

BACKFIRE

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July 2020



North West
Casual Classics



#1
practical
CLASSICS
Northern Club



COMMITTEE

Chairman:-

Nigel France

07932 057570



chairman@northwestcasualclassics.com

Vice-Chairman & Events Management:-

Kenny Jackson

07983 755655



vicechairman@nwcasualclassics.online

Treasurer & Membership Secretary:-

Steve Tanser



membership@nwcasualclassics.online

Events Secretary:-

John Slevin



events@nwcasualclassics.online

Webmaster & Facebook Administrator:-

Phil Stott



media-admin@nwcasualclassics.online

Press & PR Officer:-

Bob Holder

07749 100007



press-pr@nwcasualclassics.online

Social Secretaries:-

Eileen & Alan Smith



social@nwcasualclassics.online

Backfire Editor:-

Joe Gowland



editor@nwcasualclassics.online

Secretary:-

Teresa Cross



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.

Do remember, your 'membership year' is not 'running out', so don't panic!

Well, I have to be honest, I didn't expect we'd be recruiting new members these days, given the current circumstances, but, hey ho, we're all looking for things to do right now.

Considering that, if you're going to join a Classic Car Club right now, then joining the one that's the Best (North of Silverstone) makes plenty of sense, so let's welcome these folks, and hope it's not going to be too long before we can meet them in person at an 'event':

James Chaucer, Oldham

Michael O'Connor, Widnes, Reliant Scimitar

Alieun Jobarteh, Manchester

Meantime, let's all stay safe and well with anticipation for a safe and timely end to the break in activities.

FRONT COVER:

A view to a show, NWCC Annual Show at Hale Carnival, 12th June 2016

REAR COVER:

Triumph Vitesse 6, also at the NWCC Annual Show at Hale Carnival, 12th June 2016

CHAIRMAN'S CHATTER

Hi All,

As we are allowed to venture out on the Queen's highway just because we can, I took the Stag out on a 15 mile round trip. I just needed to know if my recent fix had cured the false temperature reading, it had! The gauge shows bang on halfway and sticks there. Excellent!

I can now concentrate on the driving pleasure of one of Britain's best touring cars and listen to the rumble of the exhaust, instead of constantly checking the temperature gauge.

MoT time. I believe the Stag is now exempt from the annual once over but nonetheless, I will continue to darken the door of my local inspection centre.

It is still, and always will be, the responsibility of the owner of a motor vehicle to make sure that it is roadworthy, so I am not an advocate of skipping MoT's.

Missing one might be OK, but, when you've missed four, or more, how can you be certain of your vehicle at all?

The Austin 16 is also due, so two appointments were made for the same day.

The Triumph was up first and Ronnie - (New Cross MoT, Swinton) took it into the booth.

Lights and wipers all check, empty washer bottle, my fault! Steering, tyres and suspension, check. Now to the under-floor bodywork, two little horrors since last year, just behind the rear wheels on both sides small rust damage breaking through!

Now this isn't a structural part, but it will need fixing so another job on the 'to do' list. As it will invariably need welding, the petrol tank will have to come out. Unfortunately, it is very full, as the attraction of Morrisons' 99p/litre proved too much to pass up!

Brakes, all flexible hoses checked and a ride on the dynamic brake test rollers shows all OK. A pass then, time to go and get the Austin.

It's pouring with rain by now and the Austin's wipers are doing their best. No washer bottle to worry about here - it hasn't got one! I drive into the booth, sounding the distinctive 'Wind-tone' horns as I go, Parp parp!

Lights, rear indicator out, blown bulb. Everything else OK. Suspension and steering all checked, Ronnie lets me have a butchers underneath and I point out the intricacies of rod brakes and their parts.

Next it's the dynamic brake test rollers.

Ronnie lets me control the car at this stage, as I drop the front wheels into the rollers. I was interested to see how the front brakes are now, since I've recently changed the drums to a pair from my spares chassis.

As Ronnie operated the rollers, I press the brakes, both load gauges rise simultaneously and the brakes stop the rollers.

The rear ones too are just as good, as is the handbrake.

An area of bodywork on the offside floor shows a little 'furrugo' and, it too, will see the sharp end of a welder's torch in the coming months.

Both cars are visually checked for smoke and there we are, two MOT's,

completely painless - other than the £90 now nestling in Ronnie's till.

It's definitely worth it though, to have a trained inspector check my vehicles and have the documents to prove it.

I realise that many of you are wondering when the Club will resume activities. North West Casual Classics is an affiliated member of the Federation of British Historic Vehicle Clubs and we look to them for their recommendations at this time.

They strongly advise that "**Clubs should refrain from road runs, or any other group meetings, until further notice**".

Of course you can take the opportunity of going for a ride out yourself and get those picnic hampers out that you bought and never used!

That is, if it ever stops raining

Cheers





The headlights on my Austin 16 are much as you would expect from a Pre/Post war car, that is, individual and free-standing units secured to the wings, engine cover or a light bar.

They came in a multitude of sizes, usually the bigger the engine, the bigger the lights!

The lights on my car are around 8½" diameter and, if truth be told, by today's standards, aren't that good. They consisted of a glass front, held on by a chrome ring, and inside, a silvered reflector and a 48 Watt bulb, sporting a glass the size of a golf ball. (fig. 1)



Fig.1



Fig.2

At 48 watts you might think they would be bright enough, but you'd be wrong.

