

BACKFIRE

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April 2020



North West
Casual Classics



practical
Northern Club
CLASSICS



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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, that the Club has taken, out only covers members when attending events that have been booked through the Club. For other events attended individually, please make sure that you are covered by your own insurance.

Welcome to our new members:

Just two new additions this month:

Graham Culliford

St. Helens

TVR 290S

Lewis Pettit

Liverpool

MG Midget 1500

When we eventually get to meet them, let's make them, and their cars, very welcome.

FRONT COVER: In these challenging times, it's best not to forget the enjoyment our hobby brings to friends and family, clearly evidenced by these juniors enjoying the ride in a BMW Isetta, at the Astle Park Traction Engine Rally, Chelford, 12th August 2018

REAR COVER: Peter Moon's very tidy 1987 Renault 5GTS, at the Blakemere Garden Centre, Classic gathering, 12th June, 2016

CHAIRMAN'S CHATTER

Hi All,

I hope you are all well and are finding some positive opportunities from being 'hors de combat'.

I have been in the garage cleaning up the brakes on the Austin.

For those of you who don't have drum brakes you won't believe the amount of dust accumulating within the front drums!

So, after removing the said drums, I was able to wash out the innards with the appropriate brake cleaner.

Someone I was talking to a few weeks ago was saying that Brake Cleaner makes a good hand sanitizer! I don't think so, it might clean your hands, but it is an irritant so don't bother!

The good weather recently made for a good cleaning day for the Austin, and so I was able to give it an in depth clean inside and out. I'll save the waxing for a rainy day!

The Stag's dashboard is still not finished, although I now have all I need to complete the repairs to the melted wires, (see last month's Chatter).

My main efforts have been on having a clear out of the garages and workshop.

The stuff that gets put back on the shelves amazes me, even though it's me that put it there.

Dried up paint cans and empty aerosols have hit the recycling bin and some Classic Car magazines ready for sale, have been stashed away ready for whenever!

North West Casual Classics' first Virtual Classic Vehicle Show was held over the weekend of 25th/26th March, this was in lieu of Drive-it-Day.

The venue was NWCC's Facebook page. Over 140 vehicles took part, plus another 140 comments and a lot of 'likes'. It was an opportunity to exhibit almost any vehicle.

Quite a few on-going projects were displayed and gave a taster as to what we can expect to see when we resume business. - no pressure guys!

Exhibitors from other Clubs included St Helens CCA, Wirral CCC and Clock Face CC, all, of course were welcome, as well as some of our 873 Facebook followers!

The event needed little organising and Phil Stott was able to marshal the whole thing on his own, (thanks Phil).

I noticed that people were exhibiting more than one vehicle at the same time as well as some showing cars they wish they'd never sold! In any event I think it was a great success!

MoT. If your car's MoT is due after March 29th you will have a six-month extension from the due date. You are, of course, legally responsible for its condition and safety. If your MoT was due before 29th March, then different rules apply. You should check on the DVLA website.

Whilst Anne and I were at Morrisons doing the weekly shop, I nipped in the Garage for some petrol, it was £1-03! They say it will dive below £1 before it recovers, still if you do the 'big shop' in your classic you could tank up whilst it's cheap.

One of my predecessors, John 'Wayne' Greatbanks was always muttering something about *"the price of juice"* for his Cadillac luxobarge, he'd have loved it now!!

Look after yourselves



Cheers

NOT OUT AND ABOUT

SO, LET US KNOW WHAT YOU HAVE BEEN UP TO

Well, clearly, there's be no 'Outing and abouting' of late, nor will there be, for quite a while.

So, first of all, to quote from the long-missed US TV cop series, Hill Street Blues, and:

"Let's be careful out there!"

They're tricky little things these virus thingies, so don't give them any un-neccessary chances to cause you ill.

So, here's the problem, what to do in the meantime?

