



Vairious Times

CORSA Chapter 982



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Through The Gears

The car show season is upon us. Lots of notices of events come in, but most from afar. We still have many events in close, and it is a matter of deciding how far we want to travel, or maybe which town we want to spend a day in. This weekend there are three events within 20 miles, and it is more a question of whether it rains or not. Looking ahead, there are too many events that we would like to be part of, but conflicts will prevent some of them.

The 2012 EconoRun is over, but it is significant to note that we have three new members as a direct result. The first new member, **Tim Benton**, was introduced by **Ray Langley** as he signed up for the event, and registered as a member at the same time.

The second couple, **Dave & Nancy Thompson**, met **Debbie Grainger** and me at the Ferndale Show a year ago, while they were driving around in their '64 Monza convertible. They registered for the EconoRun this year, and I guess they enjoyed the company, as they joined the club.

The third couple, **Neil & Janice Eastvold**, live in neighboring Mount Vernon, and attended the Show & Shine portion of the EconoRun after reading about it in the paper. They decided they liked our cars, and called to ask for help in finding a late model convertible. An e-mail went out to all our members, and several responses were potentials. They made a decision to purchase a glacier gray '65 convertible from **Randy Coots** of CNW.

Also included an introduction to **Brad Maus**, a member of a couple of months. He has not been to any meetings yet, but we hope to see him soon. More details on these new members and their cars in the body of this newsletter.

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, 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.



Picnic, Anyone?

Just thought you should be reminded that Joe and Lynn Phillips are hosting the

2012 CNW Tuneup and Picnic

at their place on

June 9, from 11 a.m. to 11 p.m.

Don't let the drive to 26217 137th St. Ct. E., Buckley, WA scare you. NCC members are also invited. It will be worth the time. Joe has a lift to get your cars up if needed, and I am sure there will be lots of experienced help with any problems. And a party to boot.

If you have any questions call Joe at 253-227-9397.

EconoRun Balance Sheet, 2012

Income		3,933.60
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	543.17	
Total Expenses		3,425.23
Profit		508.37

Proposal to Use Club Funds

One of the club objectives, as stated in the By-Laws, is to promote Corvairs. Generally we have been doing that by driving our cars as often as practical, and going to car shows. While doing this I have noticed that there are many folks that are seeing the Corvair for the first time. There are usually many questions about the motor, and it is hard to show it in the car because of all the sheet metal covering it.

Another objective of the club has been to provide technical sessions for those that are unfamiliar with procedures, to learn from those with more experience.

The Proposal

Have a drive train (motor and transaxle), mounted on a small trailer that is mobile, allowing it to be towed to shows for display. It can also be towed to technical events, and used to demonstrate repair and maintenance procedures.

We would ask around the Corvair community for someone to donate a motor and drive train. A purchase of a small (1000) pound trailer for about \$250, and build a frame to mount the system on it.

The first step would be to clean it thoroughly, and make it very presentable for display purposes. It may even mean removing the internal parts: just have it for a showpiece.

An Option

Long term we could use it for technical sessions. Small projects breaking down components, and putting it back together during training sessions, to demonstrate process and procedure. This may or may not be practical if it conflicts with a nice display unit.

Longer term expenditures to replace components would be voted on, and based on funds available. Storage location needs consideration.



New Members



Recently, President Fred got a call from a guy who came to the recent EconoRun Show, and he and his wife decided they wanted to become Corvair owners. **Neil and Janice Eastvold** live in Mount Vernon, and belong to a vintage car club. He is knowledgeable about cars, but not Corvairs. They wanted help in finding and checking out a Corvair to purchase. Their preference was for a late automatic red convertible.

With the magic of email, he was quickly connected to **Randy Coots** who had a Corvair for sale, with most of those parameters. The only difference is that his car is a light bluish grey. An agreement was reached, and they bought the car and joined the club. Welcome Neil and Janice!



Tim Benton lives in Sedro Woolley and signed up at the EconoRun. He wrote, "I am attracted to cars and pickups alike I enjoy working on the old classics and keeping them on the road, Classic vehicles are pieces of art work and need to be preserved. I purchased the 62 spyder convertible because it was still original and all stock and in great condition. I buy cars that attract me, it doesn't matter who the manufacturer is, I like them all. This is the first Corvair and I am not disappointed. In my collection I have a 1949 Dodge Wayfarer Roaster restored with less than 10k original miles, a 1953 Chevrolet 5-window pickup streetrod, and two antique Minneapolis-Moline farm tractors."



