



BACKFIRE

www.northwestcasualclassics.com

November 2010

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Chairman's Word

Welcome everyone to the November meeting. The hour has changed, and we find ourselves in darkness for the next few months. Still the weather remains quite mild for this time of year.

I have moved house, and only just got a telephone line in on the 1st November, and my Broadband linked up again, so I am now in communication with the world again.

Steve Pickering, from the Warrington Market show is currently asking for classic vehicles for the 20th November, which is for a Christmas promotion of the Market Hall, and will include a Vintage Fair in the Hall area. If you are interested, Steve can be contacted on 01925 632571. Steve Marran did mention this show at the last meeting, but had been unable to contact the organiser up to that point.

My car is currently at my Dad's, itself full of tools and other things, as the garage at my new home is full to the brim with boxes. I am making progress and have already floored the loft and put lights in, which should take some of the load off the garage.

I cannot recommend moving, and they say it is the most stressful thing in your life, and I can certainly vouch for that. Despite the chaos, Jackie and I love the new house, and its garden also suits the Grand-Kids better than our previous one.

I guess that some of you are already off the mark with winter working on your cars, and I hope that you achieve all that you want to over the next few months and that we see your vehicles in their gleaming glory at the start of next season.

Mine will be somewhat slower off the mark, and work will start when I can get it in my own garage, and let my Dad have his own back. I'm sure he loves me. He always says I'm his favourite eldest son!!

See you all at the meeting, and don't forget the AGM in December. It's your club, you can have your say, so please use it.

Russ: Acting Chairperson, NWCC



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Next Meeting 14th December

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

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/.

FUEL NEWS

CONCAWE is the (mainly oil industry) association based in Belgium. We now have details from them of materials which have been found to be compatible with petrol containing ethanol, summarised below.

Recommendations for Materials Considered for Use in Ethanol and Ethanol/Gasoline Blend Applications
Metals Carbon steel with post-weld heat treatment of carbon steel piping and internal lining of carbon steel tanks

Stainless steel, Bronze, Aluminium
Zinc and galvanised materials, Brass, Copper, Lead/tin coated steel, Aluminium (may be an issue for E100), Elastomers Buna-N (hoses & gaskets), Fluorel, Fluorosilicone, Neoprene (hoses & gaskets), Polysulfide rubber, Viton Buna-N (seals only), Neoprene (seals only), Urethane rubber, Acrylo-

nitrile-butadiene hoses, Polybutene terephthalate, Polymers Acetal, Polypropylene, Polyethylene, Teflon, Fibreglass-reinforced plastic, Polyurethane, Polymers containing alcohol groups (such as alcohol based pipe dope), Nylon 66, Fibreglass-reinforced polyester and epoxy resins, Shellac, Others Paper, Leather Cork.

This list is not comprehensive and the quality of the material must be appropriate for the intended application. It is strongly advised that the manufacturers of these products are consulted before ethanol or ethanol/gasoline blends are introduced.

From the FBHVC website

Don't forget, the next meeting will be the A.G.M. This year we have been down on the number of committee members because of one thing or another. At the December meeting the committee will be dissolved (not literally) and voting will take place to take the club forward next year.

If you think you could play a role in the committee for the coming year please put your name forward. The club cannot exist without a committee our if the numbers fall too low so please, do your best. Don't forget the old saying:- Don't ask what my club can do for me, ask what I can do for my club.

WOODVALE

Pictures by
Steve Tanser and Joan White



I've always thought Woodvale to be an outstanding show. There's just so much to see and do. From the classic



vehicle displays (clubs and independents) through

model aircraft displays, model

railways and boats, a fairground, car boot sale and autojumble, and much more. Some of the club displays were fantastic, such as the Mini club who had some of their cars around a mock beach with giant handkerchiefs on the roofs and giant sunglasses across their windcreens. The Land Rover club even had a 'crime scene' to go with their police vehicles.

What amazed me is that attendance seems to be on the decline. I say that not just because of our



stand being low on numbers, but the independent half of



the classics display seemed to be well down on previous numbers. There didn't seem to be as many people attending either.

Anyway, on Saturday, after the stand was put together, Jill and I had a look around and found, in among the sales stalls, the gazebo company from Frodsham. After having a word with the staff we came back to them on Sunday, when Chairman Russ was with us, and, after deliberating over the wording that would be on them, put a deposit on two new gazebos. You've probably seen them by now, or at least heard about them.

As I said earlier there is so much to see that to see everything properly you really need the two days. The finale of each day is a mock WWII bombing raid by the model aircraft with fighters flying around them. Pyrotechnics in the ground simulated exploding bombs while anti-aircraft fire exploded around the planes.

It's an excellent weekend out for the family. Try to make it next year as there is definitely something for everyone.



Events

Lymm Steam - Sunday 26th Dec.

Club Meal - Sat. 22nd Jan.
(Provisional)

Petrol and Your Engine

Your lead free cylinder head will have hardened seats and special valves and guides, but only solves one of your three problems. Despite the fact that mainstream leaded petrol disappeared many years ago, the role of lead in fuel is still widely misunderstood. Lead (tetra ethyl lead) was introduced in the 1920's to enable engines to produce much more power without the danger of detonation and destructive mechanical damage. It was subsequently noticed that engines running on 'Ethyl' petrol did not require the valve clearances adjusting as often as engines running on standard petrol. This was due to the inherent lubricating properties of the lead additive. So, fitting hardened valves and seats solves this problem, but what about the other two issues.

