



Vairious Times



Volume 11, Issue 3

CORSA Chapter 982

March 2012

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Through The Gears

We just completed the first event of 2012, the **Annual Sweetheart Cruise**, and by all accounts it was a great success. Comments from participants about the scenic route, and not on roads used frequently, were expressed many times.

They also raved about the splendid luncheon of antipasto, tossed salad, lasagna, a special Corvair cake, and chocolate's provided by hosts **Graham and Nancy Dell** at their home.

And thanks to **Ron Zentner**, who pulled off the entertainment triple play, as the master of ceremonies, playing his accordion, and singing appropriate Sweetheart songs.

We are now putting all our efforts into planning and implementing the events for the **2012 Pacific Northwest Corvair EconoRun** scheduled for May 4, 5, & 6 in La Conner. Some folks may think that is a long way off, but to secure lodging, meeting rooms, dinner and awards facilities, parking, and numerous other features we have to make commitments soon.

So far we have not had to pay ahead, but we need to make a down payment for scheduling the facility and dinner service by the end of March, which is also the deadline for registrations. Help us out. Don't wait.

Also, you may notice a little different format for the Vairious Times. Gale Marple has taken over the newsletter duties.

March 8 Meeting
Angel of the Winds
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.



EconoRun Tee Shirts

Our 2012 Corvair EconoRun will have T-Shirts with the poster design of the mountains and an early Corvair in the foreground, printed in large scale on the back of 6.1 oz., 100 percent cotton shirts that are white. There will also be a small version of the logo on the front of the shirt over the heart.

A special version of the shirt will be available in Royal Blue, with the same graphics noted for the standard white shirts. These will be for North Cascades Corvairs members who plan to participate as:

hosts in the hospitality room,

attendants at the gas filling,

attendants helping park cars for the show,

helping visitors have a good time.

This will make it easy for anyone looking for help, as they will just look for the blue shirts.

Let us know how you will help, and make a note on your registration order form that you want to order the blue shirt. Call Fred Croydon at 360-466-2266, or email him at fredngale@wavecable.com.

EconoRun Rules

The object of the EconoRun is to obtain the best possible fuel mileage in actual road conditions. It is intended to encourage safe and economical use of the Corvair, driven over a known distance, and measuring the amount of fuel used starting with a full tank, and filling again after the run.

These rules are not all inclusive, but provide the basics that cover the common issues.

A maximum elapsed time requirement from start to finish, will be specified during which each competitor must complete the EconoRun. The purpose of this time limit is to encourage vehicle operation in a realistic manner at reasonable and proper road speeds, while achieving the best possible fuel economy.

This time limit will be determined by the committee after driving the course in advance, properly, and adding 15 percent for contingencies. This time will be specified in writing as the maximum time, as will the minimum time of 100 percent. In the event of a tie on fuel mileage, the competitor with the shortest elapsed time that is greater than the minimum time will be judged the winner.

To ensure a consistent fill up level for each car, NCC will provide members to top off all gas tanks at the assigned gas pumps, and the same person shall run the pump throughout the event. All vehicles of a class will fill at the same designated pump. The gas pump nozzle's automatic click off at the slow notch will be used.



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Corvair EconoRun Classes



The EconoRun classes are being identified on our web site in advance, so all participants will know what they are getting into. We present the basics in this article for our club.

All classes allow any body, interior, cosmetic, or structural modification. Any fuel distribution system shall be allowed: stock carburetors, non-stock carburetor make or configuration, or fuel injection may be used.

The Corvair-bodied and Corvair powered classes shall be divided into Forward Control vehicles and cars. Cars shall be divided into turbocharged and normally aspirated engines. Normally aspirated engines shall be divided into automatic and manual transmissions.

Corvair Forward Control

vehicles shall be those vehicles characterized by an original 95" wheelbase, and forward control steering geometry. They may have any number of doors and windows, or any number of loading gates.

Corvair-bodied and **Corvair-powered** cars shall be of any body style, including the station wagon. Vehicles shall be considered normally aspirated so long as a turbocharger or supercharger is not used. Vehicles equipped with a turbocharger, or modified with the addition of a supercharger, shall compete in the turbo class.

Transmission types shall be divided into manual/clutch and automatic. Any transmission may be used, whether it is stock or not.

The Manual, 2-Carb class (80 - 110 HP Engine) shall be defined as Corvair bodied and Corvair powered cars with manual transmissions and normally aspirated engines having one carburetor pad on each cylinder head as the head was originally manufactured.

The Manual 4-Carb class (140 HP Engine) shall be defined as Corvair bodied and Corvair powered cars with manual transmissions, and normally aspirated engines having two carburetor pads on each cylinder head as the head was originally manufactured. Any number and type of carburetors may be mounted to those pads. A standard 140 HP engine that has the secondary carburetors removed and blocked belongs in this class. An otherwise standard one-pad head that has been machined to accept two pads per head belongs in this class.

