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Through the Gears with Mike Klaus

Again this month, I wish I were in Washington with all of you. I have had to stay in California to finish several projects. I did get home for the 4th of July but had to return before the terrific Razz and Shine Show in Lynden.

Things are going well in California and just today I'm packing up and driving north to spend whatever is left of the summer in Washington. It will be so good to get close to my Corvair again and I'm looking forward to some terrific car shows in August and September.

One thing that keeps me busy whenever I am out of town like this, is being on the lookout for Corvairs. I don't see very many here in the desert of Palm Springs. But I went into a consignment store after seeing a '63 blue that was in the parking lot. I asked if they knew who the owner was and yeah they sure did. The owner of the consignment store, Zach, had purchased the Corvair at the fan belt toss in 2011. He really enjoys the Corvair, but does not know any other Corvair people in the valley here. I gave him my North Cascade Corvairs business cards (thank you Fred for making those for me a few years ago). We certainly will plan to be at the Great Western Fan Belt Toss this October in Palm Springs. His car is very good looking; clean interior, turbo engine, nice paint job.

Continued on next page

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

Being away has made me even fonder of our social events, and I realize it's been a while since we had one. I'm excited to see the North Cascade Corvairs Picnic coming up as well as other exciting plans in the works. I know the summer is busy but there are so few times to see each other, I do hope the event fit into your schedule.

See you out on the road, *Mike*



Upcoming Events

Informal Meeting → Saturday, Aug 3rd

You are invited to meet in the parking lot at the Red Robin at Smokey Point on Saturday the 3rd at 10:00am. Just a gathering to talk about our Corvairs and what we want to do with our North Cascades Corvairs Club.

Here's who is planning to come so far: Fred Heffley, Debbie Grainger, Gordy Croydon, Bill Chellis, and Fred Croydon. We could choose to have lunch at Red Robin after, or we could go to one of the other restaurants in the area.

Country Meadows Assisted Living Facility → Saturday, Aug. 17th.

In Sedro-Woolley, 11 am to 3 pm. There is no entry fee, but some award for Best Car will be given. There will be lots of room to park, so no door dings. They will have a live band, pie eating contest, and wonderful food, including pulled pork along with the other usual good stuff. Food profits go to the Food Bank.

From I-5, go East on Cook Rd; turn right on Collins Rd, and 1/2 mile later on the Left, is Country Meadows.

North Whidbey Car Show, → Sat. August 10th

In Oak Harbor, at the waterfront park.
Registration / Staging 7:00AM to 11:00AM
Open to Public 9:00 AM to 5:00 PM

Point of Contact: Lee Lee, 360 679-1595
E-mail: nwcarshow@yahoo.com
The Registration Form is on the NCC website.

Mt. Baker Car & Motorcycle Show & Rod Run → Sat. Aug. 31st.

In Maple Falls at 7463 Mt. Baker Hwy, #542. Starts at 10 am goes to 4 pm or later. Show n' Shine w/trophies, Poker Walk, Live Music, Raffles, Local Food Vendors, Rod Run to Artist's Point (immediately following the awards presentation).

\$10.00 pre-registration discount Entry Fee for participants. Application available on NCC website, or \$12.00 at the door. Spectators are free. All proceeds benefit the Mt. Baker Lion's Club.

NCC Summer picnic → August 25

Will be held at the Dell's home on Whidbey Island. It will be a potluck. The Dells might bring some crab, if they are available.

Fred Croydon & Gale Marple, Dan Davis, Duane Dolan et al, Gale & Gretchen Pfueller, Ron & Terrie Zentner, have signed up for this.

Country Village Fall Car Show → Sunday, September 1, 2013

In Bothell, on Hwy 9, at the Country Village. Runs from 12 noon to 4 pm. The entry fee is \$20.00. Checks may be made payable to Country Village Festivals and must be received no later than 8/26/13. The Registration form is on the NCC website. ★

Gale Pfeuller's New Rig



The story of how I acquired the 1961 series 95 Corvair began two summers ago. We drove our 69 UltraVan to a UV Rally in Colorado Springs. While there, up drove a 600 series UltraVan (V8) powered, towing this weird vehicle.