Your engine also demands;

1 OCTANE, the higher the octane the more power can be released from the engine. Retarding the ignition enables the engine to be run on lower octane fuel, but at the expense of power and fuel consumption.

2 FLAME FRONT CONTROL, this gives the engine resistance to high speed detonation and prevents mechanical damage. Allows maximum power and fuel efficiency to be released.

Leaded petrol burns progressively without the formation of shock waves. Unleaded petrol, in a cylinder head designed to burn leaded petrol, burns erratically generating shock waves which cause detonation and result in piston damage.

For the same octane level, the burn characteristics of leaded and unleaded petrol are very different. Unleaded fuel is high in aromatics, the higher the octane, the higher the level of aromatics.

**From
Frost Restoration newsletter**

Knowsley Hall

Knowsley Hall show is now in its second year and it is looking to be a success.



to be a triumph.

As with the previous year we met at the Somerfield's car park in Penketh. I was volunteered to lead the convoy



(again) to the showground and we made it in good time. Well, it was a local show. On arrival we managed to commandeer a good sized area to set up the club stand; and we really made the most of it. Everybody pitched in to get the gazebo etc. Together to



make a great looking show stand. After some adjusting of

car's positions, mainly to get all the minis together, we were then free to explore. This year there seemed to be more autojumble than last year so

hopefully the show will continue to grow. The format is the same as Choldmondley with a central arena where the cars assembled in their different categories for judging. Success for a club member meant a first in the modified section for Jenny Hughes with her customized mini. Well done.



The show is, generally, quite relaxed but we did have one issue with the marshals. Apparently they are trying to control the age of entrants (where have I heard that before) and a member with an early Nissan Micra was questioned over whether the car was eligible. This



could be a worrying problem if show organisers won't move forward and recognise that later models are now being potential classics.



Exotic Profile

Duesenberg J (1928–1937)



In February 1928 the Model J designation was born. The newly revived Duesenberg company

(bought earlier by Cord, who also owned Auburn) set about to produce the Model J, which debuted for the first time on December 1 at the New York Car Show of 1928. In Europe, it was launched at the "Salon de l'automobile de Paris" of 1929.

The straight eight model J motor was based on the company's successful racing engines of the 1920s and though designed by Duesenberg they were manufactured by Lycoming, another company owned by Cord. In unsupercharged form, it produced an impressive (for the period) 265 horsepower (198 kW) from a dual overhead camshaft and four valves per cylinder. It was capable of a top speed of 119 mph (192 km/h), and 94 mph (151 km/h) in 2nd gear. Other cars featured a bigger engine but none of them surpassed its power. It was also both the fastest and most expensive American automobile in the market. Only the chassis and engine were displayed, since the interior and body of the car would be custom-made by an experienced coachbuilder to the owner's specifications. The chassis on most model J's were the same as was the styling of such elements as the instrument



came from both of the best cars were beautiful, and half the model J's devised by Gordon Buehrig, independent

coachbuilders from the U.S. and from Europe. However, other coachworks were made by Duesenberg branches in Chicago, New York City, Los Angeles, Philadelphia, Florida and Denver, as well as by smaller dealers.

The chassis cost \$8,500 (\$9,500 after 1932); the completed base model cost between \$13,000 and \$19,000 (two of the American-bodied J's reached \$25,000), at a time when the average U.S. physician earned less than \$3,000 a year. Figures are not available as to the prices charged by deluxe coachbuilders in Europe, but it is reasonable to assume that the final selling price of the products mounted on the costly imported chassis were considerably higher than their all-American-built counterparts.

The J was available in two versions of chassis with a different wheelbase; a long one (153.54 in (3.90 m)) and a short one (about 141.73 in (3.60 m)). There were also other special sizes; like the only two SSJs with a wheelbase shortened to 125 in (3.18 m) and a couple of cars with the wheelbase extended to 4 m (160 in) and over.

The supercharged version, often referred to as "SJ", was reputed to do 104 miles per hour (167 km/h) in second and have a top speed of 135–140 mph (217–225 km/h) in third. Zero-to-60 mph (97 km/h) times of around eight seconds and 0–100 mph (0–160 km/h) in 17 seconds were reported for the SJ in spite of the unsynchronized transmissions, at a time when even the best cars of the era were not likely to reach 100 mph (160 km/h).

Duesenbergs generally weighed around two and a half tons; up to three tons was not unusual, considering the wide array of custom coachwork available.



These supercharged cars can be recognized by these shiny creased tubes, which Cord registered as a trademark and used in his other supercharged cars from Cord and Auburn. It was said, "The only car that could pass a Duesenberg was another Duesenberg—and that was with the first owner's consent." The SSJ, is the SJ version but with a horsepower close to 400 hp (298 kW). The second "S" stands for "short wheelbase" as the two SSJ are the only Duesenberg to have a chassis with the wheelbase shortened to 125 in (3,200 mm).

