



# Vairious Times



Volume 9, Issue 8

CORSA Chapter 982

August 2010

# NCC Car Shows



## Twin City Idlers

Successful turnout for the Twin City Idlers show and Lynden Razz & Shine. This was the NCC first participation in the Raspberry Festival. The festival events along with the classic car show there was a 3 on 3 basketball, food booths, shopping and door prizes.



## Lynden Razz & Shine

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★
★ North Cascades ★
★ Corvairs Officers ★
★ President ★
★ Fred Croydon ★
★ fredngale@wavecable.com ★
★ 360-466-2266 ★
★ Vice-President ★
★ Andy Clark ★
★ Secretary ★
★ Ron Zentner ★
★ Treasurer ★
★ Ruth Hintz ★
★ Membership ★
★ Ruth Hintz ★
★ Web Master ★
★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

## Through the Gears

I was very impressed by the turnout of North Cascades Corvairs at the Lynden Raspberry Festival, Razz & Shine. In my short memory, this was the largest turnout of Corvairs at a non-Corvair function ever.

My count showed 20 Corvairs of a broad spectrum of models. We had earlies and lates in both closed and open categories. There was also Ray's eight door Greenbrier, and Gale's Ultravan. Thanks to Fred Heffley's efforts, we were all parked together at the center of the activities.

The coordinator of the Razz & Shine expressed his thanks for our great showing, and asked us to be sure to include them in our schedule again next year.

Fred Heffley invited us to the Ferndale Old Settler's festivities on July 17, and I must say I was totally surprised at the caliber of this event. Pioneer Park is in the middle of the town, and includes several historic buildings.

An enormous parade, as good as any 4th of July I have seen, wrapped right around the park for an hour and a half. Easy viewing from the car show.

The friendly folks enjoying the sights were very interested in the three Corvairs (Fred Heffley's, Debbie Grainger's, and mine) parked together near the head of the show. Lots of questions about Corvairs from people that were aware of them, as well as quite a few that had no idea such a car was made in the U.S. This show will be on my list for next year.

The XXX show sponsored by Corvairs Northwest is coming up on the first of August, and will probably be over by the time you read this but I hope to see you there.

*Article continued on page 5...*

### Meeting Agenda 8/14/2010

- Last meeting's minutes
- Treasurer's report
- Membership
- Old Business
- New Business
- Upcoming Events
- Items wanted/for sale

North Cascades Corvairs (NCC) is chartered Chapter 982 of the Corvair Society of America, (CORSAs). NCC serves the North Puget Sound region of Washington 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 club dues are \$20. We welcome all to join us at our regular monthly meeting or at one of the events NCC takes part in. For contacts, please see the list of officers shown in the column above. They can provide the latest information on NCC meeting or event dates, times and locations.

Please visit our website: <http://northecascadescorvairs.org> for much more information about our club, Corvairs and the Corvair Society of America, (CORSAs). Club events, dates, times, and locations are published as soon as practical in *Vairious Times*.

NCC publishes this newsletter monthly and it is sent to all active members. NCC members may post classified ads at no cost. Please contact us for commercial ad rates. All newsletter submissions are due by the 15<sup>th</sup> of the month prior to the next issue.

## NCC Meeting Minutes from July 8, 2010

### Call to Order

President Fred Croydon called the meeting to order at 7:00 PM. This meeting was held at the Denny's at the Arlington exit from I-5.

The minutes from June's meeting were approved as written in the newsletter.

New members Frank and Fay Fadden were introduced. Welcome!

### Attendees

### Treasurer Report

Treasurer Ruth Hintz reported since the treasurer's report had printed, new balance of \$1004.99, after collecting club dues, Heritage Days event fee. Payment to Heritage Days of \$285.00 was sent for NCC participation.

### Old business

Fred reported on Jeff Lee's resignation as newsletter editor and Lauren Burton's acceptance to takeover as the NCC newsletter editor.

Fred reported 19 people had committed to bringing their Corvairs to the Razz and Shine Festival in Lynden on July 17<sup>th</sup>. An additional three others had indicated an interest in attending, but had not committed to appearing.