The owner, who is well known in the UltraVan crowd, as being the "go-to guy" for tech questions, explained how he converted a van into an extra cab p/u.

For some reason, I was really attracted to this vehicle. Perhaps because I graduated from high school in 1961?

So two years pass when I get a call saying the '61 was for sale if I wanted it. Not only that, the owner was going to make a trip to Oregon from his home in Nevada and would be willing to tow the Corvair along. So, Gretchen and I met him and drove home to Bellingham.

I have really had fun with it. It seems practical, ran great and to my eyes was good looking.

I also understand how some would be appalled that a perfectly fine original vehicle would be modified, but to each their own.

All was well until two weeks ago, when I was on the way to the Lynden Raspberry Festival car show. A *terrible* metallic noise suddenly appeared just before I got there. Sounds like a dropped valve seat, or a broken valve spring?

So after the tow, our car is in in the garage and I am in my thinking mode. This may take a while.



Name That Vehicle Contest

Since Gale Pfeuller's new set of wheels is unique, He has offered us the opportunity to Name That Model! What is it?
a truck? a Van? a Doorside?

Gale P. will pick the winning name, and there will be a prize of a check for \$25.

So step right up, and Name That Car, er truck, er van, or whatever it is! Send your entry into the editor at gardengirl212@wavecable.com. She will keep the people's names secret, while sending the car's names on to other Gale.

A Tale of Two Car Shows



The weekend of July 20 & 21 was fantastic because of two great car shows. Saturday was the annual **Razz n Shine in Lynden**, to celebrate the Raspberry Festival in that great town. Then on Sunday, we were at the annual **Orphan & Discontinued Show**, sponsored by Corvairs Northwest, at the Country Village in Bothell.

Both events were super, but strikingly different in many ways. When it was over, I reflected back on what I experienced, and decided to express my opinions on those differences.

Razz & Shine

The Raspberry Festival goes on for several days, and the car show happens on one of the closing days. The show itself is on a tree-lined residential street that leads directly into the old town, with it's shops and restaurants. On this particular day, in addition to the car show, there was a youth, 3 on 3, basketball tournament being played at a dozen temporary courts put up on the street in the middle of the town. There were also little awnings for vendors.

All this activity draws a massive crown of spectators for all that is going on. I talked to some folks who came from 40 miles away, and who knows where else. Although I did not make a count, they must have been in the thousands.

Our Corvair was one of three North Cascades Corvairs scattered along the street among over 250 classy cars. There is no fee for entering, and the only award presented at the end of the show was for "Best in Show" by vote of the participants who registered their cars.

Sept. 14 NCC Wine Tour

Here is who have signed up so far.

Graham & Nancy Dell
Debbie Grainger
Lauren Burton
Fred Croydon & Gale Marple
Dave & Nancy Thompson
Ron & Terrie Zentner
Mike Klaus

If you are planning on coming, be sure to email Ron Zentner about it.



Tale of Two Car Shows, continued

We were parked in the middle of the intersection one block from the edge of town, and the show headquarters. A perfect place for our car because the sunshine shows off the paint job as green. In the shade of the trees it would have looked black.

I spoke to hundreds of people about the Corvair. Some of the usual comments about "What was Nader thinking?", but more frequently about their memories of the Corvair that they or their parents had. Many expressed thanks for showing the car, and bringing back those memories. We also appreciated the comments about the car looking great, about the paint job, and the color, and the design looks.

I have a card at the engine compartment that identifies the specifics, one of which is "Dual Flowmaster 40 Mufflers", and at least a half dozen guys asked what a Corvair sounds like with those. Of course, that was a good reason to start it up, which just brought more folks around the car. Many said it sounded like a V-8 rather than a six.



Orphan & Discontinued Show

This annual show is hosted by Corvairs Northwest, and features Corvairs, but also has a section for all other Orphan and Discontinued models. It is in a field in back of the Country Village in Bothell.

