



Vairious Times



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CORSA Chapter 982

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Through The Gears

Wow! What a weekend! The XXXIX Pacific Northwest Corvair EconoRun has come and gone. By all measures, this was a success for North Cascades Corvairs, and its valuable members.

I want to thank everyone for participating, and for their contributions in planning, hosting, refueling, parking, and the many small tasks required to make this happen.

Special thanks to the planning committee for identifying all the steps required for an event of this magnitude. Roland & Yvonne Martin, Joe Phillips, Dan Davis, Mike Klaus, and Debbie Grainger.

Mike Klaus gets bonus points for organizing the material for promoting the event through his work with Jeff Lee, Webmaster, and for being the Master of the Awards dinner. What do you think about his Axel Trebeck gig, and the Corvair Jeopardy? Then there was Miss Monza... Lauren Burton! (Continued on next page.)



June 14 Meeting
Angel of the Winds
Casino
Watershed Restaurant
6:00 pm

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. 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)

All the registrations ran through Graham Dell, our treasurer, and he maintained control of the financials from the beginning, where he set up the Pay Pal system, to making sure I was aware of everything I was spending. The plan was to put as much of the revenue as possible back into the event, for the participants, and not lose any money from the small account NCC has. I think the preliminary accounting shows a profit of about \$500.

We should not forget some of the vendors that helped by providing supplies. NAPA La Conner; Clark's; Haggerty; Mother's; Meguiar's; Rock Auto Parts; Rische Wealth Management, and Donatello's flowers all provided wonderful items that helped make the weekend special.

The lodging was terrific. The La Conner Country Inn, our host hotel, provided a fantastic hospitality room for the weekend, and a friendly staff. La Conner Seafood and Prime Rib prepared a great dinner in a room looking out over the Channel. The La Conner Marina waived the fee for the parking area we used for the Show & Shine on Sunday. The Swinomish tribe provided a friendly "welcome" sign to participants showing up at their gas station.



Has there ever been an Ice Cream Social to kick off the Corvaire EconoRun? Steve Hammatt, a member of CNW, called and offered this, and a chance to look at his classic, really old "horseless carriages". It was a great addition to this special event.



From Debbie Granger, of Port Choquitlam, B.C.

Hello all, Wanted to express my sincerest thanks to all members of the EconoRun organizing committee who generously volunteered their time and effort (and sleepless nights, no doubt) into planning this past weekend, right down to the smallest detail. Thanks to Jeff Lee for posting the information on NCC's website. Weekend events like this are a huge undertaking and the organizing committee should be very proud of the results of their planning and execution. It can't be easy keeping a keen eye on the budget either.



I couldn't attend Steve's ice cream social and garage tour but I bet it was fun. It was great to have the hospitality room at the host hotel and check-in at registration was easy-peasy. The goodie bags were great including vendor coupon book, maps, list of local restaurants, etc. Obviously the La Conner Chamber of Commerce and local merchants, including the management at the Chevron station, were very engaged which was a tremendous help to all of us. I truly appreciate the parking lot at the vacant La Conner Fruit & Produce Market being dedicated to those of us who weren't staying in town, and its location on First Street offered great exposure of our special cars to other tourists and locals to enjoy.

Although I was sorry to learn Lauren's car was out of commission, I was lucky to recruit her as a navigator since determining the route was challenging in a couple of spots and had I been doing it solo I surely would have bailed (or still be out there driving around more dazed and confused than usual). Special thanks go to those who planned and test-tuned the route, and to those who filled our tanks at the Chevron and calculated our EconoRun mileage.

(Continued on next page.)

What year do these tail lights belong to? →



(from Debbie, cont'd.)

The banquet room with its stunning view of the channel seemed the perfect size, and food was very good, especially the lean prime rib done just the way I like it (not being one to trust horseradish I opted for the special sauce made from the marinade/rub which was fabulous!). Wait staff and bar service staff were very friendly and helpful.



Special thanks to Mike Klaus for MC'ing all weekend and to Lauren (aka "Miss Monza"). There was a nice, steady flow to the proceedings along with plenty of laughs. It can be a lot of work soliciting door prizes and there really were some great ones. Very nice t-shirts, dash plaques, trophy awards, and tabletop floral arrangements, too.



Kudos for arranging Sunday's wash station at the marina – most cars needed to be spruced up due to Friday's and Saturday's weather (especially mine!).



Thanks to Mother Nature, though, for offering up perfect weather for our show. She's not to blame for the flaming tomato red face and neck I'm sporting since it's been so long (Aug. 2011??) since I last needed to wear sunscreen and have clearly got out of the habit...

