

BACKFIRE

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May 2020



North West
Casual Classics



#1
practical
Northern Club
CLASSICS



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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, that the Club has taken, out only covers members when attending events that have been booked through the Club. For other events attended individually, please make sure that you are covered by your own insurance.

Clearly, right now, we're not very likely to be recruiting lots of new members to the Club.

However, our current members are doing their best to help keep us all 'in the loop', with Facebook posts in particular, but very little in the way of contributions for this communication. So, it's many thanks to Steve Tanser for submitting his holiday report for this edition - thanks very much Steve.

Now then, it's up to some of the rest of you to send me some more suitable contributions - just drop me an email at the address above and I'll let you have proper details for sending material and images.

In the meantime, let's all stay safe and well with anticipation for a safe and timely end to the lockdown.

FRONT and REAR COVERS:

Not (currently!) a NWCC member, but I make no apology for featuring the stunningly beautiful lines of this 1938 Talbot Daracq T23 short chassis, 4-seater Coupé (bodywork by Ficoni et Falaschi) taking part in the Concours d'elegance, at the Oulton Park Gold Cup, 28th August 2016 - we can all dream!

CHAIRMAN'S CHATTER

Hi All,

I hope you are all well and finding things to occupy yourselves with during these difficult times.

I am sure many of you will be doing jobs on the automotive front and commencing tasks that you have been putting off to do, 'when you have the time'.

I notice that thankfully, many of 'our' suppliers and refurbishers are still trading by post and I have used the services of Moss, Holdens and James Paddock as of late.

Some of you may remember that last year I bought an Austin 16 rolling chassis, from an auction in Louth, near Grimsby. Kenny and I went over on an initial reccie and subsequently Dennis Syder collected my purchase. I bought it for parts, but of course had to know whether it would run. It did and my mini films are on the NWCC FB page (Mon 4 May) to prove it! It is my intention to remove all parts and sell the bare chassis on.

I have already removed the steering column, refurbished it and fitted it to the Austin and now it's the carburettor's turn. The carburettor, a downdraught Zenith on my car, never needs choke to start from cold and I feel it is quite worn. On starting, black smoke leaps from the tailpipe and applies itself onto the garage wall, leaving a black stain! A recommendation from the Austin Counties Club put me onto Carbcare in Lichfield so it is to them that I have dispatched it. Alan Fielding, the owner, acknowledged the safe receipt of the part and gave me a price. He assures me it will be like new when he has finished, so I now await its return. Amongst my parts stash I have a twin SU conversion, but, as both the carburettors need a total rebuild, I have

decided to stick with the original. I spent a few hours removing some of the ancillaries from the spare engine. The starter motor and solenoid are good and the Bendix drive is like new! The dynamo needs to be tested, so I'll do that before I box it up. Subsequent to the removal of the oil filter container, fuel pump and the distributor, I made some blanking plates to cover the holes in the block. I will do the same when I remove the manifolds. George Curley and Richard Woodward have both offered the loan of their engine hoists when the time is right. (Thanks boys).

The Stag.

Barrie Thomas' suggestion to put the Austin engine in the Stag may now not be necessary, as I seem to have a result! (I'm touching wood whilst I write this). The latest malady the Triumph threw up was that the temperature gauge was indicating unwanted warmth in the engine department! However, the block didn't seem to be breaking a sweat. Chris Lee suggested an electrical gremlin and was proved correct! A knackered voltage stabiliser was indeed the culprit, but it, in turn, was the victim of a faulty voltmeter, as suggested by Joe Gowland. The insulation had perished and was causing a short and, in turn, causing the downfall of the voltage stabiliser! I now have to wait to try the car out on a run, fingers crossed. In the meantime, it's had a proper wash and brush up, I might even get the polish out!

Stay safe everyone, so that normal service can be resumed.

Cheers

Nigel



Holidaying with a Classic

Steve Tanser Takes the Humber on tour

Not long after buying the Humber, we decided to go on holiday in it, but where to go.

We didn't have to think about it for long; it had to be North Yorkshire and the Heartbeat area, and if we could fit in a classic car show, so much the better.

Looking around for accommodation, I found a B&B in Pickering with rear, off-road parking, which couldn't be seen from the road.

A quick look in the classics magazine revealed a one day classic car show at York Racecourse on a Sunday. So, after booking in to the show, we booked the B&B from Sunday to Sunday.

A bonus to this was finding out that the North Yorkshire Moors Railway was holding a steam weekend on the second weekend.

The journey to York was uneventful until, near to the racecourse, we started following a classic lorry thinking he must know the way to the entrance.

After almost getting stuck between parked cars in a side street, we gathered he didn't. We weren't far away, however, and soon found the way in.

The show was well attended with quite a few vehicles rarely seen before at shows, plus a mixture of cars, lorries, busses and army vehicles.

A few stalls were present to tempt you away from cash, as well as food and drink supplies. At £1 for coffee and £1.50 for a bacon butty, these were very reasonable.



When the show ended, we had an uneventful drive to Pickering, except for one moment on the York inner ring road, when someone almost threw himself under the front bumper of the Humber trying to get a picture of it.

