

Backfire



April 2022

North West
Casual Classics

Est. 1995



Two scenes from last year's anniversary show at
Burtonwood Heritage Museum.



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Next Meeting 10th May

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.

Chairman's Chatter

Hi All

Most of our Classic cars have relatively easy access under the bonnet, although there will inevitably be some exceptions. In modern vehicles, congested engine bays are the norm. I once witnessed a 50's Cadillac owner at Tatton Park climb into the engine bay to do little spannering! It's never been like that for us Brits though!

A recent post on Facebook by our own Clark Bridge highlighted this problem when the exchange of the top hose on his BMW MINI required the removal of the front of the car! When I was a young driver the only mechanical consumable that was difficult to get at was the clutch and probably a gearbox out job to replace the three parts. The Drive Plate, Thrust Bearing and the Cover Assembly, you could just replace the Drive plate but you might as well replace the lot whilst you were there. This of course brings me back to Clark's MINI, while he has the front dismantled should he change the Water pump and anything else that would involve removing the front again? This is hardly part of the Green Revolution, replacing parts that are not broken. When did this all start? Who's to blame?

In the 1950's cars were still basic but the control layouts and mechanicals were all becoming standardised. In the mid to late 50's this was to change. Enter stage left, design and automotive visionary Alec Issigonis. It would be unfair to expect him to shoulder all the blame because, well it's not all his fault. He did however, lay down that the occupants of a car should trump all other considerations of its manufacture. The original Mini had room for 4 adults and was economical to boot. His idea to turn the engine through 90 degrees, stick the gearbox in the sump, give it front wheel drive and sack the back axle and propshaft, was inspired. This plan caught on very, very quickly and manufacturers all over the world adopted this concept for their small, medium and sometimes large cars. The result was of course a small engine bay. Stuff was tucked away in all manner of secret spaces making them pretty much inaccessible without a dismantling fest!

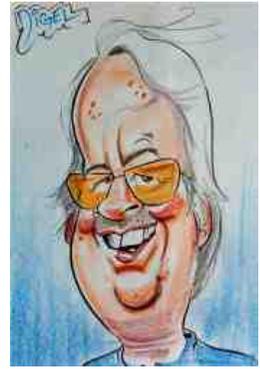
My son has a Renault Megane R26 and it too has some lamentable design flaws. One is the access to the windscreen washer bottle, where is it? Well its stashed in the front of the off side front wing. Like Clarks MINI it's a front removal job and a good hours work. Of course we took the opportunity to replace the two broken sidelights which also need the front removal for their replacement!

I've often wondered if the reason the R26 was not available to the French market, was that the front lights could not be replaced at the side of the road as French law states.

Not content with the total lack of access under the bonnet car makers have all installed 'Beautification panels' over the engines, why? Well because if you've ever removed these plastic shields, their engines are as attractive as a busted couch! Where did all the polished cam/rocker covers go? The gleaming carburettors and the glass fuel filter flashing us with all its expensive charms!

Now what do we have to look forward to? Electric motors, in some cases not much bigger than a spin dryer. Still, that could mean more room under the bonnet!

Cheers Nigel



Upcoming Events

Day	Date	Event	Location
Sat-Sun	23-24/4	Sandbach Festival of Transport	Sandbach Town Centre
Sat-Sun	23/4	Ford Side Valve Owners Annual Meet	Bottle & Glass pub WA11 7QT
Sun	24/4	Drive It Day Road Run	Start from Club Car Park
Sat	30/4	Phoenix Car Club Show	Clock Face Hotel WA9 4QS
Mon	2/5	Culcheth Carnival	Culcheth Centre WA3 4EG
Mon	2/5	Gawsworth Classic	Gawsworth Hall, Cheshire SK11 9RN
Sat-Sun	14-15/5	Lancs Traction Engine Club Rally	Lancs Mining Museum M29 7JB
Sat-Sun	27-29/5	Smallwood Vintage Rally	Betchon, Sandbach CW11 2TX
Mon	30/5	Young Timer Show	Gawsworth Hall SK11 9RN
Thu-Sun	2-5/6	Heskin Steam & Vintage Rally	Malt Kiln Farm, Eccleston PR7 5QY
Sat-Sun	4-5/6	Classic & Perf. Show	Tatton Park, Knutsford WA16 6QN
Sat-Sun	25-26/6	Kelsall Steam & Vintage Show	Churches View Farm, Ashton CH3 8BH
Sun	26/6	Burtonwood Claassic Show	Burtonwood Heritage Museum WA5 0YZ
Sun	3/7	Lidiate Classic Car & Bike Show	Scotch Piper Inn L31 4EQ
Sat	9/7	Crawford Village Gala	Crawford Village Hall WN8 4QE
Sat-Sun	9-10/7	Cheshire Steam Fair	Daresbury WA4 4AS
Sun	17/7	Frodsham Motor Show	Fluin Lane WA6 7QN
Fri-Sun	29-31/7	Gold Cup	Oulton Park Circuit CW6 9BW
Sat	6/8	Newton-le-Willows Town Show	Mesnes Park WA12 8BH
Sat-Sun	20-21/8	Passion For Power	Tatton Park, Knutsford WA16 6QN
Mon	29/8	Classic Car Show	High Street, Presatyn LL19 9BH
Sat	10/9	Charity Classic Car Show	Willowbrook Hospice WA10 3RN
Sat-Sun	24-25/9	North West Vintage Rally	Victoria Park, Widnes WA8 7SX

