



# Vairious Times



Chapter 982

VOLUME 12, ISSUE 7

July 2013

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## Through the Gears, by Mike Klaus

I am back in the Northwest for a couple of weeks, after a spring in the California desert. It sure is nice to see the green of Washington! AND to get home to my garage and check in on my Corvair! The Spyder and I did get to the great EconoRun in Wenatchee, then I tucked her into the garage and I left for the desert again. I think she has some bruises and aches from the Wenatchee trip that need my attention.

There are plenty of events coming up, so I'm scheduling them into my calendar. The **Lyman show on July 13th** is in Skagit County, not too far away. The event I never want to miss is **Razz & Shine in Lynden!** There are hundreds of double-cool cars there... I say "double-cool" because not only are they nice looking, but they are parked along shady streets. One can linger and look without the sun blasting. There is a lot more than just cars for the family to do at the Lynden event, so bring them all!



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.

## Thru The Gears, cont'd

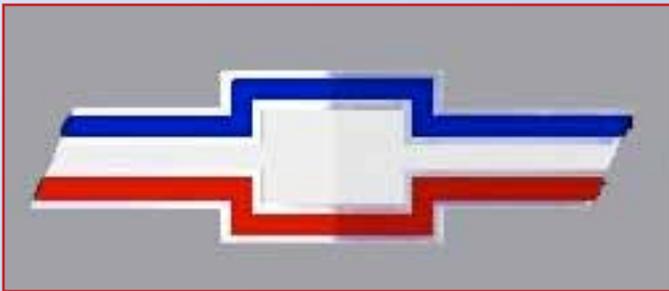
It is great what a special car the Corvair is... I had begun dealing with a tradesman to do some repairs on my desert house. When I learned he liked classic cars, I asked him what kind... he said he had three Corvairs, and had been to the Great Western Fan Belt Toss several times. Our paths had probably crossed in the past, and here we were working on a house project together!

I do hope you are able to join in some of the several NCC or CNW events going on this summer. If you are planning to go to, or planning to go to another car-related event, let the club know with a simple email to:

nccorvairs@googlegroups.com

That message will get to everyone in the NCC club that provided us a good email address.

See you on the road! *Mike*



## Treasurer's Report July, 2013

We started out the month of June with \$2365.38. We received a membership payment of \$23. Our new balance is: \$2388.38.

## Lyman Show



Fred & Tawney Heffley with their cars at the Lyman Show on July 13. The T-Bucket is Tawney's, and won a first place in her class.



## Twin Cities Idlers Show

Fred and Gordy had the only two NCC Corvairs at the Idler Show in Stanwood this year. Ray Langley was also seen walking the show and visited, but left his Geenbrier home under repairs. One other Corvair was in attendance from BC. The current owner purchased the late convertible from someone in Stanwood last year.



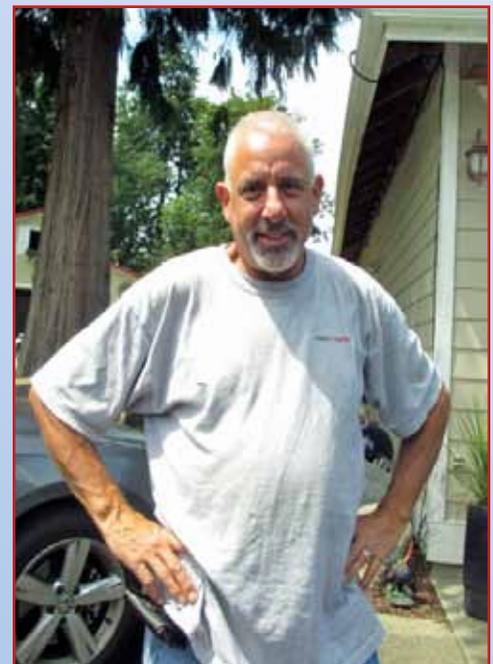
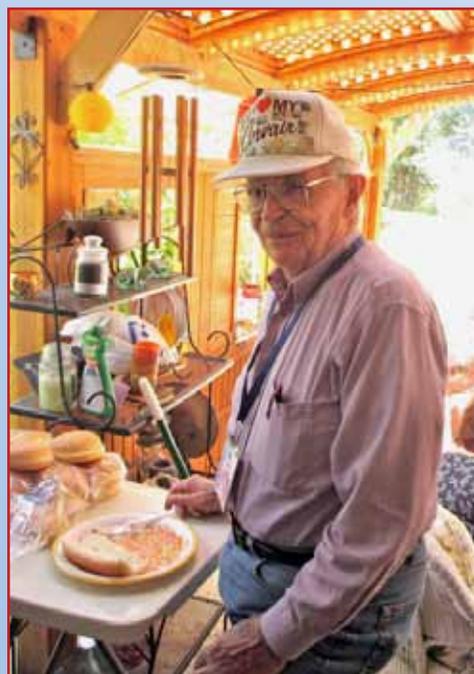
## Joe and Lynn's Picnic

We started out from La Conner early to make the 2 1/2 hour trip to Buckley. It's beautiful there, but a long way from Here. The day was a perfect, warm summer day. By the time we got there many others had arrived. The demolition of Roland's junk car had begun.