Many thanks again for all of your hard work and I look forward to seeing you at CNW's Discontinued & Orphaned Car Show in Bothell, if not before!

PS – It pleased me no end to have one particular married couple join us in their early convertible. The wife came up to me and said "I don't know if you remember me or not but we saw you at Ferndale's Haggen Store car show last year." Sure I remembered; they'd come in their Corvair to shop at the store unaware there'd be a car show on site. Fred Croydon and I were there with our LMs and provided them with NCC's contact/registration info.

It just goes to show, if you get out and about in your 'Vair, you will contribute to the longevity of the Corvair legacy. I was thrilled to learn later on at our show that they have signed up as members! (This is a similar scenario to Gale Pfueller learning about us at the Lynden Razz 'n Shine show



And the winners are... for the EconoRun

Roland Martin in the Automatic (Powerglide) class with El Corvino,
Eric Taylor in the Forward Control class with his Rampside,
Greg Torfin in the Manual 2 carb class with his '64 Monza Coupe,
Bob Phelps in the Manual 4 carb class with his '65 Corsa Coupe,
Dean Smith in the Turbo class with his '64 Spyder Convertible.

There was a problem with the data on the spread sheet, with a couple of cars identified in the wrong class. After a review of the information, the corrections were made, and this spread sheet is the final result.

Yvonne Martin was second in the Automatic class,
David Thompson was third.

Ray Friedhoff was second in the Forward Control class,
Paul Hintz was third.

R. B. Dorran was second in the Manual 2 carb class,
Joe Phillips was third.

Rex Johnson was second in the Manual 4 carb class,
William Jabs was third.

Doug Titus was second in the Turbo class,
Mike Klaus was third.

Bob Phelps had the best overall results with 28.69 MPG from his '65 Corsa. This performance must help him on his long drive of 343 miles from Spokane to do this event.



Reg. #	Gals. Used	Name	Car Description		Distance	MPG
8	3.029	Roland Martin	1961 El Corvino/PG	AT	74	24.43050512
9	3.193	Yvonne Martin	1965 Monza	AT	74	23.17569684
36	3.231	David Thompson	1964 Monza PG Coupe	AT	74	22.90312597
17	3.344	Doug Andress	1965 Monza/PG	AT	74	22.1291866
35	3.581	Bill Courter	1969 Monza PG Coupe	AT	74	20.66461882
19	3.693	Patrick Olson	1960 500 Sport Sedan/PG	AT	74	20.03790956
14	3.703	Ron Hinz	1965 Monza coupe	AT	74	19.98379692
6	3.807	Debbie Grainger	1966 Monza/PG Coupe	AT	74	19.43787759
22	4.101	Bill Strickland	1960 700 Sedan/PG	AT	74	18.04437942
27	6.104	John Bailey	1961 700 4dr/PG	AT	74	12.1231979
10	x	Bill Chellis	1961 Rampside	FC	74	N/A
28	3.938	Eric Taylor	1961 Rampside	FC	74	18.7912646
21	4.091	Ray Freidhoff	1964 Corvan	FC	74	18.08848692
7	5.103	Paul Hintz	1962 Corvan	FC	74	14.50127376
12	x	Lauren Burton	1963 Monza Convertible	M2	74	N/A
5	x	Marty Scarr	1965 Monza/110	M2	74	N/A
4	2.816	Greg Torfin	1964 Monza Coupe	M2	74	26.27840909
20	3.328	R. B. Dorrان	1965 Monza/110, 4 spd	M2	74	22.23557692
16	3.338	Joe Phillips	1965 Monza Convertible/110	M2	74	22.16896345
1	x	Fred Croydon	1965 Corsa/140 Coupe	M4	74	N/A
18	x	Danny Davis	1965 Monza/140	M4	74	N/A
24	x	Jim Brossard	1968 Monza/140, 4 spd	M4	74	N/A
39	2.579	Bob Phelps	1965 Corsa Convertible 140-4	M4	74	28.69329197
31	2.650	Rex Johnson	1969 Monza Convertible/140	M4	74	27.9245283
3	2.687	William Jabs	1966 Corsa/140 Convertible	M4	74	27.54000744
26	2.842	Steve Brown	1969 Monza/140	M4	74	26.03800141
29	2.900	Bill Kelley	1965 Corsa Convertible/140	M4	74	25.51724138
33	3.113	Ronald Zentner	1966 Monza/140	M4	74	23.77128172
2	3.228	Graham Dell	1965 Corsa X 140-4	M4	74	22.9244114
11	3.229	Kent Sullivan	1966 Corsa/140 Convertible	M4	74	22.91731186
32	3.354	Ron Spreeuw	1966 Monza Convertible/140	M4	74	22.06320811
34	3.595	Stephen Martin	1966 Corsa/140 Convertible	M4	74	20.58414465
41	4.639	Tim Benton	1963 Spyder Coupe	M4	74	15.95171373
23	x	Jim Acker	1965 Corsa V8	SP	74	N/A
15	x	Gordon Croydon	1965 Corsa 180	TC	74	N/A
25	3.381	Dean Smith	1964 Spyder Convertible	TC	74	21.88701568
30	3.805	Doug Titus	1963 Monza Spyder	TC	74	19.44809461
13	4.144	Mike Klaus	1963 Spyder Convertible	TC	74	17.85714286
37	x	Ray Kaiser	1969 Monza Convertible PG	x	74	N/A
38	x	Andy Clark	Unknown	x	74	N/A
40	x	Ray Langley	Unknown	x	74	N/A

