



BACKFIRE

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February 2009

Chairman's Word

Aloha!!! and Welcome to all Members.

Firstly, many thanks to all Members who made the trip to the January meeting considering the state of the weather and commiserations to those who couldn't even get out of their driveways, I realised these situations and didn't expect we would finish up with around 30, many thanks once again.

Secondly, our New Year meal at the Jolly Thresher seems to have gone down well with the thirty one Members who attended, I, personally, gave it top marks for surroundings, presentation and great wholesome food served on red hot plates, this is one place to keep in the Diary for the future.

Both Russ and Myself have been busy getting the venues together for the coming show season, therefore could you all please sign on the appropriate show sheet that you wish to attend, then we can start with the applications along with the necessary fees for certain shows which must be pre-paid.

Anyway, here's hoping we have great weather during our week-end travels, some of which are fairly local and others are new to the Club giving us a better variety.

Take care, always keep one up the spout, and hit the beach!!

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John Wayne Greatbanks

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Next Meeting March 9th

CLUB DISCOUNTS



Car Parts, equipment and consumables. 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

Club Events 2010

25th April - Drive It Day

27th June - Summer Road Run

26th Dec - Lymm Steam

More dates to be added later.

A recent survey carried out by Footman James and Practical Classics Magazine found that 42% of classic car owners would rather drive their classic in their spare time than spend it with their partners or down the pub.

A very special car, believed to be Herman Goering's official car, has recently been discovered on a Russian farm. The Mercedes 540K is fully armour plated and is one of only 26 built. A similar example sold for £4 million two years ago.

Chris Evans, who has just taken over the morning slot from Terry Wogan on Radio 2, is selling his MkII Jaguar. He says that as it has had £200,000 (no, that's not a mis-print) spent on its restoration, the asking price of £60,000 is a bargain. Would interested parties please form an orderly queue.

Now that more than three quarters of the scrappage allowance of £400 million has been used up the government is to set quotas for manufacturers in the final few weeks of the scheme. The quotas will be based on brand popularity to ensure a smooth closure.

From FBHVC Newsletter

In the Fuel News section of our last Newsletter, published in December we stated that Shell V-Power petrol was guaranteed not to contain ethanol. We have now learned that this is no longer the case. A statement from Shell says: 'Shell, like many other fuel suppliers, has begun blending ethanol into some Unleaded grades, including Shell V-Power at Stanlow, to comply with the legal obligations of the RTFO'. (Renewable Transport Fuel Obligation)

As stated in that same Newsletter 'the issue of corrosion concerns with petrol containing ethanol is being pursued further' and we can now report that progress is being made here with productive discussions being held between the Federation and manufacturers.

This is a recent sale on eBay. It's a 1957



Ford Country Sedan specially ordered by the U.S. Airforce for use

as a staff car. The car was first registered in the U.K. in 1962 for use at Burtonwood Airbase. With a starting price of £2800, and requiring full restoration, it remained unsold with not a single bid.

The car has now been relisted at the reduced price of £2700. Sale ends Feb 14th. At the time of printing there were no bids.



ANAJOKES.COM

Relaying the need for Relays

by Russ Hadfield

We've all done it. Fitted to hefty power consuming devices and not considered for one moment the damage that can occur to wiring, switches and other electrical items of wizardry.

My car is modified, hence contains relays on the Air Horns, Horn, Spotlights, Fan and Fuel Pump. There may be even more!! However, I like many others before me decided to upgrade my headlights to halogens from the candle illuminated originals. Did I think at the time of the juice consumption – No!! Did I think that the 40 year old wiring and switches might not cope and give up the ghost in a plume of smoke – No!!

Finally, it did get to me, and I decided to introduce some relays when the foot switch gave up, and I needed to renew it quickly before an ever approaching MOT. Here's how I did it. My original set up is detailed in Fig 1

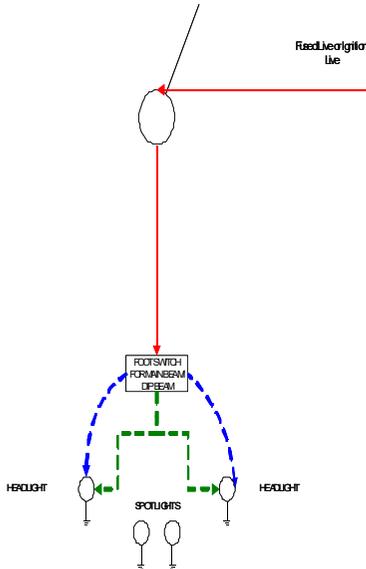


Fig 1

On the Alpine, the live to the dash mounted switch is actually a battery live and NOT an ignition live. This switch is a two position switch with the first click putting on the sidelights, and the second click putting on dipped/main beam.

