

# SCARCE Newsletter

Saddleworth Classic And Rare Car Enthusiasts

Sally Harrison 2011

## Happy New Year SCARCE Members!

I hope you all had a great Christmas break and lovely New Year.

Well we are already over a week in to 2011 and it's started with a rush of activity hence my delay in getting the newsletter out to you all. There are some things to report on to finish off 2010, before we move on to plans for this year.

The weather so far is not great for a drive out. Though my MG did better than I thought it would in the snow when I managed to get it into storage. The paint work suffered a little so a face lift is planned at some point this year, smooth out a few wrinkles and nobbly bits!

Hopefully we'll get the auction day arranged in the early part of the year to keep us going until the weather improves.

Spring 2010 saw the launch of SCARCE. Tony had a moment on holiday, as he tells it, and came up with the name we are now all growing to love; Saddleworth Classic and Rare Car Enthusiasts (SCARCE) Club.

The first meet had a great turnout with a variety of makes, models and colours of fine looking old and rare cars. From there we signed up some 38 members. Since then we have grown through word of mouth and from our website which is now taking on-line applications. We now have just over 50 members.

We have also had many social gatherings, all great fun and all have resulted in a rather competitive streak seeping out of our members, brilliant!

Not least to mention the last party of the year, our Christmas 'Do'. Thirty members and partners got together for a lovely meal at The Old Bell in Delph. The food was excellent the quizzes went down a storm, everyone seemed to have a great night.

The highlight was Mike's picture quiz so as a little New Year treat, he has put together a few more for you which you will find later on in the newsletter.

Thank you to Mike and Dave for putting together the quizzes for the evening.

Unfortunately the photo's didn't come out too well. But trust me, it was a great evening.

## SCARCE in Practical Classics Dave Harding

<http://sites.google.com/site/scarceclub/latest-news/scarceinpracticalclassics>

The website has a feature of our article in the latest issue of Practical Classics. Check out the picture from our first gathering at the Kingfisher, look at all our cars, they look fantastic!

The website is also up to date with all photos of recent events and members cars. If you haven't already could you email myself or Sally with a photo of your car so we can add it to the site.

Thanks, Dave  
SCARCE WebMaster

### Special Interest Articles:

- Christmas Meal
- Tony in Trouble!
- Pie/Quiz Night
- Quiz Time

### Nov / Dec Events

4<sup>th</sup> Nov Pie Night

14<sup>th</sup> Nov NEC Classic  
Car Show

Dec – Xmas gathering  
to be arranged

*Check the website*

# Tony in Trouble!

Some time ago Tony sent me a story, now it's up to you how you chose to read the story, you can take it very seriously or you can laugh your head off. Please note that no-one was injured, just the car and as it was some time ago I think it would be OK to laugh at this one!!

**September 2010**

"HOT off the press" I was driving my Aston over the Saddleworth Golf Course road the other day, having just gained it's new MOT, when I noticed in my rear-view mirror that there was a cloud of smoke following in my wake. The engine began to lose power and with it the servo brakes so I pulled up and opened the door to find myself enveloped in smoke with an orange glow coming from under the car.

When I peered underneath I saw flames above the silencer licking the under floor of the transmission tunnel. Diving inside I grabbed the fire extinguisher and flinging myself underneath I put it out but from the sizzling sound I feared it could well reignite. I was at the Dobcross end of the road having just gone under the bridge and proceeded to run along the road banging on doors to see if anyone was in at the same time calling the fire brigade and my brother for help.

The fire brigade asked all the usual questions which I realize they have to do and while they were telling me to stand well away from the vehicle I saw the flames reignite. A lady appeared in a car but she had no extinguisher but then a gentleman appeared in a 4 wheel drive (I was too agitated to notice what model) and on requesting any chance of an extinguisher dived in the boot and produced a brand new one still in cellophane foil. A second attempt emptied this extinguisher and put the flames out again.

