



Vairious Times

Chapter 982



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Through the Gears, by Mike Klaus

missing in action again this month.

The newsletter should be *for* the members, *by* the members. We would appreciate hearing from you about what you are doing... with your Corvair or otherwise. Just a paragraph every now and then would do.

Reading between the lines, we know that Mike is probably still in SoCal fixing up his new winter home, but have not heard from him lately, so that may be wrong.

We also saw something from Debbie that she was going to clean the cobwebs from 'Magnolia' to get her ready for the Anacortes Show on May 4. Maybe she can write a couple of lines.

At the Tulip Rallye Joe mentioned that he had been bleeding the brakes on his Corvair, and we wonder how that went?

Is anyone out there interested in sharing, rather than just reading about what we can dig up? The Editor prepares written material for publication by correcting, condensing, or otherwise modifying it. The definition does not say anything about writing everything. your editor, Gale Marple

The North Cascades Corvairs, (NCC) car club is chartered Chapter 982 of the Corvair Society of America, (CORSA). NCC serves the North Puget Sound region of Washington State and areas of the Lower Mainland of British Columbia. Club membership is open to anyone who shares our interest in the Corvair automobile, ownership of a Corvair is not required. Annual dues are \$20, or \$23 for non-CORSA members. We welcome all to join us at our regular monthly meeting. Please contact Fred Croydon at 360-466-2266 or fredngale@wavecable.com for the latest meeting date, time and location information.

Five CNN Members Drive the Tulip Rallye



by Fred Croydon

On Saturday April 20, the Croydons, the Thompsons, and Joe Phillips participated in the 32nd Annual Tulip Rallye, sponsored by the MG Club of Seattle. It was a very cool morning in Burlington, with 47 degrees, and a light breeze, as we gathered in the Cascade Mall Parking lot. There were 258 cars of all varieties and vintages registered.

Before the Rallye starts there is the usual waiting around for announcements and driver's instructions, as well as checking out many of the unusual cars around. I have to admit that the three Corvairs attending got their share of attention. Dave and Nancy Thompson's red '64 Monza convertible got its share of the attention. Joe Phillips was there with his red '65 Monza coupe. And of course Fred and Gale had their dark green '65 Corsa.

As we arrived, before I could even get out of the car, there were two guys at the back of the car checking it out. While Fred was gone for a few minutes, a guy asked Gale if he could see the motor. She opened the engine compartment and this just drew more folks to the area.

Back to the Rallye. There was one 95-mile course, with half of the cars going one way around, and the other half doing the course in reverse. Since the course zigzagged through all the small towns on either side of Highway 20 going east in the Skagit wValley, we regularly met other participating cars going in the opposite direction.



Clear Lake Post Office

We traveled across the Skagit River into Mt. Vernon, east to Clear Lake, then north over the Skagit again into Sedro Woolley. Then there were some back roads and we were through Lyman and Hamilton. Then we were across Highway 20 to the north side, eventually going into the mountains on Baker Lake Road. At Tye Lake, we were on a great slalom road winding back and forth up the mountain side, and back down into Concrete.

Did I mention that we saw a herd of about 50 elk in one field along side the roadway? No place to stop for a picture. Here's what we saw.



At another location there was a rolling pasture with a bunch of cattle. In fact, that one was worthy of a picture, but we saw many fields with either cattle or horses.



At this point we were getting hungry, and tried to contact the Thompson's by cell phone to meet for lunch. Surprise! No cell reception at Concrete!

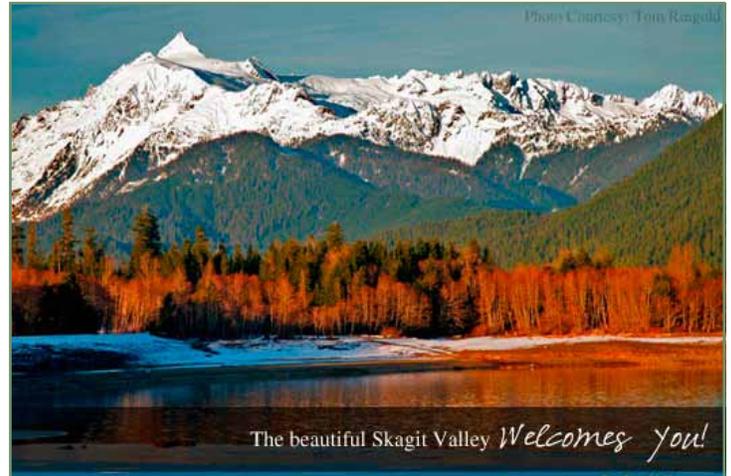


We stopped at Annie's Pizza Station, owned by a quilting friend of Gale's. Great Pizzas!