The Dipped/Main beam is controlled separately on a foot switch mounted to the left of the clutch pedal. When considering doing this for your car please consider:-

- 1) Where the original switch is mounted on the dash and how the Main Beam is activated. It may be a foot switch like on the Alpine, but it could be a toggle switch on a stalk on the steering column for example
- 2) Consider whether the live to the dipped beam (dash mounted) switch is battery live or ignition live. This will need taking into account when wiring the relay(s)
- 3) If you have spotlights (or driving lamps), they should be activated off the Main Beam

You will notice that in Fig 1 the spotlights are not included in the wiring, as they were on a separate switch/relay circuit, but if I remember correctly, they should be attached to the Main Beam for legal purposes.

On the Alpine the wiring colours were Red/Green for the dipped beam circuit and Blue/White for the main beam.

Once the Dipped Beam switch is activated (ie switched on) then the Main Beam switch becomes live. Flick it on and the Main Beam circuit is completed, switch it off and it goes back to the dipped beam circuit. Are you with me so far ??

Now I'm sure some knowledgeable electricians would introduce 5 pin relays and do allsorts of electrical wizardry to do what I did, but sod 'em. As I couldn't get my head round using one, and felt that if I had used one, that my car would have turned into a Volvo with the headlights on all the time, then I opted for 2 x 4 pins relays, one for the dipped beam circuit and one for the main beam circuit.

Now if you look at a 4 pin relay, it has four pins (no s**t Sherlock I hear you say) and they are numbered

very logically 30, 85, 86, and 87. Logically did I say, looks more like the lottery numbers from last Saturday!! To me the numbers mean absolutely sod all, hence I have no intention of explaining the logic behind them. All I will say is that 85 and 86 make the relay switch and these can be wired either way round – see explanation of this later

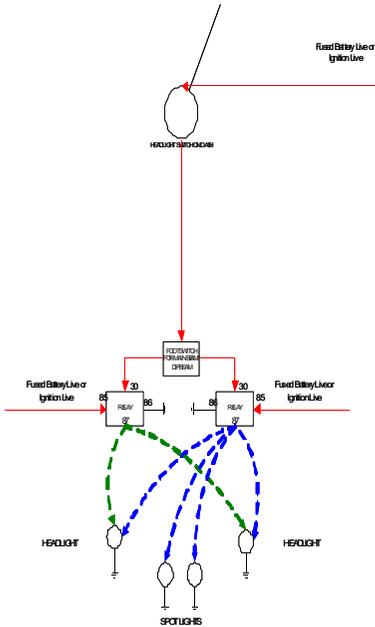


Fig 2

In Fig 2 you will see that the relays require 2 live inputs, and this is where my point about is a Battery Live or Ignition live to the dash mounted switch comes into play. To be safe stick with “like with like” hence a battery live at the switch should be married up with a battery live at the relay. If you look at the footswitch, the outputs to the dipped and main beam now go to Terminal 30 on each of the relays. Note the left hand one is for the dipped beam (Green wiring) and the right hand one for the Main Beam. Terminal 30 is therefore the live input from the Main Beam toggle switch. As mentioned before Terminals 85 and 86 can be

wired as a live or an earth. I always stick to wiring my relays exactly the same so that I don't lose the plot when problems occur. I have wired Terminal 86 on both relays to Earth, and Terminal 85 on each to a fused Battery Live. (it could be an ignition live if your dash switch is Ignition Live fed). Try switching your headlights on without the ignition on to prove it one way or another. That only leaves Terminal 87 which is wired to the dipped/main beam terminals on your headlights. For Spotlights, simply fork the Main Beam wires and feed both the main beam and the spotlights allowing the headlights to earth through their normal earthing route, and the spotlights (usually) directly to the body of the car. Now relays come in all sorts of amperages, 20, 30 and 40 being the most common. I must admit, I tend to play safe and put on at least a 30 amper. You can calculate your requirement as follows:- If you consider a halogen headlight bulb is 55W for dipped beam and 60W for main beam, using the formula below, you can calculate the amperage of the relay required:-

$P = IV$ where P = power (in Watts), I = the Amps and V = volts

For a 12V vehicle

$60W \times 2 = \text{Amps} \times 12$ (two headlights from one relay)

$\text{Amps} = 120W / 12$

$\text{Amps} = 10$ - Hence a 10 amp relay is required.

