



# BACKFIRE

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

June 2011

## COMMITTEE

### Chairman

Steve Marran  
01925 270429 Before  
07725979968 8pm  
Sm362@blueyonder.co.uk

### Vice-Chairman

Russ Hadfield  
01925 354709  
Russandjackie@  
talktalk.net

### Treasurer

Rob Smith  
01925 723243  
Ro80rob@  
googlemail.com

### Events

Paul Birchall  
07722734594 After noon  
budgie968@gmail.com

### Newsletter

Steve Tanser  
01925 727120  
steve.tanser@sky.com

### Web Site

Mike Bennett  
Mike@  
northwestcasualclassic.  
com

### Ferry Show

Sue & Barrie Thomas  
0161 3366983  
suetomas1@talktalk.net

## Chairman's Word

Hi everyone...

Welcome to June.

Well, the saga of the umbrellas has come to a grinding halt!!!!!! Despite having both gazebos at Cholmondely castle, and only 11 cars, when the rains came we had a problem of not all our people could fit in. Thankfully, Jenny's family had the foresight to bring an umbrella with them. Otherwise we could have had a few soggy members, and that's not fun. So, even though they look unsightly, and give an air of not being very sociable, they are a better alternative to buying yet another gazebo.

Anyway, next month sees the annual club event to decide the John W Greatbanks memorial cup. This will be run along the same lines of the previous cup competition, so bring your classic along to the July meeting to have a chance of taking home this illustrious trophy.

This is the last chance to thank Barry and Sue Thomas for setting up this years "Ferry Show" Let's give them our full support with all they ask us to do, and we should have a brilliant day.

As usual don't hesitate to see us if you have a good idea.

Thank you all. Steve M.



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Next Meeting 12th July

## ***CLUB DISCOUNTS***



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

For club polo/sweat shirts contact Kosi Kare and ask for Mel. Tell her your a member of NWCC and choose which design you want. Standard club colours are blue or white but you can have the club logo on any colour, eg: to match your car. Contact Kosi Kare on 01942 323868.

For other products you can shop online at [www.kosikare.co.uk/](http://www.kosikare.co.uk/).

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FBHVC is measuring the British Historic Vehicle Movement to provide evidence of the financial contribution that it makes to the national economy and to demonstrate the important part it plays in society by providing employment and protecting transport heritage. The data will be analysed by the Historic Vehicle Research Institute and the results will underpin FBHVC's future efforts to protect the freedom to use historic vehicles.

This survey is being undertaken on-line to study what individual vehicle owners and enthusiasts do and spend. Every historic vehicle enthusiast is encouraged to take part.

To take part online go to :-  
<http://fbhvc.co.uk/survey-2011/>

A 1966 Mk III Ford Zodiac was recently sold at Cheffins classic car auction in Suffolk for £10,928. I wonder if a certain Mk III estate will ever make it to that level.

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As part of the build-up to the recent Monaco Formula One Grand Prix, the Royal Automobile Club hosted a champagne reception in honour of Sir Stirling Moss, who won the race fifty years ago in a Lotus 18.

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The Austin A35 'Countryman' conversion van of James Hunt will be offered for sale on July 23rd at Silverstone Auctions. The car had been in storage for eighteen years at the time of acquisition and still had James's last cigarette butts in the ash tray, along with a sprinkling of birdfood. James used to transport his budgerigars to shows. The car starts and runs but is thought to be in need of some mechanical attention and the interior is described as 'well worn'.

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In 1952 a Morris Minor completed 10,000 miles non-stop around the Goodwood circuit.

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XJ was Jaguar's codename for any development projects - Experimental Jaguar.

# Culcheth Community Day

by Russ Hadfield



May 2<sup>nd</sup> saw the first actual car show for NWCC following on

from the Drive It Day car run. Like the run, the weather was very sunny, but there was a cool wind which needed the new club regalia ie sweat shirts and fleeces at the ready.



As the whole weekend weather had been good it certainly brought out the crowds and all the classic cars/bikes had many visitors.

There were several stalls, a Brass band, karate demonstrations, and a Falconry display. I mustn't for-



get Trimble the Clown, or was it Trumble?



The club had about 8 vehicles showing, which was a great turnout, supporting those of the Ford Sidevalve club plus other individuals' vehicles



This show had very mixed feel-

ings for me because it was Big John's last outing before he passed away last year, - not before winning the Best Car at Show prize I might add.



This year a very nice Ford Prefect took first prize, but a Warrington

Guardian journalist who was present at the show really knew his motors and took a picture of me plus the Alpine. This was in last weeks' edition of the paper.