Then we started back toward the finish. No surprise here, we were going back down the valley going through some of the same areas but on different roads that cut across some of those we drove on going east in the first half.

This fantastic course had us driving in a wide variety of conditions that included single lane sections, freeways, over bridges, under train

trestles, along the Skagit River, around lakes, into the mountains, through small towns with only a post office and tavern identifying them as a town (?), state parks, and back to the urban Burlington.



This novelty Rallye is noted for the instruction sheet with directions on getting around the course, but also the many questions or observations that you should make and report on. This year there were 59 questions, and we know that at least one person got only 3 wrong. We couldn't find a couple of the answers, and know that we had at least a dozen others wrong.

An example question would be one that said "They make large things small." That section of the course had a quarry, where we saw boulders and gravel, but a quarter of a mile further down the road there was an outfit selling kindling and firewood. We chose the wrong one.

What would your choice be? Don't think too long; the next question is on the way as we are zipping by at 30 mph.

We started the course at 9:40 a.m., and finished at 2:35 p.m., and can report that we had a great time, once again. This was our 4th Tulip Rallye, and probably not our last.

Cheerio, Fred C.

Upcoming Events for NCC

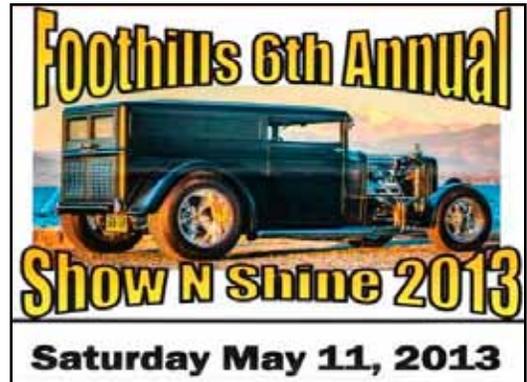
Anacortes Depot Corvair Show, May 4:

- Pat Olson
- Fred Heffley
- Mike Klaus
- Dan Davis
- Debbie Grainger
- Lauren Burton
- Paul & Joy Ray



Foothills Show-N-Shine, May 11.

- Debbie Grainger
- Barb and Gordy Croydon
- Fred Croydon and Gale Marple
- Register at: <http://www.foothillstoyota.com/annual-show-and-shine/> scroll down a little.



PNW Corvair Econorun, May 17-19.

- Fred Croydon and Gale Marple
- RB and Kris Dorrان
- Eric Taylor
- Dave and Nancy Thompson
- Mike Klaus



Treasurer's Report May, 2013

Beginning Balance on 2/1/13 \$2355.38

Expenses

State Corp. filing fee 10.00

Income

Dues 20.00

Ending Balance on 2/28/13 \$2365.38

by Fred Croydon



Corvairs For Sale

From Jim Braun: Below is a link to my for sale ad in Hemmingsmotornews.

Please take a look and LMK what you think, and if you are interested.

Sincerely, Jim Braun

<http://www.hemmings.com/classifieds/carsfor-sale/chevrolet/corvair/1547507.html>

1969 Corvair for sale in Anacortes.

It is a red coupe, 4 Speed

Body appears to be solid.

Asking \$2500.

For more info, call 360-299-9303, ask for Dave.

1965 Monza convertible

Paul Bourgeau at: 425-614-8013. I'm looking for a reasonable offer, around \$7,000.