Eagles from spotted during the drive to Birch Bay



## NCC Meeting Minutes cont'd

### New Business

A discussion (Andy and Fred) came up about the apparent lack of foot traffic thru our club display in the bank parking lot at the recent Twin City Idlers show in Stanwood. The club will reconsider whether this approach to displaying our Corvairs needs to be changed in subsequent shows.

Fred brought up the LaConner Classic Car Show to be held on August 14<sup>th</sup>. Cutoff for notifying the show chair is the first week of August for a reserved space at the show. A potluck/picnic meeting will follow at Fred and Gale's home.

Corvair Heritage Day is set for October 2<sup>nd</sup>. NCC will celebrate by holding its annual Wine Tour that day. Cutoff for an official shirt is August 1<sup>st</sup>. More details on the wine tour will be announced later.

The Canadian Wine Tour, which is scheduled for September 18th, 2010 is still in the planning stages.

The meeting was adjourned at 8:00 PM.

### Upcoming Events

**1** CNW Discontinued and Orphan Show

**14** La Conner Classic Car Show

**14** NCC Club Meeting

**20-22** Meet In the Mountains Orphan Car Show

National Convention in June:

- 2011 Denver
- 2012 Massachusetts





## NCC Treasurer's Report

May 31, 2010

### Checking Account

**Balance Forward \$1019.99**

#### Income

Dues Reported \$ 20.00

Heritage Days \$ 250.00

**Total Income \$ 270.00**

#### Expenses

Heritage Days \$ 285.00

**Total Expenses \$ 285.00**

**Ending Balance \$1004.99**

July 28, 2010



## The North Cascades Corvairs line of quality merchandise

We have t-shirts (\$20), mugs (\$12), and hats (\$16.50) available for immediate or one day delivery. Coasters, mouse pads, tote bags, covers and ceramic tiles can be ordered. Shipping costs are charged at a slight additional cost.

**Important Merchandise Information**  
Mugs and t-shirts are unavailable  
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**\*\* Hats are in stock \*\***  
An [order form](#) is available at our website.  
**Please inquire before ordering**  
Thank you



## North Cascades Corvairs Business Cards

The example here shows the front of my card, and if you would like to have some of your own, call or write me, and let me know what you would like on yours. The card stock I use, printable on both sides, allows a picture of your car on the back. I can produce them for about ten cents each. So, for a dollar you can have a sheet of ten cards. Just get me a picture of your car in the pose of your choice.



**Fred Croydon**

439 Modoc Way  
La Conner, WA 98257  
Ph: (360) 466-2266

e-mail: [fredngale@wavecable.com](mailto:fredngale@wavecable.com)

## CORVAIR SOCIETY OF AMERICA

The Corvair Society of America, (CORSAs) is an international organization that is made up of over 4,800 members and 125 chapters, one of which is North Cascades Corvairs. CORSA members are dedicated to the preservation, restoration and to furthering the appreciation of the Corvair automobile. CORSA supports all sanctioned Corvair Clubs with several benefits, including event insurance, members only classified ads and the monthly magazine, *Corsa Communique*. North Cascades Corvairs strongly encourages all members to join CORSA. YOUR membership in CORSA helps them provide those services. Annual dues are only \$45.00. For more information, including a membership form, contact CORSA at the following website: [www.corvair.org](http://www.corvair.org) CORSA email is: [corvair@corvair.org](mailto:corvair@corvair.org).

## Through the Gears (*Continued*)

Our next event as a club is the La Conner Classic Yacht and Car show at the La Conner Marina on August 14. The manager there has promised to put all the Corvairs in one area, as long as we provide him with a count in early August. We will have our annual summer meeting and potluck that afternoon, and this year it will be at the Croydon residence.

We completed our registration for the Heritage Day October 2nd event, and sent it in to the organizers, Vintage CORSA. There are 14 cars registered, and our contribution directly to CORSA will be \$135.

Participants can still join in, right up to the event, but they will not be able to get the complimentary T-shirt. Gale has been in touch with the usual wineries in Skagit Valley, and all but one said they could accommodate us. She found a replacement, Tulip Valley Winery, and a new place for lunch.