Apparently, he wanted the car dismantled, so he offered it up for parts to anyone who wanted to take them off the hulk. I guess a lot of guys took home parts they wanted, but there was a lot of car body left over at the end of the day.

The yard, and patio was beautiful, and set up for a great picnic. People brought mounds of food. I think we all had plenty, and it was all very good.

Here are some photos of club members having a good time:



## Longevity for a Man and His Car



### He owned and drove the same car for 77 years.

Can you imagine even having the same car for 77 years?

The man in the photo is **Allan Swift** of West Hartford, CT and the car he posed with was his 1928 Rolls Royce Phantom I, which he bought new and drove for close to 77 years. This according to a January 30, 2006 press release by the Springfield Museum in Massachusetts.

When Swift died at the age of 102 in October of 2005, it was his wish that someone take over the legacy of this classic car and maintain it in running condition. This took some planning and thanks to the efforts of a network of antique car collectors, Swift and the Springfield Museum organization, began negotiations in 2002 to return the Rolls to the city where it was built.

In the 1920's, the British based Rolls Royce company had a plant in Springfield, MA where 2,944 vehicles were produced.

Two months prior to his death, Swift donated \$1,000,000 to the Springfield Museums to purchase the Verizon Building in Springfield. This was so that it could be remodeled into a new history museum for the community. The museum opened in 2006 and proudly displays Swift's Rolls Royce along with a collection of other cars and Indian motorcycles.

In 1994 Swift was presented a crystal Spirit of Ecstasy award by Rolls-Royce Motors for holding the record of the longest ownership of one of their automobiles.

## Upcoming Events

### July 20 ★

Lynden Razz n Shine on the Main street in Lynden.

### July 21 ★

CNW Orphan & Discontinued Show at the Country Village in Bothell.

### July 27 ★

Ferndale Old Settler's Show at the Central School grounds in Ferndale.

### August 3 ★

NCC informal meeting at the Red Robin in Smoky Point. 10 am.

### August 10 ★ 3 Events.

La Conner Classic

North Whidby Show n Shine in Oak Harbor

Stanwood Senior Center Show and Shine.

### August 25 ★

NCC Summer picnic at the Dell's home on Whidbey Island. potluck

### September 1 ★

Country Village Show & Shine in Bothell.

### September 14 ★

NCC Wine Tour. Plans yet to be finalized.

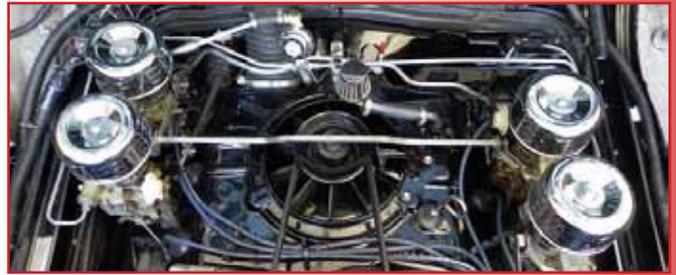


## Corvair Problems?

This all started about 2 months ago while driving back from Mount Vernon in the Corvair. The engine sputtered and shut down abruptly. It seemed to be out of gas, but the tank had just been filled about 50 miles ago. So I checked out the electrical portion first. All was okay, so I took off the air cleaner and looked into the primary carb. It seemed dry, and with the electrical fuel pump working, I hit the throttle a couple of times, and there was no gas coming through.

The next step was to check the fuel lines for problems. I had a metal canister fuel filter in front of a fuel pressure regulator in the engine compartment. I checked after the regulator, the easiest part to take off, and there was no gas with the fuel pump on. Then I checked after the filter, and there was no gas. The final step showed gas before the filter, so I figured it was a filter problem.

The solution here was to remove the filter, and put a short section of hose to temporarily by pass the problem. **It worked!** A new filter was purchased in put in the line to get back to the original set up. Problem Solved!