Well, if you remain healthy, being in enforced isolation does have hidden benefits, and I'm sure I'm not the only one whose been taking time to attend to some of those long-overdue, and usually lengthy jobs, that our vehicles have needed.

If that's the case, we'd really like to hear about your exploits, and so, if you're interested in relating some tales of 'derring do', (with images whenever possible), of activities that you've managed to get done to your 'classic' at present, then please do send them in.

I'll give details of exactly how to do this, later.

Of course, there is also a great opportunity for those members who for whatever reasons, can't 'get out and get under' to instead tell us a little bit about your history and/or involvement with Classics, again, with images, or even your comments about one specific classic vehicle, or model, that you feel deserves a special mention.

Now, as for getting such information to me.

Well, you might assume that you can just send materials to me via the Club's email link on the inside of Backfire's front cover.

Well, you can certainly contact me that way, but that system is just not suitable for sending articles and/or images.

So, the plan would be, use the:

editor@nwcasualclassics.online

email address to make your first contact with me, and do let me know what you'd like to send

me, and then I'll reply from my 'proper' email address, which would be the correct place to send me materials.

Obviously, it's not sensible to publish personal email addresses (which is why we don't!), and doing things in this way is a secure means for me to be contactable.

If you do email me via the Club's system, do please check in your 'Junk mail' or 'anti-Spam' IN boxes for my reply, just in case your computer rejects my reply, because it's not expected or recognised as 'safe'.

I await your contributions with baited breath, but in the meantime, Colin Evans tells me that we now have a new recruit to our numbers, some will have met her at the 'post Christmas (frozen?) meal, but she's now got a set of 'classic wheels' to boot, so is raring to go.



When! you see Katie, do give her a nod in 'Hello' but definitely no nibbling!.

Ed

Now, to continue the saga of John's long-awaited Corvair

Last month, we'd just heard that the Turbo-charged versions were more desirable by 'collectors', so here's the rest of the story:

Ed.



The problem is that the power curve is quite high, so in order to get the maximum benefit from them you needed to keep the revs well up over 3,500 rpm. This compares with the power curve on the 140 having the curve begin very low down and continuing through the rev range up to 4,500 rpm. The sum total of this benefit from the 180 is about 0.3 of a second. The other problem with the turbo engine 180's was if you needed to do a basic service they tend to get in the way, making access difficult. This all compared to the singular problem with the four single carbs. Their problem was much easier to overcome. It just required the two rear carburettors being drained and refilled



occasionally. All you had to do was drive it enthusiastically every now and then to replenish the carbs with fresh fuel. I doubt there would have been too many drivers complaining about that.

A bit of history on Corry

The interesting thing about joining a group or club for a particular car is the fact that information is at your fingertips. That was the case after I joined CORSA, (CORvair Society of America), Corvair Stuff and Corvair '65-'69 Second Generation. The car had still not arrived as of writing this journal and I thought it a good idea to get as much information on these cars as I could. I had already uploaded photos of the car to the Facebook pages and had a lot of likes and praises for the car, especially the interior, and I was also gathering information on the ins and outs of owning one. One of the group just happened to mention the car was familiar to him, I just took that to mean it was like one he had seen but, I asked him what he meant.



His name is Ed Bartlett. He told me the car was near him for many years with a friend/mentor, who actually restored the car before it was sold to and shipped to California. His friend restored it over a number of years, before selling it to a neighbour, who had a professional paint job done on it. He kept it for a few years and then sold it to Mark Linett in Glendale, my seller. Restoration was completed about 10-15 years

ago.

In reverse order:

I bought it beginning December 2019, Mark Linett bought it from Jarek Marcinkowski, who bought it from Ron (Brad) Hall (pictured below). Brad restored it, after buying it from Dave Binnie about 30 years ago, after Dave found it derelict. Ron (Brad) Hall restored the car over many years.



As far as I know, without seeing the car, the only things not standard on the car are the wheels. Instead of 13" wheels, 14" wheels have been added and this is an acceptable upgrade, along with the "knock off" wire hub caps.