It is a 4-speed, with a 140 hp motor. This is a rust-free, clean car. All the chrome is in great shape. It has many new parts, to list a few:

- New exhaust
- Gas tank and sender
- Halogen headlights
- Shocks
- Motor mount
- rebuilt heads
- New clutch
- Rebuilt carbs
- New rear window
- Rear seat belts

The car comes with a set of 15 inch American Racing Torq Thrust D rims and tires, as well as the original 13 inch rims, tires, and spoked hub-caps.

It was originally deep red, and a previous owner painted it burgundy-brown, the color looks different depending on the light.

The engine was recently resealed with the assistance of Roland Martin. The radio/speaker was replaced with a modern 'retro push-button look' unit, but is digital and includes a tape deck. I have the original AM radio, which does not work.

Also included is most of a spare motor (disassembled and cleaned), car cover, seat covers, a ton of manuals, and many other spare parts. Please let me know if you'd like to look at the car. It is in Sammamish. Thanks,

Paul Bourgeau. 425-614-8013

Corvair Memories

From: Hemmings Motor News.

Click on: Articles and Resources> Features> More Articles>Car Profiles> Corvair Memorie



*1961 Chevrolet Corvair Lakewood
(photo courtesy of Josephew)*

by Jonathan A. Stein April 16, 2013

In 1961 Mom and Dad loaded my brother and me into our old '55 Plymouth Wagon and drove from New Jersey to Michigan to visit my aunt, uncle and cousins in Michigan. On the way the old wagon took ill and we made it as far as a Chevy dealer in Southeastern Michigan.

There the folks traded the brown Plymouth in on a new white Corvair Lakewood wagon. In those days before electronic banking, paying for the car was a problem. They couldn't access their accounts back home, so Mom called her imperious — and very wealthy — Aunt Lilly, who agreed to wire her \$2,000 on one condition: As soon as we returned home my parents would repay her in cash with a pair of thousand dollar bills. I remember being dragged all over Central Jersey as Mom tried to find those pesky thousands.

Boy do I remember that new Corvair. The interior was red vinyl and Dad — true to form — found some aircraft seatbelts and had them fitted. Something I remember as being unusual for any

American car of the day was the four-speed manual transmission with floor shift.

But for me the most memorable feature of all was the aftermarket textured mat my parents had on the rear deck. With a U-Haul car top carrier in place, there was plenty of room for us to sleep as we took our family vacations all over the Northeast. We'd fall asleep and wake up at some rest area, with the texture of that mat imprinted in our cheeks. Our dreams wouldn't have been so sweet with the flat six thrumming directly through the metal floor, so it's a good thing we had that mat.

Some of the best trips ever revolved around that car, including the vacation to Lake Winnepesaukee in New Hampshire, where my older brother stepped off the dock into the boat. I thought it was hysterical that Dad had moved the boat and big bro landed with a splash.

It was also the car Dad was driving when we were rear-ended down by the Jersey shore, though that wasn't the best trip ever and involved a trip to the emergency ward. Other high points included a Cape Cod trip where the folks tried to show us the Kennedy family compound — and actually bought a can of Cape Cod Air — and a picnic in northern New Jersey where we were able to climb aboard an abandoned steam engine.

To learn more about Corvairsww, and to connect with more than 4,800 fellow owners and enthusiasts, visit the Corvair Society of America website at <http://www.corvair.org/>.

Common Engine Problems, Part One

Without attempting to write an entire book on this page, we have compiled what are some of the more common Corvair engine problems.

BAD BLOWBY – BUT NO SMOKE OUT OF THE TAILPIPE – If you see a lot of smoke coming out of your road draft tube (60-62) or pcv tube (63-69) when disconnected, then you probably have excess crankcase pressure, caused by, in order of probability -

A BAD PISTON – usually burnt or otherwise disintegrated. If the disintegration is towards the top of the piston you can get bad blowby but an insignificant amount of smoke out of the tailpipe. The best way to check is to remove the oil cap with the engine running. A rhythmic puffing MAY be a sign of a hole in a piston or....

A DROPPED VALVE SEAT – normally accompanied by a knocking noise - but not always. Do a compression check - a complete lack of compression is a good clue.



