



# BACKFIRE

[www.northwestcasualclassics.com](http://www.northwestcasualclassics.com)

June 2010

## Chairman's Word

### COMMITTEE

#### **Chairman**

John Greatbanks  
01925 837970

#### **Vice-Chairman**

Russ Hadfield  
0161 7760639  
russandjackie@  
talktalk.net

#### **Treasurer**

Rob Smith  
01925 723243

#### **Events**

Russ Hadfield  
John Greatbanks

#### **Social Secretary**

Vacant

#### **Newsletter**

Steve Tanser  
2 Rowan Close  
Great Sankey  
Warrington  
WA5 3BH  
01925 727120  
steve.tanser@sky.com

#### **Web Site**

Mike Bennett  
mike@patcomsys.com

#### **Ferry Show**

Paul Gannicliffe

Aloha!!! And a very hearty welcome to all Members.

Well, the last but one show for May was the Leyland Spring Show at which we had 6 of our classics and a classic trike. Thank you all for your attendance. The day stayed dry but there was a cold wind blowing (besides myself Ha!). Always much interest viewing the Museum, which had a few new exhibits and afterwards a great Mug of Char in the cafe. We had a great run home in time to beat the "nutters" on their way back from Blackpool and to crown it all the Old Caddy only used two and a half gallons of "gold" for the round trip of 60 miles,(economy Eh!) for a 2 ton limo.

The last show in May was the Daresbury Horse Show on bank holiday Monday the 31st at which we are always made very welcome and its' only "round the corner" for most of us. There is always plenty to see and do with many stalls selling crafts and home-made food. And the weather wasn't too bad.

On the 5th and 6th of June came Tatton Park Classic and Sports Car Show at which all entries were labeled with MAKE, REGISTRATION AND OWNER and days of entry to the park. This, I believe, was a new system set up by Stuart Holmes in order to stop entry tickets being transferred to non applied for cars which are not covered by his block show insurance, just in case of any mishap. This is why we had to give all details and I can only apologise if you changed your vehicle since Russ sent in the applications. The tickets I received stated the make, registration and owner which was sent on application months ago, anyway I sincerely hope you all enjoyed the weekend.

P.S.....DON'T FORGET THAT THE JULY MEETING INCORPORATES THE BARRY MOLYNEAUX TROPHY.

Take the High Ground

You're Friendly  
Neighbourhood Chairman

John Wayne G.



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Next Meeting 13th July

## ***CLUB DISCOUNTS***



Car Parts, equipment and consumables. [www.cesuk.com](http://www.cesuk.com)  
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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

## Obituary

It is with deep sadness and shock that I have to report the sudden death of our Chairman, John Greatbanks. I believe he had a heart attack on Wednesday night bought on by pneumonia.

John, as you may know, hadn't been in the best of health just lately. He had a heart attack when he went to New Zealand and was taken ill when in the Isle of Man last year. More recently he missed a club meeting due to a chest infection.

I know we all groaned when he launched into a joke during a meeting but I, for one, will miss them now. I'll also miss his ready, good humour and his ability to take a joke at his expense, and laugh about it. He could, though, give as good as he got.

John lived for classic car shows. His enthusiasm for putting on a good show was infectious and he certainly was immensely proud when either the club or a member won a prize at a show.

I'm sure, like me, your thoughts are with his family at this difficult time

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As John says in his piece on the front page, the July club meeting

on the 13th. is Barry Molyneux night. For the benefit of new members, we hold this event once a year when club members vote for their favourite car of their fellow members.

The evening is to commemorate a founder member of the club who died a few years ago. So bring along your classic and, you never know, you may go home with a trophy to keep for the year.

Please note, though, it is only open to registered members.

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A new classic car web site has hit the internet recently and I'd like you to take a look at it. It's my own creation and is an encyclopedic history of British classic cars. The reason I would like you to take a look is that I'd like you to let me know what you think.