On January 14th 2020 at 04:30, NYK Romulus docked at Southampton. I have followed this carrier since it left Los Angeles. All the ports it stopped at on the way to the Panama Canal, into the Atlantic to Savannah, where it made its final stop before leaving on 6th January 2020 for Southampton.

If you have ever bought a car from overseas, you will understand the experience of hearing the weather forecast for the area your ship is in. It is far from pleasant, but in a macabre way pleasing too, to know your freight has made, probably, the longest journey it will ever undertake, without turning a wheel. The relief of paying that final bill for import duties, knowing it is now on the home straight, is immense.

The next stage will be for 'Ship My Car' to collect the container with my car inside and deliver it to their main depot in Milton Keynes. There it will undergo any necessary changes to

meet UK legal requirements. In this case, as the car is over forty-years old, it will not need an IVA test. Instead it will just need an MOT inspection to make sure it is roadworthy. I assume the only thing requiring any adjustments would be the headlights. Once that inspection has been done, it will be a simple matter of DVLA issuing the registration details to make it legal for use on UK roads. Of course, nothing is ever as easy as that!

It turns out, on the morning in question, Storm Brendon made an unpleasant entry into the Southwest of England. Fortunately, the ship was already berthed in Southampton Docks waiting to be offloaded. 80mph winds and heavy rain left the area with multiple floods and many downed trees around Southampton and other places the storm visited. I like to think it was fortunate that the car was in a container, with some degree of protection from that wild period.

Not knowing how watertight the car is, due to it being from a dry climate, I suspect the hood would have been down more than it was up. Something, I suspect, that could well be the other way around in British climates, had put me on edge a little, but there is nothing I could do about that, until the car arrived home. I guess it's "suck-it-up" time until then.



Finding a private registration has proved fruitless and I have decided that I will take whatever DVLA assign to the car. I know DVLA have a massive database of unused numbers, but I think the ones they make accessible are just the tip. It would have been nice to find COR 54C for sale but alas no such luck. I will just have to

make do with the original from USA, 65CORSA, for shows. The latest info on the car is it has been released from HMRC after payment of import duties and is now on its way to Milton Keynes, still in the container.

It will undergo its inspection and the wait will begin for DVLA to issue the period registration.

That could take anything from two to six weeks.

Finally, after that, I have instructed the

importers to ship it to me via an enclosed trailer.

So! The wait once more begins as I close this short tale of my Chevrolet Corvair Corsa Convertible, and its journey to a new life in United Kingdom.

Happy motoring, and keep the rubber downside.

(Thanks John, an excellent background and here's to many miles of happy driving with the engine at the correct end of the car! Ed)

UPCOMING EVENTS

It will be no surprise not to see an Events Calendar in Backfire.

My spreadsheet Events Calendar page has more red boxes in it than otherwise, so there's little point in posting a calendar for now.

Be assured however, that as soon as the situation changes for the better, the Calendar will make a very welcome, if overdue, reappearance.

Ed.

THANK YOU



WARRINGTON
women's aid
STANDING STRONG AGAINST DOMESTIC ABUSE

support

safety

Well, the year's fund-raising has been considerably 'stymied' by the present Health situation, and the Committee feels that it's only right and proper that we do not abandon this year's beneficiaries, but, with almost everything 'on hold' we've decided to 'roll over' the 'year' so that we will continue to raise funds for this Charity in the 2021 Club year too - all is not lost, but it IS, like many other things this year, substantially delayed.

Ed.

THANK YOU

Hi folks,

Thanks to all for supporting Mary's Meals - the raffle raised £125.

This is a fantastic sum, that will feed ten little children for a year in school.

Thanks also to those who donated prizes.

You are amazing.

Luv, Sue xx

mary's
meals

a simple solution
to world hunger

For more information about this charity to raise living standards of children in Third World countries, see Sue Thomas

or visit:

www.marysmeals.org



BACKSIDE