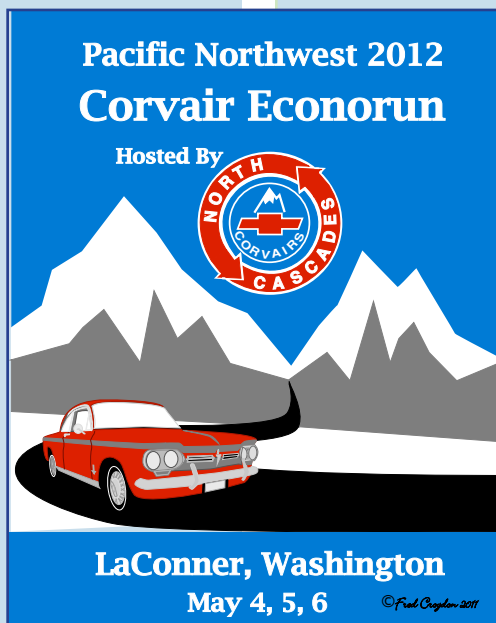
The Automatic class shall be defined as a Corvair bodied and Corvair powered cars with automatic transmissions and normal aspirated engines. Any fuel delivery system is allowed in this class.

The Turbo class shall be defined as Corvair bodied and Corvair powered cars with turbocharged or supercharged engines. Transmission type shall

not be a determining factor in this class. Manual or automatic transmissions, whether or not they are stock Corvair, belong in this class.

The Forward Control Class shall be defined as a Corvair bodied and Corvair powered Forward Control vehicle using any transmission and any fuel distribution system including turbocharged and supercharged engines.

The "Other Corvair" Class shall be defined as a vehicle configuration that is either Corvair bodied or Corvair powered, but not both. UltraVans, Corv-8s, and Cords are common examples. Engine sizes and types, transmission types, or body/structural modifications are not determining factors in this class. This class will only be available if three participants register fitting this category.





EconRun Parking

Extra off-street parking for those who are commuting from nearby areas, will be available at the **La Conner Fruit & Produce Market** parking lot located at 116 First Street. This is across from the Post Office.

Signs will be posted indicating it is for Corvair parking, and we will try to monitor the situation. Participants staying at the hotel should use hotel parking.

Courtesy of Wells Fargo Bank, and Property Manager Jim Scott.

March 2012

4th, CNW Spring Tune-up
Sunset Chevrolet in Sumner
8th, NCC Meeting

April 2012

12th, NCC Meeting
21st, Tulip Rally
in Skagit Valley

May 2012

4, 5, 6 Corvair Econorun
La Conner

Treasurer's Report

Balance forward 1/31/12 \$1605.45

Income

Dues \$ 26.00
S Cruise \$100.00
EconRun \$255.00

Expenses

PayPal \$ 6.71
S Cruise \$185.23

Ending Balance 2/29/12 \$1794.27



One of our stops along the Sweetheart Cruise route. Note the El Corvino, a late coupe, a late convertible, and a Cord. We have variety!

Sweetheart Cruise Report



They forecast intermittent rain, but we had a clear, crisp day for the first 2012 outing of the North Cascades Corvairs. We met at the Pasek Cellars parking lot in Conway. Ten cars arrived; 8 of which were Corvairs, and Andy's Cord, and Mike Klaus' sedan.

We caravanned to La Conner, bypassing the downtown, and going across the Rainbow Bridge onto and through the Swinomish Reservation. Just before meeting up with Hwy 20, we went left through a series of turns and jogs, to go south along a golf course and to Similk Beach. Then more turns, to go along the shoreline and through the residential area called Dewey Beach. This was platted as a town long ago, and was called Fidalgo City.

We finally had to hit Hwy 20, going south beside Pass Lake and to Deception Pass. The Pass is so incredibly beautiful. You really need to see it. We intended to stop, but because of a little confusion, it was more like a touch n go. (We need to think about going back there in the warm summertime. The photo opportunities are endless. Picnic anyone?)



Once we were over the bridge, we were on Whidbey Island. We westerners like to think it is the longest island in the U.S., but alas, it is not. At 35 miles in length, it is the 4th longest and largest, behind Long Island, Padre Island, and Isle Royale in MI. It's width varies from one and a half miles to 12 miles.

The north end has much dryer weather than the south end. The Olympic Peninsula creates a rain-shadow and diverts most of the rain away from the northern end. The southern end is not so lucky. The middle has gently rolling hills of idyllic farmland. This is my favorite part, also a great place for photos.