The honest opinion of fellow classic owners and club members would be very welcome and, don't worry if you don't like it, constructive criticism is also welcome.

The web address is [www.the-british-classic-car.com](http://www.the-british-classic-car.com) and you can use my contact details on the front page of Backfire.

## Maintain Battery Life. .

A wet car battery is 'alive'. Whether it is in service or in storage it has a finite life span. If stored in a wet (filled) condition all batteries will slowly self-discharge. The higher the ambient (storage) temperature the greater the rate of self-discharge. A battery should not be allowed to discharge to the point where they are either damaged (sulphated) or so that they are incapable of starting the car or operating equipment. A battery on an irregularly used car or removed from a car should be connected to a [Battery Saver](#). To ensure plates do not get sulphated a [pulsed battery saver](#) can prolong battery life. It sends a pulsed charge, which cleans the plates and then gives the battery a rest period

### What can effect the charge of the battery ?

It is important to remember that under normal operating conditions, a car battery cannot become discharged on its own.

The reason for this discharge is normally attributable to

- Malfunctioning alternator, regulator, or starter motor
- Slipping fan belt
- Electrical fault
- Excessive use of electrical consumers - car phones, air conditioning etc
- Long standing time without recharge
- Boot light/glove box malfunction
- Vehicle lights being left on

Condition can be checked with the [Battery and Regulator Tester](#)

### What is a car Battery ?

The car battery is a storage device, which stores energy. This supplies a current at a particular voltage (DC) to the conductive parts of the circuit. The standard car batteries in today's vehicles are rated at 12 volts. Each battery has six cells which are 2.1 volts each. A car battery is considered fully charged at 12.6 volts. When a battery drops voltage, even by a small amount, it makes a big difference.

For instance, when a battery drops from 12.6 to 12.0 volts, its power drops from 100% to 25%! At 12.4 volts, a car battery is only 75% charged. At 12.2 volts, it's 50% charged. A car battery is considered charged at 12.4 volts or higher. It is considered discharged when it's at 12.39 volts or less. The current is heavily dependent on the type of battery and the resistance of the 'load'. A discharged battery should be charged up as soon as possible with a [Battery Charger](#)

### How does it work ?

The electricity is produced by a chemical reaction. Inside the battery there are positive and negative lead plates (cells) that sit in a liquid called electrolyte solution. Electrolyte solution is a mixture of water and sulphuric acid. (This is why a [battery mat](#) should be used to prevent any acid rotting the battery tray).

When the electrolyte interacts with the lead plates, there's a chemical reaction.

The electrons in the atoms jump from one atom to another. In fact they fall off one plate and get attracted to the next one. During this electron flow, electrons move from negative to positive in a circuit. The quantity of electrons can be thought as current (amps) and the pressure as voltage. The voltage pushes the current out of the battery's negative terminal through the 'load', which is the equipment drawing the power. The current returns through the positive terminal. Use a [Battery terminal brush](#) to keep them free from corrosion. The strength of the electrolyte varies with the state of charge; this can be seen with the [battery hydrometer](#).

### Starting up

As the temperature drops, the cranking power required by the car increases. However, as more cranking power is used, the amount of battery power available decreases. Cold Cranking Amps (CCA) is critical for good cranking ability. It refers to the number of amps a battery can support for 30 seconds at 0°F until the battery voltage drops to unusable levels. For example, a 12 volt battery with 600 CCAs means the battery will provide 600 amps for 30 seconds at 0°F before the voltage falls. The higher the CCA, the more powerful

# Club Shows 2010

Warrington Show - Sat 19 June

Audlem Festival - Sun 20 June

Summer Road Run - Sun 27 June

Fiddler's Ferry - Sun 4 July

Cholmondely P of P - 17/18 July

North Wales Classic - Sun 25 July

Woodvale - Sat/Sun 7/8 August

Lytham Hall - Sun 8 August

Knowsley Hall - Sun 15 August

Tatton Park - Sat/Sun 21/22 Aug

Oulton Park Gold Cup - Sun/Mon  
29/30 Aug

Cholmondely Castle - Sun 5 Sept

Festival of 1000 cars, Leigh Herit-  
age Week - Sat 11 September. To  
be confirmed.

