



# BACKFIRE

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

October 2011

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## Chairman's Word

Hi everybody.

Welcome to October.

Well, the show season is almost over, (Just one more request to process). As in past years, your cars were more than just parked and left alone as some clubs tend to do. They were well organised, and beautifully prepared. ( A credit to you and all your efforts).

Numbers were down on previous years, but we have discussed this and there is no reason to worry.

I need to ask you to support Ian Trimble with the display that he is trying to put together for his local pub' in Hale village. Ian is doing his best to promote classic cars, and the people that show them.....To this end we should try to help him as much as possible. He is also organises the car display, and procession at the Hale village carnival, and next year is trying to get 60+ cars on show. This is a good opportunity to show the rest of the clubs in this region that NWCC really is the best (bar none). I'm sure that we can provide him with a good turnout, and then all the other clubs will have to "catch up " with what we do.

Don't forget that if you want to stand for the committee, please give us your name so that we can be prepared, although you can also simply let us know at the AGM and we will still accept your nomination(s).

Thank you for everything in the past season.....Steve M



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Next Meeting 8th November

## ***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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It seems that classic car crime is on the increase as thieves are having a hard time with modern car's anti-theft devices. Classic cars are much easier to get into as locks are not as good as newer cars.

An audacious theft happened recently when a Morris Minor convertible broke down and the lady driver went for help. By the time she returned, an hour later, the Minor had gone.

Some advice to try and foil the thieves:-

- \*Don't leave items on display.

Lock valuables in the boot including the removable front of a radio.

- \* Look after your keys.

- \* Park and store your car safely.

A garage is best at home. When using a car park try to find a well supervised and secure one.

- \* Fit security devices such as steering wheel lock, alarm or tracking system. A simple way of immobilising a car is the old war time trick of removing the rotor arm. Just make sure you keep it safe.

- \* You can mark your stereo equipment with security pens and even have the car's registration etched into the windows.

Above all, be careful and sensible and don't assume everyone is as honest as yourself.

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The Jensen name could be on the way back. A new incarnation of the famous Interceptor is to be hand built at the former site of Jaguar Cars at Browns Lane.

The car will be low volume and feature aluminium chassis and body panels.

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Lead cups were used to drink ale or whiskey. The combination would sometimes knock the imbibers out for a couple of days.

Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up. Hence the custom of holding a wake.

# Warrington Town Centre



# CLUB SHOWS

26th Dec. - Lymm Steam.

Club Meal - TBA

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**These are actual comments made by 16 Police Officers. The comments were taken off actual police car videos around the USA:**

1. "You know, stop lights don't come any redder than the one you just went through."

2. "Relax, the handcuffs are tight because they're new. They'll stretch after you wear them a while."

3. "If you take your hands off the car, I'll make your birth certificate a worthless document." (Good one)

4. "If you run, you'll only go to jail tired."

5. "Can you run faster than 1200 feet per second? Because that's the speed of the bullet that'll be chasing you." (LOVE IT!!)

6. "You don't know how fast you were going? I guess that means I can write anything I want to on the ticket, huh?"

7. "Yes, sir, you can talk to the shift supervisor, but I don't think it will help. Oh, did I mention that I'm the shift supervisor?"

8. "Warning! You want a warning? O.K, I'm warning you not to do that again or I'll give you another ticket."

9. "The answer to this last question will determine whether you are drunk or not. Was Mickey Mouse a cat or a dog?"

10. "Fair? You want me to be fair? Listen, fair is a place where you go to ride on rides, eat cotton candy and corn dogs and step in monkey poop."

11. "Yeah, we have a quota. Two more tickets and my wife gets a toaster oven."

12. "In God we trust; all others we run through NCIC." ( National Crime Information Center )

13. "Just how big were those 'two beers' you say you had?"

14. "No sir, we don't have quotas anymore. We used to, but now we're allowed to write as many tickets as we can."

15. "I'm glad to hear that the Chief (of Police) is a personal friend of yours. So you know someone who can post your bail."

AND THE WINNER IS....