BROKEN RINGS – will usually cause smoke out of the tailpipe. The same with bad guides. While it is possible that a blocked vent system can cause excessive pressure, this is easy to rule out by cleaning out the draft tube or pcv tube. Nearly all cases of excessive internal pressure will require at least removing the head of the offending side - remember that if you



Pat Olson's car at last year's Foothills Show. There is no connection between his car and this article. I just thought you'd like a picture here.

have a disintegrated piston it would be wise to replace all six because the others are likely to be weak also.

THE ENGINE MAKES A HORRIBLE RATTLING NOISE – yes, I realize that you think you have rod bearings going out but this is rarely the case. First, remove the fan belt and run for a short period of time. If the rattle goes away you can be pretty sure that the blower bearing is bad. That not being the case the next thing to suspect is a bad flywheel. A positive test is to let the engine idle in neutral and slightly depress the clutch pedal - if the rattle goes away or changes then you have bad rivets in your flywheel and it must be replaced with a new bolted unit. Sometimes there is no rattling but a lot of vibration.

Common Engine Problems, continued

THE ENGINE RUNS ROUGH AND NO POWER

– actually I wish you hadn't asked me that one, for where shall I begin? Well, we probably know about the obvious things - but here are a few not-so obvious.

THE POINTS - simple, yes? Not always with Corvairs. Points gap is important. Any Corvair that suddenly starts running poorly should have the points gap checked because sometimes the points can slip.

Also, the **POINTS PLATE** can get worn and cause problems. Replace (U-1639) if in doubt.

THE CARBURETORS - if your Corvair has sat around for a long time then the carbs will need a thorough cleaning and rebuilding because the internal rubber parts have probably gotten brittle. **THE COIL** - some Corvairs still have the original! Coil problems can look like electrical OR carburetion problems.

Many times you may experience a very large loss of power - this will usually be the result of one of the two primary carbs quitting. This trouble may be temporary (a piece of dirt plugging something) or may be the symptom of age. For smaller losses of power suspect a breakdown in one of the spark plug cables. If the spark plug cables are more than 2 or 3 years old then it's a good idea to replace them. Corvairs are hard on them.

ELECTRONIC IGNITIONS? - These are great - once you've tried one you'll never want to go back BUT.....you shouldn't install an electronic ignition to 'solve" a mysterious problem. This is because if the problem isn't electrical, the new ignition may only confuse matters. Install our PN U-651 electronic ignition ONLY after the engine is running perfectly!

CARBURETORS? - We've already mentioned them, but should also add that oftentimes poor running can be fuel (carbs), OR electrical. We sell many rebuilt carbs to folks only to find out that the carbs 'didn't do any good". Do your best to diagnose any problems ahead of time. That way you'll avoid unnecessary delays and expenses.

This article has been reprinted with permission from: CorvairUnderground.com



This is an 8 door Greenbrier at last year's Foothills Toyota Car Show. I'm not sure whose it is, or who is in the photo. Can anyone tell me?



Hemmings Daily

4/29/13

Willow Run assembly plant faces the wrecking ball



Photo courtesy GM Media.

Daniel Strohl at 8:59 am

It built bombers in World War II, Kaisers afterward, and the Corvair in the Sixties. It served both Ford and General Motors, and it remained in operation for seven decades. Yet the Willow Run assembly plant near Ypsilanti, Michigan, faces demolition if the current owner of the plant doesn't sell it by August.

As reported last week by the Detroit Free Press and AnnArbor.com, the trust that controls the properties that GM shed during its 2009 bankruptcy – including the entire 332-acre Willow Run plant – has announced that its efforts to sell the property have been stymied by the 72-year-old plant and associated buildings.

“We were told unequivocally by the market that the real opportunity at this site relies on capitalizing on the amenities the site has to offer and not on the building,” said Bruce Rasher, redevelopment manager for the Revitalizing Automotive Communities Environmental Response Trust. “The building is an impediment to redevelopment on the site.” As a trust and not a liquidating company, RACER's mission is to sell the former GM properties to companies committed to creating jobs and revitalizing the surrounding community.

for more article, go to: <http://blog.hemmings.com/index.php/2013/04/29/willow-run-assembly-plant-faces-the-wrecking-ball/?refer=news>

The End