Fairhaven Lake - Sun 12 Sept

Leyland Classic - Sun 19 Sept

Wirral Festival - Sat/Sun 18/19  
Sept., Birkenhead Park

Widnes - Sat/Sun 25/26 Sept

Others shows and dates may be  
added throughout year

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the cranking ability.

If you live in a cold climate, you should consider the CCA rating when choosing a battery. If you live in a very hot climate, you don't need as much CCA. An indication of starting ability is given by testing with the Power Tester.

## **Jump Starting**

Usually when a car is jump started from a battery booster or another car with jump leads, it is driven long enough to fully recharge the battery. The length of time to fully recharge the battery depends on the amount of discharge, the amount of surplus current that is diverted to the battery, how long the engine is run, engine speed, and ambient temperature.

## **Ageing**

As a battery gets older a deposit of sulphates starts to cover the plates and reduce its efficiency. The battery pulsemaster mentioned above and the battery activator both use latest pulse technology to generate "shock waves" to break down the sulphate build up.

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# Cholmondley Castle

As usual our day started by meeting at Morrisons in Stockton Heath. From there it was a gentle drive in convoy to the venue. A dozen cars left the car park with others due to meet us there.



Getting in was fairly easy as there was yet to be a long queue.



However, where the organisers had planned to place us proved to be too small, so a larger piece of grass was found.



Once parked back to back we got stuck into erecting the ga-



zebo and stand. Meanwhile, some of our lady members were

busy getting the bar-b-que up and running. Jill, Jan and Lil then kept everyone in bacon butties for the rest of the morning.

Walking around the show I couldn't help thinking that there wasn't as much auto-jumble as there used to be. It

seems to be changing into a kind of market for new stuff. I hope I'm wrong as I think everyone likes this show.



Classics vehicles, though, were still in abundance. There were plenty of cars to look at and a fine array of classic bikes and best of all, it didn't rain.

Colin gave us all a good laugh when he dressed up as a German officer, complete with funny little mustache, and marched up to big John.

# Exotic Profile

## Auburn Speedster



Auburn was a long-established wagon manufacturer which turned its attention to cars early in the 20th century. By the 1920s it was ailing, with a line-up of unexciting products, but that changed with the appointment of E.L. Cord as general manager in 1924.

Cord injected pizzazz into Auburn's products, and the company enjoyed a revival. But Auburn's fortunes proved to be a rollercoaster ride of success and disaster, and by 1934 the prospects seemed grim. What the company needed, Cord reasoned, was a high-profile model to generate interest in the brand - but little capital was available to create that model.

Stylist Gordon Buehrig came up with the answer. His Auburn Speed-

ster cleverly incorporated some existing, though reworked, panels into a fashionable new body design. The chassis was largely carried over from previous models, but the engine that powered the Speedster was new, a supercharged straight-eight, built by Lycoming and said to develop 150bhp. Famous racing driver Ab Jenkins proved the car's potential by setting a US stock car record with a 12-hour run at over 100 mph (161km/h), and production Speedsters carried a plaque bearing Jenkins' signature as a result.

The Speedster helped raise Auburn's profile, but most buyers opted for more practical - and cheaper - models. Even that couldn't save Auburn, which closed in 1936. About 600 Speedsters were built, and today they are highly prized.

### 1935 Auburn 851 Speedster

**Engine** 4587cc Lycoming in-line eight

**Bore x stroke** 77.8 x 120.6mm

**Valvegear** Pushrod-operated overhead valves

**Fuel system** Single Stromberg carburettor plus centrifugal supercharger

**Power** 150bhp at 4000rpm

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

**Wheels** 16in bolt-on wire wheels

**Brakes** Drum brakes all round

**Top speed** 100mph (161km/h)

# Backside

