space. This was eventually granted and, for the last few years, we have enjoyed being out in the sunshine (when it was there). In August we were back in the trees in probably the worst position



with a ditch full of nettles in one corner reducing our space even more.

Our relegation was undoubtedly because of reduced numbers entering and, if we carry on like this, we may not be accepted next time. Some feedback from members would be appreciated.



Anyway, when I put my name down for the show I, of course, put down the Volvo's details. However I have since bought the Humber. By the time Paul received the tickets it was a little too near the event to change so we just decided to take the Volvo. Returning on Sunday we decided to change it with the Humber and, if challenged, had broken down, though, as and I was waved



One good thing about being in the trees is that it isn't so far to push the trailer out of the way and bring back to pack-up.

## **THIS IS HAPPENING RIGHT HERE IN OUR OWN COUNTRY!**

### **We Must Stop This Immediately!**

Have you noticed that stairs are getting steeper. Groceries are heavier. And, everything is farther away. Yesterday I walked to the corner and I was dumbfounded to discover how long our street had become!



And, you know, people are less considerate now, especially the young ones. They speak in whispers all the time! If you ask them to speak up they just keep repeating themselves, endlessly

mouthng the same silent message until they're red in the face! What do they think I am a lip reader?

I also think they are much younger than I was at the same age. On the other hand, people my own age are so much older than I am. I ran into an old friend the other day and she has aged so much that she didn't even recognise me.



I got to thinking about the poor dear while I was combing my hair this morning, and in doing so, I glanced at my own reflection. Well, REALLY NOW - even mirrors are not made the way they used to be!

Another thing, everyone drives so fast these days! You're risking life and limb if you happen to pull onto the motorway in front of them. All I can say is, their brakes must wear out awfully fast, the way I see them screech and swerve in my rear view mirror.



Clothing manufacturers are less civilized these days. Why else would they suddenly start labeling a size 10 or 12 dress as 18 or 20? Do they think no one notices? The people who make bathroom scales are pulling the same

prank. Do they think I actually believe the number I see on that dial? HA! I would never let myself weigh that much! Just who do these people think they're fooling?

I'd like to call up someone in authority to report what's going on -- but the telephone company is in on the conspiracy too: they've printed the phone books in such small type that no one could ever find a number in there!

All I can do is pass along this warning:

### **WE ARE UNDER ATTACK!**

Unless something drastic happens, pretty soon everyone will have to suffer these awful indignities.

Thanks Chris.

You speak for yourself!



# Cholmondeley Castle

On the day before the show Steve Marran usually goes to the show ground and marks out our pitch so that we don't have a mad scramble to grab an area on the day. However, this time, he couldn't make it so Jill and I took up the job. Arriving there at about 11.00 o'clock in the morning, we were surprised to find we could just drive into the middle of the field without being challenged. The only ones there were a couple of sellers setting up their stalls.

We were a little concerned about whether we had made the stand big enough, but we needn't have worried as it was just right for the number of entrants, twelve or thirteen if memory serves.

We had a great day, weather wise and there seemed to be few more displaying and more autojumble than the first show in May. Maybe my earlier fears of a decline were a little premature, we'll have to wait until next year to find out.

Anyway, a big thanks to Heidi and Barbara for their tireless devotion to providing us all with bacon butties in the morning.



# Backside