Arriving in Pickering, we easily found the road the B&B was on, but couldn't see the correct house number or name.

Driving up and down we realised that the numbers, instead of alternating side to side, ran all along one side of the road then came back down the other side.

When we had worked that out, we found where we wanted to be with the sign hidden by trees.

The off-road parking turned out to be around the back, with an entrance so narrow, I had to swing out to the wrong side of the road to line up the car.

During the week we had some great drives around the area. On one trip we were following a



route in a tourist guide, which included a forest drive.

The road through the forest soon became unpaved, but was still not too bad, so we carried on. In a little while there was a sharp, right hand bend coming up and a car came around the other way.

After the bend, the road was downhill and we soon found why the other car was coming the other way.

He must have turned around, as the road had slipped, causing a drop that would have probably grounded a modern car.



With the Humber's ground clearance, however, we were able to negotiate it, with Jill at the front guiding me.

After this, the road gradually improved until we were, once again, back on a tarmac surface and passing holiday homes.



Eventually the road leads to the first station out of Pickering, Levisham, where we stopped for a look around.



This was where we encountered our first problem.

After having a look around and taking some photos we prepared to leave, but I couldn't select a gear.

With me under the bonnet, and under the car, and Jill working the gear lever in the car, we finally managed to select reverse and then it went into drive and we were able to leave the car park.

Our drive into Goathland (Aidensfield in Heartbeat) also proved interesting.

I wanted to get a picture of the Humber outside The Goathland Hotel (Aidensfield Arms), but the only available space left the front end of the car stuck out in the road.

A change of plan took us over the road to 'Scripps Garage' and we parked on the forecourt.



The 'garage' is actually a gift shop inside, so I went in to see if it was ok to take a photo. Inside, there was one lady at the counter and a queue of people waiting to be served, so I went back

outside, took the photo and was just about to leave when she came storming out and asked me what I was doing.

Me: *"Just taking a photo, I hoped you wouldn't mind"*.

Lady (angrily): *"Well I won't have to now, will I?"*

At that, she turned and stormed back in again.

Later, I wondered if I had asked to take the photo, would she have tried to charge me.

We found a car park so we could have a look around the village and that's where the second problem happened; when I pulled on the hand brake, the ratchet failed and the lever dropped to the floor.

As the car park was on a slope I couldn't leave it like that but, luckily, there was a space at the lower part of the car park where I could rest the wheels against the kerb. We could then have our tour and lunch in the 'Aidensfield Arms'.

Another drive took us to Scarborough and after a look around decided to try to find the location of the building used for outside shots on 'The Royal', the hospital off-shoot of 'Heartbeat'.

We found it on the cliff top overlooking the South Bay, but it was surround by modern cars parked everywhere.



The only place I could get a shot without the moderns in it was around back, but, as this was near the ambulance entrance in the program, that wasn't too bad.

On the way back, we called in to Mathewsons in Thornton-le-Dale, and had a look around the museum.

So many vehicles in a relatively small space.

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The second weekend soon came and off we went, on Saturday, to Grosmont, where the majority of the steam weekend events were taking place.

We only just managed to get a space in the car park, which was just behind the station building.

I thought I'd get a picture of the car and building, so took a couple of shots at different angles.



Just as I was doing that, I heard a train approaching and got the perfect shot with a steam engine in the background.

Lunch time was great.

Over the level crossing is a pub selling food and real ale. There was 1960's music in the background and steam trains passing the windows.

It doesn't get any better.

Leaving the car park, I found out the third problem. Waiting for the level crossing gates to open, a guy came over and told me something was dripping under the car.

It turned out to be the power steering ram was

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leaking, which meant a trip to a garage to buy some fluid.

The following day we set off for home intending to call in at a lavender farm on the way.

Unfortunately, we hadn't gone far when the red, charging light came on; problem three. I had a look under the bonnet for loose wires, but couldn't find any so I thought it best to get straight home without stopping, just in case it wouldn't start again.

We made it ok and, when I stripped the dynamo, found a spring holding one of the brushes on to the armature had broken. An easy fix taking the part from a spare dynamo I had.

We had a great week travelling around the Heartbeat area and combining it with the North Yorkshire Moors Railway. I really recommend taking a classic there, but make sure the car will be secure overnight.

Steve Tanser

Upcoming events

It will be no surprise not to see an Events Calendar in Backfire.

My spreadsheet Events Calendar page still has more red boxes in it than otherwise, so there's little point in posting a calendar for now.

Be assured though, that as soon as the situation changes for the better, the Calendar will make a very welcome, if overdue, reappearance.

Ed.



Thank you
WARRINGTON
women's aid
STANDING STRONG AGAINST DOMESTIC ABUSE

support
safety

Thank you

Hi folks,

Clearly we're not collecting for Mary's Meals at present, but here's a reminder of just who benefits from our efforts.

Luv, Sue xxx

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meals**

a simple solution
to world hunger

For more information about this charity to raise living standards of children in Third World countries, see Sue Thomas

or visit:

www.marysmeals.org

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Backside