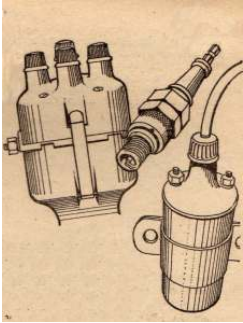
16. "You didn't think we give pretty women tickets? You're right, we don't. Sign here

**Thanks to Chris Lee**

# IGNITION TIMING

## PART 1

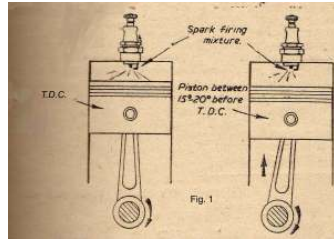
### Correct Setting Will Improve Petrol Consumption and Also Performance



USUALLY an appreciable improvement in performance, and also petrol consumption, is possible by slightly advancing the ignition timing above the

standard setting. The degree of additional advance that is possible, however, is largely determined by the combustion chamber design, disposition of the valves, compression and the fuel used. Those motorists who use standard or ordinary grade fuels are not advised to deviate from the normal setting, and the same also applies to high compression engines, as the results will be rough running and severe detonation or "pinkling."

When premium fuels are used on cars dated up to about 1951-52, it is often beneficial to re-adjust the ignition timing a few degrees early, as on these cars a medium compression ratio was usual and this adjustment to the timing often results in a noticeable improvement in performance.



When the engine is being started, or is idling, the ignition

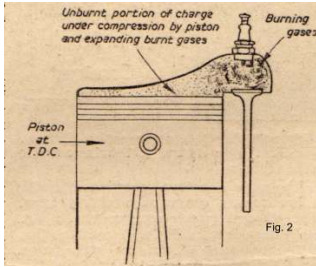
spark occurs at top dead centre (TDC) or thereabouts on the compression stroke, but as the speed increases the spark is automatically advanced to a maximum of between 15 to 20 degrees (Fig. 1). This is necessary because, although the petrol/air mixture burns incredibly fast, the combustion phase being commenced and completed within approximately 35 deg. of crankshaft rotation, nevertheless the propagation of the flame front throughout the mixture and the development of maximum pressures does take a definite, if infinitesimal, time from when the ignition spark occurs.

### Secondary Compression Phase

This advancement of the ignition not only ensures the complete combustion of the mixture but also provides a secondary compression phase as follows.

The spark initiates the commencement of the combustion while the piston is still rising and compressing the mixture. The gas already burnt increases considerably in volume, thus exerting pressure on the un-burnt portion of the mixture until this attains its maximum at TDC (Fig. 2). This compression enormously increases the

flame rate and expansion pressures, but there is a limit to the compression



ion which is possible on the un-burnt portion of the charge and, if this is exceeded, instead of the mixture burning smoothly and progressively it literally explodes or detonates, thus giving rise to the "pinking" noise and loss of power. The chief limiting factors are cylinder head design and the octane or anti-knock rating of the fuel used. Standard or ordinary grade fuels have an octane rating in the neighbourhood of 94 or so, with which most engines will knock under an advanced ignition or when pulling hard, while premium fuel has an octane rating of around 97 which suppresses detonation to almost vanishing point on all except the very high-compression engines.

### Over-advancement

Where it is decided to re-adjust the ignition timing, care must be taken regarding indiscriminate over-advancement as this will result in a heavy reversal of load upon the still rising piston which imposes severe strain upon the bearings and crankshaft, the latter tending to whip and vibrate. Instances have been known of the metal of the crankshaft becoming fatigued and

eventually fracturing, with disastrous results to the engine. Also, where the ignition is advanced too early, it actually results in a loss of power instead of a gain, due to the back thrust on the piston. It must be remembered that any alteration to the ignition setting is carried right through the timing range. Consequently, if the basic setting is too early, when starting the engine the spark occurs while the piston is still rising on the compression stroke and will probably result in a severe backfire which may damage the starter-drive.

A reliable indication as to the safe and correct degree of advancement is afforded by waiting until the fuel tank is nearly empty then refilling with standard or non-premium grade fuel and running the engine until it attains normal working temperature. The car is then run on a level road surface in top gear at a speed of 20 mph. and is accelerated by fully depressing the throttle. The ignition timing is correct if the engine *slightly* pinks during acceleration. Excessive and severe pinking indicates that the ignition timing is too early, while a complete absence of pinking confirms that the engine will stand further advancement. A safe assurance regarding the resetting of the ignition timing is to make this a maximum of only 5 deg. in advance of the standard setting.

### Part 2 next month

# Backside