*Fred Croydon, President*



Corvairs at Lee Johnson  
Chevrolet 75th Anniversary



## August Corsa Corner

I really enjoyed the relaxed atmosphere this year's car display provided. I was able to walk about and talk to the various Corvair enthusiasts. A big plus for me, as an undercarriage Concours judge, because I was able to see more than the undersides of all the wonderful Corvairs. I also did not need to worry about tending to the CORSA merchandise table; nor tallying scores or other preparations for the Banquet. Conventions need more fun days.

The Iowa Corvair Enthusiasts (ICE) did a wonderful job hosting the convention. ICE received help from Corvair Minnesota and other groups which always helps. The more help you have, the less work each person has to do individually.

CORSA does need a host chapter for the 2013 convention, preferably a central division chapter; and for the 2014 convention, in the western division. Larry Claypool has the basic information. Bob Dunahugh has in the past volunteered to provide insights into what it takes to plan and host a CORSA Convention. Bob stated for months how easy it was, Bob pre-plans very well. But be warned, even Bob found the last minute details can over burden the best of us. Delegation is the key – the more help, the less work per person applies to the Convention chair as well as all the workers.

Hosting a convention is a great experience, I encourage every chapter to give it some consideration. Don't forget to contact your local Tourism and Visitor's Bureau. Those agencies are eager to help with hotels, tours, parking, shuttle service and a host of other services. It is something they do to attract conventions like CORSA's. Talk to Bob Dunahugh, Larry Claypool or myself and see the possibilities.

There is some controversy over how much control CORSA exerts in the convention planning. It is less than most perceive it to be, yet at the same time more than many would like. CORSA main goal is to provide some consistency for the members. The members have come to expect certain things at a convention, some are even in the by-laws, such as Concours. Yet, CORSA also strongly encourages diversity for each convention. This usually comes in the form of tours, tech sessions and rally routes. There are other ways to distinguish each convention, for Iowa, it may well be the relaxing, carefree last day that defines, for better or worse, their convention.

CORSA does incur expenses for each convention and CORSA is responsible for any convention loss. This means CORSA tends to be conservative with the convention numbers, lower revenue and higher expense expectations than most host chapters would expect. If the numbers are better, great. CORSA also brings close to 40 years of convention experience to the table. CORSA has found certain things do not work well while also being cognizant of the fact some things need to be tried anew as time and people change.

The conventions in Denver in 2011 and Massachusetts in 2012 should be great. Both are offering some variations to the standard convention format while still providing members with the core features. Denver is a great tourist location and the host chapter has a great group of people will surely make the 2012 convention another memorable convention. I'm already looking forward to both conventions, my excuse to go visit those regions. Could your town be next?

Author: Tim Mahler



## NCC at the Twin City Idlers Car Show





## NCC at the Lynden Car Show







## Corvair Heritage Day Wine Tour

*October 2,  
2010*

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## Brief History of the Corvair

Celebrating 50 years of the Corvair. I wanted to reflect back on how it all began. This information was taken from the [Corvair Society of America Web](#) site.

Until the 1950s, most American auto manufacturers made one size of car: large. Imports from Europe such as Volkswagen, Renault, and Fiat showed there was a market in the U.S. for smaller cars, mostly as a second car or an alternative for the budget-minded. In 1959-1960, all the major makers planned to introduce a "compact" brand.

Most of these designs were scaled-down versions of the conventional American car, using four- or six-cylinder engines instead of V-8s with bodies about 20% smaller than standard cars. An exception to this was the Chevrolet Corvair. Led by General Manager Edward N. Cole, Chevrolet designed a revolutionary new car. It was powered by an air-cooled horizontal six-cylinder engine made almost entirely out of aluminum. The engine was mounted in the rear of the car, driving the rear wheels through a compact automatic transaxle. Suspension was independent at all four wheels. There was no conventional frame, it was the first Unibody built by Fisher Body. The tires were an entirely new wide low-profile design. The styling was unconventional for Detroit, subtle and elegant, with no tailfins or chrome grille.