Now if you attach a couple of Spots with 60W bulbs as well we get:-

$$P = IV$$

$60W \times 4 = \text{Amps} \times \text{Volts}$

$60W \times 4 = \text{Amps} \times 12$

$240W / 12$

$$\text{Amps} =$$

$$\text{Amps} = 20$$

- therefore a 20 amp relay is all that is required to run 4 halogen bulbs from the one circuit. Stick a 30 amper on just to be sure.

As the wiring on the Alpine was the original, I decided to renew all the Green/Red and Blue/White wiring as I worked through this. I bought the wire from Auto Electric Supplies via the Internet. They stock most coloured wires in a variety of thicknesses (ie amps), and are very efficient with their service. I hope this workshop has cleared up any fears that you may have re wiring relays

Russ

Club Meal

After our outing to Lymm on Boxing Day, and lunch in the Jolly Thresher, we were in agreement

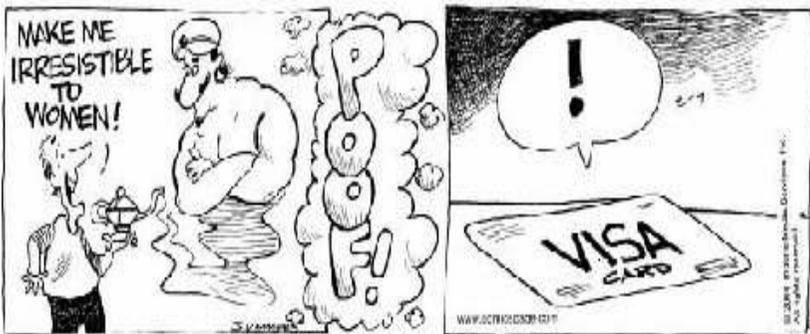


that the annual club meal should be there also. John made the arrangements with the pub and thirty one of us made our way there for about 1.30pm.



Although the layout of the pub remained much the same as in previous years, they had given it a decor

refurbishment which gave it an open and airy feel inside. A new menu was also evident. Since we had had a couple of years of disappointing meals, this one couldn't have been a greater contrast. The staff were very efficient and courteous and the food was cooked just right. I started with the soup of the day, honey roasted parsnip, followed by chicken on a bed of mashed potato with garlic mushrooms. Jill started with chicken wings followed by fish and chips. We couldn't fault the food or the service and it is a venue I would recommend to anyone.



Thanks to Chris Lee

Exotic Profile



Cadillac V16

1930 Cadillac V16

Engine 7413cc 45-degree V16

Bore x stroke 76.2 x 101.6mm

Valvegear Pushrod-operated overhead valves

Fuel system Two Cadillac carburetors

Power 165bhp at 3400rpm

Suspension Front: beam axle with semi-elliptic leaf springs; rear: live axle with semi-elliptic springs

Wheels 19in bolt-on wire wheels

Brakes Drum brakes all round

Top speed 90mph (145km/h)

The V16, considered by many to be the finest car ever produced by Cadillac, or anyone, could so easily have been a disaster. Launched in 1930, just after the Wall Street crash, Cadillac had recognised the need for a luxury car for the thirties. The car was super-quiet and silky smooth being the ultimate in luxury. In 1930 alone 2500 were built.

Introduced as the Series 452, the 7.4lt, 45° V16 featured updraft carburetors, dual headers, hydraulic tappets and overhead valves. The body was by Cadillac's exclusive coachbuilder, Fleetwood on a 148in chassis.

In 1931 the car became the Series 452-A, and in 1932 the 452-B. Between 1931 and 1938 3863 were built, after which the car was dis-



continued.

After 1938 the V16 engine continued in a slightly different design, which many thought were inferior. Between 1938 and 1941 511 of these 'new' V16s were built, after which the monster engine disappeared for ever.



Backside