We turned west towards the shoreline at NAS Whidbey. The road drops down from the hills and hugs the beach with only room for wind-swept houses between pavement and surf. There is driftwood everywhere. It is a beautiful open windy place.

Back again to Hwy 20 for a short while, then another jog to the right, towards the west to head for Fort Casey and Ebey's Landing. Fort Casey is an old Army post. Now part of it is operated by the State Parks and part by the Pacific Lutheran University. We found a circle turn around at the end of the road and parked for a photo opp.





That's the Keystone ferry in the background, just leaving Whidbey and heading for Port Townsend on the peninsula. This, too, is a beautiful place for a summer picnic. However, in February, it was windy enough we didn't want to be out of our cars for very long. Brrr. After narrowly escaping a \$10 per car access fee, we proceeded to Graham and Nancy Dell's place for lunch.

We arrived to find a warm home and a warmer welcome. One of our participants who did not meet us in Conway was already there with his friend. Jake, the Dell's large grey poodle, entertained us with offers to play fetch. Several of us accepted this offer.



Fortunately, none of us needed Steve's services on this trip. →



The Dells served us wonderful antipasti, Lasagna Bolognese, salad and chocolate cake. Yum. Ron Zenter played his accordion, as some of us sang along. We had a grand time. At about 3 p.m., we disbursed for our drives home. Those who live in the Seattle area and south, drove down the rest of Whidbey to catch the ferry across to Mukilteo. Those of us who live north of there backtracked to get home. It was a good cruise.



February 9, 2012

Meeting Minutes

by secretary, Gale Marple

The meeting was called to order at 6:25 pm at the Angel of the Winds casino restaurant.

The minutes of the previous meeting were read and approved as written. The **Treasurer's Report** stated that the club had \$1289.45 on January 1, 2012 in the bank. Andy Clark asked where the money will come in for the up-front EconoRun costs.

Dues: Thirty members have paid their memberships. February 1st is supposed to be the cut off date for active members. Non-CORSA members need to add a \$3.00 surcharge to the

\$20 annual Chapter dues. This money goes to CORSA to pay for the insurance that the CORSA members pay for and enjoy. Members can go to our website. Click the Join button and go to the Membership Application. Either fill it out online and use PayPal, or print it and send a check to our treasurer, Graham Dell.

Upcoming Events: The Sweetheart Cruise will be (was) this Saturday, Feb 11th. Fred C. passed around maps and directions from Google. We plan to use this type again at the EconoRun, so he invited comments on how easy or difficult they are to use.

On March 4, there will be a Corvairs Northwest event, **Spring Tune Up** at Sunset Chevrolet in Sumner. Danny Davis recommends going to this. There will be lots of other vintage cars there besides Corvairs.

EconoRun, 2012: Andy Clark raised the seed money issue. How much will be needed and when? Fred C. said very little will be needed.

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Continued from p. 7, Minutes from February.

The arrangements with the hotels will be between them and individuals, not the club. We have a deadline for reserving the banquet room at the restaurant, but no up front costs. The parking lot for the Sunday car show is not expected to cost us anything either. Fred C. described the hotel, parking, restaurant and gas station arrangements made so far.

Some of the **CORSA rules** for an EconoRun were discussed. Must be not less than 60 or 70 miles. Some discussion for determining the winner ensued. It was decided to use the stated number of mileage for the course and Not each individual's car's speedometer. We all know what kinds of trouble that could cause.

Publicity coverage was questioned. Marci Plank, director of the LaConner Chamber, will distribute all our event info through her usual outlets in Seattle, Skagit and Whatcom counties.

Roland M. discussed **plaques and awards**. Looks like there will be 21 needed, a 1st, 2nd, and 3rd in five categories, plus a Hard Luck award and a Long Distance award. That's 17, not sure what the other 4 would be for. Roland asked if members have preferences for engraved or screen printed plaques. He handed out some samples. Ron Z. expressed a preference for wood plaques over metal.

Andy C. offered some ideas for avoiding driving through Anacortes, while some others wanted to go through that town. Danny D. suggested ways to save maps in Google and email them.

Fred C. explained the LaConner Chamber of Commerce **Coupon books** and passed an example around. There are more than 60 coupons in there for all kinds of businesses in LaConner. Most offer a Two for One discount, and Second One Free, and a percentage off discount. The club will buy one for every entry and put them into the goody bags.

T-Shirts will be made with the poster as the design, a large one on the back, and a small one over the heart on the front. Most will be white. Club members who volunteer to help will get royal blue ones. Joe Phillips knows a California company that does good work and will sell a navy blue one for \$.25 more.

Gale suggested the idea of having **High Tea** at Ruby Sue's in town. At least 5 people indicated they would be interested. She will get more details and provide the info to sign up.

Meeting was adjourned at 8 pm. Then Fred C. sat down and ate his salad.