Shows organised by NWCC are in **blue text**. Shows attended as a club are in **green text**.

Have you been watching the new television programs based on our favourite hobby.

The new series of Car S.O.S started last month on National Geographic with the restoration of a rare, Fiat Uno Turbo. This was followed by a Saab 900 Turbo, a Ford Escort Mk11 RS 2000 and a VW Carrado.

Making a return, on the Yesterday channel, was Bangers & Cash featuring Mathewson's auctioneers in Thornton-le-Dale, North Yorkshire.

If you're ever over that way it's well worth a visit to see their private collection in the museum behind the auction house. There is a small charge but its well worth it.

Also on Yesterday there was Secrets of the Transport Museum. This was following the trials and tribulations of keeping exhibits at Brooklands in a running condition so they could be shown to the public on the remaining part of the famous circuit.

The programs on Yesterday can be streamed via Uktv Play.

Bits 'n Pieces

Welcome to new members this year:-
478 John Lloyd
480 Christopher Tetlow
481 Allan Critchley
482 Robert Sharland

Electricity is now cited as the alternative form of power for the motor car but the idea is not new. The first practical electrically powered four wheeled vehicle was built in 1881 by a Frenchman called Raf-fard.



Be honest. You want to do this don't you?

The D.V.L.A. is fifty years old this year. The foundation stone for the building in Swansea was laid on the 18th June 1972.



The birth of the motor car can be traced back as far as 1769 when Nicholas Joseph Cugnot built a three wheeled steam powered vehicle which had a top speed of about 6 mph. Over the next 100 years or so various other manufacturers also produced steam vehicles but, in 1885, Karl Benz built the first 'car' powered by an internal combustion engine and changed the course of motoring history. Steam still had a part to play right up to the 1930s, especially in the field of commercial vehicles, but it was the advent of the internal combustion engine that encouraged the likes of Jean-Pierre Peugeot, Louis Renault, Gottlieb Daimler, Dr Frederick W. Lanchester and Alexandre Darracq to form the foundations of the motor industry.

Restoration of Bakelite

by Steve Tanser

Many older vehicles, typically pre 1960s, will probably have some part of its interior made from Bakelite. This was the world's first plastic, invented by Belgian-born chemist Leo Baekeland in New York in 1909, and was used for, not just vehicle interiors, but also things like radios, telephones and even jewellery.

Over time, owners of classic vehicles may notice that the Bakelite item has discoloured in places and has taken on a mottled appearance. This can distract from an otherwise excellent interior and is frustrating for the owner.

Unfortunately, painted items always look painted and some paints can react with the plastic, making it look worse than before. I recently came across

a way of restoring these items to make them original. This is for black Bakelite but if yours is a different colour, chose a stain to match.

You will need:-

Wet wipes.

Blue roll or kitchen roll

Fine wire wool.

Small tin of good quality ebony wood stain.

One inch paint brush.

First, clean the item with a wet wipe then either leave to dry, or wipe down with a piece of the blue/kitchen roll. Next, rub the item over with the wire wool to produce a nice smooth surface. You'll still be left with the mottled, faded effects but don't worry about this, you're just after a nice, smooth surface. When you've achieved this, give it another wipe down with a wet wipe to clean the surface and remove any dust, then dry off again.

With the surface thoroughly dry start to brush on the ebony wood stain using long strokes to minimize brush marks. If you've chosen a good quality wood stain (I used Ronseal) it will be self-levelling so minor brush marks shouldn't be a problem.



Leave the piece to dry overnight and you should have a nice, smooth, original looking item ready to be refitted. As you can see from the photos, I removed the parts (steering column cowls) from the car to work on them but, I would think you could use this method on larger parts in situ such as the dashboard.

Scientists have announced that they have invented a car that runs on Parsley. They say they are now hoping to get a train that will run on thyme.

If someone has a photographic memory, were they born with it or did it have to develop?

Classic Ads



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