EconoRun Show Results

The EconoRun Show & Shine was held on a beautiful La Conner day. We had clear skies and sunshine that really put the Corvairs out for viewing. The marina parking lot was large enough so the cars were staggered out with a parking space between each. Only 30 of the EconoRun cars showed up, and in some classes the votes were very close.

The Early Convertibles was one of those cases, with only 4 votes separating first from second. **Alex Robic** was the winner in his 1962 Monza 900 in Honduras Maroon, and Dean Smith second with his yellow 1964 Spyder.



Ron Spreeuw was first in the Late Convertibles with his red 1966 Monza, and 5 votes behind was Steve Martin in his yellow 1966 Corsa.



From Eric Taylor: We are back home and happy having spent a wonderful weekend in La Conner at the EconoRun. It was great meeting all of you and lots of fun admiring your cars. This is a great group of people and we appreciate the chance to mingle with you.

Only two votes separated the top two cars in the Early Coupes, with **Eric Guenter** taking first with his 1963 Spyder Coupe, and Greg Torfin second with his blue 1964 Monza.



The Late Closed class was another close one, with only one vote separating two dark green 1965 Corsas. **Ron Zentner** got the award, and Fred Croydon's car was second.



Pat Olson won the 4 Door/Wagon Class, hands down, with his gray 1960 4 door.



Eric Taylor ran away with the Forward Control Class with his dark blue Rampside.



Andy Clark easily took the top of the Speciality class with his Corvair powered Cord.



Thanks tp Eric Taylor and Eric Hicks for a huge collection of wonderful pictures.

Thanks to our webmaster, Jeff Lee, for doing such a good job on our website. If you want help with web development or computer security, email Jeff: jtekusa@wavecable.com

Odds and Ends...

Two special awards were presented at the EconoRun. The award for **driving the farthest**, in a Corvair, to attend the event. **John Bailey** received this for his 346 miles from Dayton, Washington. This was determined by using Google maps with the home address and destination address identified.



Lauren Burton won the award for "**Hard Luck**" when she showed up with her '63 Monza Convertible was brought in on a flat bed truck. Lauren was traveling north on I-5 when her car just stopped running. It appears there was an electrical problem, and it was related to her generator. Her award was forty, one dollar bills (\$40). Bill Chellis drove up with a replacement generator, but not in time for the EconoRun.



EconoRun Financial

We almost met our financial targets for the EconoRun. The first goal was "Don't lose any club money from our limited treasury." The second goal was to "Put as much of the EconoRun revenue back into the event."

Although all the bills have not been received, we have accounted for what is ahead, and it appears that we have a profit of about \$500. We purchased a few additional items for the raffle, and added the desert at the end of dinner, and thought we were within \$100 of the break even point.

The last minute registrations, and sales of extra T-shirts, increased that to the more comfortable \$500.

During the next two months we will discuss your ideas for a good use of these funds. One of the specific purposes of our club, as noted in the By-Laws, is "to inform the general public of the joys of Corvair ownership." My thought is that we should put this into cleaning up a Corvair motor, and putting it on a small trailer that can be hauled to shows. It

should not be covered with shrouds, so everyone can see what powers our favorite Corvairs. We can also use this motor for technical sessions if we choose, rebuilding one portion or another. That would tie into another purpose of the club.

Come to the next meeting with your ideas about how to spend the funds from the EconoRun.

Income		3,903.50
Expenses		
Banquet	1,933.08	
T-Shirts	450.00	
Gift Bags	35.00	
Raffle	192.60	
Hospitality	118.38	
Printing	65.00	
Flowers	88.00	
Awards	525.00	
		3,407.06
Profit		\$496.44

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