Tim Benton is there, behind his 1963 Spyder at the EconoRun Show.

Dave and Nancy Thompson, of Coupeville, were cruising around Ferndale in their 64 red Monza convertible last year. They drove into the Haagen parking lot and noticed the car show happening. They met Fred C and Debbie, and asked about the NCC club

Well, they didn't join right away, but they stayed in touch and joined when they signed up for this year's EconoRun. They came in third in the automatic class of the Run. We are happy to have them as new members.



NCC Monthly Treasurer's Report

Treasurer's Report 5/31/12

Balance forward 4/30/12	\$4275.18
Income	
Dues	46.00
EconoRun	635.00
Other	1.00
Expenses	
EconoRun	2825.23
Ending Balance	\$2131.95

Second shot is of Fred & Gale's Corsa and Debbie's Monza in the foreground, with some of the other show cars in back.



The third shot is of Debbie putting on the final touches, getting the car wiped down after the rain squall that got everybody wet at the start of the show.



Car Show News

Fred Croydon reports on the Ferndale Show on Saturday, June 2nd. The weather did some raining before and after the show, and on the way to the show, but overall the day was pleasant, and worth the trip.

First Shot is of Andy and Vicki's Cord which took first place as "Best Classic" in the show.



Blast From the Past

The show at Sedro Woolley on Sunday was lots of fun again this year. The weather was perfect, the band was great, and not too loud this year, and one of our members won a trophy! Andy and Vicki took their Yenke this time, and got a first in '60 to '69 Stock. Your editor, Gale Marple, went to the quilt show also, and saw some great quilts and caught up with old friends.

Boys and Their Toys



Me write a story?? Well there is a first for everything. So here it goes. A long, long time ago, back in the 1984 I started taking my Boeing Christmas vacations and started going down to Yuma, Arizona. I would meet my brother there in the sand dunes.

At that time we only had three wheelers to ride. In 1985 I bought a Honda Big Red three-wheeler to ride in Yuma and Moses Lake, Washington. A few years later my brother bought a sand rail. Well of course I had to have one also. I bought a sand rail with a 140 HP Corvair engine and standard trans. I did not care for shifting, so I put in an automatic two speed. It worked well but not very good for climbing big hills.

Dave Herbert of Seattle built the engine for me. Thirty over on the barrels, mid range cam. Spark plug holes welded up and new ones realigned more towards exhaust valve. This helps prevent pinging, so I am told, old school. Works great. I am still running this engine twelve years later.



Rejected carburetors. Clark's rotational adaptors. These rotate the carburetors 90 degrees to prevent flooding and leaning out in hard cornering, and we do a lot of hard cornering. Forty-five degrees up and down sand dunes. Feeling dizzy yet?



The seat material is mohair and made in England. The seats are made by Race Craft of Yuma, Arizona. I bought the seats for my first sand rail but found out the sand rail frame was too narrow and the seats would not fit. Sooo, of course I needed to have a new frame built to fit around the seats. This was done by FABTEC LLC OF AUBURN, in Washington. A couple of things I did not like about it so I had them changed by Motorsports of Portland, Oregon. It turned out a lot better.



At this time I put in a 4 speed 091 VW bus trans. This is the strongest VW trans made. It is suppose to be almost as strong as a Corvair trans, but a lot lighter. Trans and trans axial are one piece aluminum. Rebuilt by Larry Harvey of Yuma. Another duner.

Boys and Their Toys, cont'd

Crown made the adaptor plate to bolt VW trans to the Corvair engine. They also supplied the pressure plate. Has a CNC hydraulic slave cylinder for easier clutching. I also had to reverse rotation of the Corvair engine to clockwise rotation.

Second and third gears are close ratio gears. These gears are used the most in the sand. You need close ratio gears to maintain RPMS in the different terrain in the sand. Climbing, running bowls. Bowls are round with a lip on the top and slope down on the inside like a bowl. You ride around the lip of the bowl and then lip over to another bowl and do the same. WHEEE

I ran this frame for four years with no paint while making changes on the frame. In December of 2010, I took everything off and had it sand blasted at JB Sandblaster of Arlington. Then powder coated at Superior Powder coating of Arlington.

Of course things need to be upgraded, if needed or not. The future engine will be sixty over on the jugs, mild cam, blower, fuel injection and electric fan. More on the engine later.

—Vic Kukrall



The End

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