# Club Events 2011

Road Run - 19/06/2011

Warrington T.C. - 9/07/2011

Fiddlers Ferry - 10/07/2011

Boddelwydden - 24/07/2011

Audlem - 31/07/2011

Woodvale - 6-7/08/2011

Tatton Park - 20-21/08/2011

Ormskirk Festival - 28 /08/2011

Cholmondely - 04/09/2011

Widnes - Late September

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## The Demise of the Car Industry

Dont you find it just a little sad that many famous brands of cars, both British and Foreign have declined to the point of extinction or been taken over with degrading consequences.

In Britain we have lost the marques of TVR, MG, Lotus, Jaguar, Bentley and Reliant to name but a few, alongside the British Leyland names like Austin and Morris. Sadly, but at least to keep the brand-names flying, some of these have gone to countries such as India and Germany. Even the most British Car – the Mini, is now owned by BMW.

In France the name Ligier was renowned for it performance vehicles, but this has now been reduced to small pod like vehicles with a maximum speed of ca. 30mph – I supposed you could call them the modern day invalid carriages.

It is with great sadness, therefore, that I convey to you the sorry state of the brand MGB.

In the picture below you can see that it now adorns the Wheelie Bins distributed by Warrington Borough Council



It brings tears to your eyes

So if you hear an MG owner telling the joke about what you call a Skoda Cabriolet, just politely tap him on the shoulder and tell him what the name MGB currently adorns.

## Russ

# Valve Springs

## Engine Speeds

Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled solely by the valve spring-

## Valve Temperature

The average temperature of an exhaust valve head is approximately 700°C; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

**Maximum engine revs, are controlled by the force exerted by the spring when the valve is fully open**

## Valve Bounce

At high revs, a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the spring and so permits valve bounce at lower revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at all engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.

# Noises Off

If you experience some 'radio noise' trouble, here are a few steps which may solve the problem:

1. Replace the spark plugs, eg: AGR22s for AG22s.
2. Replace the carbon string plug leads with copper wire leads, with suppressors already fitted if possible (The string type leads often spark internally).
3. Fit an earth strap from a bonnet hinge bolt to a suspension mounting bolt.
4. Ensure the aerial is truly earthed, solder a wire to the metal rim in which the aerial 'quadrant' seats, fixing the other end to a convenient point under the wing with a self-tapping screw.
5. Fit a new rotor arm (to cut down excessive sparking through burnt contacts), having already replaced the distributor cap previously.
6. The result should be an entirely interference-free radio.

# Replace a faulty regulator

A faulty charging regulator can be a great nuisance if it is not possible to rectify or replace it quickly and it is essential to use the car. Provided that the cut-out section of the control box is in working order a temporary fit-up can be made so that the dynamo will continue to charge the battery until time can be spared for the repair work.

Disconnect the cable which goes to dynamo F terminal and tape up. Connect across the two dynamo terminals a

headlamp bulb of the same voltage as the car, as-shown in the illustration. A discarded double filament bulb will do as long as one filament is intact. The bulb should be tied up out of harm's way

to any handy support, such as a radiator tie rod, and may conveniently be connected to the dynamo terminals by means of a piece-of twisted flex. The bulb may be fitted into a proper holder as shown, or the wires may be soldered to

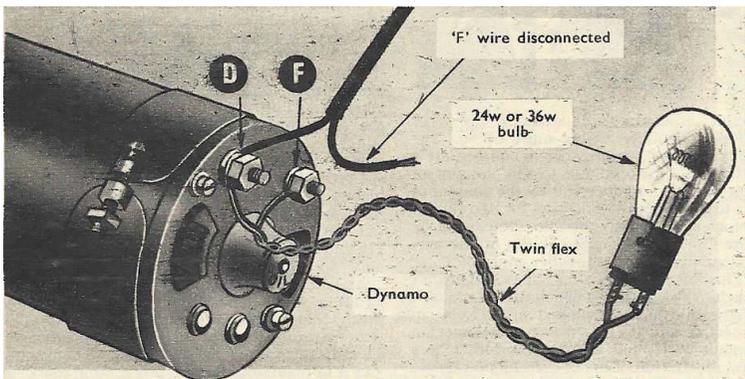
the bulb contacts, according to the material available.

The bulb will pass enough current to the dynamo field circuit to enable a useful

charging current to build up at certain engine speeds. There will be no control on

dynamo output such as is normally exercised by a regulator and the dynamo output will be more or less proportional to engine speeds. Either a 24 watt or 36 watt bulb will enable a fair average current to be put out. Choose a wattage which will produce a charging current of 8-10 amps, at medium speeds. The current can be checked with a test ammeter inserted temporarily in the main battery line if the car has no dashboard ammeter fitted. If no test ammeter is available the use of a 36 watt bulb will be satisfactory for short runs without the current test.

Remember that this arrangement is only intended as a temporary measure until the regulator can be repaired or replaced.



Bear in mind also that an average charging current will be produced only at medium speeds.

# Backside