Despite its critical acclaim, the Corvair did not dominate the marketplace. It was expensive to produce because of the unusual design, and it was not as economical to operate as its competitors. These were major weaknesses for an economy car. It was designed first as a sedan and a coupe, with modest engine power and a Spartan level of trim. Corvair destiny was discovered when the Monza show car, a sporty Corvair with bucket seats and a floor shifter, was so popular it was immediately put into production.

- 1960 The Corvair engineering earned a flurry of patents, its styling was copied by many European makers, *Time* magazine put it on the cover, and *Motor Trend* named it the Car of the Year.
- 1961 The Corvair product line expanded, with the addition of a Monza sedan, station wagons, more engine horsepower, and a four-speed manual transmission. Also new was the Forward Control series, Corvair-based family vans and commercial panel vans and pickup trucks. These offered an inexpensive choice in the truck market. But the Ford Falcon and the other conventional compacts continued to outsell the Corvair due to their economical simplicity.

*Article continued on page 12...*

## Brief History of the Corvair

- 1962 Chevrolet introduced the Chevy II as a conventional compact car and directed the Corvair line toward sport and versatility. The exciting new Corvairs were the Monza convertible and the sporty Spyder with a turbocharged engine. This was the peak of Corvair development and sales, with a dozen different models of cars and trucks, and almost one-third of a million units sold. However, General Motors could see the market was moving in a new direction, with bigger, faster cars using powerful V-8 engines.
- 1963 Corvair held course although the station wagons were discontinued. Corvair owners were loyal and enthusiastic, and Chevrolet promoted the sporty theme with clubs and driving events.
- In 1964 the Corvair rear suspension was improved, and the engine was made slightly larger and more powerful.
- 1965 Corvair, a second generation design was introduced. The new body style was again outstanding, and the rear suspension was completely redesigned to make the car more sure-footed. Corvair sales improved.
- 1965 Ralph Nader published *Unsafe at Any Speed*, a criticism of the U.S. auto industry's safety record. Only the first chapter was about the Corvair, but is all the reviewers and critics read. Nader's complaint was about the 1960-63 rear suspension design that was already discontinued, but the damage to Corvair's reputation was done. GM's mishandling of their response to Nader only made things worse.
- 1966 Corvair sales for were down by more than 50% and Chevrolet decided to cease any further development. Production and sales continued for three more years, perhaps to display corporate confidence in the Corvair.
- 1967 Chevrolet was selling the Camaro, as well as the compact Nova and mid-size Chevelle. Corvair sales fell dramatically in the last years, as advertising ceased and the model line was reduced to just two coupes and a convertible.
- May 14, 1969 after ten years of production throughout the decade of the 1960s, the last Corvair was built.

Independent Corvair clubs were organized while the car was still being sold, and the Corvair Society of America was organized immediately afterward. A network of independent parts suppliers and repair shops took over as Chevrolet phased out support. Corvair owners have been a dedicated and enthusiastic group from the time of its introduction to the present day. Many Corvairs have been preserved, parts and services remain available, and there is a busy calendar of shows, races, and convention events celebrating this unique automobile.

The [Corvair Preservation Foundation](#) and its [Corvair Museum](#) keep the history alive.

Lauren



## Upcoming Events

### July 2010

**31** CNW Swap Meet  
Kent Sullivan's Shop, Kirkland, WA

### August 2010

**1** CNW Discontinued and Orphan Show  
Issaquah, WA

**14** La Conner Classic Car Show  
La Conner, WA

**14** [NCC Club Meeting](#)  
Fred and Gale's House  
after the La Conner Classic Car Show

**20-22** Meet In the Mountains Orphan Car Show  
Leavenworth, WA

### September 2010

**9** [NCC Club Meeting](#)  
Denny's Restaurant - Arlington  
Meeting starts at 6:00 PM

**18** Fraser Valley Wine Tour  
Planning still in work

**25** [Brownsville Appreciation Day](#)  
And Car Show

### October 2010

**2** Corvair Heritage Day

**14** [NCC Club Meeting](#)  
Denny's Restaurant - Arlington  
Meeting starts at 6:00 PM

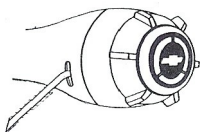
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