There were about 33 Corvairs for this year's event, and it also drew about 50 other long-lost classics. The later group occupied the center stage, and the Corvairs were tucked in a narrow strip behind a large bus that blocked some of the view.

There were only a few folks who had questions about the car, probably because most of them are already familiar with it. Always good to see what other Corvair owners are doing with their cars.

There were 14 classes and two awards given for each class. Vote was by the participants registered. There were very few spectators, other than the car owners. This show would do better if it could draw in non-classic car owning folks.

North Cascades Corvairs was well represented by members showing their cars, and **Graham Dell, Gordy Croydon, and Pat Olsen** earned first place awards in their respective classes. ★



NCC and Skagit Valley College

Last month, I talked in the newsletter about working with the students at the Skagit Valley College Automotive School.

If you remember, I stated that "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."

I proposed to the Club and to the School:

"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."

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.

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.

Again, the objective of the program is to promote Corvairs with a new generation of people,

Last month, I had asked for feedback from clubmembers. It may not have been clear, but I was hoping to determine if we should look into this any further. ***I have not received any thoughts, positive or negative, from anyone.***

Please, let me know your thoughts, both positive or negative. If I do not hear anything from you within the next couple of weeks, I will assume that we should not move forward, and let the College know. —Fred ★

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Treasurer's Report August, 2013

No money has moved through our account.
The balance remains at: \$2388.38.

Jerry Smith Car Show

On July 28th, the car dealership at the corner of Hwy 20 and Reservation Rd. had a car show. About 70 cars showed up.

Graham Dell came with his Yenko X, along with Gordy Croydon and his '65 Corsa Turbo, and Fred Croydon with his '65 coupe. NCC club member Bob Aahl from Anacortes was also in attendance, but did not bring his early Corvair which is under repairs.



Fred Croydon decided to park this Corvair with the stern presented to the spectators, as most folks are drawn to the engine placement. You can see the result, with all the other cars headed south. It did get folks to stop, look, and comment. The down side is that the front of the car presents a better view of the attractive lines of the late model Corvair coupes.



Bill Chellis attended the show with his newest interest. He still has his Corvairs, but I think this is on top of his list of toys



It was good to see old friends Andy and Vicki Clark at the Jerry Smith Show with their coupe.

What Does a Carburetor Do?

At the very basic level, my understanding is that it supplies each cylinder with the proper fuel/air mixture under the various operating conditions for efficient combustion.

When my Corvair was not running properly, my first thoughts were with the ignition system. My problem was surging while at a steady throttle between 1500 and 2300 RPM on a flat road. If I stepped on it a little the surging would go away. It did not make a difference what gear I was in.

Advice given to me by folks with lots of experience was to check for vacuum leaks, then on to the ignition system. Fluctuations in the vacuum advance also became an issue, but did not pan out.

While chasing this issue, I started having problems with fuel delivery to the carbs. I thought I resolved that with changing fuel filters and a new electric fuel pump. The next step was to move on the the carbs.

Reading Bob Helt's book on carbs got me to thinking about the carb being the problem. He groups problems into eight categories, one of which is "Surging". He said that it is "usually caused by a lean-mixture condition, although a varying manifold vacuum can cause an oscillating vacuum advance unit, which will cause surging." Well, I had already checked that off my list.

I decided to call Grant Young at Wolf Enterprises to discuss the problem. and maybe purchase a couple of his rebuilt carbs. After the discussion, I ordered two primary carbs set up as he suggested for 1965, 140.

I installed them, and upon starting, the idle was about 250 RPM too high. That adjustment was made with the idle screws, then the unisync placed on the carbs, and they were already exactly in balance.

It did not take long during the test drive to determine that the problem was solved. So the bottom line here is that I probably had a lean fuel/air mixture. The old carbs had 49 main jets, and the new have the standard 51 for 1965 carbs for the 140. — Fred



The Chevrolet Bow Tie Turns 100 Years Old!



First logo, 1913



1936 logo



1955 logo



2013 logo