

Got a Bat Flattery?



■ **Words:** Peter Ferguson, Eastern Victoria Chapter Captain – owner of an NA and an NC

I have meant for some time to get myself a mobile battery for those times when one of our four cars won't start – particularly the BT-50 ute that we keep mainly for towing the van ... it can go many weeks between starts.

I had intended to get one of the fairly big units that *stupid cheap auto* sells for \$100-\$150.

Then I came across a tiny unit at Harvey Norman that looked like a small book. I got on line to see what these are all about and found a wide variety of capacities and prices.

These things can supposedly start a car numerous times and also have a torch built in plus power adaptors for USBs, phones etc. It has a 240volt charger plus a 12 volt adaptor so that once you get the car started, if away from home, you can then charge it back up from the car – brilliant! Seems like a great all-rounder.

I thought this would be a great thing to have on MX-5 runs and with us when away in the caravan.

So I bought one as per this link:

<http://www.ebay.com.au/itm/30000mAh-Car-Jump-Starter-12V-Charger-Battery-Multi-functional-USB-Power-Bank-AU-/281692723117?>

It cost \$60 so seemed a reasonable bet. The one I bought has 30,000 mAh. I have seen them from 12,000 to somewhere around 48,000 and widely varying prices. I decided to go mid-range.

The unit is ridiculously small. I look at it the way I look at 747 and A380 passenger jets: I have flown on them heaps of times but I still don't believe something that size can stay in the air!

Same with this little battery pack: there is no way that something this size has enough grunt to start a car once, let alone numerous times. I have read some claims where they can start a diesel engine 12 times – *this surely is crap!*

However, this morning I went to start the NC. I was pretty confident I was going to have problems; the last couple of days the cranking has been slower and slower. It's a relatively new battery but there is a gremlin somewhere that I must get around to getting interested in tracing.

Anyway, sure enough: *clack clack* and the gauges jumped all over the place then nothing. Dead flat!

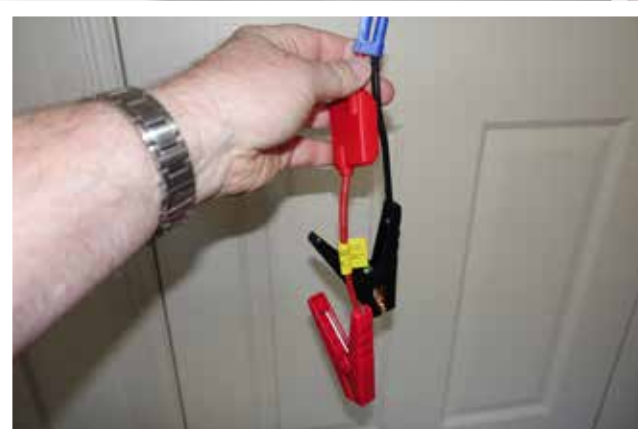
So ... open the boot, grab the gizmo and hook it to the battery. Turn the key and you'd think it was a fully charged battery turning over the engine. It worked beautifully! *I now know the thing works.*

On the NC, following a flat battery there are two issues you are left with:

1. The *DSC off* is left lit up – easily fixed by turning the steering (while the engine is running and preferably on a smooth concrete floor) fully from one lock to the other. *Logic?* Don't ask me; I just know it works.
2. The *traction control* stays lit also. This always seems to disappear on the next one or two start-ups so don't fret.

So, the device ...

It's cheap, it's small enough to carry in the boot of whatever car you are in – why wouldn't you get one? It's brilliant! (though I'm still not fully convinced they actually work). ■



■ **Please note:** All "Tech Talk" information is provided as a guide only. All work is carried out at the owner's risk.