Wandering over to the guy I thanked him profusely and can you believe I had to force him to take twenty quid for it. Off he went accelerating sensibly as he passed the Aston and then I stood there in disbelief as I could see more of the melting underseal reignite. My brother and his son Alistair appeared round the corner and as Mike put it, he was amazed to see that for once I had not been exaggerating and so his son Alistair dived out of the car with a large CO2 extinguisher and put the fire out for a third time. When the fire brigade arrived they disconnected the battery and decided to give the underneath a good dose of foam at the same time informing me they had been on Ladcastle Road only one hour previously to help a woman who had overturned her car.

Eventually the RAC arrived and said the car would have to be towed away so another hour and half later an extremely efficient low loader arrived and towed her off to the garage. An inspector came and examined the car which from a casual glance looks perfectly normal and putting it on the ramp could see quite a few rubber bushes etc melted underneath. He offered me an extremely good market price to write it off but I said no way did I want to lose this car for the sake of a few thousand pounds worth of work so as we stand the car is being stripped down and examined.

The best theory so far is that if the earth strap from the engine to the chassis had failed (the engine is supported on rubber engine mounts), it has been known for the throttle cable to act as the earth and owing to the high current generated when the engine is running the cable begins to glow like a filament and melts the plastic covering. In my case the throttle cable has indeed seized which could explain why I noticed the engine failing as I pulled up.

I cannot believe how close I came to losing her and without the fortuitous combination of fire extinguishers arriving at intervals she would have been a write-off.

## **I have learned at least 3 lessons from this :**

1. Always carry the largest fire extinguisher you can accommodate (not only for your own sake but also in order to help others).
2. After extinguishing the fire, even if you cannot see why electricians should have anything to do with it, if at all possible isolate the battery (there is a simple turn-switch on the Aston) or if possible remove the live terminal.
3. If you have a competition car and can do so switch off the fuel supply.
4. If you don't love your cars as much as I do, get the hell out of it.

## Pie and Quiz Night Nov 2010

Here are a couple of photos of our two Scarce teams at the Fleece showing one of our teams deeply engrossed in discussions on the quiz questions (or is it someone's holiday snaps!).

Both teams did well with only a few points dividing them from the winners, so well done to everyone.

I must thank all those who attended for braving what must have been one of the foulest nights on record. The wind was lashing down the rain, and much of the road en route was flooded. The moorland mists were moving in and I could only feel sorry for the poor sheep who did not have the benefit of a modern car heater to keep out the cold.



I commented on the drive-over how difficult it must have been for the early motorists who only had acetylene lamps to give them a glimmer of the road ahead and not a "cat's-eye" in sight. The lamps were really only sufficient to "be seen" and not to "see by". How many of them must have ended up stranded in the bog at the roadside with the promise of wasting the following day in having to come back to retrieve their abandoned vehicle. Not surprising that in the early days a horse and cart would often have seemed a more reliable mode of transport.

Nevertheless our intrepid members all turned up and not one of them blamed me for picking such a dreadful night. A fabulous choice of homemade pies and a wide choice of ale soon warmed us up and it was not long before we were opening the pub windows to cool us down.

I had hoped that by now everyone would have forgotten the original purpose of the event, which was meant to be a birthday party back in early October, but nevertheless thank you all for the card and the lovely bottle of Pinot Nero, which I have to confess is a new one on me. It is already chilling in the fridge ready for a suitable meal to enjoy it with. Having only recently discovered Pinot Gris (as opposed to Pinot Grigio) my cellar is expanding nicely.

*Tony Littlewood*

## SCARCE

Saddleworth Classic And  
Rare Car Enthusiasts

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We're on the Web!

See us at:

[www.scarce.org.uk](http://www.scarce.org.uk)

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## Mike's Picture Quiz

Picture 1

Make:

Model:

Year:



Picture 2

Make:

Model:

Year:

Picture 3

Make:

Model:

Year:



Picture 3

Make:

Model:

Year:

***Answers in the next issue! Have fun and see you at the next meeting!***