To compound their unsuitability in today's traffic, the 'main beam' had wonders to behold. After selecting the 'on' switch, both headlamps would illuminate, then, by pressing the main beam foot switch, two things happened:

1. The offside headlamp would turn off,
2. The nearside lamp would raise the inner reflector to point the beam further into the distance!

This is patently no good, as the left-hand

side didn't get any brighter and, of course, the right-hand side was off!

As driving with one headlight is definitely frowned upon, something, had to be done.

In the early '50's, headlamps became more standardised, and 7" lamps (Morris Minor 1000/MGB) etc., were widely available, and some enterprising soul had even made a conversion for these very lamps on my car, but I didn't like how they looked, and so decided on a different route.

I wanted something that looked original, but just had a better performance.

H4 bulbs (fig.2) are halogen items, give a great light, have a built-in main beam, and are widely available. I felt this was the way forward. It is obvious from the get-go that H4's are not going to fit and some work and ingenuity is going to be required.

My plan was simple, to fit an H4 bulb-holder to the back of headlamp reflector and poke the bulb through! After much searching, I sourced a pair of Mk 2 Ford Fiesta headlamps. These plastic items are not only H4 compatible, but their concave shape was exactly the profile I required (fig.3)

The first job was to cut the original bulb-



Fig.3

holders off the back of both reflectors (fig.4),



Fig.4



Fig.7

leaving an aperture just large enough for the new bulb to go through (fig.5).

in order that the dip and main beams work effectively (fig.8).



Fig.5



Fig.8

After checking the reflector's orientation in the headlamp bowl and marking uppermost, I turned my attention to the donor parts.

All that remained was to remove the 'tipping' mechanism from the nearside lamp (fig.9) a little rewiring and reassemble.

After marking the top of the rear of the Ford headlamp, I cut the bulb holder free (fig.6)



Fig.6



Fig.9

and then bonded it to the back of the silvered reflector (fig 7).

Although the switches are very robust I included a couple of relays and fuses anyway.

The headlamps work as I intended and the main beam foot switch is a boon. The beauty of the conversion is that no one can tell!

It is imperative that the two parts are precisely placed as to the marks made earlier

Nigel France

MID-YEAR ACCOUNTS

OUR TREASURER HAS AN UPDATE

At this time of year I usually run through a mid-year summary of the Club's accounts at Club night. This year, however, as we have had our lives put on hold because of the coronavirus outbreak, I'll present it here for you.

As you may know, we have suspended subscriptions from April 1st and membership dates will be recalculated once we are back to normal. Just wait for the new subscription reminder to arrive.

With nothing coming in from subscriptions, or sales, the accounts are fairly static at the moment. On the other hand, however, there is not a lot going out either, for instance, printing, trophies, and quiz prizes. There are though, some outgoings which we still have to cover.

So far, this year, I've paid for the Club Insurance, the Web Site and F.B.H.V.C. subscription, but we've had more than enough to cover these. The present balance is below:

Cash in hand:	£182.37
Bank:	<u>£1496.69</u>
Total:	£1679.06

Plus Club assets of approximately £2,000.00

As you can see, the Club remains solvent in these difficult times and, if anyone was wondering, an emergency such as this is precisely why we like to keep a healthy bank balance. That way we can still cover the necessary expenditures when there is little or no income.

I'm sure the situation will eventually end and we can all get out to shows and meetings once more; we may even get some in before the end of the year. In any case, you can look forward to a full show calendar next year. I hope you are all staying safe and I look forward to seeing you all again soon.

Steve

AND NOW FOR SOMETHING COMPLETELY DIFFERENT

WALTER SIMERS' STANDARD E-TYPE TRIKE



36v, 500w electric power



All-round disc brakes
Rear suspension, 21 gears

I'm sure many of our 'on line' Club members will know of the horrific assault suffered by one of our stellar Club members recently. Here's wishing him the very best of recoveries.

His Classic Car was 'targeted' and was also badly damaged during the unprovoked attack.

The culprits acted shamefully, and, even if the justice system acts appropriately, it will still be scant consolation for the trauma and loss.

The underlying issue in this instance, and I'm sure it's one that others experience too, is one of having a safe place in which to store one's classic vehicles, that doesn't also cost a small fortune. This can be a big consideration for potential 'classics' owners, often precluding them completely.

I wonder if now is an appropriate time to send out 'feelers' to discover some more forms of 'sheltered accommodation' ('friendly farmers' come first to mind), that would allow the odd classic or two to use some vacant space.

I know there could be all sorts of 'reasons why they won't', but if we don't ask, then we'll never know.

If you can help, then please contact someone on the Committee.

If we have a resource bank' within the Club, then who knows who may benefit in time.

Ed.

THANK YOU



WARRINGTON women's aid

STANDING STRONG AGAINST DOMESTIC ABUSE

support

safety

Hi folks,

Just to let you know I have sent £300 to Mary's Meals.

I'm still raising money in lockdown, making bits and bobs. Take care all.

Luv, Sue xxx

mary's
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

JULY 2020

THANK YOU





BACKSIDE