



# Vairious Times

CORSA Chapter 982



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We will enjoy our 2012 Christmas Party at the Shelter Bay Clubhouse on December 8th. It starts at 6 pm. and lasts as long as we want it to.

## Through the Gears

The year 2012 has been a great one for North Cascades Corvairs, and it is time to pass the torch on to the incoming **President, Mike Klaus**.

There will be a few changes that I think will make the club more vibrant, and keeping up with the times. These are primarily in the way we communicate with each other. Attendance at events, showing our Corvairs, and socializing, will continue as they have been in the past.

Since this will be my last chance to comment in this column, I want to thank everyone that contributed to a very successful year, and to hit on a few of the highlights that I will remember for a long while.

The first event of significance for NCC was the **Annual Sweetheart Cruise**. The day started in Conway as the participating folks gathered. The route was interesting, and it went west to Fidalgo Island, over the Deception Pass Bridge, and covered the greater portion of the west coast of Whidbey Island. We finally arrived at the home of **Graham and Nancy Dell**. They had a wonderful meal with antipasto, Lasagna Bolognese, salad and chocolate cake waiting for us. **Ron Zentner** played Sweetheart music on his accordion, and led many of us in singing. Thanks to Graham, Nancy, and Ron.

The next event on our agenda was hosting the **Pacific Northwest Corvair EconoRun** in La Conner in the beginning of May. There were many club members helping with the planning and hosting for this event, and I thank them all for the help in producing this very successful rally and show. Participants came from British Columbia, Oregon, and all over Washington. This was clearly the most significant event our club has put on since I have been a member.

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.

## Through the Gears, cont'd.

Then we had the summer **crab feed** at the **Dell's**, once again. It started with a cruise from the Farmhouse in La Conner, and traveled over the pass to Coupeville. All the crab you can eat, compliments of Graham and Nancy, and fantastic side dishes by potluck.

The **Fall Wine tour** was planned and coordinated by **Dave and Nancy Thompson**. There was a mini cruise from the Farmhouse to Coupeville, where we assembled and did our first wine tasting after checking out the local Saturday market in the park. There was a stop at the Greenbank Farms wine shop, followed by lunch at the Greenbank Store and Grille. The more wine stops along the length of Whidbey Island.

Interspersed with these events, there were numerous car shows that members attended, and I have to say many won awards for their fantastic Corvairs.

Cheers to All! And thanks to All for making this a memorable year. —Fred Croydon



## Treasurer's Report December, 2012

No income, no expenses, balance	\$2,101.28
Balance Forward 10/31/12	2101.28
Expenses	.00
Ending Balance 11/30/12	2101.28

*by Graham Dell*



## Your 2013 Dues are Due

Your 2013 North Cascades Corvairs dues are due, effective December 31, 2012. Do it now while it is on your mind.

Dues are \$20 US/year for members that are also affiliated with CORSA, and in that case you should provide your CORSA number. All Non-CORSA members pay \$23 US/year.

You can fill out the pdf form attached to the e-mail sending you the address for the Newsletter, or you can go to our website to the "join" section, which provides you with the form, and instructions.



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## NCC Communication for 2013

One of the efforts underway to improve North Cascades Corvairs for 2013, is to develop better and more efficient ways to communicate between members, as well as distribute information on upcoming events.

Along those lines, President Mike Klaus has asked David and Nancy Thompson to be in charge of communications. Although the title of the position has not been resolved, they would be overall responsible to direct the methods and use of our systems. This includes the Web site, Newsletter, and an

e-mail system that will make it easy for any member to write to all other members with one address.

At this point, we can say that Jeff Lee will continue as the Web Master, maintaining our current site, and Gale Marple will continue as Editor of the Newsletter, charged with layout and publishing duties. We are looking at ways to improve both our web presence, and use of the newsletter.

We are close to finalizing some aspects, but these technical issues need thorough tests to be sure they will do what we need them to do.

## Fred's Winter Project

Every year while at car shows, I look around at other cars, and compare them to my Corvair. I am looking for those things where my car does not meet the standards of other cars. One area that has never satisfied me is the engine compartment. I have done a few things to clean it up, but never addressed the area in total, as when I decided to work on the body and get a paint job.

This year I decided the engine compartment would be my winter project, and that I would start after the CNW Fall Cruise. Cleaning, painting, and organizing it to look neat and purposeful. No bright colors or chrome, just black, and clean.

This article will cover the first part of the project, which entails removing all the stuff on top of the motor, to get to the sheet metal that will be removed for sand blasting and powder coating.

The sheet metal I am referring to is the fan shroud, the lower portion of the firewall, and both side pans.

I did not search the internet to learn the best way to proceed, and figured that I could just remove things that were in the way. Maybe that was not the best, because it was frustrating to find that there was always one more thing that needed to be removed.

One big problem, that I don't think should have been a problem was removal of the alternator. The two mounting bolts are under the alternator, and the forward-most bolt was touching the shroud. The socket wall would not slide over the head. Because of its location, I could only see it in the mirror with a flashlight. The final solution was to use a deep socket, a short extension, and a hammer to force it in over the bolt head. I am still wondering how it will go back together.

The firewall pan and the two side pans are difficult to work out, but it just took time to locate some of the fasteners that were tucked into places that were not easy to access.

Carbs, linkages, fuel lines and electrical wires were pretty straight forward. The cleaning and degreasing is underway, and I think it will take some time. That is something I seem to have plenty of.



**The End**