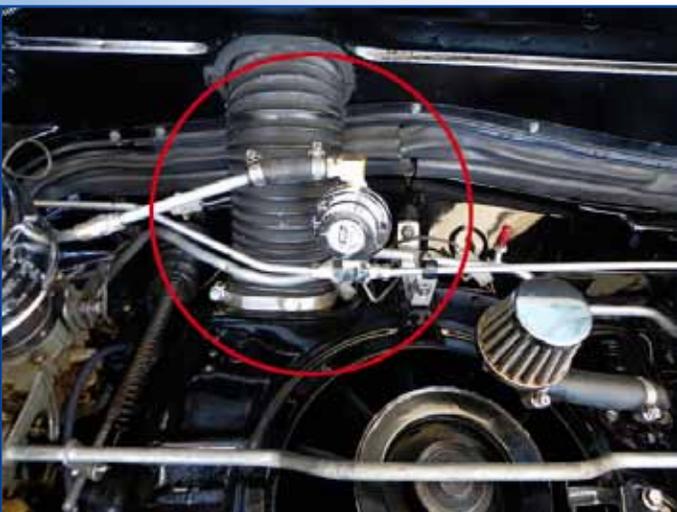
The Corvair ran real well getting over to Wenatchee for the 2013 Corvair EconoRun. It did well on the 106 mile course to check MPG. On the way home, the car stalled on a narrow winding section of road just west of Leavenworth. Same old problem, and breaking the fuel lines at the various fittings and turning on the electric fuel pump each time, was leading us nowhere. We were not getting any gas back to the primary carbs. Then Eric Taylor stopped by and helped, and like magic fuel started to flow again.

The car ran great all the way back to La Conner. Again, problem solved? Well the next big event was the 2 hour 10 minute drive to Joe Phillips for the CNW Picnic. All went well getting there, but 5 minutes into the trip home the car stalled again. An hour of removing section of the fuel line and eventually the gas started to flow again. We decided to go back to Joe's. There we put in a section of hose to bypass the filter and regulator. The trip home was a good one. Problem solved?

We thought so, and made it down to Stanwood for the Idler's Show on June 30. All was well. Then 5 minutes into the drive home the car stalled again. A half hour of messing with the fuel lines was not getting me anywhere. I called Haggerty for a tow home.

The only thing I could think of was to replace the electric fuel pump, even though I could still hear the old one pulsing. So a new pump and filter were purchased and installed. Has the problem been solved?

Stay tuned for that answer next month.



## NCC and Skagit Valley College

I have been thinking about promoting Corvairs to the younger generation for some time, and may have stumbled upon a method to do just that. It would require some time and effort by most of the club members to make it happen.

I was planning to attend the Skagit Valley College Car Show, and decided to check in early with the Chairman of the Automotive Technology Department. After a discussion about my ideas, he invited me to bring my Corvair to the school to get a reaction from the students.

Many of them were not familiar with the Corvair, but all were clearly interested, and had loads of great questions. The Chairman and an Instructor worked with me to put together a proposal that would satisfy their requirements, and I believe provide our club with a means of introducing Corvairs to the younger generation in a meaningful way.

The initial proposal is just that. A first cut at an idea, and there is room for improvement by anyone. Many details need to be filled in, but the key idea is to get a Corvair project in front of the students. I think it would be best to have a drive train that they can pull apart, and rebuild. At this point I don't know if it should be



a model for display purposes, or a complete running unit that can be for sale back to the Corvair community to provide funds for the next project.

On this matter, any donations to the college will come with receipts that will allow a tax deduction for the donator(s).

I expect to hear from you one way or another. Please let me know either by e-mail or phone call after you have a chance to read over the proposal.

Fred Croydon



## Skagit Valley College Program Proposal

The purpose of the program will be to promote Corvairs with a younger generation of active automotive people, through the interaction of current Corvair owners with students in the Automotive Technology School.

### Skagit Valley College

The Skagit Valley College has a two year nationally accredited automotive technology program that leads to a degree, and certification as an automotive technician by NATEF (National Automotive Technicians Education Foundation).

Their program includes:

Electronic & Engine Control Systems

Alternative Fuels & Hybrid Systems

Engine Diagnostics & Repair

Air Conditioning

Suspension & Alignment

Brake Systems

Fuel & Emission Systems

Wheel Alignment



Professional Service Techniques

Fundamental Car Care

Service Writer/Advisor

Electrical Systems

Auto Parts Specialis

Manual & Automatic Transmissions

Small Gas Engines

Their facility has 18 service bays with all the latest in auto service equipment, as well as a classroom with computers for research. In addition to training on individual parts, they do service complete vehicles in all aspects just as a normal service shop.



### North Cascades Corvairs

The club would provide the college program with a Corvair drive train (motor and transaxle) that is repairable. The individual club donor would receive appropriate paper work for a tax deduction based on the donor's estimate of value. Additional parts needed for repair work would have the same tax deduction available.

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## SVC Program cont'd

The club will also work with parts suppliers like Clark's to get donations for the program, or at least discounted parts. The club may choose to donate funds to help the program.

Individual club members would make themselves available for technical assistance to the program, as needed.

### Program Operation

The objective of the program is clearly to promote Corvairs with a new generation of people, but the determination of what is actually done to the drive train remains open. Options being considered are to repair to a full functioning system that could be sold to a Corvair owner with the proceeds going into furthering the next Corvair project; To clean and rebuild as a functioning motor that is taken to car shows for display; To clean and rebuild for display only, but not functioning.

The students would work on the Corvair equipment on their own time after school hours and on weekends.

### Additions

Club to provide background history and general information on Corvairs.

